

Background: Purchased in June of 2003 from a retired New Hampshire SCCA American Sedan racer, brought and raced in Texas, then moved to California.

Upgraded and reconfigured for NASA's Camaro-Mustang Challenge. Raced from 2003 to 2008 in Texas, then relocated to California during the 2008 season, and raced on the West Coast from 2008 to present (2013). Regular race winner/podium finisher in CMC. Race winner at Motorsport Ranch-Cresson, Hallett Motor Racing Circuit, California Speedway, Buttonwillow, with the most recent pole and win on 7 July 2013 at Laguna Seca. 3rd place, 2004 Open Track Challenge UAGT class (www.opentrackchallenge.com), 2009 Southern California CMC Championship winning car, 2009 California Pony Car Cup Champion

Featured in the October '04 issue of Hot Rod magazine (Page 69, "Hell Week").
SCCA and NASA logbooks.

Complete binder of all parts used to build the car.

Too many spares to list, but I made a good effort below.

www.shrackracing.com

Recent finishes:

6/7 July 2013, Laguna Seca – 3rd place finish on Saturday, pole and win on Sunday

Multiple pole positions and Race wins @ California Speedway and Buttonwillow, 2009 season

Race win and 2nd place @ Buttonwillow, April 2008

Second place finish and CMC track record holder @ Barber Motorsports Park, Oct 2007

2, second place finishes @ MSR-H in June, 2007

2, second place finishes @ Iowa Speedway, April 2007

2, third place finishes @ Road Atlanta, March 2007, broke old track record on Sat
6th place finish @ the 2006 NASA Nationals, Sept 2006 (coming from 22nd place, driving up to 6th position. Top 8 and top 4 car on Fri and Sat, respectively, out of 24 CMC cars), podium finishes at the 2010 NASA Nationals at MMP.

Regular top 5 car in the NASA Texas region

Regular top 3 car in SoCal

2009 CMC Championship winner

2009 California Pony Car Cup Champion

Maintenance:

Oil and filter changed after every other event (whether racing, or OT). Valvoline 50w Racing oil.

Transmission fluid changed each season.

Rear fluid changed every season.

Tune up (plugs, plug wires, cap, rotor, air filter, fuel filter) changed every season.

Front hubs replaced every season.

Engine, transmission and rear axle -

Stock Ford 304ci (5.0L engine, bored .020) late model roller motor, professionally built, blueprinted and balanced.

80psi cold oil pressure, 65psi hot after an entire weekend of racing using Valvoline 50w Racing Oil

FMS B-cam
stock roller lifters
Crane Cams roller rockers
Hardened pushrods
GT40 iron heads – **not GT40P's** (only 2 seasons on heads, fully rebuilt with all new valves, guides, springs, keepers, screw in studs and guide plates)
stock oil pan
FMS SFI harmonic balancer
blueprinted oil pump
SETRAB Oil cooler w/new braided SS lines
2 year old power steering cooler
Griffin radiator w/dual electric fans (installed Feb of 2011)
Edelbrock Performer RPM Air Gap intake manifold (model #7521)
Holley 600dp carb
SVO 2.5" H-pipe, installed Jan 2009.
SpinTech mufflers
stock flywheel
Ram HD clutch, pressure plate, throw out bearing installed Jan 2009
New TKO-II trans with .68 5th gear from Liberty's Gears installed Jan 2009
New Steeda shifter installed Jan 2009
New rear main seal and pilot bearing installed Jan 2009
New, custom built Coast Driveline aluminum driveshaft installed Jan 2009
Lakewood driveshaft safety loop (required as per CMC rules)
Stock 8.8 rear w/3.73 gears, completely rebuilt by Griggs Racing in Sonoma CA in April of 2004 (new clutches/shims, new bearings), modified stock rear cover with drain/fill plugs, stock SN95 axles w/3" studs, new FMS CF clutch pack installed Feb 2011

Fuel system:

Holley blue electric fuel pump (replaced April 2011)
Fram HPG1 fuel filter (replaced April 2011)
SS braided lines throughout
Fuel pressure gauge installed on braided line in engine compartment
Holley adjustable fuel pressure regulator
12 gallon ATL fuel cell
ATL surge tank (installed April 2005)

Suspension/chassis/brakes:

Front –

Maximum Motorsports camber/caster plates (installed Feb 2011)
1200lb front springs, installed Feb 2011
Maximum Motorsports race valved Bilstein struts (replaced Feb 2011)
SN95 GT front sway bar
New sway bar endlinks with polyurethane bushings (replaced Feb 2011)
SN95 front lower control arms w/MM Delrin bushings
Bumpsteer kit w/heim joints (heim joints replaced Jan 2006)
Stock steering rack w/new inner tie rod ends (replaced Feb 2011)
4 point K-member brace
Maximum Motorsports strut tower brace
Maximum Motorsports steering shaft
1995 Mustang spindles and hubs w/3" studs

Rear -

H&R Race springs (installed Feb 2005)
Maximum Motorsports sport valved Bilstein shocks (replaced Feb 2011)
Maximum Motorsports adjustable panhard bar
Maximum Motorsports rear lower control arms (part # MMRLCA-1), installed Feb 2005
Stock upper rear control arms w/stock bushings (replaced Jan 2006)
Stock rear sway bar

Brakes -

SN95 GT master cylinder (replaced April 2007)
SN95 Cobra power booster (replaced April 2007)
13" Cobra front brakes
11.65" rear Cobra disc brakes, Cobra anti-moan brackets
Aluminum brake ducts from Downunder Performance
New 2-layer brake ducts (from the front of the car to the rotors, installed Sept 2007)
Adjustable brake bias valve, located next to the driver seat
All stainless steel braided brake lines throughout

Wheels and tires:

Four (4) MB Competition 17x9" wheels with 275.40.17 RA1's
Four (4) MB Weapon 17x9" wheels with 275.40.17 RA1's
One (1) spare 275.40.17 RA1

Interior/electrical:

All interior components removed as permitted by CMC rules
Stock dash shell, as per CMC rules
Gutted stock doors with working latches, as permitted by CMC rules
Full compliment of Autometer Sport Comp gauges – 5" electric tach, 2 5/8" voltmeter, 2 5/8" ammeter,
new 2 5/8" mechanical water temp (installed Feb 2005), 2 5/8" mechanical oil temp, 2 5/8" mechanical oil pressure.
Autometer shift light
Hardwired AMB transponder
Custom fitted Autopower roll cage with NASCAR door bars on both sides and Petty bar
Window net
G-force PRO 3" wide, 6 point harnesses
Aluminum pedal covers
Grip tape installed on floor
UltraShield head containment race seat, (17", 20^ layback, installed Dec 2007)
Sparco seat sliders (installed Dec 2007)
I/O Port adjustable seat brace
I/O Port camera bracket w/strap
Complete 2 nozzle fire system (one in the engine compartment, one for the driver)

Exterior:

Metallic blue and flat black paint, shot by John Mosty, Sept 2006
Car numbers, class designator and windshield banner
Custom made adjustable rear spoiler from Blaine Fabrication

Spares:

1 Griffin Radiator
1 pair of stock 1994-1995 exhaust headers
1 Duraspark distributor
1 Duraspark box
3 Oil cooler lines
1 Shift light
3 Shift light pills (various RPM ranges)
1 Gas pedal assembly
1 throttle cable
1 SN95 Cobra power booster
SS brake lines
Caliper banjo bolts
Crush washers
1 pair 1985 GT rear tail lights
4, 5 gallon fuel jugs with caps, and 1 fill tube
1 funnel
3 sets of FMS ignition wires
2 distributor caps
2 distributor rotors
1 used Holley blue electric fuel pump
1 used Fram HPG-1 fuel filter assembly
2 Fram HPG-1 filters
2 oil filters
3 quarts Valvoline 50w Racing Oil
3 quarts Pennzoil Synchronesh fluid for T5 trans (spec'd by Liberty's Gears)
1 engine accessory belt
4 valve covers
2 carb spacers
Various engine gaskets
Complete spare 1985 Ford Mustang/Capri dual snorkel air filter assembly
Complete Longacre starter switch panel w/ indicator lights (part # 44661)
Various lengths of SS fuel line
Various lengths of SS oil line
Various wiring
Various bulbs
And more stuff that would fill up a small novel...basically, everything you could need at the track, in 5 boxes, making for easy transport.

Assorted items included:

Complete binder with ALL documentation – install sheets for parts, setup notes, etc
1 copy of the October 2004 Hot Rod magazine feature article
NASA logbook w/completed 2013 annual inspection
SCCA logbook
Various receipts, stickers and ALL documentation
Pictures available upon request.

\$5900.00