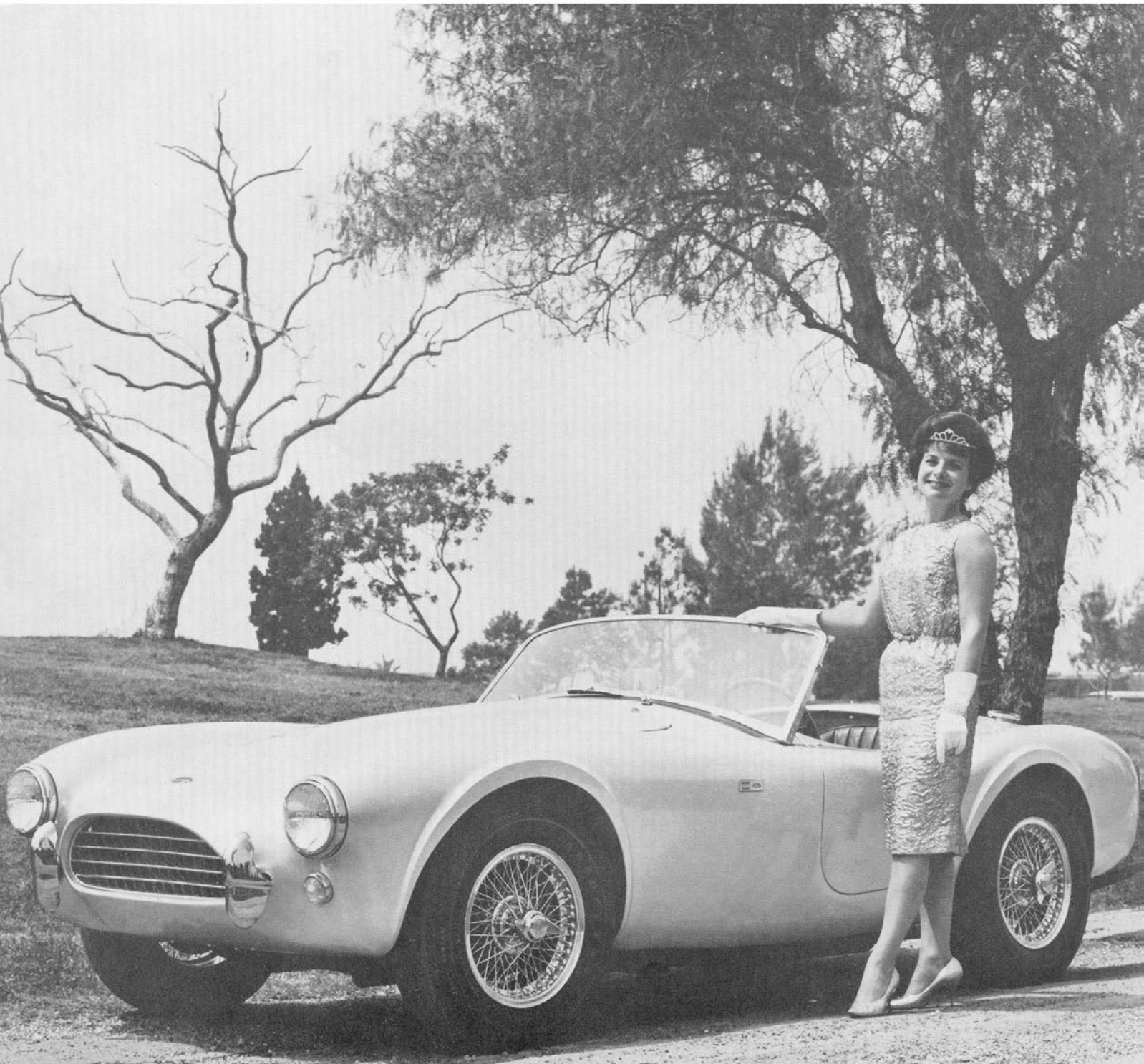
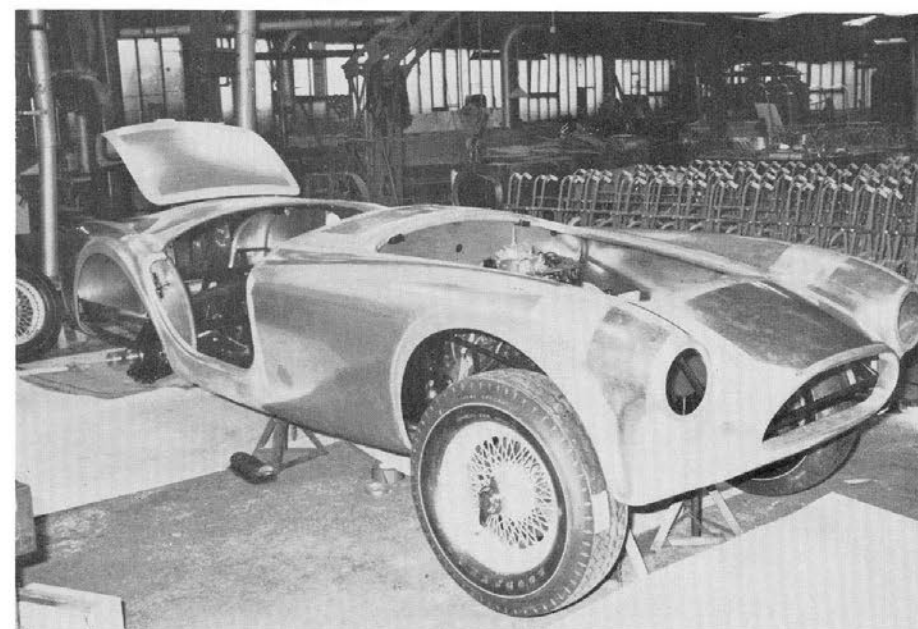
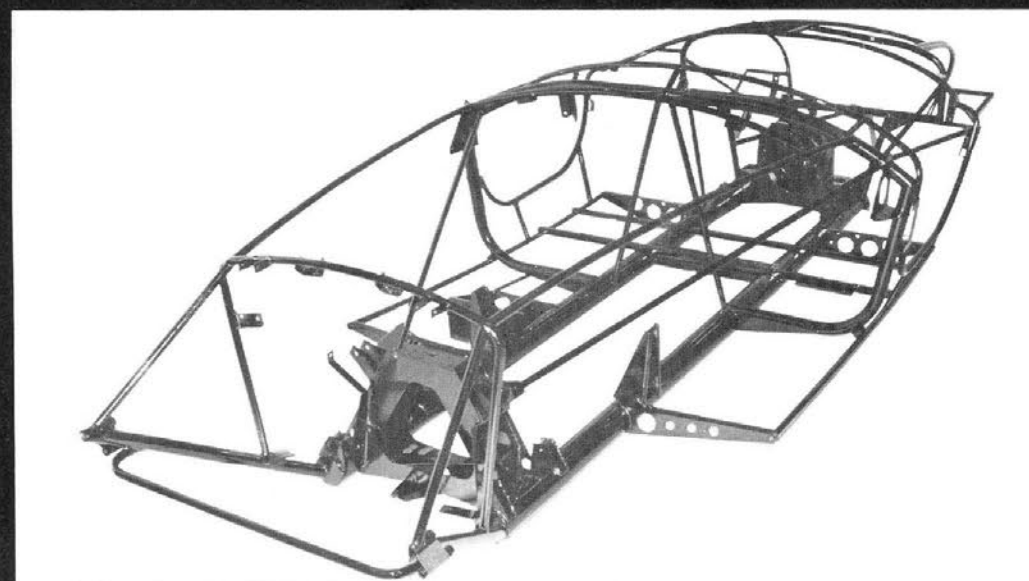


**BUY IT!.....OR WATCH IT GO BY!**



**SHELBY** **AC/COBRA**  
**POWERED BY FORD**



**SHELBY** **AC/COBRA**  
**POWERED BY FORD**

Racing, touring, everyday enjoyment of a thoroughbred car, they're all yours in the new Shelby AC/Cobra. Here is a true sports-touring automobile which can actually be raced, with every expectation of success, in its normal street trim. Yet, in the city or cross-country, it remains a docile and extremely comfortable means of transportation.

The Shelby AC/Cobra achieves this often-promised-seldom-delivered ideal for one simple reason: It was designed that way. In no respect is it a compromise.

Representing the fusing of two tried and proven engineering programs and backed by the manufacturing experience of two of the most respected automotive firms on either side of the Atlantic, the Shelby AC/Cobra has a faultless background. It has an equally exciting future.

As stated by a seasoned editor of a top flight automotive publication . . . the most impressive production sports cars we've ever driven. Its acceleration can only be described as explosive . . . Handling is, as might be expected by those familiar with the AC, superb, and rendered even more so by the modification laid down by Shelby . . ."

To become a remarkable automobile is not easy.

The basis for an impressive sports car must always be handling. The AC, which dominated 2-litre production racing for five years and often scored over cars with twice its displacement, was noted for its handling. The independent rear suspension design kept its power on the track. Light weight, good brakes, perfect balance enabled it to perform easily.

This design is the basis for the Shelby AC/Cobra.

The famed AC Car company builds chassis and body to Shelby specifications and continues its policy of superb quality first.

A big-tube frame, heavier drive line, disc brakes on all four wheels characterize the new car.

The new Ford 260 lightweight V8 engine furnishes its power. The result is a fantastic combination.

Weighing only 2,100 lbs., and urged on by 260 bhp, it is no wonder the acceleration is described as "explosive."

Top speed, depending on gearing, is, to quote SPORTS CAR GRAPHIC, "in the near neighborhood of 150 mph."

This is a respectable neighborhood!

The car is also being homologated with optional engine accessories resulting in a gain up to 330 bhp!

The advanced new Ford 260, with its reliable cast iron block, offers extreme long life and trouble free operation.

Parts availability is as near as your Ford dealer.

A four-speed, close-ratio gearbox of Ford design is coupled to the engine. A Salisbury rear end with a choice of several gear ratios completes the drive train.

Coachwork follows the AC tradition: all aluminum, hand crafted, is finished in lacquer especially selected to withstand the weather of this hemisphere.

Bucket seats, covered in genuine leather, and a full instrument panel with large, easy-to-read dials highlight the interior.

All road equipment is standard including folding top, all-weather side curtains and directional signals.

Radio, heater and defroster are extra-cost accessories.

Demand for this unique automobile is already beyond expectation. Production is limited.

Order your Shelby AC/Cobra now.

# ROAD & TRACK ROAD TEST



## DIMENSIONS

Wheelbase, in.	90.0
Tread, f and r	51.5/52.5
Over-all length, in.	151.5
width	61.0
height	49.0
equivalent vol., cu. ft.	262
Frontal area, sq. ft.	16.6
Ground clearance, in.	7.0
Steering ratio, o/a	n.a.
turns, lock to lock	2.0
turning circle, ft.	34
Hip room, front	2 x 16.5
Hip room, rear	
Pedal to seat back, max.	40.0
Floor to ground	10.5

## CALCULATED DATA

Lb/hp (test wt)	9.6
Cu. ft./ton mile	175.2
Mph/1000 rpm (4th)	21.8
Engine revs/mile	2745
Piston travel, ft./mile	1315
Rpm @ 2500 ft./min.	5230
equivalent mph	114.3
R&T wear index	36.1

## SPECIFICATIONS

List price	\$5995
Curb weight, lb.	2020
Test weight	2355
distribution, %	48/52
Tire size	6.70x15
Brake swept area	580 (est)
Engine type	V-8, ohv
Bore & stroke	3.80 x 2.87
Displacement, cc	4261
cu. in.	260
Compression ratio	9.2
Bhp @ rpm	260 @ 5800
equivalent mph	127
Torque, lb-ft	269 @ 4500
equivalent mph	98

## GEAR RATIOS

4th (1.00)	3.54
3rd (1.41)	4.99
2nd (1.78)	6.30
1st (2.36)	8.36

## SPEEDOMETER ERROR

30 mph	actual,
60 mph	
(no speedo in test car)	

## PERFORMANCE

Top speed (7000), mph	153
best timed run	—
3rd (7200)	112
2nd (7200)	89
1st (7200)	67

## FUEL CONSUMPTION

Normal range, mpg	n.a.
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## ACCELERATION

0-30 mph, sec.	1.8
0-40	2.5
0-50	3.3
0-60	4.2
0-70	5.4
0-80	6.8
0-100	10.8
Standing 1/4 mile	13.8
speed at end	112

## TAPLEY DATA

4th, lb/ton @ mph	off @ scale
3rd	off @ scale
2nd	off @ scale
Total drag at 60 mph, lb.	115



CARROLL SHELBY, 10820 South Norwalk Blvd., Santa Fe Springs, Calif., OXbow 8-9733