Hard Parkers LeChump SN95 Mustang is being sold as a roller, ready for whatever drivetrain you’d like to slap in. Back when we were running the car it could turn low 1:50’s at CMP and mid 2:teens at VIR on the full course with 185 WHP. Weight was just shy of 3100lbs with 180lb driver and a 3.8L Ford V6 engine. This car has a well sorted suspension, large fuel cell and upgraded front brakes. It’s very driver friendly and will be fast, robust, and reliable.  
  
Competed in three LeMons races at CMP, finishing first overall once, with two overall seconds. We started a VIR Chump race in 18 but a crank encoder failed and sidelined us. Since then we haven’t raced the car.  
  
ChampCar 2021 legal cage, professionally welded 1.75” x 0.095" DOM, legal in any series including Lemons, GridLife, WRL, NASA and SCCA Prod or IT.  
  
Suspension:  
Adjustable ride height weight jackers all around  
Adjustable rear Panhard rod and Tri-link torque arm  
Various front/rear springs, but nicely setup with 1900lb F and 500lb R  
Spherical bearing camber/caster plates  
Solid rear axle, 3.27 Torsen rear  
HD non-adjustable shocks

Brakes / Steering:  
Wilwood four piston race calipers uses 13” Ford rotors, commonly available  
New booster/Master, brake ducting and backing plates, brakes work wonderfully  
Spare brake parts, master/booster, lines etc  
Adjustable brake bias  
Power steering with quick SVO rack, easy to drive  
  
Fuel:  
26 gallon ATL fuel cell (holds 28), well built and works flawlessly  
2.5” fill and 1.5” vent hose, both fuel rated  
5 gal can dumps in 5 seconds - no kidding, it works great  
Working fuel sender and gauge, shows last five gallons remaining  
Easily accessible screw on fuel filter, extra filters  
Rubber cell gasket instead of cork, no leaks, reusable.  
  
Assorted:  
Dual Diode Dynamics LED light bars in each headlight pod, VERY bright, ChampCar legal, elevation beam limited, normal point forward, wide beam sideways  
Light covers for light bars, can be removed very quickly and protect the lights  
Lexan rear window  
Lightened deck lid, half the weight of stock, Lightened hood  
Includes FIVE 5 gallon dump cans, modified to work with the cell for quick dumps  
Sertab oil cooler  
Nice chin air scoop to get more air into the radiator and oil cooler  
Racetech halo seat, in great shape  
Firebottle system, recently charged and inspected  
Large coolsuit system solidly mounted in passenger area, easy to add ice to on stops  
Drink cooler with button operated pump, drink while driving  
Includes one set of 17” factory Ford Mustang wheels  
Includes two sets of 200TW tires, still have life in them for sure but 2018 date code. Stored inside, these are 255-45-17s, Hankooks.  
  
All past LeMons build documentation. ChampCar logbook, passes new Champcar rules requiring dash bar. The car is very straight, has never had a serious accident, and looks nice, does have a couple battle scars.  
  
If you want to race an SN95 Mustang this is a very nicely developed chassis to do it in. We could possibly deliver within a few hours of Raleigh. Asking $5900 obo - there is a lot of stuff here for the money. More pictures are available.

Engine?  
No engine. You can drop a 4.6L V6, 5.0L V8, or 3.8L V6 into this chassis with no issues at all, or many others. We could supply a turnkey car with a V6 drivetrain, but that would require some time and expense. Otherwise drop in a junkyard drivetrain and rock on. The suspension, brakes and rear axle are solid for at least 300 WHP.