

Configuration ..... V8 ...  
 Valve mechanism ..... 4 cam 32 valve "VANOS" variable intake timing  
 Engine capacity ..... 4398cc  
 Max. output EEC, kw/hp/rpm ..... 210/286/5500  
 Max. torque EEC, Nm/rpm ..... 430/3700  
 Power to weight ratio, bhp/tonne .... 286 .  
 Fuel system ..... Bosch fuel injection with full engine management  
 Exhaust system ..... Stainless steel  
 Compression Ratio ..... 10:1

**Performance**

Maximum speed ..... 160 mph  
 0-62mph (0-100Kph) ..... Under 5.0 seconds  
 Drag co-efficient ..... 0.39

**Steering**

Turning circle ft/m ..... 32 ...  
 Turns lock to lock ..... 3.....  
 Type ..... Morgan power rack with variable assistance Centre point steering

**Weights**

Kerb weight,  
 (actual dependent on specification) . 1000 kg  
 Ground clearance inches / mm ..... 6 / 150  
 Weight distribution ..... 50/50 with one occupant

**Wheels and Tyres**

5 spoke 18" OZ magnesium alloy wheels .  
 9" rim size  
 Peg drive centre lock hubs

**Chassis**

Stiff CAD designed aluminium alloy chassis specially treated and bonded with Gurrit Essex adhesive and rivetted with Ballhoff rivits

**THE  
SPEC**



long transverse wishbones with cantilever-mounted fully floating in-board Eibach coil springs over Koni shocks. When you insert yourself into the supportive bucket seats and lie back and take in the machine-turned dashboard with analogue instruments - with a discreet digital tire pressure and car information screens tucked in - you end up peering through the narrow windscreen along what seems several hundred feet of hood, lined with louvers. Adding to the 'Great Gatsby' feel are the triple and largely decorative wipers. The best you can say for them is that they go backwards and forwards. Well, no one in his right mind is going to drive with the soft top up or in the rain anyway.

The distance between the driver and the front end of the Aero 8 takes some getting used to, as does the high ratio steering and wide turning circle. Just remember, this is a sports car, not a taxi.

There are cars that are faster and better performers; that is a fact. However, for my money there is simply nothing that is as much fun or delivers as much driving pleasure as this, regardless of price.

The best of all, if you speak nicely to the lads in factory you may just get a test drive in one. But beware; you will not want to give it back.

