

# 1965 Morgan Plus 4

2dr Roadster · 4-cyl. 2138cc/100hp 2x1bbl SU

#1 Concours condition

**\$68,200**

0%

#2 Excellent condition

**\$51,500**

+3%

#3 Good condition

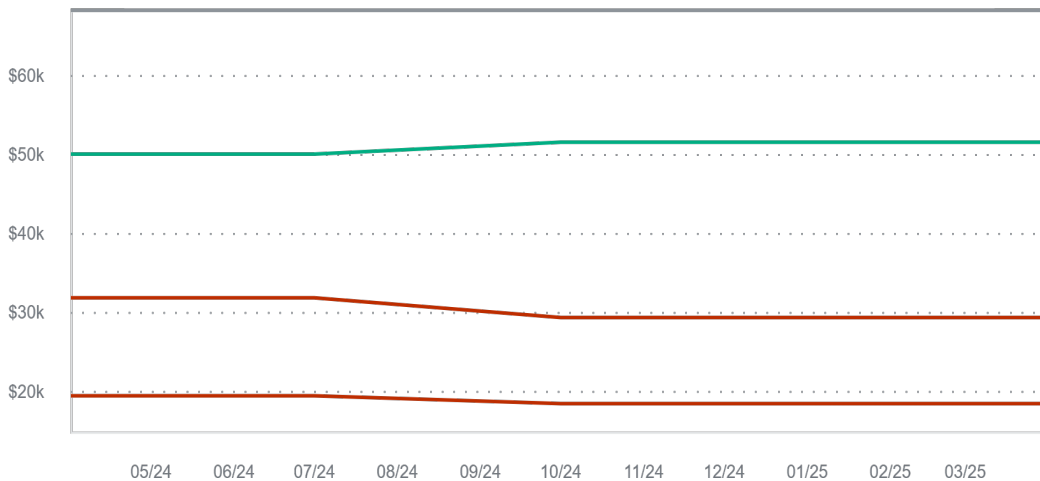
**\$29,300\***

-7.9%

#4 Fair condition

**\$18,400**

-5.2%



NOTE: The chart displays price changes for the last year.

## Model description

It's a cliché to be sure, but Morgan really is the car company that time forgot. Or, more accurately, they're the car company that forgot about the passage of time. Morgans aren't replicas of anything, they have just steadfastly adhered to a 1930s look since, well, the 1930s.

The Plus 4 arose alongside the ready availability of the Standard Triumph 4-cylinder engine in twin carb tune as used in the Triumph TR series. The engine offered considerably more horsepower than the other (mostly Ford) 4-cylinders that Morgan had access to in the 1950s.

Nearly everything else remained the same, including the ash wood framed body, sliding pillar front suspension that dated back to the Edwardian era, cut down doors and rudimentary weather protection, the nifty Bluemels Brooklands steering wheel, and the special-to-Morgan cream-colored Smiths gauges. Flat radiator front ends gave way to a really pretty waterfall design around 1954, and 48-spoke wire wheels began to become more prevalent, but that was pretty much it in terms of changes.

There were three body styles available: the standard two-seat roadster, the very lovely drophead coupe (with a three position top and roll up windows) and the slightly ungainly four-seat roadster. The Super Sports model added tuning mods and some additional horsepower. They're subsequently rare and desirable.

Supplies of the Standard Triumph four began to dwindle (the TR4 went out of production in 1967) just as U.S. safety and emissions regulations started to get tough for small companies like Morgan and more Ford Kent engine 4/4s started to turn up in the U.S. before the spigot shut off entirely until Bill Fink of Isis Imports in San Francisco figured out how to import propane-powered Morgans in the 1970s.

Plus 4s are easy to own. Mechanical bits are Triumph equipment and the factory will happily supply anything else that an owner might want, from entire bodies to new chassis and fenders.

\*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)® on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

**Body styles**

2dr Drophead Coupe                      2dr Roadster 2+2                      2dr Roadster

**Engine types**

4-cyl. 2138cc/100hp 2x1bbl SU

**1950-1969 Morgan Plus 4 stats**

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$230,500</b>	<b>\$5,250</b>	<b>\$32,550</b>	<b>280</b>

**Vehicle's condition classification**

**#1. Concours**

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

**#2. Excellent**

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

**#3. Good**

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

**#4. Fair**

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.