

MG Lenham Lemans Coupe

£14,500 (o.v.n.o.)

This is believed to be the very last Lenham shell that was ever produced and sold by the original Lenham Motor Company (Julian Booty, Peter Rix), but was never built up and consequently stored for many years.

The project was started on a 1967 MG Midget GAN4 chassis (GAN4 600**G) by a retired engineer, who used to sprint and hillclimb Sprites and Midgets. However, time and advancing years got the better of him and he sold the project in late 2010 to Julius Thorogood who in turn sold the shell to me in 2011 to prepare for the HRDC race series. Current V5C documents with car, it is currently on a SORN.

I am now selling the project, having sourced and rebuilt the mechanical parts, as I have taken on a larger restoration project and do not have time or space to complete both.

Whilst this project is not complete, all the hard work is done, it does give the future owner the chance to stamp his own requirements on the final stages of the build. This is a most viable project to build a budget HRDC GT race car, especially at the most modest asking price, which gives ample room to complete a budget road/race spec car.

Parts included are :-

The body is partly stripped ready to repaint in the new owner's choice of colour, but gives them the chance to undertake the final prep work. Original Silverstone (W & P) bonnet with quarter bumpers.

Head, side and tail lights.

Dash board refurbished.

Rear part of wiring loom is present.

The windscreen is laminated and fitted, the other windows are plexiglass (rear is MGB GT), no seals are present. Original mechanisms for windows is present, one side window missing.

A bolt in FIA National Spec "Rollcentre" supplied 6 point roll cage.

The engine has been fully rebuilt, based on one of the final GAN5 strong blocks, by "Skiptune" to race/fast road specification (1380cc) under HRDC regs. The engine has not been run since build at a cost of £3000. Engine number 12V/778F/H779. Clutch and flywheel are fitted.

Gear boxes

Straight cut built by Heathrow transmissions with new parts cost £1000

Original GAN5 with standard ratios that came with the engine.

Remote gear linkage.

Rear axle

Not rebuilt at present, but supplied with race half shafts and new bearings.

Front suspension

Rebuilt with new uprated shock absorbers, lowered springs and front brakes rebuilt with new callipers. Uprated anti roll bar.

Rear suspension

Original springs with new uprated shock absorbers. Rear brake cylinders, shoes etc.

Polybush bushes all round.

New brake & clutch pipes and cylinders.

Pedal box, steering rack, steering linkage, prop shaft, etc. all rebuilt.

Non electronic distributor i.e. points based as per HRDC spec. (Aldon ARS)

Wheels are MG Midget Rostyle steel with slave tyres.

Weber DCOE45 and inlet manifold included. Spare trumpets of different lengths.

Parts not in sale and please assume if I have not mentioned the part, it is not present.

Exhaust, radiator, fuel pump, seats, carpets, interior, trim, alternator, starter, front and instrument parts of wiring loom present.

All in all, this represents a most accessible DIY project at a very realistic budget.

For more information on the HRDC race series go to www.hrdc.eu

These cars race at all the most prestigious events, including:

Goodwood Revival, Silverstone Classic, MG Live, HRDC 'Grand Touring Greats', Equipe GTS

For further information contact Rod Allsworth at rod_allsworth@yahoo.co.uk or on 07711 268150