

**Morgan Roadster 2013****Price £46,950****ITEM**Item URL: <https://www.motorfreeads.co.uk/121741>

Item reference number #121741

**DEALER**

Sam Livingstone

Email: [sam@livingstone.net](mailto:sam@livingstone.net)

East of England

**DETAILS****Item type:**

For Sale

**Posted on :**

16/01/2024

**DESCRIPTION**

Mint condition, just had full major service and full recommissioning by a Morgan specialist after a period of little use, and has done only 500 miles since its MOT in September. The 3.0 Roadster replaced the Plus Eight in 2004, and was upgraded to the 3.7 Roadster in 2011 (when twin anti tramp bars, and four adjustable gas dampers were introduced). It is the last of the line of classic Morgans built on a separate steel chassis that dates back to the Plus Four from 1950 and was replaced by the aluminium structured Plus Six and Plus Four (with BMW turbo engines) in 2019/20. The Roadster's 3.7V6 is the second-generation Ford 3.7V6 developed in the early 2000s for various US market Ford and Lincoln cars including the Mustang (and also used by the Ginetta G55 race car in the UK). This torque rich engine produces 280bhp which, with a tall sixth gear, makes it a super relaxing car to cruise in with loads of instant (unlike the BMW engine cars, it is naturally aspirated) power in reserve – and a very fine burbling exhaust note too. The Brooklands Edition specification includes: Jaguar 'Brooklands' green body, Speed Silver satin bonnet and cowl, Muirhead black leather (matching stitch) with perforated centres, Brooklands steering wheel, black alloy wheels, aero Racing Green front splitter, enamelled Union Jack badge on bonnet, black stone-guard with mesh grille, louvred back panel (+8 style), black hood, black bonnet strap, performance sports seats, body colour (green) dash board, black rubber floor matts, 'Brooklands racing circuit' vinyl limited edition graphic on back,

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'Brooklands racing circuit' embroidered headrest detail, limited edition numbered plaque on dashboard (25 of 50). This car also has the optional 'Black pack' (A-posts, side screen trims and head light surrounds). My car's recent recommissioning and service undertaken at a Morgan Specialist included all oils and filters, new plugs, adjustment to rear dampers, new rear brakes and rear bearings and some new gaiters. Notably this service also included a spark-plug and gearbox oil change which is required at 60,000 miles or five years, but is rarely undertaken in the 3.7V6. The spark plugs may last a long time but if not regularly replaced tend to corrode into the block. And, somewhat remarkably, the 3.7 Roadster was built without a service hatch to access the gearbox oil - so I had my car fitted with one when the oil was replaced (as such, almost all 3.7 Roadsters are still running on their original gearbox oil despite what dealer may say...). My car is the pinnacle specification of the last of the classic Morgan designs, is super well cared for, very recently serviced and MOT'd, and in truly near-new condition.

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**AD INFORMATION**

<b>Year:</b>	2013
<b>VAT applicable?:</b>	No
<b>Mileage:</b>	6400 miles
<b>Fuel:</b>	Petrol
<b>Transmission:</b>	Manual
<b>Region:</b>	East of England

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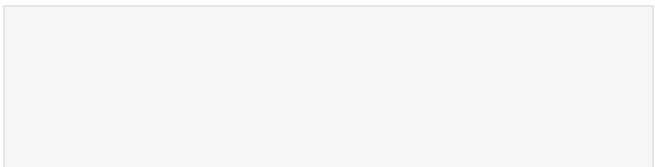
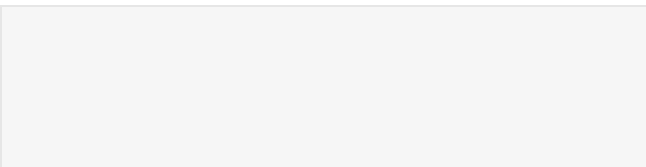
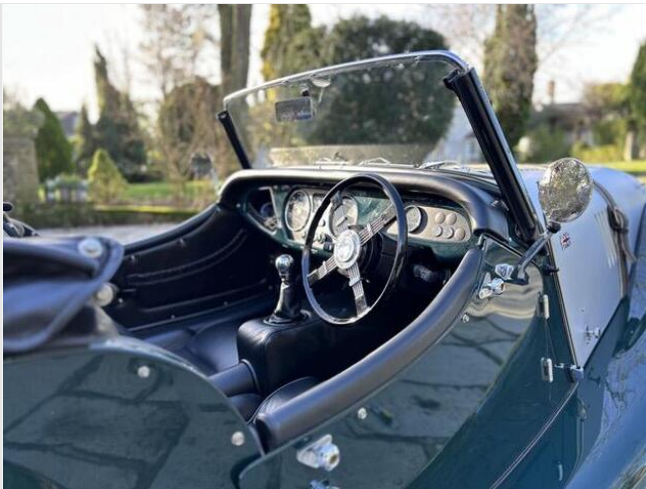
**ITEM ADDRESS**

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ITEM IMAGES



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