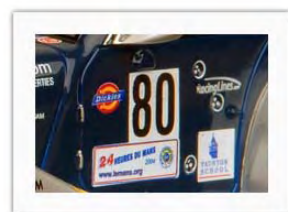




A reproduction of the vehicle which competed in the 24 Hours of Le Mans

## SCX® PRESENTS THE MORGAN AERO 8

A model different from all the rest, one which combines classic looks with the latest innovations in automotive and aerodynamic technology



**SCX®** brings you the spectacular, classic **Morgan Aero 8**. Even though it boasts the aerodynamic lines and all the technical innovations of today's most advanced cars, this model retains its vintage appearance, staying true to the classic lines that make it stand out from the rest.

The predominant colours on this legendary Morgan model are dark blue, on the whole of the body, and metallic grey at the sides. The front end oozes personality: in a crescent shape, the nose is further back than the sides, where the yellow headlights are located. In the centre is a large radiator grille, and underneath it a hook, plus a selection of the logos which are spread all over the car. As usual, **SCX®** has not forgotten the small details and the windscreen features a pair of wipers.

The **Morgan Aero 8's** lines are highly regular and every feature is thought out down to the last millimetre; the grey part begins at the headlights and runs all along the side of the car as far as the back, where it forms a highly original mudguard. This colour combines with the dark blue of the car body in the middle.



The side view is competitive, emphasising the classic style and aerodynamic lines of this Morgan. On this part of the vehicle are printed the names of the three drivers who have raced this fantastic car: Adam Sharpe, Neil Cunningham and Steve Hyde, together with the flag of their country. The classic looks of the model brought to you by **SCX**<sup>®</sup> can also be seen in the side windows.



The bonnet of the **Morgan Aero 8**, like the side doors, bear its race number, along with a flag and the plaque of the 24 Hours of Le Mans, the endurance race held every year in this French locality, off the official circuits. Especially striking are the length of the bonnet and the whole of the front part, which more than anything else is what makes this model distinctive.

The tyres display the Yokohama logo and the wheels themselves are highly sporty, the front pair having five spokes each and the rear ones having many more.

The crowning feature at the back is a strikingly aerodynamic spoiler with the vehicle manufacturer's crest on it. **SCX**<sup>®</sup> has also included the rear lights, three at each side. The driver's cabin is different from that in any other model, with a rear window in the shape typical of classic cars.

On the roof is the Morgan logo plus the address of a website. Inside, **SCX**<sup>®</sup> has placed the driver with his overalls, helmet and gloves on. As in a British car, the driver sits on the right-hand side. Overall, the **Morgan Aero 8** offers you the chance to enjoy the elegant looks of a classic without sacrificing the most modern features on the market.



## Track Trials



The **Morgan Aero 8** features one of the best-designed chassis in the **SCX®** range. An impressive degree of simplicity in the end result, in contrast to the complicated shapes of the car, has led to a healthy dose of creativity and at the same time effectiveness on the track.



The unusual shapes of this curious endurance track GT mean that ingenuity was called for in both the front and the back. A flat, highly flexible and very low-slung chassis was chosen, and the designers managed to fit to this the pivoting motor bed of the two-wheel drive **SCX®** cars. The front wheel assembly and guide were also resolved in a feat of engineering, making use of a perfectly-fitted semi-axle.

The result is a highly compact car with a divine performance. Hugging the track, with an edgy but stable skid and a front end that behaves like a thoroughbred. There are no surprises from the guide and the front wheel and axle assembly is as if it were not there, thanks to the independently-mounted wheels and the carefully-gauged ground clearance. The rear wheel assembly drives the car forward powerfully at all times, ensuring the stability of the triangle formed by the wheels and the pick-up guide.

The low weight of both the whole car and the bodyshell are other important trump cards in its hand. The **Morgan Aero 8's** RX4 motor is enough to achieve a much better performance than one might expect from a small car, which squares up on the track to other much larger GT's.

\* Tests conducted without a supplementary magnet and following a small tune-up.

### Sport Table of Measurements

Wheelbase	79mm	Rear wheeltrack	56mm
Guide distance	82mm	Ø rear wheel	19.5mm
Virtual chassis width	29mm	Rear wheel	Plastic 17mm
Chassis height	1.5mm	Rear tyre	19.5x9.8 ribbed
Motor height	2.5mm	Rear bearing	Twin-wall brass
Swivel arm	No	Rear crown wheel	Scalextric grey plastic
Adjustable	No	Car weight	71.5g
Front wheeltrack	55mm	Bodyshell weight	21.5g
Ø front wheel	19.5mm	Lights	Yes
Front wheel	Plastic 17mm	Digital chip	Not possible
Front tyre	19.5x9.8 ribbed	Motor	Rx42
Front bearing	Front semi-axle	Motor type	Open compact
Front crown wheel	No		

Motor mounting	Pivoting subchassis
Transmission type	4x2 Direct rear
Transm. ratio	9/27=3 front & rear
Guide type	Pivoting ARS 2007 flat blades
Braids	Double, copper
Screws	3 (0 +2+1)
Ground effect magnet	Yes, adjustable
Others	Covered motor Front semi-axle

Product reference no: **63150**



## The Real Morgan Aero 8

Though at its heart is the latest technology in the automotive world, the design of the **Morgan Aero 8** still has the vintage flavour of the great contemporary classics. In any case, this model reproduced by **SCX**<sup>®</sup> preserves the style of the first Morgan, designed in 1948. It comes with an extremely high price tag and for this reason not many models are produced in a year.

Its engine is a BMW and is able to deliver 325 horsepower. This together with a weight of just 1,180 kilos gives this vehicle an exceptional performance. It accelerates from 0 to 100km/h in just 4.5 seconds and can get up to 256km/h.

In 2002 the Morgan De Walt team entered into the spirit of Le Mans and took part in the endurance race. But it was not until 2004 that the **Morgan Aero 8** once again took up the challenge of the 24 Hours of Le Mans, this time with a more experienced team with a better chance of finishing in a higher position.

The pilots entrusted with driving this magnificent vehicle were Adam Sharpe, Neil Cunningham and Steve Hyde. Their race number was 80 and they finished in 27<sup>th</sup> place out of a total of 48 vehicles. The drivers managed to complete 222 laps of the circuit in the 24 uninterrupted hours that the competition lasts.