

Morgan Plus 8 Build

Revolutions built this Plus 8 into a very fast road car from what was quite a famous racing Morgan Plus 8.

Previously raced by Peter Horseman in the Morgan Challenge, with multiple lap records, class victories and outright victories over the years.

We took the car in as a full "Class B" specification racing Plus 8. The original remit was to turn rebuild the car as a faster race car for the Scottish Classic race series. Once build had begun, the remit changed to being a very fast Road car, retaining most of the features that make it a race car.

So, whilst the car has road going cosmetics, it remains mainly a race car underneath. Perfect combination for fast road use and track days. It also has the potential to be easily turned into a race car with the addition of safety features and some racing adjustments to the set up.

Below, I will list the work we have carried out on the car and what the current specification is.

The Build

Structural:

- We took the original chassis from the race car, fully stripped it to check for structural integrity and damage. We found the chassis was still in excellent condition and did not need replaced. We then had it powder coated black and it looks as new.
- The wooden frame was also in perfect condition so was cleaned and re-used.
- Fabricate wooden structure for rear wheel brackets and mounting
- New bulkhead was fitted and powder coated Black.
- Original inner wings re used. We cleaned them and polished them up to the best condition.
- The body and wings from when it was a race car were also used. All refurbished, filled and prepared by our local body shop prior to being painted Ivory.
- New gearbox and prop shaft covers, painted black prior to trim being fitted
- New Aluminium floor boards. 3MM thick everywhere other than under seats where they are 6mm for seat mounting structure
- 5x Refurbished original +8 Alloy wheels for road use

Performance:

- New 5.0L J.E Developments Rover V8 fitted
- New Down draft Webber Carburettors fitted and set up for the engine
- T5 Gearbox had a rebuild
- New Aluminium Radiator and pipes for cooling
- New Mocal Oil Cooler
- New oil, fuel and brake lines
- New 8mm braided fuel lines
- New Wiring loom
- Used the aluminium fuel tank from it's racing days. Rubbed it down and polished it up to the best standards
- New fuel pump system fitted
- Hi Spec Brake discs and callipers used from the race car. Stripped and Re-built by Hi Spec then cleaned to the best quality prior to being put back together with new rotor bolts
- New Brake pipes
- AVO adjustable shock absorbers all round
- New clutch and brake master cylinders
- New fluid catch tanks
- New Exhaust heat wrap
- Used the race car exhausts both sides after cleaning and polishing the pipes

- Fabricate battery tray
- New steering column assembly
- New manifold bolts
- Brake reaction bars from racing days
- Panhard Rod from racing
- Anti Tramp bars from racing

Cosmetic/Road:

- New Heater and controls
- New numberplate plinth
- New number plate lights
- New brake and indicator lights
- New fog and reverse lamps
- New windscreen and windscreen pillars
- New front flashers
- New mirrors
- New bonnet catches
- New Black leather Moto Lita steering wheel
- New indicator stalks
- New Wing beeding in red
- Full new leather interior from Allon White Sportscars
- New front bumper and bumper brackets
- New rear overriders and override brackets
- New rocker switches
- New Maroon PVC hood, widescreens and tonneau cover

Electrical:

- New Stack gauges across full dashboards
- Battery isolator between seats
- New wiring loom