

# CLASSIC DRIVER



## 1994 Morgan Plus 8 - Resto-mod Roadster

Resto-mod Roadster

|                     |        |                 |   |
|---------------------|--------|-----------------|---|
| Lot sold            |        | Drive           | LHD   |
| Year of manufacture | 1994   | Interior colour | Black   |
| Gearbox             | Manual | Condition       | Used  |
| Number of seats     | 2      | Location        |  |
| Number of doors     | 2      | Fuel type       | Petrol  |
| Drivetrain          | 2wd    | Exterior colour | Black   |
|                     |        | Car type        | Convertible / Roadster  |

### Description

1994 MORGAN PLUS 8 ROADSTER

Designer: Peter Morgan

Estimate: \$55,000 - \$75,000

Chassis Number: 1S9AR02R6RS200234

Engine: 5.7 Liter OHV "small-block" V8

Fuel Injection / 350 bhp (est)

6-Speed Manual Transmission

Power Assisted Four Wheel Hydraulic Disc Brakes

- Traditional British Sports Car Looks
- Powerful US Sourced V8 Engine
- Quality Build

The Model: From the outside, change appears to come slowly at Morgan, but those machines have been on a program of constant development from the beginning. Maurice Owen was hired by Peter Morgan to help develop a purpose built V8 powered sports car. The Plus8 prototype started with a

modified Plus4 chassis and employed the Rover 3.5L V8 that had originally been developed by Buick in the good old USA. Over time, improvements were made to the suspension such as stronger axles, and widening of the chassis followed by body modifications, but the simple Morgan design has remained basically the same since the 1960s. For several years British magazines testing all UK cars found the Plus8 to be the fastest in acceleration contests. The vast majority of Morgans sold in the USA after the early 1970's have been Plus 8's, being able to keep up with American highway traffic.

The Car: Starting with a solid Morgan Plus8 roadster, the body has been finished "British Racing Green" and accented with the black fenders, while the interior is a dark green leather matching the body. Tucked neatly under the hood is where the magic lays, a 1990's era LS1 5.7 Liter Corvette engine. The installation was pure genius making sure this relatively large V8 fit into the space usually reserved for an inline four. A GM sourced fivespeed manual transfers the power to the back wheels of which all four corners are equipped with disc brakes and custom 5spoke alloy wheels. The modern electrical systems includes all gauges and other amenities including a sound system, turn signals and auxiliary driving lights. It has spritely performance, sits low to the ground and is a delight to drive. Maybe this car, the 4/4, is bold and beautiful right at home in the Lone Star State.

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