



The ERA SLABSIDE



In the early 1960's, we witnessed the ultimate marriage of British chassis and American engine, creating one of the most famous sports-cars of all time. This hybrid set the standard with its unique combination of ultra-high-performance and affordability. Because of its historic racing victories, plus its unique aesthetic, the original street cars have become collectors' items. Many original cars are now worth more than \$250,000!

Now **E.R. A.** brings you an affordable, street-drivable alternative. **THE E.R.A. SLABSIDE** can be built to look almost exactly like the original street car.

The car is designed around original wheelbase, track and wheel sizes, but you have the choice of bolt-on wheels, or Dunlop or Dayton brand wire wheels. Since every kit is built with your set of options, your finished car can look exactly like your own personal dream!

THE E.R.A. Slabside is the best of both worlds: A visually faithful reproduction where you **CAN** see, improved over the original design where you can't. The chassis is strengthened and stiffened to reduce body shake – a critical factor in an open car. And the front and rear independent suspensions work in concert with the stiffer chassis to produce a combination of handling and ride not equaled in any other reproduction.

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LISTEN!

*Some of these quotes pertain to our 427SC, but are relevant because the chassis of the all of our roadster kits are almost identical.

CUSTOMER BUILT E.R.A.s HAVE WON THE "BEST COBRA REPLICA" COMPETITION AT THE ANNUAL SHELBY AMERICAN MEET IN ***FIFTEEN OF THE LAST SIXTEEN YEARS***, INCLUDING JEFF BURGY'S FANTASTIC HYBRID Slabside IN 2001.

KIT CAR MANUFACTURERS WERE POLLED BY PETERSON'S **KIT CAR** MAGAZINE. "OTHER THAN YOUR OWN CAR WHO MAKES THE BEST COBRA REPLICA, AND WHY?" **THE MOST FREQUENT ANSWER:**

"E.R.A. - OVERALL QUALITY"

"E.R.A. clones just about every conceivable detail, from the puke tank in the engine compartment to the curved rocker panels to the quick-jack bumpers".

Kit Car Magazine, November, 1995

"In every test we put it through Roy Allen's 427 E.R.A. showed its tail to the - everybody genuflect! - Ferrari F40 (price \$395,120.)"

E.R.A. TEST RESULTS: "0-60 MPH" - 1st @ 3.3 seconds, "roadholding, 200ft skid pad, g" - 1st @ 1.05g, "braking 70-0" - 2nd @ 176ft, "maneuverability, 1000ft slalom - 2nd @ 66.8mph.

The E.R.A. was the only car tested with a big block engine, giving away about 200 pounds to the competition. The only car that beat the E.R.A. in the slalom was a custom, single purpose auto-crosser with super-quick steering and 17" diameter wheels, 2" bigger and 3" wider than the E.R.A.. Its extremely low profile tires had a competitive advantage over the more conventional (and original) tires on the E.R.A. The E.R.A., was a customer built street car, with no modifications to the standard kit other than slightly stiffer springs.

Car and Driver magazine, Dec., 1991 (Comparison test between an E.R.A.427SC and three of our competitors)

"Its all around performance also impressed us. Toss in the completeness of the kit and the fact that this is the most exacting duplicate of a 427 Cobra, and you have found what we suspect to be the best choice for a serious replica Cobra builder."

Motor Trend magazine, January 1983, in which they compare the E.R.A., Contemporary, Butler and Aurora Cobra replicas.

"At the end of the day, Stacey Pendergast had himself four trophies. He had won the Class A plaque in the autocross: he had the Class A (bracket) honors; he had the Top Dog Drag Strip trophy, and by combining his second in the autocross with his first-place time in the drag strip, he had a total of three points to give him the Top Dog Overall award.

The fact that the A bracket winner, runner up and semifinalist (Bob Newman) were all driving E.R.A. Cobras speaks very highly of those cars."

Kit Car Illustrated, Dec., 1991 annual "Run & Gun" competition

See also the 1994 Cobras quarterly with the results of the 1994 Run and Gun. Great reading!

Fifty six cars entered this event. While many companies sent specially prepared vehicles, (and in some cases hired professional drivers) E.R.A. lets our customers show how good an E.R.A. is. They rarely disappoint us!

"You should be very proud of the performance of your Cobra replica. An average of 0.97G on full skid depth Comp T/A 50 series tires is truly an accomplishment for a streetable vehicle".

BF Goodrich tire testing, June 1984, quoting from a letter accompanying test results

On the same skid pad the then new Corvette with 16" wheels and the latest Goodyear Gatorbacks recorded a high of only 0.90G.

THE LOOK!

The E.R.A.Slabside is a **visual clone** of the original street roadster. Every detail is duplicated, from the chrome bumpers to the authentic dashboard layout.



I'm sure that you know that E.R.A. is not the only manufacturer of Slabside replicas. But do your research! You will find that we have the most authentic body of anyone.

The E.R.A. body was created by carefully duplicating the flares and basic body shape of an original, undamaged roadster. We painstakingly took photos, notes, templates and dimensions to insure that our car would be **dead-nuts accurate**. We especially noted the relationship between the wheels and the body, so that no one could ever accuse an E.R.A. of "looking like a kit car".

DURING THE PAST THIRTY YEARS E.R.A. HAS EARNED A REPUTATION FOR THE HIGHEST QUALITY ENGINEERING AND WORKMANSHIP.

E.R.A. REPLICAS HAVE BECOME THE STANDARD BY WHICH OTHERS ARE JUDGED.

Our engine bay has **aluminum wheel houses and firewall**, with fiberglass footboxes, as original. The pedestal that carried the original transverse leaf and expansion tank is there too.

The fuel filler is polished aluminum, with a spring loaded latch and optional key-lock.



Even the proper exterior **side and rear view mirrors** are included.

Standard front and rear trim includes the over-riders and grill, with the front and rear grill-surrounds optional.



Authentic **exterior hardware** is standard. The windshield is chrome plated brass, and is mounted so that it can be adjusted to either the stock street angle or the flattened installation of the race cars.

The throttle box, wiper mount and cowl reinforcing tubes are **details** that would normally be included only in a kit that costs twice as much.



Stewart Warner instruments are standard, just as they were on the original car. We can even supply the Ford-based light switch and clock (optional).

The door **handles and latch mechanisms** are reproductions of the originals. We even include the stainless steel side curtain and top frame **receptacles**. With the street option, door and trunk gaskets and aluminum door moldings are included.

Interior: The doors are upholstered and have a storage pocket like the original 289 street car. Duplicates of the street 289 seats are covered in vinyl as standard, leather optional. Black is standard, other colors are available on special order.



Standard carpeting covers the *interior* panels, floor and the back of the seats. Even the spacious trunk is carpeted.

E.R.A. offers a **steering wheel** and upper **column** that are identical to the original, complete with the proper center cap.

We even include **tubes** that extend from the **tunnel to the dashboard**, like the original car.

E.R.A. is unique in offering as standard ducted **fresh air to the footbox**. All the necessary ducting, valves and controls are included.



The **shift linkage** is correctly located on the **removable tunnel**, and we include a trim ring and boot just like the original.

A replica of the original modified Ford **shift handle** is optional, with variations to fit Ford or Hurst linkage. Since the linkage is moved toward the back of the transmission, E.R.A. offers the complete modified **linkage** also.

You may use a Jaguar **handbrake lever**, or purchase a replica of the original lever from E.R.A.

E.R.A. even drills the holes in the cowl and supplies the male Lift-a-Dot fasteners for the tonneau and soft top.

A forward-braced **roll bar (like the original Comp cars)** is optional. It is mounted directly to the main chassis rails.

For the ultimate in authenticity, you can use wire wheels of various designs and dimensions. British-built Dunlop wheels are available in 5" and 6" widths (by 15" diameter), and can be had with knockoffs with the AC logo. Dayton makes a similar but slightly different design that is less money while being stronger. All pieces are available from E.R.A.



Dunlop Wire Wheel

The engine compartment firewall is brushed aluminum, with all the holes for the components pre-punched. The fuse boxes, relays and wiring harness are included.

The standard rectangular tail lights (shown below) duplicate the originals.



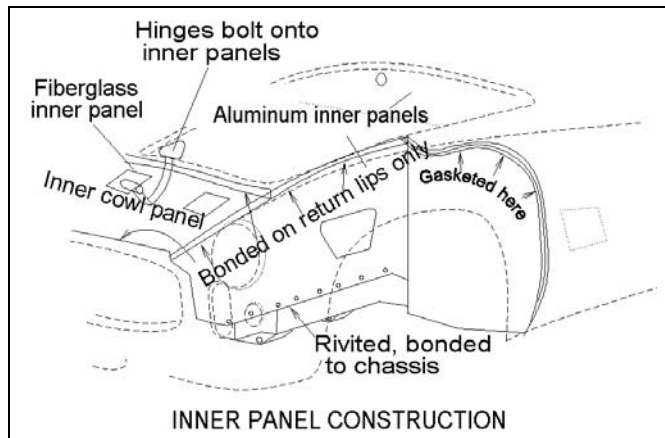
Note the reproduction expansion tank! Very rare.

BODY CONSTRUCTION

The *integration* of our body, interior panels and supporting frame creates a structure that is superior to other kits. On the road, the E.R.A. Slabside is rock-solid, without rattles, drumming, or shakes.

Other manufacturers bond the inner panels, hinge and latch supports directly to the backside of the outer body. On the **E.R.A. Slabside**, the outer body is just that - the outer shell of the car. It carries **no supporting loads**.

Aluminum front wheelhouse panels inner panels are attached to steel tubing that is bonded only to the hidden **return lips of the hood opening**. The front and rear sections of the body are supported by inner panels that are, again, only attached to the return lips of the outside body at the front and rear cowl and passenger compartment and the rear edges of the trunk.



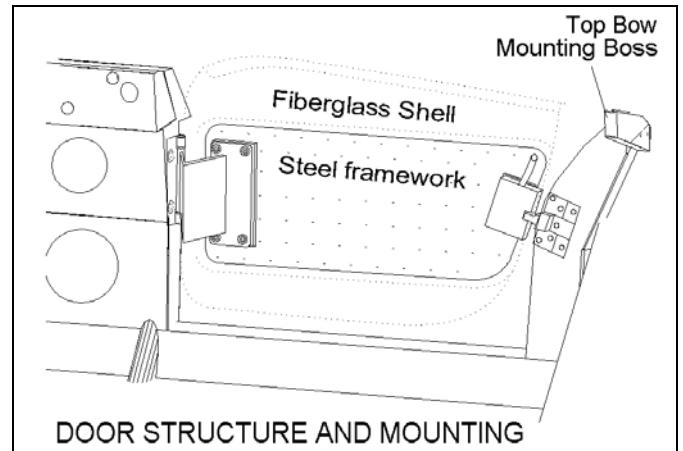
Foam rubber gaskets seal between the inner panels and the outer skin to keep the elements out – without putting stress on the fiberglass.

Our **aluminum trunk panels** are attached to the chassis and use weatherstripping to seal against the outside body.

The special technique described above *eliminates print-through, waviness and stress cracks* on the outer body surface. We want an E.R.A. body to look as good after years of use as it does when it's new. To the best of our knowledge no E.R.A. body has developed a single stress crack from normal driving, **even after 12 years on the road**.

The inner body panels are fastened to the chassis by **bonding and riveting**. This special technique results in a solid, rattle free **semi-unitized structure**. Removal of the engine and transmission is still very easy. This car is designed to be serviced without removal of the body.

The doors have a steel frame supporting the fiberglass inner and outer shells. The **steel framework** supports the heavy duty hinge and latch mechanisms, with the fiberglass shells remaining stress free.



Doors are hinged and latched directly on the steel chassis, eliminating sagging and mis-alignment.

The hood and trunk lid are two piece: An outer skin and a finished inner panel carrying the hinges and latches. The hinges of the hood and trunk lids are attached to the **inner panels only**, with nut plates for attachments bonded in.

Our **Fiberglass footboxes** are **longer** than the original car for more leg room than any standard wheelbase Cobra replica. They attach directly to the tubular steel frame extensions, as original. The rear bulkhead (with removable access panels) and side interior panels are aluminum and attached to the frame as original.

The original brake cooling ducts are converted to driver and passenger fresh air vents. All hoses, valves and controls are included.

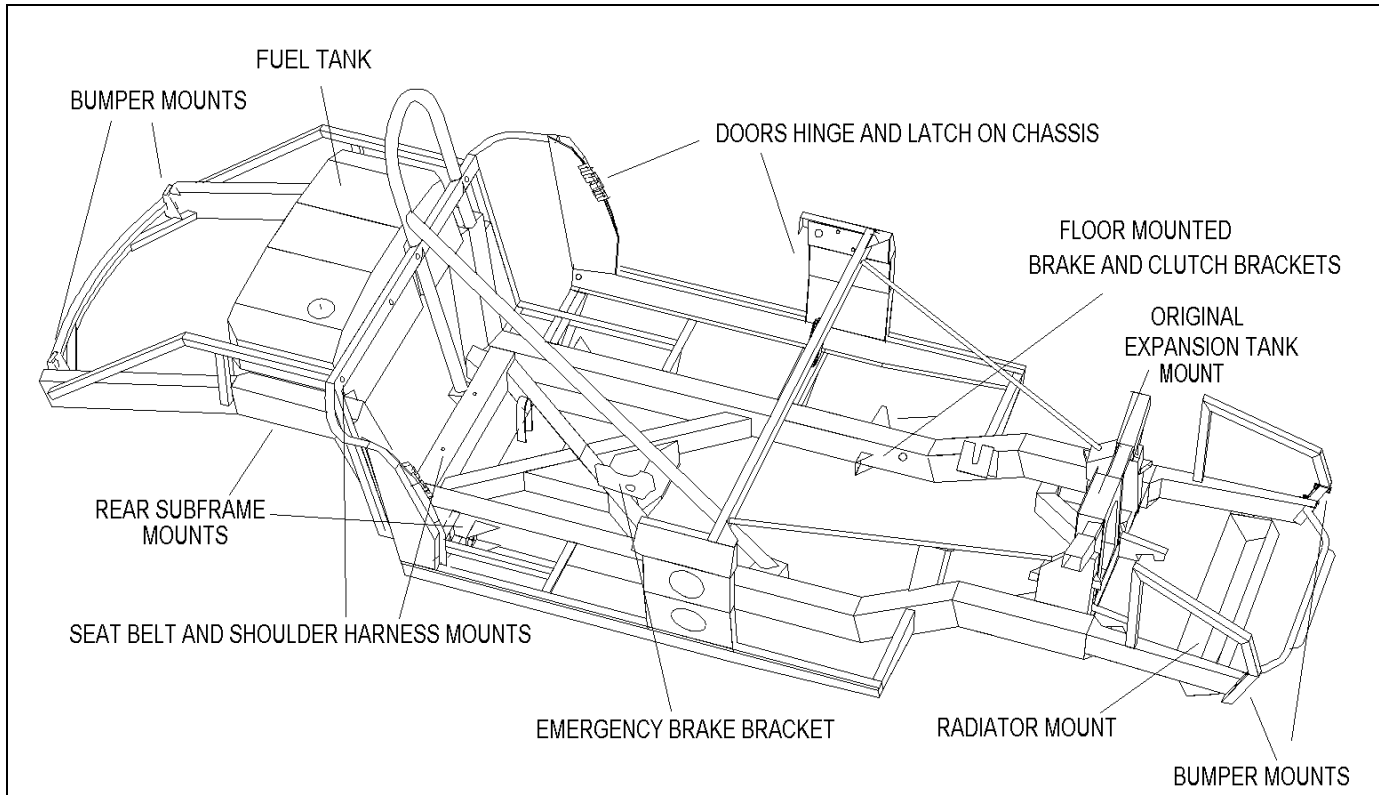
E.R.A. uses **aluminum floor and rear bulkhead panels** that attach directly to the chassis like the original Cobra. The **tunnel is removable** for servicing the transmission and clutch, fastening to the floor as the original did.

We also use an aluminum **engine firewall panel**, pre-punched for all the fuses, relays and grommets.

Our custom aluminum radiator (with standard electric fan) is the largest in the business and fully shrouded. And of course everything is installed on the standard kit.

Provisions for mounting the optional oil cooler are integrated into the design.

THE E.R.A. CHASSIS



The **original Cobra 289 chassis**, dating from the early 1950s, used 3" round tubes on a very narrow-base. The results, while acceptable on smooth English roads, left a lot to be desired. Original suspension geometry was poor, but it didn't make much difference: The chassis flexed all over the place. Stress cracks in the body were common.

THE E.R.A SLABSIDE CHASSIS was designed from the ground up to handle the power that most E.R.A. owners expect. It made **no sense** for us to have modern suspension and attach it to a flexible chassis. We have **departed from the original layout** because it was **not good enough** for us - or you. **When we designed** the E.R.A. frame, we knew that it must:

- Accurately maintain the position of the suspension mounting points, even under high loading from several directions. Flex will cause unwanted camber and toe changes. Also, the suspension pieces should be designed to minimize deflection when transferring loads from the tires to the chassis.
- Minimize chassis twist between the front and rear suspension. Any movement will disturb the designed-in weight transfer of the springs under cornering forces. This can result in unpredictable handling, especially on uneven roads.
- Support the body and components so that shakes and rattles are minimized.

- Protect the passengers and fuel storage areas from harm. It should progressively collapse under front impact, reducing crash loads to the occupants.
- Be dead reliable. Generally, if a conventional frame is stiff enough, the basic structure will be very strong. However, suspension pickup points are prone to fatigue failures where the brackets are incorrectly attached to the tube. Our chassis minimizes the local stresses, and is reinforced at bolt holes where necessary.

When you examine other chassis, look for places like cantilevered brackets or unreinforced bolt holes. Also check out the welding quality. Welds should be relatively flat and smooth.

The strength and stiffness of any structure is the result of the interplay of all its fundamental parts. The best chassis design has individual elements that act together to make something stronger than the sum of its parts.

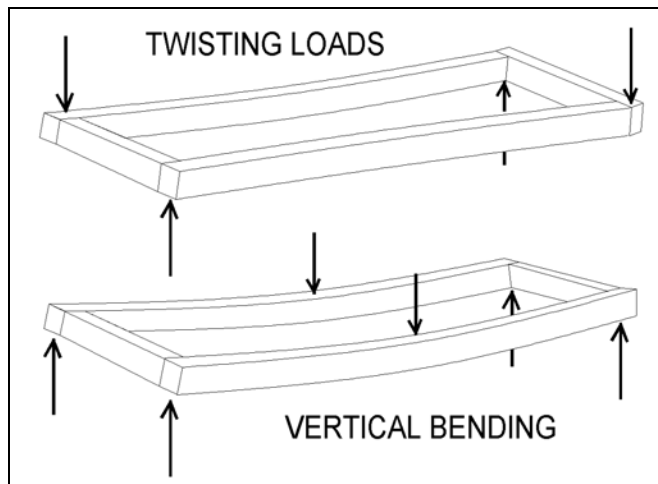
The replica Cobra roadster chassis is one of the most difficult to design. The main frame rails must be completely beneath the floor. The rocker panels are too small to carry major loads.

We explored all the Design Alternatives:

Backbone/Monocoque: The tunnel becomes a primary load-bearing member. This is a potentially fine design, but because the E.R.A. Slabside was designed around the original Ford engine and transmission, the bulk of a structural tunnel made it impossible to maintain the look of the original interior and engine compartment, and also would create servicing difficulties.

Space frame: A true space frame has small tubes that are in tension or compression only - no bending or twisting loads. It is nearly impossible to build an efficient space frame around the Cobra body. The rockers are simply too shallow, and the tunnel shaped incorrectly to make a reasonable structure. Remember the 300SLR Mercedes? It had rockers 10 inches tall and 10 inches wide. The chassis used hundreds of separate tubes. It was difficult to build and a nightmare to fix.

Round vs. Rectangular frame rails: We chose to use rectangular tubing in our chassis for several reasons: Under pure vertical bending stresses, 4" x 3" rectangular tubing is about **37% stiffer** than an equal thickness 4" round tube. This is especially important because a roadster doesn't have a roof to stiffen the passenger compartment. We also have a "X" member with additional boxing, acting as an additional longitudinal beam reinforcement and as two transverse members.



Torsional Stiffness: Even though an individual rectangular tube is about 2% less stiff in torsion than the equivalent round tube, we must **consider the chassis design as a whole**. For each transverse tie-in we create a system that becomes more like a single large tube spanning the whole width of the chassis- the ultimate in efficiency. We have placed **7 transverse members** along

our main rails in such a way that the chassis has much more torsional stiffness than the tubes taken individually.

The **stiffness** of an ideal unitized structure is proportional to the **square** of the distance of the components from the centerline. Double the distance and you have four times the overall stiffness. While practical automotive considerations eliminate an ideal connection between the rails, widely spaced tubes that are tied together well work more efficiently than the same tubes on a narrower base. The original Cobras rails were only 20 inches apart. Ours are spaced at 27 inches on center through the middle of the chassis, one of the widest spacing in the industry. And we still are one of the few in the industry that have left room for an undercar exhaust outside the rails.

A tubular/fabricated **steel sub-structure** is welded directly to the main rails and extends completely around the passenger compartment. This structure provides not only the mounting areas for the body support panels, door hinges, latches and dashboard, but also some passenger protection.

Stress cracks in the body are eliminated, as are cowl shake, squeaks and rattles. Because the inner panels of body rivet and bond to the chassis, we have created a **semi-unitized structure** that extends from the front of the engine compartment through the rocker panels and along the rear of the passenger compartment.

Assembling the car with this degree of integration may take a little longer, but you end up with a much stiffer overall structure.

Our suspension pickup points feed loads **directly into the chassis**, minimizing bending moments. Where there are practical limitations, large sections and/or reinforcements are designed in.

The chassis allows the suspension to take full advantage of today's advanced tire technology.

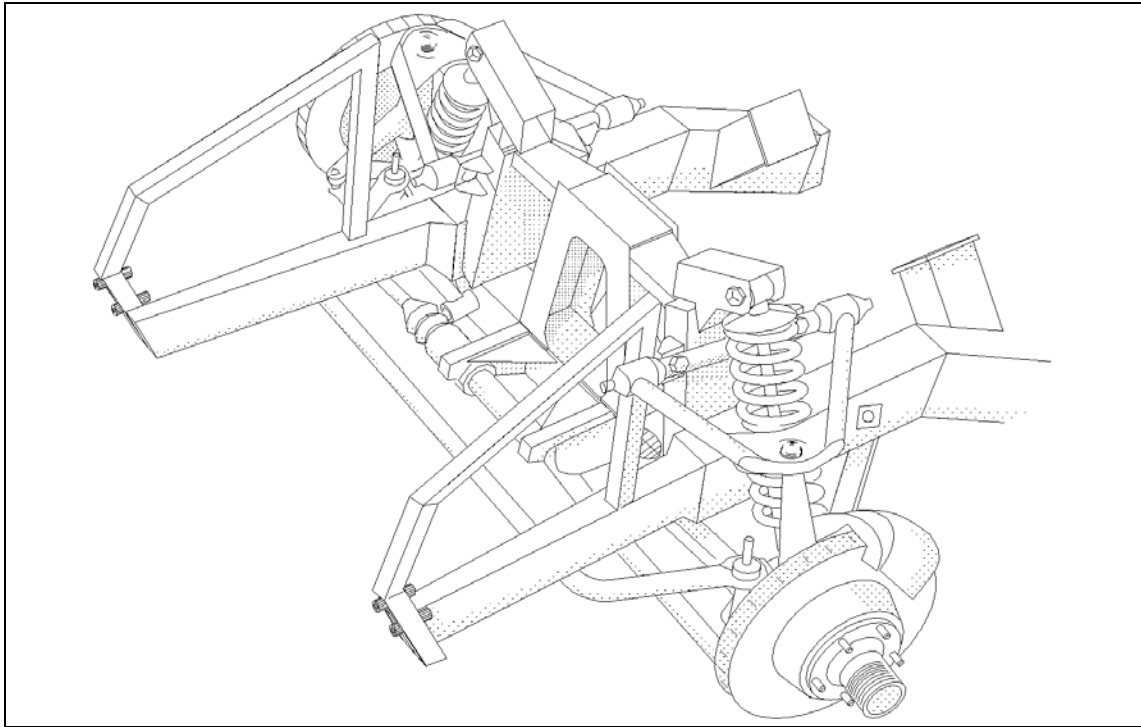
Crash Protection: Our chassis has **two stages** of impact dissipation.

The **bumpers** (*Optional Street Exterior*) will collapse progressively until the bracket contacts the front of bumperette.

The kickups in the front section of the chassis are designed to **progressively** collapse up and back under severe impact.

Tubular steel side rails, box section door latch and hinge mounts, and the steel door liners themselves also offer additional side protection, although not up to contemporary NTSB specifications.

FRONT SUSPENSION



The **E.R.A. independent front suspension** is derived from our 427SC. It uses our own custom made tubular control arms in a non-parallel, unequal length configuration. Good **camber** gain and **anti-dive** are designed into the geometry. Wheel travel is very generous.

The direct **rack and pinion** steering gear has 3.1 turns, lock to lock, with a 34 foot turning circle. Effort, even without power assist is fairly light, and the steering has plenty of feel. "**Bump steer**" is the toe-in or toe-out that the front or rear tire takes as it travels up or down. With poor bump-steering characteristics, a car will dart from side to side over bumpy roads and have potentially unsettling transient reactions in turns. Through careful design of the E.R.A. Slabside geometry, bump steer is near 0 over the full range of normal wheel travel.

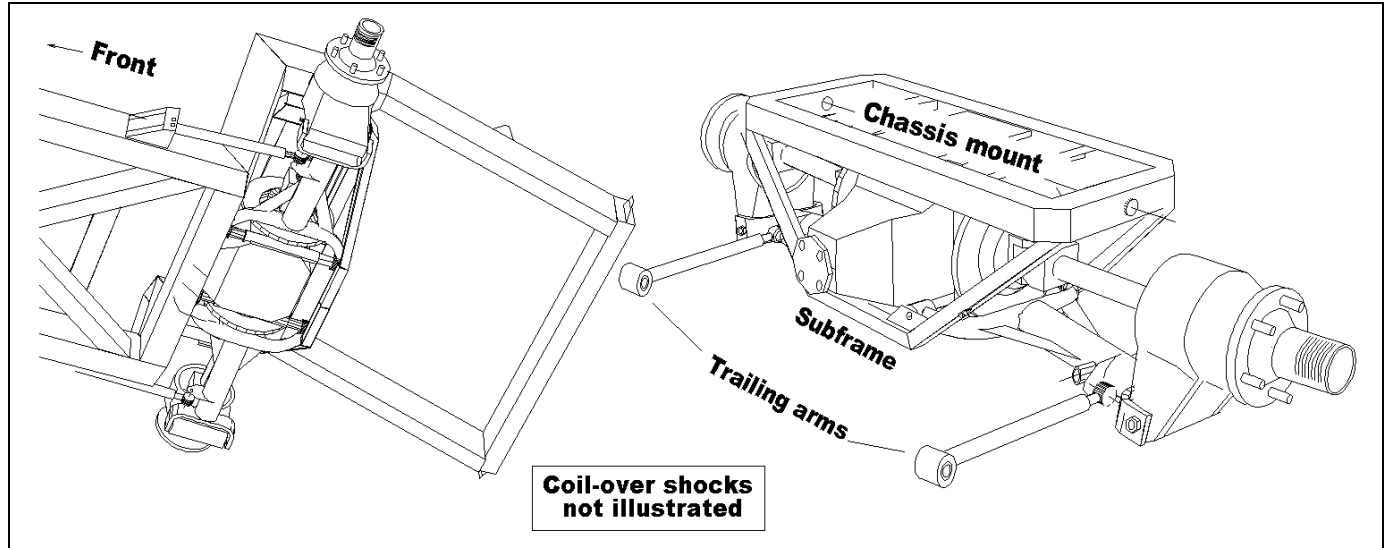
Unlike the original 289, which had transverse leaf springs and trunion suspension, the ERA uses modern ball joints and a tunable coil-over damper. Friction is reduced, geometry is modernized, improving ride and handling at the same time. We recommend our custom made **Spax** units with external adjustments for both damping and height.

Custom-built uprights, new upper control arm cross-shafts, ball-joints, bushings and fasteners are included in the kit, ready to accept very **large vented brakes** on stock or optional **machined-for-wire-wheel hubs**.

The optional E.R.A. **steering column** and **wood steering wheel** are visual duplicates of the original parts. The rack and pinion steering gear gives the precision you expect in a sports car. Custom fabricated **tie rods** and **lower steering column** are supplied with the kit.

A large **anti-sway bar** is optional.

REAR SUSPENSION – JAGUAR XJ BASED



A solid rear axle can be a severe handicap in a short wheelbase, high performance sports car like the Cobra.

The length of the Ford transmission makes the drive shaft so short that wheel travel of the rear axle would have to be limited, resulting in a bad choice: Limit wheel travel with bump stops, or resort to unacceptably stiff spring rates. Either way the result is unpredictable handling/unacceptable ride.

E.R.A. offers two choices of **INDEPENDENT REAR SUSPENSION**: The “street” unit (shown above) is based on Jaguar XJ-6 components, but modifies the configuration for **improved performance**. Our “track” design moves the brakes outboard to the hub carriers for better cooling, and many other components are redesigned for lightness. See the next page for details.

Except for minor housing details, the Salisbury differential used in either design is **identical** to the one used on the **original Cobra** and has proved reliable with very high horsepower engines. A limited slip differential is available, and standard in all our turnkey cars.

Because the gearset used is interchangeable with the **Dana 44** series, there is a good choice of affordable gear sets.

Axles and **control arms** are modified for the correct track, and the components fit in our unique **SUBFRAME**. This subframe **isolates** the suspension and differential noise, vibration and harshness from the chassis and allows us to feed suspension loads into the chassis properly.

The subframe with all the suspension is a simple **bolt-in**, and may be installed or removed very quickly. Our own heim-jointed **trailing arms** are included to locate the rear axles. **Anti-squat geometry** is designed in, and an **anti-roll bar** is optional.

We stock **used XJ6** units and sell them at our cost, as is. For those not wishing to do their own rebuilding, we offer complete rebuilt units. If you build your own, we will modify the parts at no charge with the purchase of our subframe.

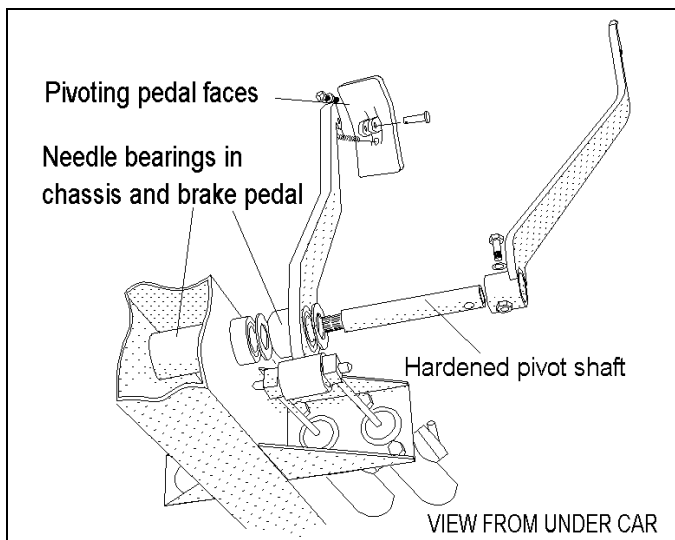
DRIVE TRAIN AND BRAKES

Because the E.R.A. Slabside has a reputation for authenticity, we encourage you to use an original type engine. **The E.R.A. Slabside is designed specifically for the 289/302/351 Ford engine.**

You may use the following transmissions: Ford Top-Loader or T10, or for 5 speeds, the many Tremec variations. Other mounts can be custom fit. Clutch release systems are available for all.

E.R.A. has developed shift handles and linkages to duplicate the original look of the T-10, with **Hurst™ shift linkages** for all Top-Loader transmissions.

The braking system is designed for maximum safety, efficiency and balance: Standard 11" vented front rotors, 10.5" inboard solid rotors at the rear.



Dual Tilton master cylinders are connected by an adjustable balance bar. Floor pivoted pedals ride on needle bearings installed directly in the chassis.

All **brake and clutch lines** (including the flex hoses to the calipers) are installed. The clutch pedal, master and slave cylinder; fuel tank, cap, filler pipe and lines are also installed.

The **complete hydraulic clutch release system** is included in the kit, with all but the slave cylinder and connecting line **installed** on the chassis. Also included are a slave cylinder bracket and the adjustable link to the throwout fork. You just bolt the pieces in.

The bottom line of all these components is **PERFORMANCE**. Many make claims, but E.R.A. delivers!

THE KIT YOU CAN BUILD, EASILY

Real people with normal tools can build an E.R.A. Slabside kit in about 100 hours, excluding the paint and body preparation. To demonstrate this ease of assembly, we put together a 427SC kit at a SAAC convention in California in 35 man-hours, excluding interior (about 8 hrs) and paint.



If you have any experience in normal automobile service, putting our kit together will be easy. With our comprehensive assembly manual, even novices can do it.

E.R.A. can do any or all of the assembly for you, through a turn-key car

You simply put the pieces together. There is no fabrication necessary. And we supply almost every **fastener** and **clamp** needed to complete the kit. Building the E.R.A. Slabside is like a building a production car in your home.

Carefully chosen components are integrated into the total design. The mounting holes, caged nuts, brackets, adapters, etc. for these components are built into our kit already. This not only makes your job easier. **It makes the quality of all ERA cars consistently higher.**

If you ever sell your car, the bottom-line worth of this philosophy will become obvious. People have come to expect ERA's to have consistent quality, and they are willing to pay for it.

GETTING THE PARTS TOGETHER

The customer can provide as much or as little of the drive train as he or she wishes: Small block Ford engine, transmission, Jaguar rear suspension assembly, GM front hubs and brakes, Rack and pinion steering gear, steering column, coil-over shock units, exhaust system, steering and road wheels and tires. With few exceptions, everything else necessary to complete a finished automobile is there, down to the wiring harness clips.

Everything we supply is the highest quality. Our windshield frame is superb chrome plated brass. The headlights and parking/signal lights are OEM quality, made in the UK. Our wiring harness has soldered ends, not just crimped on, and is clearly marked at each connection. We do the details right!

Because your drive-train may vary, our standard kit doesn't have items like radiator hoses. However, part numbers are listed in the manual so that you can find the required pieces locally.

If you have difficulty finding any required parts, E.R.A. can supply them at competitive prices.

Buying any Cobra replica involves a considerable commitment of money and time. Our goal is to **protect your investment, as well as our reputation. **The result: our standard assembly has almost every part either hinged, latched.****

NO PAIN, ALL GAIN

The E.R.A. Slabside is not available in a stripped down version that will probably never be finished properly. Our "Standard Assembly" is the most comprehensive basic kit offered by anybody.

The reason for this is simple. We are proud of what we do. We took the time to design and manufacture the best Cobra replica available and we wanted it to stay that way.

Inconsistency dilutes the value of other kits no matter how well they were built by the customer. In fact, other marques have been

falsely advertised and sold as E.R.A.'s because of this.

Our cars have achieved a reputation ensuring consistent demand and high market value because *all E.R.A.s* were of the same high quality, with the same detailing and standard of finish.

We think that the E.R.A. Slabside will be an investment that appreciates with time.

We keep in close contact with all our customers, and any problems are quickly resolved. **Good service is inseparable from a quality product.** We know that a satisfied customer is our best salesperson.

Although others may be initially cheaper to buy, they are not necessarily cheaper to build. All Cobra replicas need the same basic parts. If they don't come with the kit you still have to purchase or fabricate them later. No other Cobra replica offers the **bottom line value of E.R.A.** When you consider the high resale value of E.R.A. products, the Slabside becomes a **great buy**.

Don't take our word for it. Look at all the others. Talk to people that have built E.R.A.s and other makes. Owners of E.R.A. replicas have always been our strongest advocates, especially those that have also built other brands. They are the ones who really know the difference. We will be happy to put you in touch with E.R.A. owners in your area. Please call and ask Peter for names in your area.

E.R.A. SLABSIDE - STANDARD ASSEMBLY - (\$22,900)

Study this list carefully, and compare with the rest! There is **no fabrication** or fitting involved when you build an ERA, only straightforward installation. As delivered, the basic kit looks like a real car, but with the suspension and interior in boxes.

If you've built a kit car before, you know that the small details are the most time consuming (and frustrating) part of construction. Those details are where ERA shines. Please, compare our car with our competitors! We are confident that you will find that an E.R.A. replica is, at the bottom line, a bargain in ease of construction and quality of the final product.

Note that almost all fasteners are included in the standard kit. **This will save you lots of time.**

BODY- FIT TO THE CHASSIS

COMPLETE WITH:

- Aluminum inner panels, splash shields and trunk, *installed*
- Aluminum side vent louvers, *installed*
- Aluminum firewall, wheel-houses, floors, rear bulkhead panels, with removable access panel, *installed*
- Doors, hood and trunk lid, hinged, *fit, installed* and latched with reproductions of the original hardware
- Hood and trunk stay with brackets, *installed*
- Built in hood scoop
- All holes for lights, bumpers, mirrors, top and tonneau snaps, emblems, etc. are *drilled or cut out*.
- Removable aluminum transmission tunnel, *installed*
- Separate left and right fiberglass foot boxes, with thermal insulation, *installed*
- Windshield, *installed*
- Integrated steel front and rear cowl surrounds acting to fully support the body shell and doors.
- Drive shaft safety strap

BRAKING SYSTEM (ALL INSTALLED),

INCLUDES:

- Floor mounted brake and clutch pedal assemblies mounted directly on the main chassis rail with needle bearing pivots and pivoting pedal faces.
- Dual Tilton master cylinders w/balance bar enclosed in box below floor
- Steel brake lines, junctions, front and rear, with insulators
- Flex lines to the front calipers, and rear suspension
- Brake fluid reservoirs and brackets, with filler lines
- Dual brake light switches, with warning light

CLUTCH SYSTEM, INCLUDES:

- Pedal and all linkage, Master cylinder, mounted on chassis, with filler tube
- Slave cylinder, bracket, flex line and all fittings

COOLING SYSTEM, INCLUDES:

- Radiator, oversized aluminum, with 2 x 1^{1/4}" core, mounted in the chassis with rubber insulators as original
- Thermostatically controlled electric fan w/manual override switch
- Aluminum shrouding
- Aluminum connector tube

DASHBOARD:

An accurate reproduction of the original street style, with the following gages:

- Stewart Warner instruments including Tachometer, Speedometer, Oil Pressure, Oil Temperature, Water Temperature, Ammeter and Fuel Level Gages with appropriate senders
- High beam, turn signal and brake system warning indicator lights
- All toggle and rotary switches
- Glovebox, fully finished
- Fresh air vent pull cables and knobs

ELECTRICAL SYSTEM INCLUDES:

- Special modular wiring harness, color coded, tagged, and soldered
- Fuse blocks, horn and fan relays, flasher
- All grommets, clips, securing hardware, etc.
- Headlights, parking lights, tail and license lights, installed
- Dual horns with relay
- Windshield wiper motor bracket with adapter tubes

FRESH AIR SYSTEM, INSTALLED, INCLUDING:

- Fresh air inlet ducts
- Left and right control valves
- All hoses, cables, and clamps

FUEL SYSTEM, INSTALLED, INCLUDES:

- Tank, aluminum, 14 gallon, fully baffled
- Filler, flip-top aluminum, with all fittings to tank
- Steel fuel line from tank to engine
- Complete carburetor throttle linkage

INTERIOR, INCLUDES:

- Seats, quality vinyl on tubular steel frames, leather optional
- Door hinge covers
- Dash support tubes
- Left foot "Dead Pedal"

STEERING AND SUSPENSION, INCLUDES:

- Front upper and lower control arms with ball joints, bushings and hardware
- Custom front steering knuckles
- Steering tie rods with ends
- Rear trailing arms with rod ends
- Lower steering column with "U" joints

TRIM AND ATTACHMENTS, INCLUDES:

- Interior and exterior rear view mirrors
- Top and tonneau snaps, w/holes in body drilled
- Ferrules for top bows and side curtains
- All grommets for instruments, cables, etc.

EXTERIOR TRIM INCLUDES:

- Defroster vents on cowl
- Weather stripping for doors, hood and trunk
- Carpeting, door panels
- Front and rear bumpers (over-riders)
- Grill
- Aluminum step mouldings

Also included is a detailed assembly manual that gives illustrated step by step instructions, with numbers and sources for all necessary other parts.

SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE

MAJOR COMPONENTS NOT IN THE STANDARD KIT:

Engine: Ford 289-351

Transmission: Mustang 5 speed, Ford toploader, Richmond Gear 5 speed or Tremec

Jaguar XKE or XJ sedan **rear suspension** unit

Subaru steering gear, Triumph upper steering column and steering wheel

GM front **rotors and calipers** (bolt-on wheels only)

Front **coil-over dampers**

Wheels and tires

Handbrake handle and cable

Exhaust system

WHAT IS REQUIRED OF YOU, LABOR-WISE.....

Assembly of the kit, with the drive-train ready for installation will take about 100-120 hours, with body preparation and paint additional. Except for some straight-forward riveting and bonding of the body, all work is of the "wrench turning" variety. Most people can beat this conservative estimate! **At a SAAC convention in California, we assembled a 427SC kit, without interior and paint, in 35 man-hours.**

Our comprehensive assembly manual makes your work straightforward and enjoyable.

OPTIONS (partial list)

If there is something you wish that is not on the list, please ask. We can supply just about anything that you need to complete your kit. We will also make every attempt to accommodate special requests. If you are not mechanically inclined, or are short of time, **E.R.A. can do any labor to help make your assembly job easier.** Many people choose to have us create a "roller" where we install the suspension and permanently bond the body on at the factory.

ASSEMBLY OPTIONS

- Powder coated chassis - \$1000
- Bond body, floors, etc. - \$1300
- Labor to assemble rolling chassis - \$1300

WIRE WHEELS WITH ADAPTERS - ASK

CARPETING, NYLON With door sill moldings, pockets and e-brake boot (w/o trunk carpet) - \$400

STREET-STYLE SEATS AND TRIM, LEATHER,

(replaces vinyl) \$600

REAR SUSPENSION, JAG-BASED

Complete rebuilt assembly, installed - \$4500

- Subframe with bushings and handbrake adapter - \$500

Used assemblies and rebuilding parts are also available

REAR SUSPENSION, ERA DESIGN - \$5200

FORD ENGINE - Contact us for further information.

TRANSMISSION -

- Ford T-5 or Tremec 5 speed - Ask
- Small spline wide ratio gearbox ~ \$1200
- Various 5-speed Tremec transmissions available

FRONT BRAKE CALIPERS WITH HARDWARE

\$190/pair

COIL-OVER SHOCKS & SPRINGS - FRONT, Pair with springs and hardware - \$700

COIL-OVER SHOCKS & SPRINGS - REAR, four complete units assembled and ready for installation, with height adjustable feature, \$1000/set

AC PEDALS, replace ERA face - Pair - \$60

DRIVESHAFTS - \$330 and up

EMERGENCY BRAKE HANDLE, reproduction of original - \$250

Cable - \$50

EXPANSION TANK, FIA-style Harrison, w/mounting brackets and clamps - \$250

HEATER/DEFROSTER - \$390

EXTRA HEAVY DUTY FAN: Cools even radical engines - add \$250

NUDGE BARS (F/R) - \$250 each

OIL COOLER - Complete assembly - \$500

For remote filter system, add \$250

STEERING GEAR, NEW - \$600

SEAT BELTS/HARNESSES - For 2 seats, lap and shoulder - \$250

EXHAUST SYSTEM - Complete - \$750

- Primary pipes with gaskets & hardware only - \$450
- Bare steel side pipes only, \$300/pair.
- Undercar system, exits at rear bumper - \$1,200

SOFT TOP & BOWS (needs fitting) - \$600

STEERING COLUMN - Custom ERA unit - \$450

15" REPRODUCTION STEERING WHEEL - \$200

ANTI-SWAY BARS - \$250-\$350 each.

TONNEAU COVER KIT - \$500

WIPER MOTOR ASSEMBLY - \$350

All prices are subject to change without notice.

Prices subject to change without notice.

SPECIFICATIONS

The **E.R.A. Slabside Replica** is designed for high performance with safety. Generous wheel travel, both front and rear, and anti-dive/anti-squat geometry are built in.

Combine good geometry with a rigid chassis and you get a combination of ride and handling seldom found in such a high performance automobile.

PERFORMANCE (typical 289)

0-60 mph **5.5 sec**

0-100 mph **14 sec**

Standing 1/4 mile: 14 sec/100 mph

Fuel consumption: 12-14 mpg

Handling: Our 427SC has generated **1.05G (lateral)** using Hoosier tires, 0.93G with standard radials. The Slabside will match or better that.

Optional Spax dampers are externally adjustable for both height and damping, allowing the builder to modify the E.R.A. Slabside's ride and handling characteristics to fit personal preference.

DIMENSIONS:

Weight [with Ford 302]2300 lb.

Weight distribution, f/r(%).....48/52

Wheelbase.....90"

Track, front/rear.....53.5"/53.7"

Length, overall.....156"(Street)

Width, maximum.....63"

Height, to top of (tilted) windscreen..48"

Ground clearance.....5"

Fuel capacity..... 14.5 gal.

DRIVE-TRAIN:

Recommended Engine: Ford 289/302CID

Transmissions: Ford 4 spd. T10 or Toploader
Ford T5 or Tremec 5 speed

Differential: Salisbury, ratios from 2.73:1 to 4.56:1
with optional limited slip

BRAKES

F-11.0" Vented disc

R-10.0" Solid inboard disc

Hydraulics: Dual Tilton master cylinders with adjustable balance bar.

CHASSIS:

HD 4"x3" (1/8" Wall) Steel rectangular main tubes with extensive transverse and diagonal reinforcement, accurately and neatly jig welded. The suspension and steering mounts have been designed in, not added as an afterthought. A complex structure off the main rails supports the floors, footboxes and the door hinges and latches. Brackets for the emergency brake, exhaust system, roll bar, seatbelts, and many other small items are already installed. There is even a drive shaft safety strap built in. Bumpers are mounted directly to the main rails. The fuel tank is protected by the main chassis rails.

FRONT SUSPENSION:

Independent w/non-parallel, unequal length control arms, coil-over dampers. Optional anti-sway bar

REAR SUSPENSION:

The rear suspension and differential are *mounted in a subframe* to minimize noise, vibration and harshness without sacrificing precise handling.

Jag: Independent, w/lower lateral links, half-shaft upper links, trailing arms, 2 coil-over dampers each side, optional anti-sway bar.

STEERING:

Rack and pinion, 3.2 turns lock to lock, bump-steer designed to near zero. 33 ft turning circle.

WHEELS: (15")

Knock-off wire or bolt-on

Front or rear: 5" x 15" or 6.0" x 15"

BODY CONSTRUCTION:

All inner panels are jig fitted and accurately bonded at the factory. They are only bonded to return edges of the outer body, not the outer skin, to minimize print-through and distortion. The body is supported by the tubular steel chassis substructure. Subsequent bonding and riveting of the inner panels to the chassis creates a completely rigid and rattle free structure. Thus, stress cracks and "print through" are prevented, even over the long term..

*The doors have a steel frame, w/fiberglass inner and outer shells. They hinge and latch on the steel chassis to prevent sagging and misalignment. **This body not only looks good when you take delivery, it will look good years down the road.***

PRICE OF STANDARD ASSEMBLY

\$22,900

Price subject to change

Questions? Call any time during business hours, Monday through Friday 8am-5pm
860-224-0253, or fax us at 860-827-1055, or visit our web site at
<http://www.erareplicas.com>



FREQUENTLY ASKED QUESTIONS

When I receive the standard kit, what will it look like?

It looks like a car without the suspension and interior! (See page 12.)

The standard kit is shipped with the body (including doors, trunk and hood) pre-fit and mounted to the chassis. All the lights are installed, and the windshield is mounted. The foot-boxes, floors and interior bulkheads are fit. The fuel tank with filler pipe and cap are also installed. The suspension, wiring and interior are packed in boxes.

Can I buy the kit in stages? The frame first, and then the body?

Sorry, no. We custom fit each body to the chassis to insure that everything will line up correctly. Frankly, we are much better at this than you could be, and we want to keep the final quality high. Besides, too many people have an unrealistic view of how much the project will cost and would end up with a permanent dust catcher/bad investment in their garage. Not our style.

DESIGN

What's so special about the E.R.A. Slabside?

The E.R.A. Slabside was designed from the beginning to look exactly like the original car, but without many of the original Shelby 289's shortcomings. We have strengthened the chassis, improved the body mounting and material, and refined the suspension to make a better street car.

Why don't you use somebody else's front suspension?

There were no off-the-shelf suspensions that met our design criteria for both the front and rear suspension. Instead, we selected components that could be integrated the way we wanted them to. We were able to match the roll centers with the line of the front and rear center of gravity.

The alternatives we didn't like were:

- Mustang II, etc. Poor geometry, small brakes, solid rear axle (cheap though!)
- Jaguar (front): Poor geometry, small brakes, expensive, but pretty.

What about Corvette suspension?

Corvette ('84-on) suspension presents several problems:

- Pin drive wheels cannot be easily accommodated with the late model's integral wheel bearings. Our ERA GT must replace the Corvette uprights and bearings with completely custom pieces. Can you say "expensive"?
- In the front, using the Corvette control arms requires an extremely short steering gear. We could use an aftermarket unit like Appleton or Sweet, but these are not meant to go tens-of-thousands of miles, and their straight cut gears allow too much feedback for the street. In addition, the standard Corvette brakes won't fit into 15" wheels, which proscribes the use of reproduction pin-drives.
- In the back, the Corvette track is much too wide. The half-shafts and lower control arms have to be changed. That's no big deal, but...the cast aluminum differential cover, which also acts as the mounting bracket for the entire assembly, would have to be extensively modified or replaced too. There is also a strength issue with the differential. Only the LT-1 differential would be as strong as the Jag. It uses the Dana 44 gear set too.
- There is a problem fitting the later 12" brakes into 15" pin-drive wheels. They don't. On our GT, we use only 11.5" rotors on our custom hubs. Since you can't easily modify the hubs to move the caliper in, you're stuck with the earlier, smaller brake calipers that were used only a couple of years.
- Thought you could get away using the stock shock and spring? Sorry! The leaf spring is too long. We could either make a new spring - an interesting proposition - or go to coil-overs. This requires making a new shock bracket on the hub carrier. More complication.

Why is the rear suspension in a subframe?

Using a subframe is unique to E.R.A. The subframe isolates the differential noise and vibration from the chassis. It also lets us use trailing arms to locate the lower control arms as originally designed. Without trailing arms, the lower control arms are put into bending modes that they were never designed for, allowing excessive toe change with power and braking forces. In addition, the rear suspension can be built as a unit outside the car for convenience, and installed into the chassis in less than an hour.

Is the Jag differential strong enough?

You bet! The Jaguar piece is a Salisbury made unit that uses Dana 44 gears. A similar design was used (slightly different casting) in the original Shelby 427 Cobra. The few problems some people have encountered resulted from drag strip events while using high-traction slicks - and roughly 600 bhp. And that particular weakness can be cured with available high-strength stub axle shafts from us or Concours West. Remember! You can only exert so much traction in a car that weighs 2400 lbs., even with over 50% of the weight on the rear axle.

How about the Ford 9" differential?

There are several reasons that the 9" isn't the best choice: The unit is not interchangeable with the Salisbury in our subframe and would require aftermarket calipers and very Rube Goldberg emergency brake. Also, the pinion offset is about 1.5" lower than the Salisbury, making the driveshaft angle down excessively. Since it wasn't designed for an IRS, the conversions are quite expensive too. Since strength is not a factor (see above), it's just your money down the drain.

Can't I use a solid rear axle?

The chassis is not designed for a solid axle. Because of the engine placement, the drive-shaft would end up too short for adequate wheel travel. Some other kits limit the travel to 2" total! We have 6.5"! If you drive on less-than-perfect roads you will appreciate the "luxury" of an IRS. A good independent suspension (like ours, of course) will give you excellent handling with a reasonable ride. We have also used the stationary nature of the differential to include one more substantial crossmember to increase the chassis' overall stiffness.

The original Cobra had independent rear suspension - for a good reason!

Can I get a roller?

Sure! We don't have a standard package because of all the possibilities, but we can put together exactly what you are looking for. The roller will have all the parts installed and functional: Typical cost is approximately \$5000 plus the cost of your wheels, but the individual prices are listed .

- Front suspension, with adjustable coil-over dampers
Optional anti-sway bar
- Front brakes, complete and functional - Standard GM or optional Wilwood calipers on 11" or 12" vented rotors
- New steering gear
- ERA custom steering column and Moto Lita wheel
- Jag-based rear suspension. Optional anti-sway bar
- Brake reservoir

Why do you bond the body to the chassis?

The results are a stiffer overall structure, with no rattles, creaks or shakes. Our fiberglass bodies do not get stress cracks, even after many hard miles on the road. It is a bit more work, but well worth it! Some claim that their body is "unstressed" because it is rubber mounted to the chassis. Wrong! The outside shell must still be supported with inner panels or some other structure. The method of that connection is what determines whether stress cracks will appear. Furthermore, with few supports, the body will move relative to the chassis when the car goes over bumps. That's what is typically known as "cowl shake".

Doesn't bonding the body to the chassis make it more difficult to work on?

Not really. Our car, with its removable tunnel, is designed to be very easy to service. In fact, every turnkey we do at the factory is painted before any of the mechanical bits are installed.

Why do you use separate aluminum floor and bulkhead panels in the cockpit?

We have tried to duplicate the original Cobra as much as possible, and avoid the "dune buggy syndrome" of a single interior shell. This is a bit more work to put together, but saves weight and allows much more design flexibility. Our aluminum tunnel is removable for service, and we have an access panel behind the seats for rear brake service. Separate fiberglass footboxes (like the original car had) also allow us to create a stronger structure to support the cowl and door mounting hinges, with maximum foot room.

How much does your car weigh?

The Slabside weighs about 2300 lbs. This is about 100 lbs more than an original car, put mostly into the stronger chassis. Some other kits claim much lower weights. What they don't tell you? The strength of their car is much lower, and they are missing a lot of pieces necessary for an authentic street car. When you feel how solid our car is, you won't regret the slight extra weight!

DRIVE-TRAIN

What engine do you recommend?

The Slabside is designed around the 289/302/351. A good reference book is Ford Performance by Pat Ganahl, available from Amazon.com and Barnes and Noble on-line book stores. Just search on the authors' names.

What about a Chevy?

Noooo! Seriously, we do have mounts for the Chevy, but we strongly discourage it. We have only done a few 427SCs and no FIAs with them, and a couple of those have been converted back! We have done no detail development work with the "mouse" or "rat" engines except for the mounting system. You will have to adapt the wiring harness, and make custom headers and clutch release system. The Chevy engines, in addition, are significantly heavier than their Ford counterparts. In our experience, when you sell the car, it will be valued almost as if it had no engine at all.

How do I find an engine builder?

You can use someone locally or we have our own list of preferred builders.

What's the best transmission to use?

The T-5 and Tremec are excellent choices for the street, offering both good starting gears and overdrive 5th gears. Because of the short first gear, we recommend a 3.31:1 differential ratio with either box.

You can also use the Top-Loader 4 speed or the Richmond Gear 5 speed for more heavy duty use. The 4 speed is normally combined with a 3.77:1 to 3.31:1 differential ratio. The Richmond Gear 5 speed has a lower first gear and direct drive 5th and works best with a 2.88:1 or 3.07:1 ratio for a better top gear cruising RPM.

What about the shift handle and linkage?

The shift handle was straight up in the 289, with a reverse lockout built into the lever. E.R.A. offers a reproduction handle and linkage for both the Top-Loader and the Richmond Gear 5 speed, and also handles that bolt onto the Tremec or T-5. The "T" handle is still there for visual accuracy, but is non-functional.

And while you can use a Jaguar emergency brake handle, E.R.A. offers a reproduction of the original so you don't have to deal with junkyard searches or re-chroming.



What kind of clutch should I use?

Because the car is very light, a standard-pressure clutch is fine. Any slip will come (accidentally, of course) from the tires.

What are the wheel alternatives?

Dunlop or Dayton wire wheels. As long as the width is under 6.5", various bolt-on wheels will also fit.

What size tires do you recommend?

For the Slabside in competition trim, we use 245/50-15 in the front, 265/50-15 in the rear. This smaller diameter is the same as the original cars race rubber. For the street car, you can use 235/60-15 and 295/50-15, front and rear for more ground clearance.

Yes. A special chemical and impact resistant coating is baked on. Very durable, and looks good too.

CONSTRUCTING THE KIT

What do I have to fabricate?

Every basic bit that you can't buy off-the-shelf is included in the kit. You don't have to make anything.

What is the most difficult part of building the kit?

Probably building the Jag rear suspension assembly. It entails lots of shimmed bearing packs, seals and caliper/emergency brake rebuilding. Even with the experience of doing hundreds of assemblies, we still spend about 15 hours on each one. The E.R.A. outboard-braked rear is a bit easier to build, but still complex.

If you still want to do it, we can help a bit with parts and advice, but you should still get a good manual. Alternately, you can purchase a complete assembly from us or Concours West, a Jaguar rear-end specialist.

Speaking of manuals, what's yours like?

The manual has about 140 pages of detail, including exactly what you need, how to prepare the used stuff, and how to assemble it all on the kit. Lots of illustrations, too. Some of the line drawings are in the web illustrations, and we have a link that showed 2 typical pages from the manual. The text part of the manual is also posted on the web in PDF format. Sorry, but we couldn't include the illustrations in the free version, but the entire manual is available for \$60 in hardcopy, \$30 on CD.

The wiring instructions come separately - another 18 pages, so you don't have to drag the whole book around when wiring the car. Almost all connections are illustrated and every single connection is annotated with the wire's origin and purpose so that in the event of a problem, you can troubleshoot quickly. And we are always available to help. There's also a wiring "primer" on the web that explains basic wiring and has hints on finding solutions to common problems.

I've never done any wiring! I know nothing about electricity!

You don't have to be an expert to wire the car. Our wiring instructions have lots of pictures and every connection is explained. All wires are color coded and labeled.

What if I don't want to do some of the kit building stuff?

We will do anything you want to help you complete your kit. Each one is custom made to your specifications.

Do I have to buy the trim and hardware?

All hardware, with the exception of the blind rivets, comes with the kit. This includes the nuts, bolts, grommets, clamps and screws. And most of it is already installed on the kit. Some of the badges are optional.

What if I can't find a part?

E.R.A. Stocks just about everything you will need to finish your kit. Some people have us supply every single part to complete the car.

Do you sell parts to the retail aftermarket?

Not currently. We only service ERA cars and customers' needs. Here are several companies that do:

- Ken's Specialty Auto (315-793-0639)
- Finish Line (888-436-9113 or 954-436-9101)
- Cobra Restorers (770-427-0070)
- Brooklands (305-776-2748)
- Nisonger (914-381-1952)
- Shell Valley (800-356-9198)

Does your body need painting?

Yes. Some companies sell their car in "finished" gel-coat, claiming they don't require paint. But gel-coat will never look as good as paint, and you have fewer color and finish choices. Repair is much more difficult, also.

How difficult is it to paint the car?

Preparation for paint is straight-forward and doesn't require any fiberglass work. The seams where the mold pieces meet must be filled with standard body filler, but the basic body shape doesn't require anything more than a skim-coat of polyester or epoxy filler to facilitate blocking. E.R.A. doesn't do painting in-house, but we do have a very reliable sub-contractor that charges \$3200 to \$3800 for a near-show-quality job. For \$5000 you'll get a job that will stop traffic! You can contact Tony at Tony's Auto Builders at 413-586-6557. You will deal directly with him for payments and other details. We don't make any money on this sublet.

Can I install the mechanical bits in a bare chassis without the body installed?

Yes, but we don't recommend it. With our turn-keys, we usually mount the body on the chassis first, then have the car painted. Finally, we install the drivetrain. The engine, transmission and suspension install easily with the body already in place.

SHIPPING

How is the car shipped? How much will it cost?

If you are within 500 miles and have a tow vehicle, consider picking the kit up yourself with a flatbed trailer. We don't charge any extra for loading your car into your own trailer or a shipper you've chosen.

For major distances, we typically use Intercity Lines. They ship inside a box trailer all over the country. The price depends on your location. To major cities on the west coast, the cost would be about \$1500. Trips to Florida run about \$800. If you are off the major routes, it may cost a bit more. Other shippers may cost less, but your car might sit in a depot for a bit, waiting for a direct ride. Most shipping companies have a \$500 minimum charge. For short runs, we may be able to arrange transportation on a flatbed truck for about \$1.50/mile.

I'm from outside the U.S. Can I get one of your cars?

We do not use dealers so you must deal directly with ERA/US. The difficulty varies from country to country. Sometimes there's a stiff tariff. Many countries have strict "performance" and design standards for complete cars. Since we build kits, not complete cars, ERA has not done any compliance testing for any country, and you should assume that we will NOT meet their new-car standards.

Many countries will accept "parts" from outside. We have, on occasion, split up a kit into separate shipments to make it easier for importing. There are also several companies that can title a turnkey car here in the U.S. as a '66 vehicle, which sometimes make the turnkey process easier. See the inspection and inspection link immediately below.

WHEN THE CAR IS DONE...

How do I inspect and register my car?

Registration varies from state to state. Connecticut, one of the more difficult, requires that the car be trailered to a central inspection station. There, they check the lights, brakes and general construction of the vehicle, and also make sure that none of your components are stolen. Keep your receipts! We've compiled many pages of responses on the internet at <http://www.erareplicas.com/statereg.htm>.

What about emissions?

Emissions standards also vary from state to state, and even regions within states. Most states will require that your car meet the specifications for the year of your engine - another reason to stick with an early engine. It is usually possible to title the car as a pre-emissions vehicle as described in our REGISTRATION faq above.

What happens if I damage the car?

E.R.A. will sell you any repair part you need to fix it: Fender, hood, or even a complete body if necessary. We also can make pieces of the chassis and the proper dimensions for repair.

What about insurance?

It's surprisingly easy. In some cases a "Composite vehicle" can be insured by adding it to your current insurance. There are also some companies that specialize in this kind of specialized car, like Heacock. The cost is pretty reasonable, with only some mileage restrictions.

Can I race my car?

Many of our customers spend time on the track at club events, and there are now several regional series for Cobra replicas. We offer extra-large front brakes for track use. Check out the Vintage Sports Car Drivers Association. They run some events open to replicas. In the Northeast, the COM Sports Car Club allows replicas to compete in full track events too. The Northeast Replica Challenge has become very popular and a great way to spend a weekend.

SCCA has now certified replicas to run in the Solo II prepared class rather than the modified (completely open) class. We can now compete against the real thing - legitimately! We offer extra-large front and rear brakes and an optional rear suspension for track use. Our optional coil-over dampers are externally adjustable for height and stiffness, making at-the-track changes very easy.

WARRANTEE

How do you support your products?

We don't have a written warrantee, but we will replace anything defective within a reasonable period. After all, the amount of time that people take to complete their kits varies immensely. We have replaced pieces 5 years old. If you insist on something written, you can write your own! We will agree to anything reasonable.

PAYMENTS AND DELIVERY

Why is your kit more expensive than most of the others?

The E.R.A. Slabside kits come only in what others call a "Deluxe Stage". We don't offer a cheapo version of our cars. Frankly, we value our reputation too much to allow some people to butcher the concept and then claim that theirs is "an E.R.A.". We have included so much in our kit that, when completed, all ERAs all have the same high quality of design and materials. This fact is evident in the strong demand (and high prices) for our used cars. This car may actually be one of the most economical cars you've ever driven!

What about backorders?

E.R.A. seldom delivers a kit with anything serious missing. Backorders are usually shipped within weeks, and no-one has had their completion date moved back because of missing parts.

How do I get the process started?

We require a \$5000 deposit to get you in line for a kit or complete car.

What if I want to cancel the kit after I've given you a deposit?

The deposit is 100% refundable up until the time we actually start building your kit. After that, we will adjust the refund to reflect our added costs.

What about the rest of the payments?

You must send another \$5000 when we actually begin production of your kit. If we are finishing your kit, timely payments to the engine builder and painter will keep everything on schedule. Some extra payments for special parts may be required during custom construction.

Is financing available?

E.R.A. doesn't finance, but for a turn-key car there are companies that specialize. Look at the CobraCountry web site for possibilities, or in the back of Kit Car or Kit Car Illustrated. Two that have solicited us (but we cannot vouch for) are Gettysburg Financial, 954-786-2642 and JJ Best. Kits are more difficult to fund. You will have to use some other personal or business asset as collateral for a bank or personal loan.

How long will it take for me to get a kit?

Actual production time for a basic kit is about 2 weeks, but there is usually a waiting list, typically varying from 3 to 6 months. Occasionally, we might have an available spot in the queue from a cancellation, but that is unusual.

What if I want my car even later than your waiting time?

Your deposit will hold your car for up to 2 years at the original kit price estimate.

Are there any unfinished kits available?

Rarely. Although some people sit on their kits for some time because of personal reasons, almost all are completed by the first owner. As an act of desperation, check the ads in Kit Car and Kit Car Illustrated.

What about used cars?

We generally don't deal in used cars unless it's a rare trade-in. CobraCountry.com and House of Cobras frequently have ERA's, though, but don't expect any bargains. Resale value on ERA's is usually very high. The good part of that equation is that if you ever want to sell your ERA, you can get top money - without waiting forever.

What is the time frame for a turn-key car?

Add about 8-10 weeks over the kit schedule for painting, wiring, and mechanical parts installation.

REFERENCES

Can I get names of people who have built your kits?

Of course. We can frequently find someone right in your area so that you can look at the "real thing" locally. Most owners are willing to talk at length about their experience. Some don't like to be bothered, though, so you must get names from our General Manager and customer liaison, Pete Portante (860-224-0253 9am-1pm, 3pm-5pm EST) at E.R.A. Sorry, but you cannot get references through e-mail.

How many Cobra replicas have you made?

We have shipped about 600 cars to date. Our current production is about 40 427s and 15 Slabsides. We also do about 6 E.R.A. GTs each year.

How big is E.R.A.?

We have a total of 15 full time people working in 4 buildings at our central location. We also have a separate R&D facility down the street. We do almost everything in house: chassis, body, small parts, rebuilding of rear suspension, upholstery, wiring harnesses and turnkey cars. We sublet the casting and machining, and most of our sheet metal is done locally at Fabtron, Inc. on a CNC punch machine. The owner of Fabtron has both a 427SC and an ERA GT! He knows about the quality we build into every car.

What other things do you do?

Most of our energy is devoted to the kits, but we do supply some small reproduction parts to the rest of the kit car industry.

HOW WE DO THINGS AT E.R.A.

Where are the chassis made?

All chassis tubing components are cut right at the factory. Most of the sheet metal components are sublet to a CNC punch shop where tolerances are less than +/- .010". All separate components are MIG or TIG welded right in our own jigs at the factory. When you visit us, look at the high quality of the welds. Our certified welders are the best!

And the suspension?

Suspension components are done the same way. Arms are cut and jig welded right here. The GT arms are TIG welded. The 427/FIA arms are both MIG and TIG welded, depending upon application. Aluminum castings are done locally from AlMag or heat-treated 356 aluminum. Some of the pieces are machined from billet.

How is the interior done?

Everything but the top and car covers are produced in house.

Do you do the fiberglass molding?

Everything but the main body shell of the 427SC and FIA is done in-house. We built all the molds from our own plugs. All door pieces, hood and trunk lid, and inner panels are hand laid at E.R.A. Mating of the inner panels to the outside skin is also done in-house. We don't use ordinary polyester resin, either. We spend a little extra money to get low-shrink tooling resin for better long term dimensional stability.

DEALER INFORMATION

E.R.A. doesn't have a formal dealer network. We do offer a small discount for multiple purchases within a limited time frame. Since our profit margin is small, this discount is not deep. However, since our car is so easy to build and has a very high resale value, many people have built multiple cars. Most have made reasonable money, but don't expect to get rich.

Assembling the chassis and painting the body is straight-forward. Have us powder-coat the chassis and bond the body. It will save you a lot of time, and it isn't very expensive.

Rebuilding the rear suspension is fairly complicated. If you don't have Jaguar experience, expect the first one to be "a learning experience". Once you get everything figured out, expect to spend about 12-15 hours on a rebuild, plus parts. If it isn't a limited slip, add about \$600.

289/302/351 engines are relatively cheap and easy to build. You can either use an old core, or get new parts from Ford Motorsport, etc. Stay with the Windsor style engine, if possible. The Cleveland may present space and exhaust system problems.

We recommend that you build a single car to acquaint you with the building process before you commit to multiple cars. If you do decide to jump in with a multiple order, your deposit on each kit is fully refundable up until the time we start it. You can't lose money on a deposit.

DIRECTIONS TO E.R.A.

Please visit our plant any time during business hours, or at other times by special appointment. This is where we manufacture our kits and turn-key cars. There is no showroom, but we almost always have cars in all stages of completion

What you see here is what you get!

*While our mailing address is East Main St., our entrance is around the corner: 24 Dewey Street. **Point your GPS to the Dewey Street address.**

We are about 10 miles southwest of Hartford, CT, just off route I-84. The best route from **New York City** is via Route I-84, see "From West of Hartford" below. We are about 2 hours from NYC. If you fly into **Bradley International Airport**, take Route 20 east to Route I-91 south.

From **East of Hartford**, take I-84 West, through Hartford about 7 miles. Take Exit 39A onto Route 9 south. Go 4 miles to Exit 28A, "Downtown New Britain". Go left onto East Main Street. Go about .4 mile (3 blocks past the traffic light) and take a left onto Dewey Street. About 50 yards down on the left is our fenced-in compound, #24. There is no ERA sign. The main office is in the steel building in front.

From **West of Hartford**, take I-84 East toward Hartford. About 10 miles east of Waterbury, take exit 35 (left) onto Route 72 East toward New Britain. After 3 miles, take exit 9, "71 to Main Street". Take a left at the end of the exit, go to the next light and take a right onto East Main Street. Go about 1/2 mile (3 blocks past the second light) and take a left onto Dewey Street. About 50 yards down on the left is our fenced-in compound, #24. There is no ERA sign. The main office is in the steel building in front.

From **North of Hartford**, take Route I-91 south to Route I-84 in Hartford. Take I-84 West, about 7 miles. Take Exit 39A onto Route 9 south. Go 4 miles to Exit 28A, "Downtown New Britain". Go left onto East Main Street. Go about .4 miles (3 blocks past the traffic light) and take a left onto Dewey Street. About 50 yards down on the left is our fenced-in compound, #24 Dewey St. There is no ERA sign. The main office is in the steel building in front.

From **South of Hartford**, take Route I-91 north to Exit 22N (Route 9 North.) Go about 5 miles into New Britain. (Route 9 may also be marked Route 72.) Take Exit 25 (Ellis Street.) At the end of the exit, go right. At the traffic light, take a left onto Stanley Street. Go to the second light (about .9 mile) and take a right onto East Main Street. Take the third left onto Dewey Street. About 50 yards down on the left is our fenced-in compound, #24. There is no ERA sign. The main office is in the steel building in front. ↓

Drop in for a tour!

