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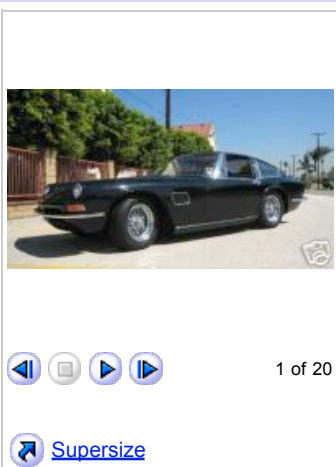
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1973 Other Makes : Frua Fastback Cobra

Item number: 190152108256

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 Shipping: Buyer responsible for vehicle pick-up or shipping.
[Vehicle shipping quote is available.](#)

 Sells to: Worldwide
 Item location: Los Angeles, California, United States
History: [3 bids](#)High bidder: [a****a](#) (58 [★](#))

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Starting bid: US \$17,100.00

Duration: 10-day listing

 Payment methods: Cashier's Check (certified from US or Canadian bank) or money order, Cash (in person)
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Description

Item Specifics - Cars & Trucks

1973 Other Makes : Frua Fastback Cobra

AC1973 428 FRUA FASTBACK CF70 Last 10 built RARE

| | |
|--------------------------------|------------------------------|
| Miles: 49600 | Body Type: -- |
| Transmission: Automatic | |
| Engine: 8 | Interior: -- |
| Warranty: No | Year: 1973 |
| Title: Clear | VIN Number: -- |
| Condition: Used | Exterior: Black |
| Fuel Type: Gasoline | Inspection: Inspected |

Options

Power Windows

Vehicle Description

1973 AC 428 FRUA FASTBACK CF70

(one of the last 10 built)

This is a rare one—After Shelby bailed out of the Cobras (late 60's)—what was AC to do?? Built on a Cobra chassis with a hand built body, PIETRO FRUA STYLED AC COUPE —This ranks quite high on the collect ability scale-- Basically what you have here is a 428 AC Cobra with a different body. The

body was designed and built by Frua in Turin, Italy on an AC chassis, and then returned to AC Cars Ltd in Surrey, England, for the final assembly of the interior, trim work and paintwork. The concept of Italian styling coupled with American V8 horsepower was well established by the late 1960s, and no doubt influenced AC Cars' decision to reconfigure its fire-breathing Cobra sports car as a luxury Grand Routier. A Cobra MkIII coil-suspended chassis was extended by 6" in the wheelbase and despatched to Italy to be clothed in elegant steel coachwork by Pietro Frua, the result looking not unlike the latter's Maserati Mistral. The first car, a two-seater convertible, was completed in time for the 1965 Earls Court Motor Show, while the following year's Geneva Salon saw the launch of an even more sensational fastback-styled coupe hampered by an inflated price - the 428 cost considerably more than the contemporary Aston Martin DB6 - production never attained Cobra levels, a mere 80 being made between 1966 and 1973, the split being 51 convertibles and 29 coupés.

Powered by Ford Motor Companies 428 cubic inch V8 coupled to an automatic transmission with a Salisbury limited slip diff, coil over shocks and independent suspension. . Although the 428cu in (7-litre) Ford Galaxie engine that gave the model its name produced less power than the Cobra 427's, the 345bhp on tap was capable of delivering all the performance that customers desired. Shrugging off the car's 1,416kgs weight and seemingly unhampered by the automatic transmission, as fitted to the majority of cars, this stupendous engine enabled road testers to record sub-six-second 0-60mph times and 0-100mph times of around 14.5 seconds, with a maximum speed in excess of 140mph. Brakes are 4 wheel discs with double master cylinder and twin servos. Door windows are frameless and power operated with opening rear quarter windows and in between both are opening glass extractor vents. It has a large boot with additional storage for luggage on a padded platform behind the seats. Under the boot floor is the battery and spare tyre. It has bucket seats and a center console where the shifter is located. Maximum speed was around 150mph. The dimensions are a 96-inch wheelbase; 55-inch front track; 56-inch rear track; 67 inches wide; 51 inches tall; an overall length of 174 inches and a weight of 3143 pounds. They have some of the lineage and parts to the Maserati Mistral--

This particular car 1973 CF70, one of the last 10 built has under 50K miles and is a beautiful black with brown, leather interior--The black body is almost flawless and the interior is all new leather, with proper cream white headliner. The steering wheel although in good shape needs a new coating of clear on it and that's next for me to do.

Mechanically xlint and all the gauges work well and read properly, as do the power windows. The original wire wheels are in good shape but might rehome for show quality, and I have a new set of 5 new tires should you decide to redo them.

The engine is a 428 and runs strong--no smoke or oil leaks--strong trans and rear end--previous owner said it had been rebuilt, no receipts but my mechanic can attest to how sound it is. The brakes completely check clean and new fluid. As all cobras run hot I am currently upgrading the radiator to late standards--

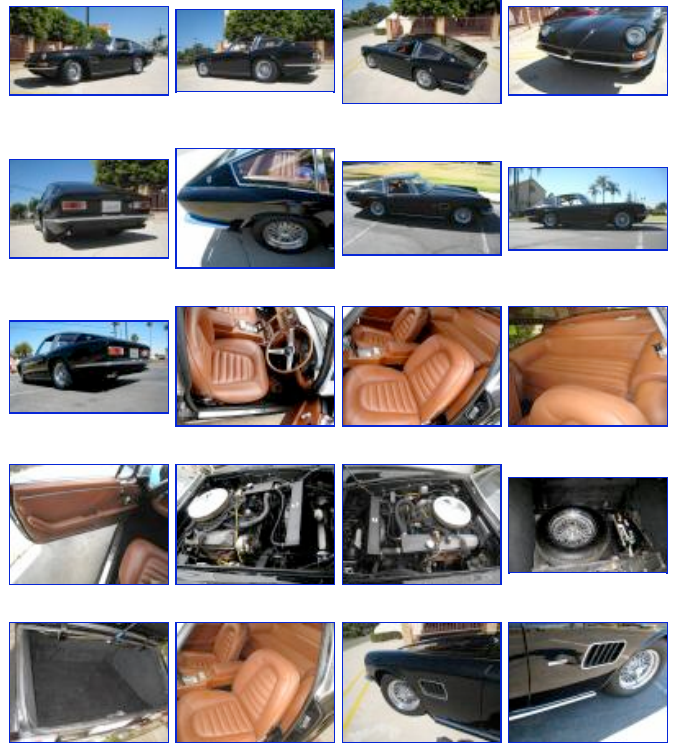
An easy switch to left hand drive if needed--much of the current cobra stuff works and the dash pods are interchangeable--Some people are said to have made them back into a cobra?? But with the strength of the British £ it is probably best left alone not to mention save the history--

An Ac 428 RHD past sales range from £40-80K Sterling, and are probably the next rare collectable to take off.

dave@knowrules.com

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Pickup & Shipping

Buyer is responsible for vehicle pickup or shipping. [Vehicle shipping quote is available.](#)

Payment details

| Payment method |
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This item is available locally so reserve the right to close auction anytime.

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