



1964 Shelby 427 Cobra Flip Top - CSX 2196



Ford & Shelby's Cobra is without doubt at the top of many car enthusiasts dream list and a lot of serious collectors shopping list. A few of those serious collectors will get the chance to bid of one of the most significant Cobras at the RM Auctions Automobiles of Arizona sale on the 21st of January 2010. CSX 2196's history is well documented, it's importance undisputed and it's current value soon to be known.

The "Flip Top" Cobra was developed by Ken Miles, who is well known to all with an interest in the American Sports Car racing scene of the fifties, sixties and seventies. Miles was an Englishman who served as a tank mechanic with the Royal Army during WW2. He

moved to Southern California as MGs Service Manager and quickly became involved in the sports car racing scene. He dominated the under 1500 cc class for a number of years in a well known MG Special and then went on to race Porsches for John Von Neumann and a Cooper based Porsche powered special that beat his bosses Porsches, much to the annoyance of Porsche. Soon after, he took up residence with the Carroll Shelby as Competition Director.

The 289 Cobra had established its international reputation by the end of 1963, development during the year had progressed the performance of the car a great deal, however the competition wasn't standing still either. The work-

Shelby Cobra CSX 2196

- 427 Alloy V8
- 623 hp
- Ken Miles developed
- 4 wheel disc brakes



Automobiles of Arizona

www.rmauctions.com



1964

Shelby

427 Cobra

CSX 2196

USA

Race Car

1964

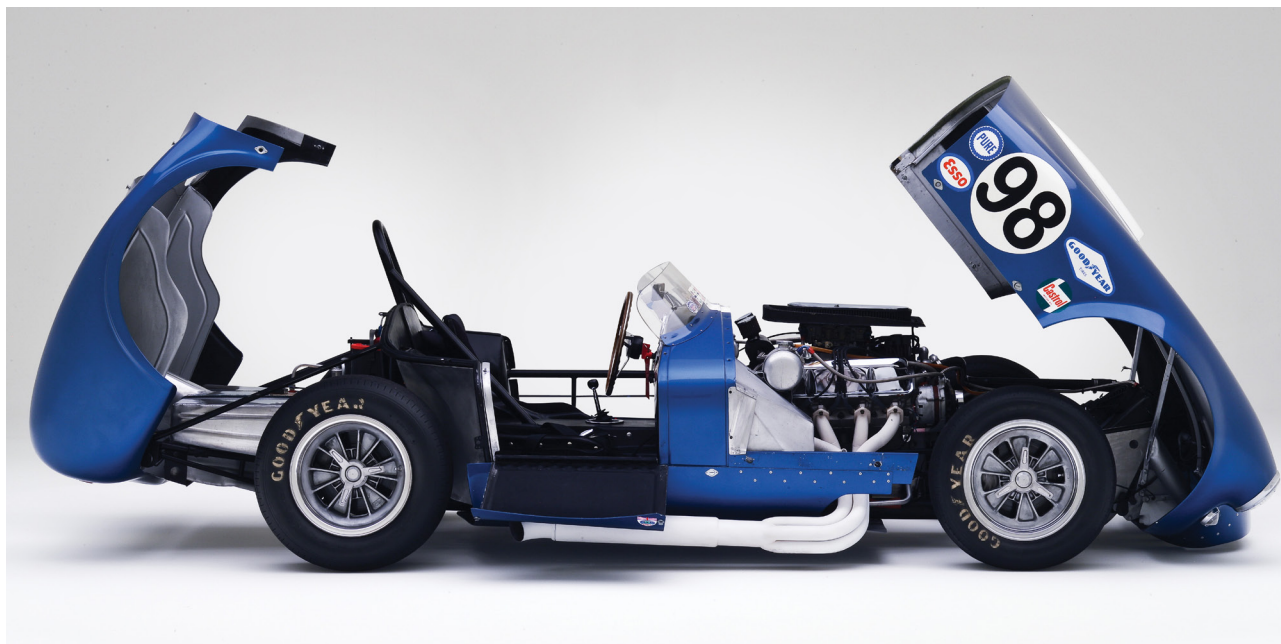
Shelby

427 Cobra

CSX 2196

USA

Concept



shop at Shelby was always busy, but at the end of '63 particularly so. Shelby was running in numerous race series as well as concurrently developing several cars including the race and road versions of the Sunbeam Tiger and the Cobra Daytona.

With the constant pace of development when competing with Ferrari, Porsche and Aston Martin as well as Chevrolet getting into the picture with a new disc brake equipped Corvette. Shelby needed to take the Cobra further than the 289 would allow. The solution was pretty obvious, especially in America, fit a bigger engine.

Miles had Ted Sutton fit a 427 big block into CSX 2196. After initial testing in early '64 Miles debuted the prototype at Sebring where he crashed it heavily during practice. After an overnight re-build he drove the first two hours of the race with broken ribs then handed over to John Morton who had a less than happy race as well. The car gained a nickname amongst the Shelby mechanics - "The Turd".

After Sebring CSX 2196 returned to the Shelby shop at Venice and was comprehensively

rebuilt. Further strengthening was required and the body was replaced by a new and unique three piece aluminium solution where the complete nose and tail hinged. This gave complete access to the mechanics and made it an ideal test bed as the development car for new Ford race engines.

In '64 Miles raced the Flip-Top in the GT class races against the new Corvette Grand Sports, and Ferrari 250LMs. But attention at Shelby had turned to developing the production 427 Cobra. As the Flip-Top was only eligible for modified classes in competition it languished then sold in late 1965.

From there it went through several owners and a few re-engines. Under Chris Gruys ownership it returned to "original" spec and then entered the collection of Bob Lee, who sold it in 1999 to its present owner. It has since been a regular at West Coast vintage races. In 2007 it was at the Goodwood Festival of Speed.

As the development of the 427 Cobra was actually done by Ford, CSX 2196 is the only 427 Cobra fully developed by Shelby and a unique piece of Cobra folklore.

Rod Halligan



1964 Ford Shelby 427 Cobra Flip-Top Roadster

No. Built 451 kw / 605 bhp @ 6750
Developed and Driven by Ken Miles

ENGINE

Configuration V8
Layout Front Longitudinal
Displacement 6.997 liter / 427 cu in
Power 550 bhp / 410 kW @ 6700 rpm
Torque 640 Nm / 472 ft lbs @ 3700 rpm
Bore 107.7 mm (4.2 in)
Stroke 96.2 mm (3.8 in)

BODY

Flip Hood and Rear Aluminium body on tubular frame
Weight not stated - > 1000kg

Length 3960 mm (155.9 in)
Width 1720 mm (67.7 in)
Height 1240 mm (48.8 in)
Wheelbase 2286 mm (90 in)
Front track 1422 mm (56 in)
Rear track 1422 mm (56 in)

DRIVE

Rear Wheel Drive
Transmission 4 Speed manual

SUSPENSION

Four-wheel independent suspension with transverse leaf springs, telescopic shocks and anti-roll bars,

BRAKES

Front brakes 4 wheel discs



Automobiles of Arizona

Arizona Biltmore Resort & Spa

Jan 21 - Jan 22, 2010