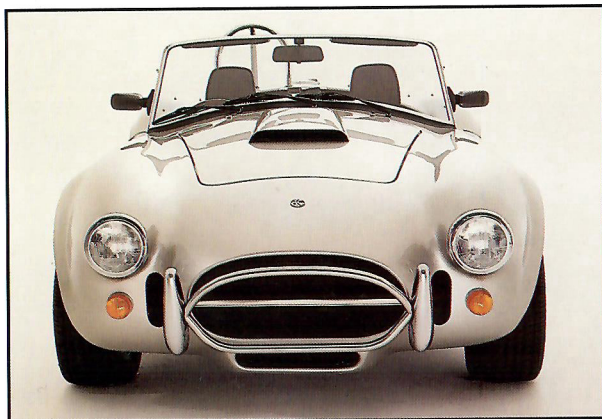




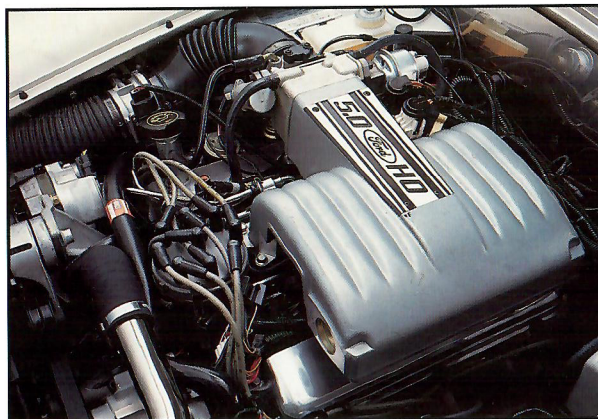
AC COBRA

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SPECIFICATION

- Two-seater, left or right hand drive open top sports car with spaceframe 'ladder' construction chassis. Hand rolled 16 gauge aluminium alloy body, seam welded using parent metal
- Stainless steel bumpers mounted on hydraulic rams to absorb low speed impacts
- Driver's side roll-over bar
- Traditionally hand crafted interior using finest English leather and deep pile wool carpeting
- Hood and tonneau cover hand stitched in Everflex
- Type Approved to meet EEC legislation
- Certified to US 49 State legislation



ENGINE

Manufacturer	Ford
Configuration	V8
Capacity	4942 cc (302 cu in)
Bore	101.6 mm (4.0 in)
Stroke	76.2 mm (3.0 in)
Compression ratio	9.0:1
Valve gear	OHV
Aspiration	Electronic fuel injection
Power (DIN/rpm)	225 bhp @ 4200 rpm
Torque (DIN/rpm)	300 lb ft @ 3200 rpm
Power to weight ratio	200 bhp per ton

PERFORMANCE

0-60 mph	5.3 seconds
0-100 mph	13.3 seconds
Top speed	135 mph

FUEL CONSUMPTION

Urban	15.7 ltr/100km (18 mpg)
Touring	10.9 ltr/100km (26 mpg)



MANUAL TRANSMISSION

Gearbox	Borg Warner T50D	
Type	5 speed	
Final drive	Salisbury limited slip differential, rear wheel drive	
<i>Gear</i>	<i>Ratio</i>	<i>mph/1000 rpm</i>
1st	3.35	7.1
2nd	1.93	12.2
3rd	1.29	18.3
4th	1.00	23.6
5th	0.68	34.7
Reverse	3.15	N/A
Final drive ratio	3.31:1	

AC COBRA



CHASSIS AND BODY

Construction	Tubular steel 'ladder' spaceframe, chassis, aluminium body
Suspension	Unequal length wishbones, coil springs and twin tube dampers
Steering type	Rack and pinion
Turns lock to lock	3.6
Turning circle	10.9 m (35 ft 10 in) kerb to kerb
Wheels	Front 7 x 16 in Rear 8 x 16 in Spare 7 x 16 in
Tyres	Front 225/50VR x 16 Rear 255/50VR x 16 Spare 225/50VR x 16
Brakes, type	Dual circuit servo assisted discs all round, ventilated at front

CABIN DIMENSIONS

Headroom	910 mm (36.0 in)
Legroom	1100/925 mm (43.0/36.5 in)
Shoulder room	1257 mm (49.5 in)
Luggage capacity	0.27 cu m (9.50 cu ft)



DIMENSIONS

Wheelbase	2285 mm (90 in)
Front track	1409 mm (55.5 in)
Rear track	1485 mm (58.5 in)
Overall length	4200 mm (165.4 in)
Overall width	1746 mm (68.7 in)
Overall height	1200 mm (47.2 in)
Kerb weight	1120 kg (2469.6 lb)
Fuel tank capacity	70.5 ltr (15.5 imp gals)
Weight distribution (front:rear)	50:50

DASHBOARD INCLUDES

- Speedometer
- Tachometer
- Oil pressure gauge
- Oil temperature gauge
- Water temperature gauge
- Fuel gauge
- Voltmeter
- Handbrake/brake fluid level warning light
- Main beam warning light
- Indicator warning light
- Low fuel warning light
- Oil pressure warning light
- Ignition warning light



STANDARD EQUIPMENT

- Hood and tonneau
- Driver's side roll-over bar
- Dual catalyst exhaust system
- Leather interior
- Fully carpeted boot
- Alloy wheels

OPTIONAL EQUIPMENT

- Alarm system (fitted)
- Mohair hood/tonneau
- Painted stripes
- Painted wheel centres
- Spinners - three eared (set of four)
- Stainless steel sidevents
- Oil cooler
- Nardi woodrim steering wheel
- Wooden gear knob
- Windwings (pair)
- Perspex sun visors (pair)
- Rubber mats (set)
- Radio cassette including two speakers
- CD multichanger radio cassette including 4 speakers
- Electric aerial

AC Cars Limited

AC Cars is Britain's oldest car manufacturer and has the unique distinction of having been in continuous operation since 1901. The AC name carries much prestige, international recognition and ranks alongside other classic marques revered by enthusiasts the world over.

- **1901** John Weller, an engineer, backed by John Portwine, a wealthy tradesman, set up a small engineering workshop in South London to build motor cars.
- **1903** A two-cylinder 10 hp model and a four-cylinder 20 hp model were displayed at the British Motor Show. Autocar June 6th reported, "We foresee a brilliant future for the Weller car and its talented designer".
- **1904** The firm, then known as Autocar & Accessories Limited, produced a commercial vehicle known as the Autocarrier. This was a 5.6 hp air cooled single cylinder tricycle built as a delivery vehicle which proved successful.
- **1905** The Autocarrier found an immediate market and became a familiar sight. It was fashionable for firms such as Maple & Co, Dickens & Jones and Goodyear Tyre Co, to have at least one as a delivery van. One concern ran a fleet of over 70.
- **1907** A passenger-carrying version of the Autocarrier was made, known as the Sociable, its simple and practical design ensured its production until 1915. The abbreviation AC was used for the first time and in November a new company was formed, Autocarriers Limited, taking over Autocar & Accessories but with Weller and Portwine still as Directors.
- **1910** 'Motor Cycling' August shows the Autocarrier adapted for military needs. The 25th London Cyclist Regiment was equipped with these vehicles. Maxim guns were mounted on special bodywork and other Autocarriers were adapted as ammunition transporters. Their special manoeuvrability had impressed the military authorities.
- **1911** Autocarriers Limited moved to larger premises at Thames Ditton in Surrey, at which time Weller designed AC's first production four-wheel car.
- **1914** During the First World War, AC's efforts were concerned with the manufacture of shells and fuses.
- **1918** Full production commenced with the two-seater, four-cylinder car which sold at £255.
- **1921** Showrooms and offices in London's Regent Street were opened, and racing driver S. F. Edge joined the board of Directors. Weller and Portwine resigned. Edge became Chairman and AC Cars Limited was formed. The products of the Company were desired by many motorists, for the cars had amazing performance, body styling and individual choice of colours. Success in both competitive and ordinary motoring proved the AC slogan at the time: 'The First Light Six - and still the best'.
- **1922** Of all AC's competition achievements, they were especially proud of the completion of a hundred miles in one hour, with a special AC record-breaker powered by their four-cylinder, four valve per cylinder engine. Mr J. A. Joyce drove the

car at Brooklands in November and completely shattered all the light car records, the fastest lap being the last one at 104.85 mph.

- **1928** Seven models were now on offer, ranging from the Aceca two-seater coupe to a long wheelbase coachbuilt saloon. The output of the AC six-cylinder engine increased from 40 to 56 bhp. The AC Car Company was at this time one of Britain's largest automobile manufacturers.
- **1929** The World economic recession - AC Cars Limited, together with many others of the period, went into voluntary liquidation.
- **1930** William A. E. Hurlock and his brother, Charles F. Hurlock, purchased the AC Car Company. No new cars were produced but servicing facilities were maintained. Pressure from satisfied AC customers persuaded the new Directors that there was a future for limited production of hand-made cars for a specialist market. Throughout the 'thirties', the AC six-cylinder engine served faithfully in achieving tremendous results in events such as the RAC and Monte Carlo Rallies. With showrooms in Park Lane, London, the Company was prosperous and stable.
- **1931** The name Ace was used for the first time.
- **1933** Four new cars were entered into the RAC Rally, all of them taking prizes. A four-seater sports, driven by Miss Kitty Brunel scored an outright win, Charles Hurlock took fourth place, William Hurlock sixth and Mrs G Daniel finished seventh and took first prize in the concours d'elegance.
- **1937** AC found export sales in North America.
- **1939** The outbreak of World War 2. All production facilities were turned over to the war effort for the manufacture of fire-fighting equipment, aircraft parts, radar vans, flame throwers, guns and sights.
- **1945** When war activities ceased, thoughts turned again to motor cars. Slowly, following much development and improvement, production grew.
- **1950** Five cars per week were produced of the Two Litre model, which was available in several body styles.
- **1953** The AC Ace, an open top two-seater sports car, was produced and quickly gained a big following amongst sporting motorists. It was highly successful in British 'Club' racing, being the type of fast, tough car that a private owner could race and rally and still use for everyday motoring. The AC Cobra evolved from the AC Ace.
- **1954** The Aceca Coupe was introduced at the London Motor Show and went into production the following year.
- **1957** Le Mans - Ace Bristol finished tenth overall. Efforts never concentrated solely on cars and the familiar blue invalid carriages were turned out by the hundreds at Thames Ditton, alongside the high powered sports cars.
- **1958** Le Mans - Special-bodied Ace Bristol finished eighth, a standard version ninth.
- **1961** Carroll Shelby, a Texan ex-race driver, entered negotiations with AC Cars and with the backing of The Ford

Motor Company, proposed the installation of a large Ford vee eight engine in the current lightweight AC Ace. The combination resulted in one of the fastest, most brutal sports cars ever produced, built by AC Cars and known as the AC Cobra.

- **1962** AC Cars production concentrated on manufacturing the AC Cobra. Each one was hand built at the factory in Thames Ditton.
- **1963** The AC Cobra caused a sensation by racing along the M1 motorway at 196 mph, leading to questions being raised in Parliament. Production of the AC Cobra was now 15 cars per week. The AC plant at Taggs Island, situated half a mile from the main AC Works, was fully occupied with the manufacture of motorised invalid carriages for the Ministry of Health. 1,200 invalid carriages were produced.
- **1964** Following the motorway sprint, a 70 mph legal speed limit was introduced. Two AC Cobras were entered in the Le Mans 24 Hour Race, the AC entry was the first British car to finish. By now, the 427 AC Cobra had the distinction of being listed in the Guinness Book of Records as the fastest production car in the world, a title which it held for several years.
- **1965** The AC Cobra wins The Sports Car World Championship.
- **1967** AC Cars produced the 428, a seven-litre sporting model with a body design by Frua of Turin. 29 Convertible and 51 Fastback vehicles were produced up to 1973 when production ceased.
- **1970** During the 1970s and early 1980s, AC developed and produced the ME3000, a totally new mid-engined two-seater sports car.
- **1985** The updated 5.0 litre AC Cobra is re-introduced into North America, using the original tooling and meeting 50 State EPA and DOT Federal Regulations.
- **1986** After some 56 years of ownership, the Hurlock family sold their controlling interest in AC Cars to the joint ownership of Autokraft Limited and the Ford Motor Company. William Hurlock's son, Derek, retired as Chairman. The AC Ace prototype is displayed at the Birmingham Motor Show.
- **1988** AC Cars moved into a new purpose-built factory of some 90,000 square feet sited within the historic Brooklands race track, scene of so many achievements by AC Cars during the 1920s. The AC Ace is redesigned for the 1990's sports car market.
- **1990** The "lightweight" version of the AC Cobra is introduced.
- **1991** The AC Ace pre-production vehicle is constructed by Autokraft. The body styling is by International Automotive Design (IAD) of Worthing.
- **1992** Brian Angliss personally acquires Ford's interest in AC Cars Limited. The AC Ace is developed into its final production form. The AC Cobra Lightweight is re-engineered to meet 1993 EEC and 49 State North American Certification Standards. AC Cars returns to London Showrooms after an absence of 50 years.
- **1993** The AC Ace receives EEC type approval, enters production and is launched at The London Motor Show.

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We reserve the right to change specification without notice.