

May 28, 1965

TO WHOM IT MAY CONCERN:

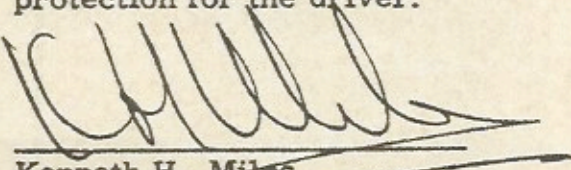
THE COBRA FACTORY INSTALLED ROLL BAR

Shelby American, Inc., by reason of its close association with racing, the experience of its design staff and familiarity with the construction of the Cobra car in both 289 C. I. D. and 427 C. I. D. engined forms is in a unique position to determine the effectiveness of various designs of roll bars suitable for installation in the Cobra.

The factory installed roll bar is designed to offer the maximum protection for the driver by virtue of:

- A. Carefully selected materials.
- B. Careful inspection at all stages of manufacture.
- C. Careful heat treatment.
- D. Selection of chassis attachment points to afford the maximum support for the hoop.
- E. A carefully developed brace, which in the case of the 289 C. I. D. engined car is attached to the main frame tube and in the case of the 427 C. I. D. engined car mounts to both the secondary body tubes and the main frame extension which carries the gas tank, the spare wheel and the rear of the body structure.

Our experience with these installations has shown that even total destruction of the car will not result in serious deformation of the roll bar and we, therefore, call your attention to Page 94, Paragraph I of the General Competition Regulations of Sports Car Club of America, which specifically permits variations from the recommended design of the roll bar provided that the bar is soundly engineered and provides adequate protection for the driver.

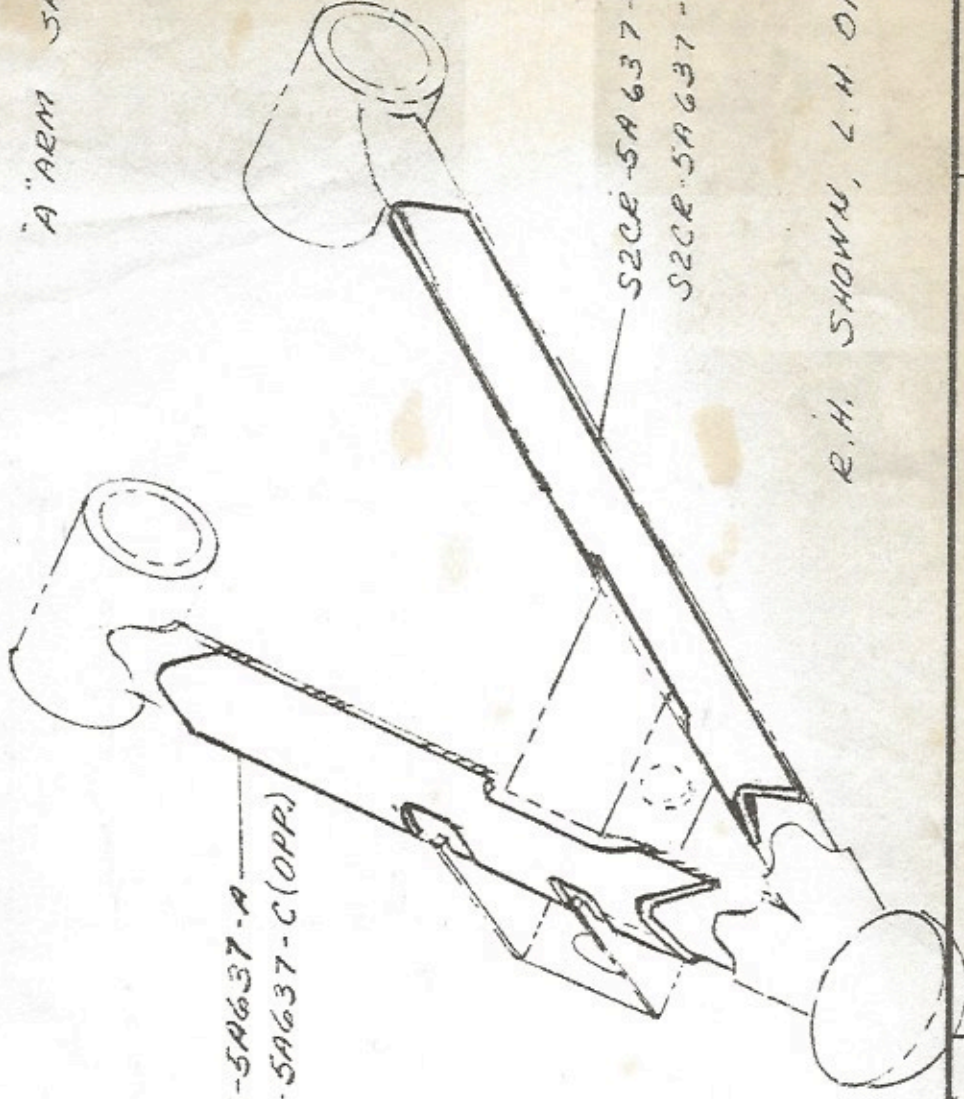


Kenneth H. Mites

KHM:mh

S2CR-5A637


A' ARM SHOWN INVERTED



S2CR-5A637-A
S2CR-5A637-C (OPR)

S2CR-5A637-B
S2CR-5A637-D (OPPOSITE)

R.H. SHOWN, L.H. OPPOSITE

DRAFTSMAN JAMES	DATE	5-21-65
	DESIGNER	
ENGINEER	JENAVIDES	5-21-65
APPROVED		
SCALE	MODEL COBRA 427	
		
Shelby American, Inc. 6501 West Imperial Hwy. Los Angeles, California		
S2CR-5A637		
SHEET		1 OF 1

MODIFICATION, STIFFENER
- FRONT LOWER 'A' ARM

