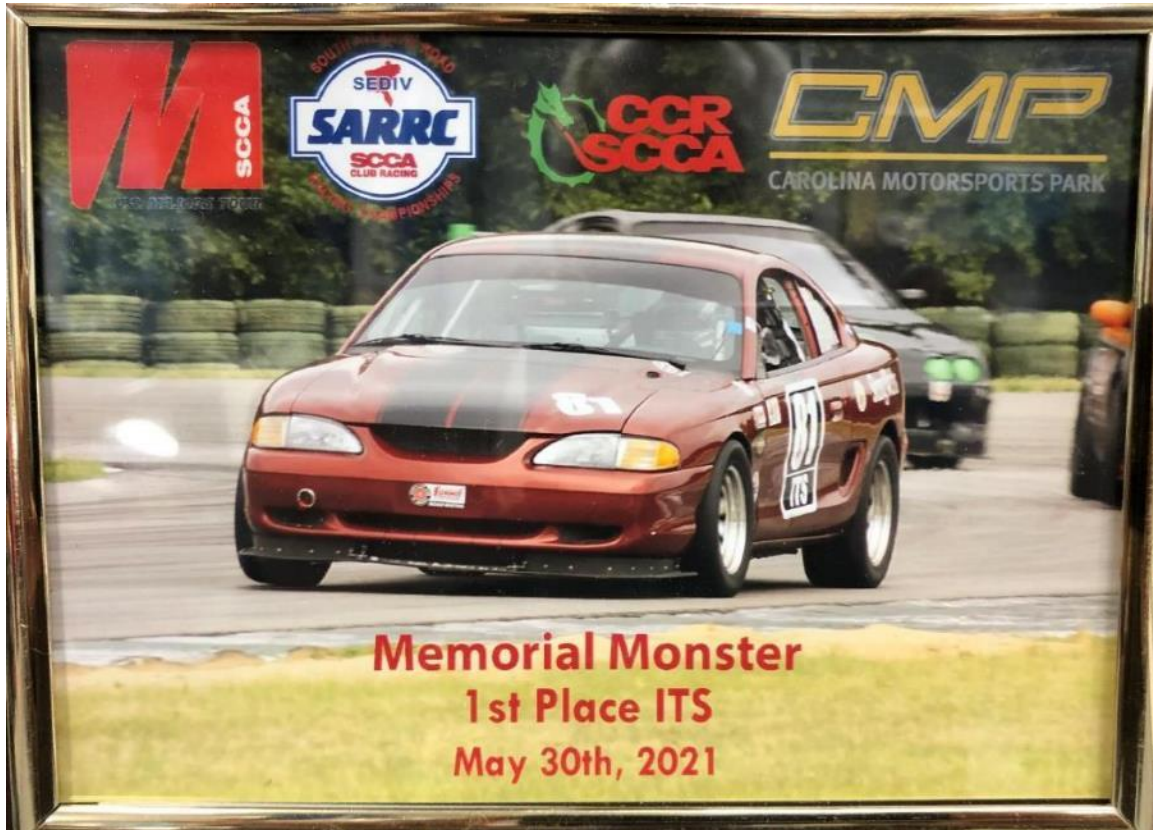


98 Ford Mustang 3.8L V6, 2021 SARRC Champion



This car is being offered either as a roller (\$10.5k) or with its 3.8 Ford V6/T5 powertrain (\$15k). The roller is an ideal option for an Enduro build, including the new SCCA Enduro series, Lucky Dog, or any other endurance series. It's also a class leading ITS car with its current drivetrain, which if selected will be with a fresh motor. The car has wins at every track visited, VIR (2:12's), CMP (1:45's), CMS, RA, RRR and Daytona, including the current VIR ITS lap record. There's not a more sorted, drivable SN95 Mustang anywhere.

The Mustang makes a wonderful enduro car as it's a spacious, low fatigue pleasure to drive. While the 3.8L V6 is certainly available, a lighter engine package making 250-300 rwhp would be an ideal option. A significant amount of chassis weight could be lost if run in enduro trim, where the suspension and rear axle could handle north of 300 rwhp, more than a 50% increase over the 3.8L V6 motor. To that end, the car weighs around 2660 lbs without driver or fuel, with the 3.8L V6/T5 package (510 lbs, fully dressed long block with trans).

Chassis/Suspension

- Professionally welded cage, 1.5" x 0.095" DOM tubing, extra triangularized tubes including a Petty bar. Door bars fully penetrate to the skins and stock door bars. Easy access through the large door opening and narrowing roofline.
- The log book is clean and up to date with an October 2021 annual stamp.
- Koni double adjustable racing shocks front/rear, custom valving with dyno sheets, rebuilt in June 2020
- Weight jackers on all corners. Allow for quick wedge adjustments without lifting the car and spring changes in a few minutes

- Adjustable rear Panhard rod and Tri-link torque arm, all with spherical ends
- Various front (3) and rear (2) spring rates
- Spherical bearing camber/caster plates
- Griggs Racing front sway bar, all mounts to chassis and arms use spherical bushings
- Aluminum sleeved, greaseable hard bushings, front A arms. Same on the rear arms in the rear with spherical bushings on the chassis side of the rear arms.
- Power Steering with new rack and cooler, has great feedback
- Aluminum Radiator with stock high flow fan
- Engine oil cooler
- 3.08 rear gear, Torsen differential
- Front brake ducting with backing plates
- Cockpit adjustable rear brake bias, Tilton 7 position
- 15 gallon stock fuel tank, functioning fuel level gauge on cluster, pump accessible through the trunk

Assorted

- OMP HTE XL FIA halo seat
- OMP FIA 6pt harnesses, 2022 datecode
- Quick release D shape steering wheel
- FireSense 2.25L fire system, inspected and refilled June 2020
- Flashing LED heads up low oil pressure display (20psi, adjustable)
- Oil pressure and water temperature gauges, mechanical
- Engine oil temperature and wide band electrical gauges
- TraqMate Dash with data logging
- Factory rear defogger
- Defogger grid added to recently replaced front windshield
- Includes one set of 17x8 and two sets 15x7 lightweight wheels
- Many spare parts, including a full set of new front/rear brake calipers.

PM for more information or pics. The car is in the Raleigh NC area.









