1965 Arntz Cobra Roadster
200 Original miles

Builder: Steve Arntz  Engineer: Ron Butler  (Both former Shelby Team Members)

An Arntz Cobra re-creation built for competition road racing or street use. Constructed of the finest quality fiberglass material and Chevy engine.
The Arntz Cobra is an exact "replica" of a 1964-65 Shelby Cobra.
Arntz from South San Fransico worked with Carroll Shelby on the original Cobras and went on to be the first builder of Cobra Replicas. His cars were built with incredible attention to detail, significant improvements to the Cobras, especially in the area of performance and safety. He designed his cars as turnkey examples for possible sales to Ford Motor Co, but were never put into Ford's production line. All his cars were built with Ford or Chevrolet engines during his production run. Later the company was sold to a former crew chief for the Shelby Racing Team, Ron Butler. 

This quality of this build and the amazing handling capabilities of this vehicle will surpass any original factory Cobra or aftermarket kit car available today. It is the strongest, sturdiest and heaviest frames of any Cobra ever made, and with the Jaguar XKE center section, this car is capable of withstanding incredible torque output form modern aluminum Chevrolet power plants as used in McLaren Can-Am race cars.

An original 427 Cobra today is in the $1.2 M range and is an amazing collectable no doubt, but here we have a substantially better machine at less than 1/10th the price. Arntz Cobra's are extremely rare, with a number less than 100 (from my research 65 were made) ever built by the Arntz/Butler factory team as replicas.

I cannot emphasis this enough, you are not looking at some pieced together kit Cobra, this is the real deal built by two guys that worked hand and hand with Carroll Shelby, building race cars. These guys were engineers of the highest order.

Produced by Steve Arntz in the late- 70's, this American made Cobra reproduction is as rare as it is stunning. Arntz was a pioneer in the concept of reproducing Shelby Cobras & this vehicle is testament to the quality of his workmanship. These cars are not the same as the kit cars that are being sold today. There were very few of these cars built and even fewer on the road today.

The Shelby Cobra was so successful that once production ended in 1967, it became the car that spawned the most replicas ever in the world! Steve Arntz was among the first to start producing a roadster in 1976 that replicated the Cobra 427 S/C. Consisting of a square tube frame and a fiberglass body whose molds were formed from an original model from 1965, thus offering an almost perfect likeness, the car we offer is equipped with a Chevrolet 406 cu in V8 with whose tuning, according to the previous owner's information, is good for 512 hp, with an Edelbock intake manifold.
Chassis
Jag rear suspension and Gilstrand front suspension
The engine was moved 10" back from the specs of the original Cobra so now 56% of the weight is now on the rear wheels. The frame was designed to be more than twice as strong as the original Cobra. Considering the design strength of the frame it is very lightweight.
MGB Front Coil Over by Hawk Cars, ltd
Rear Suspension
Jaguar XKE IRS with dual QA1 Coil Over Springs/ Shocks
Final Gear Ratio: 3.08 :1