

Second Strike

The Newsletter for the Superformance Owners Group

February 19, 2000

Volume 3, Number 1



Superformance dominated the front rows on the Parade Lap, a domination that continued throughout the event.

IN THIS ISSUE...

SCORE

Since the last issue of Second Strike, I have been working with the dealers on our goal of registering all Superformance Cobras. We have registered over 200 additional owners and their cars. Check it out in the **Third Annual Owner and Car Profile**.

A new registry will be printed and mailed to all registered owners with the next newsletter. Please take a few minutes to verify your information on the **Registry Information Verification** form and mail the form back to me so that you can be correctly included in the next registry.

Bits and Pieces and Other Goodies

Ross Weaver takes a **Woodward Avenue Dream Cruise**. **Bill Wertz** raises the previously unmentionable topic of fuel consumption. **Bob Scheidler** has the real scoop on the Stelling & Helling air cleaner plus a Halon fire suppression system. **Don Wareham** has a solution for backfire and run on plus experiences with single plane vs. dual plain manifolds. **Gary Sharapata** locates and installs a vintage Paxton blower. Twenty owners sent in their vanity plates.

Feedback

The mailbag was overflowing. I hope you enjoy the letters as much as I have. Two South African owners, **Wilhelm Loots** and **Donald Smith**, check in. **Scott Cardwell** winds it out on open road track events. **Bill Sharp** takes his snake on a 4,000 mile vacation trip. **Lee Mitchell** drops a big block Chevy in his Superformance, the first recorded non-Ford engine. And a lot more...

The identified cars, drivers, and passengers in the parade lap are, from the left:

Row

5	SP358		
	Mike Brunelle		
4	SP???	SP285	SP210
	Clay Gould	Kenny Brown	Jerry Mullins
		Michelle Brown	
3	SP410		SP348
	Jerry Witt		Mike Sugarman
	Shannon Witt		
2	SP116		SP393
	Doug Reed		Gary Greeny
1	SP181	SP245	SP120
	Bob Jordan	Dennis Olthoff	Bob Olthoff
	David Brown	Mike Thurwachter	Sara Thurwachter

Superformance was well represented in participation and well represented in the final standings at the end of the event. There were 90 cars entered in 1999, up from 63 in 1998. Of the 90, 19 were Superformance Cobras. When the dust settled, Superformance dominated the winners circle. Of the six top trophies, Overall Top Dog, three class Top Dogs, King of the Drags, and King of the Autocross, Superformance took four.

- **Bob Olthoff** - Overall Top Dog
- **Bob Olthoff** - Pro Top Dog (tie)
- **Clay Gould** - Pure Street Top Dog
- **Dennis Olthoff** - King of the Autocross

Superformance also dominated the class standings. Class winners were:

- **David Sugg** - Pro A Autocross
- **Dennis Olthoff** - Pro B Autocross
- **Jerry Mullins** - Street A Autocross
- **Steve Miller** - Pure Street A Autocross
- **Gary Grenny** - Street B Drags
- **Clay Gould** - Pure Street A Drags
- **Kenny Brown** - Pure Street A Road Course

The classes were Pro, Street, and Pure Street based primarily on tires and street legality. The sub-classes were A for big blocks, B for small blocks, and C for 4 and 6 cylinder engines.

Run and Gun 1999 was by all accounts a little chaotic. The rules seemed a bit fluid. The number of events and participants overwhelmed the tight schedule. Completing all events would have been possible only if everything went perfectly. It didn't.

The scoring was supposed to be based on combined drag race, autocross, and road course results. However, most competitors did not get to run the road course, so scoring was based on drags and

autocross only.

As a tribute to the nineteen Superformance owners that made the trek and fought the good fight, I have painstakingly reconstructed the results of Run and Gun 1999 from the rather ambiguous reporting done in the February 2000 issue of Kit Car Illustrated. I will not duplicate their coverage of the event here. I will however add the one thing that they omitted - the standings.

Autocross Results

Dennis Olthoff was FTD (fastest time of the day) and Pro B winner at 37.036. **David Sugg** took the top spot in Pro A. **Bob Olthoff**, driving two cars, was second in both Pro A and Pro B. **Jerry Mullins** took the top spot in Street A. **Steve Miller** took first place in Pure Street A and **Clay Gould** took second.

In the small block vs. big block contest, in Pro, Street, and Pure Street, the fastest small blocks (B) were faster than the fastest big blocks (A).

<u>Name</u>	<u>Car #</u>	<u>Manufacturer</u>	<u>Class</u>		<u>Time</u>	<u>Position</u>
David Sugg	90	Superformance Cobra	Pro	A	37.999	1
Bob Olthoff	129	Superformance Cobra	Pro	A	38.722	2
Stacy Pendergrass	00	ERA Cobra	Pro	A	40.477	3
Jesper Ingerslev	55	Factory Five Cobra	Pro	A	40.829	4
Mark Rich	6	MidStates	Pro	A	40.846	5
David Smith	51	Factory Five Cobra	Pro	A	41.459	6
Michael Brunelle	07	Superformance Cobra	Pro	A	41.493	7
Gary Proia	33	Everett Morrison Cobra	Pro	A	41.862	8
Dennis Olthoff	29	Superformance Cobra	Pro	A	48.886	9
George Ladley	777	MidStates	Pro	A	49.648	10

<u>Name</u>	<u>Car #</u>	<u>Manufacturer</u>	<u>Class</u>		<u>Time</u>	<u>Position</u>
Dennis Olthoff	28	Superformance Cobra	Pro	B	37.036	1
Bob Olthoff	128	Superformance Cobra	Pro	B	39.207	2
Greg LaPoint	36	Factory Five Cobra	Pro	B	39.608	3
Mark Smith	52	Factory Five Cobra	Pro	B	40.309	4
Jim Spencer	40	Studio-X Grand Sport	Pro	B	41.948	5
Dean Hoskins	82	Grand Sport	Pro	B	42.605	6
Jim Schenk	94	Factory Five Cobra	Pro	B	45.882	7

<u>Name</u>	<u>Car #</u>	<u>Manufacturer</u>	<u>Class</u>		<u>Time</u>	<u>Position</u>
Eric Noble	130	Beck 550 Spyder	Pro	C	45.053	1

<u>Name</u>	<u>Car #</u>	<u>Manufacturer</u>	<u>Class</u>		<u>Time</u>	<u>Position</u>
Jerry Mullins	21	Superformance Cobra	Street	A	39.062	2
Rich Pickles	12	Contemporary Cobra	Street	A	39.794	3
Jay Kowalls	84		Street	A	40.379	4
Keith Rohrer	71	ERA Cobra	Street	A	40.560	5
Larry Miller	5	Superformance Cobra	Street	A	40.567	6
Todd Bierman	31		Street	A	41.987	7

<u>Name</u>	<u>Car #</u>	<u>Manufacturer</u>	<u>Class</u>		<u>Time</u>	<u>Position</u>
Matt Adams	100	VSE Daytona	Street	B	37.262	1
Bill Bonadio	61	C.A.R. Dio	Street	B	37.975	2
Lucus Rea	65	? Cobra	Street	B	38.434	3
Jackie Nittler	1	MidStates	Street	B	38.993	4
Mark Selby	17	Classic Roadsters Cobra	Street	B	39.586	5
Craig Hill	43	Superformance Cobra	Street	B	40.243	6
James McEwan	112	VSE Daytona	Street	B	40.337	7

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Joe Traut	417		Street	B	40.484	8
Gary Cheney	16	Factory Five Cobra	Street	B	40.573	9
Gary Greeny	09	Superformance Cobra	Street	B	41.508	10
Bob Jordan	18	Superformance Cobra	Street	B	41.623	11
Chris Perry	63	Factory Five Cobra	Street	B	42.367	12
John Gyann	47	Factory Five Cobra	Street	B	43.201	13
Doug Reed	4	Superformance Cobra	Street	B	43.661	14
Rick Merz	77	GTD GT40	Street	B	43.975	15

<u>Name</u>	<u>Car #</u>	<u>Manufacturer</u>	<u>Class</u>		<u>Time</u>	<u>Position</u>
Steve Miller	42	Superformance Cobra	P Street	A	42.581	1
Clay Gould	20	Superformance Cobra	P Street	A	43.054	2
Charles Howard	99	MidStates Cobra	P Street	A	43.322	3
Kenneth Brown	78	Superformance Cobra	P Street	A	43.359	4
Jack Selby	23	Superformance Cobra	P Street	A	45.330	5
Dwight Gregory	888		P Street	A	46.508	6
Dave Craig	49	Contemporary	P Street	A	46.947	7
Rich Anderson	3	Shell Valley Cobra	P Street	A	48.101	8
Tom Bergstrom	80	MidStates Cobra	P Street	A	49.515	9
Michael Parany	60		P Street	A	49.536	10
Adrian Daigleish	39	West Coast Cobra	P Street	A	49.594	11
Jim Davidson	34	Johnex Cobra	P Street	A	51.750	12

<u>Name</u>	<u>Car #</u>	<u>Manufacturer</u>	<u>Class</u>		<u>Time</u>	<u>Position</u>
Bruno Angers	198	Everett-Morrison Angers Cobra	P Street	B	42.291	1
John Dunn	46	Factory Five Cobra	P Street	B	43.816	2
Peter Briden	119	Briden Cobra	P Street	B	43.825	3
Lewis Payne	8	Classic Motor Carriages	P Street	B	43.876	4
Andre Capella	38	Capella McManta	P Street	B	44.005	5
Steve Hollenbeck	41	Factory Five Cobra	P Street	B	44.014	6
Andy Bortolotti	50	Aurora/Johnex Cobra	P Street	B	44.609	7
Richard Oben	44	Factory Five Cobra	P Street	B	44.934	8
Greg Dunn	54	Factory Five Cobra	P Street	B	45.898	9
Jerry Witt	88	Superformance Cobra	P Street	B	46.491	10
Jeff Mirch	149	Factory Five Cobra	P Street	B	46.635	11
Jim Brewer	32		P Street	B	47.247	12
Karel Gess	37		P Street	B	48.198	13
Dallas Brown	72	Factory Five Cobra	P Street	B	48.651	14
Frederick Black	45		P Street	B	50.348	15
Jack Rosen	30	Factory Five Cobra	P Street	B	50.648	16
Scott Richey	26	Classic Roadsters Cobra	P Street	B	50.779	17
Roger Stine	73	Factory Five Cobra	P Street	B	55.256	18
Bill Kemp	13	West Coast Cobra	P Street	B	DNF	19

<u>Name</u>	<u>Car #</u>	<u>Manufacturer</u>	<u>Class</u>		<u>Time</u>	<u>Position</u>
Dave Thomas	111	ASPP Mark II	P Street	C	47.449	1
Neil Smalley	2	Affiliated Ferrari	P Street	C	47.984	2
Don Smutzer	58	Affiliated Ferrari	P Street	C	53.876	3

Drag Race Results

Gary Greeny and Craig Hill took first and second in Street B. Clay Gould, Jack Selby, and Kenny Brown took first, second, and third in Pure Street A.

Drag FTD was a Pro B (small block) car. A small block also took Pure Street. A big block did take Street.

<u>Name</u>	<u>Car #</u>	<u>Manufacturer</u>	<u>Class</u>		<u>Time</u>	<u>Position</u>
Stacy Pendergrass	00	ERA Cobra	Pro A		10.853	1
Gary Proia	33	Everett Morrison Cobra	Pro A		10.895	2

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David Smith	51	Factory Five Cobra	Pro A	10.967	3
Bob Olthoff	129	Superformance Cobra	Pro A	10.984	4
Jesper Ingerslev	55	Factory Five Cobra	Pro A	11.036	5
George Ladley	777	MidStates	Pro A	11.557	6
David Sugg	90	Superformance Cobra	Pro A	11.918	7
Michael Brunelle	07	Superformance Cobra	Pro A	11.971	8
Mark Rich	6	MidStates	Pro A	12.540	9

<u>Name</u>	<u>Car #</u>	<u>Manufacturer</u>	<u>Class</u>	<u>Time</u>	<u>Position</u>
Daren Erickson	5105	Classic Roadsters Cobra	Pro B	9.802	1
Mark Smith	52	Factory Five Cobra	Pro B	10.915	2
Greg LaPoint	36	Factory Five Cobra	Pro B	11.239	3
Jim Schenk	94	Factory Five Cobra	Pro B	11.621	4
Dennis Olthoff	28	Superformance Cobra	Pro B	11.972	5
Dean Hoskins	82	Grand Sport	Pro B	12.510	6

<u>Name</u>	<u>Car #</u>	<u>Manufacturer</u>	<u>Class</u>	<u>Time</u>	<u>Position</u>
Rich Pickles	12	Contemporary Cobra	Street A	10.618	1
Keith Rohrer	71	ERA Cobra	Street A	11.034	2
Wayne Turpin	98	Contemporary Cobra	Street A	11.093	3
Ed Combs	48	Classic Roadsters Cobra	Street A	11.645	4
John Ciacchi Jr.	22	Contemporary	Street A	12.383	5
Michael Sugarman	10	Superformance Cobra	Street A	12.492	6
Adrian Daigleish	39	West Coast Cobra	Street A	13.261	7

<u>Name</u>	<u>Car #</u>	<u>Manufacturer</u>	<u>Class</u>	<u>Time</u>	<u>Position</u>
Gary Greeny	09	Superformance Cobra	Street B	11.324	1
Craig Hill	43	Superformance Cobra	Street B	11.676	2
John Gyann	47	Factory Five Cobra	Street B	11.855	3
Doug Reed	4	Superformance Cobra	Street B	11.887	4
Gary Cheney	16	Factory Five Cobra	Street B	11.967	5
Bill Bonadio	61	C.A.R. Dio	Street B	12.026	6
Jackie Nittler	1	MidStates	Street B	12.203	7
Rick Merz	77	GTD GT40	Street B	12.806	8
Lance Mussler	19	MidStates	Street B	12.868	9
Kurt Sells	24	Factory Five Cobra	Street B	12.879	10
Matt Adams	100	VSE Daytona	Street B	13.494	11
James McEwan	112	VSE Daytona	Street B	13.501	12
Mark Selby	17	Classic Roadsters Cobra	Street B	13.520	13
Chris Perry	63	Factory Five Cobra	Street B	13.983	14

<u>Name</u>	<u>Car #</u>	<u>Manufacturer</u>	<u>Class</u>	<u>Time</u>	<u>Position</u>
Clay Gould	20	Superformance Cobra	P Street A	11.854	1
Jack Selby	23	Superformance Cobra	P Street A	12.598	2
Kenneth Brown	78	Superformance Cobra	P Street A	12.665	3
Dave Craig	49	Contemporary	P Street A	13.036	4
Steve Miller	42	Superformance Cobra	P Street A	13.161	5 (tie)
Charles Howard	99	MidStates Cobra	P Street A	13.161	5 (tie)
Jim Davidson	34	Johnex Cobra	P Street A	14.163	7
Tom Bergstrom	80	MidStates Cobra	P Street A	18.774	8

<u>Name</u>	<u>Car #</u>	<u>Manufacturer</u>	<u>Class</u>	<u>Time</u>	<u>Position</u>
Dallas Brown	72	Factory Five Cobra	P Street B	11.329	1
Peter Briden	119	Briden Cobra	P Street B	12.868	2
Jack Rosen	30	Factory Five Cobra	P Street B	12.954	3
Jeff Mirch	149	Factory Five Cobra	P Street B	12.965	4
Andre Capella	38	Capella McManta	P Street B	13.237	5
Jerry Witt	88	Superformance Cobra	P Street B	13.257	6
Jim Colman	11	MidStates	P Street B	13.465	7

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Andy Bortolotti	50	Aurora/Johnex Cobra	P Street B	13.537	8
Greg Dunn	54	Factory Five Cobra	P Street B	13.670	9
John Dunn	46	Factory Five Cobra	P Street B	13.758	10
Roger Stine	73	Factory Five Cobra	P Street B	13.849	11
Steve Hollenbeck	41	Factory Five Cobra	P Street B	14.051	12
Richard Oben	44	Factory Five Cobra	P Street B	14.070	13
Lewis Payne	8	Classic Motor Carriages	P Street B	14.150	14
Don Smutzer	58	Affiliated Ferrari	P Street B	16.124	15

<u>Name</u>	<u>Car #</u>	<u>Manufacturer</u>	<u>Class</u>	<u>Time</u>	<u>Position</u>
Neil Smalley	2	Affiliated Ferrari	P Street C	12.046	1
Dave Thomas	111	ASPP Mark II	P Street C	16.980	2

Road Course Results

The road course results are posted here strictly for interest. Not all classes had a chance to run. In the classes that did run, some of the quicker folks did not have a chance to run. The track was closed before everyone had a chance at an official run. Results are shown only for those who did post a time.

In the classes with some participation, **Kenny Brown**, **Clay Gould**, and **Steve Miller** were running 1, 2, and 3 in Pure Street A.

The FTD for the cars that ran was (guess what) a small block.

<u>Name</u>	<u>Car #</u>	<u>Manufacturer</u>	<u>Class</u>	<u>Time</u>	<u>Position</u>
George Ladley	777	MidStates	Pro A	1:23.61	1

<u>Name</u>	<u>Car #</u>	<u>Manufacturer</u>	<u>Class</u>	<u>Time</u>	<u>Position</u>
Todd Bierman	31		Street A	1:23.65	1

<u>Name</u>	<u>Car #</u>	<u>Manufacturer</u>	<u>Class</u>	<u>Time</u>	<u>Position</u>
Rick Merz	77	GTD GT40	Street B	1:20.15	1
Dallas Brown	72	Factory Five Cobra	Street B	DNF	2

<u>Name</u>	<u>Car #</u>	<u>Manufacturer</u>	<u>Class</u>	<u>Time</u>	<u>Position</u>
Kenneth Brown	78	Superformance Cobra	P Street A	1:17.62	1
Clay Gould	20	Superformance Cobra	P Street A	1:18.25	2
Steve Miller	42	Superformance Cobra	P Street A	1:21.39	3
Rich Anderson	3	Shell Valley Cobra	P Street A	1:22.83	4
Charles Howard	99	MidStates Cobra	P Street A	1:24.29	5
Jack Selby	23	Superformance Cobra	P Street A	1:27.06	6
Tom Bergstrom	80	MidStates Cobra	P Street A	1:27.55	7
Michael Parany	60		P Street A	1:28.41	8
Dave Craig	49	Contemporary	P Street A	1:32.12	9
Adrian Daigleish	39	West Coast Cobra	P Street A	1:34.09	10
Jim Davidson	34	Johnex Cobra	P Street A	1:41.43	11

<u>Name</u>	<u>Car #</u>	<u>Manufacturer</u>	<u>Class</u>	<u>Time</u>	<u>Position</u>
Peter Briden	119	Briden Cobra	P Street B	1:17.03	1
Bruno Angers	198	Everett-Morrison Angers Cobra	P Street B	1:18.02	2
Andre Capella	38	Capella McManta	P Street B	1:19.01	3
Jerry Witt	88	Superformance Cobra	P Street B	1:20.47	4
Steve Hollenbeck	41	Factory Five Cobra	P Street B	1:23.46	5
Jim Brewer	32		P Street B	1:24.02	6
Jeff Mirch	149	Factory Five Cobra	P Street B	1:24.16	7
Kurt Sells	24	Factory Five Cobra	P Street B	1:24.29	8
Greg Dunn	54	Factory Five Cobra	P Street B	1:24.75	9
Lewis Payne	8	Classic Motor Carriages	P Street B	1:25.97	10
Frederick Black	45		P Street B	1:26.31	11

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Jack Rosen	30	Factory Five Cobra	P Street	B	1:26.68	12
John Dunn	46	Factory Five Cobra	P Street	B	1:26.89	13
Jim Colman	11	MidStates	P Street	B	1:26.89	14
Andy Bortolotti	50	Aurora/Johnex Cobra	P Street	B	1:28.32	15
Roger Stine	73	Factory Five Cobra	P Street	B	1:28.69	16
Scott Richey	26	Classic Roadsters Cobra	P Street	B	1:29.31	17
Jay Howser	57		P Street	B	1:29.33	18
Richard Oben	44	Factory Five Cobra	P Street	B	1:34.38	19
Bill Kemp	13	West Coast Cobra	P Street	B	1:35.60	20
Karel Gess	37		P Street	B	1:39.27	21

<u>Name</u>	<u>Car #</u>	<u>Manufacturer</u>	<u>Class</u>		<u>Time</u>	<u>Position</u>
Neil Smalley	2	Affiliated Ferrari	P Street	C	1:25.14	1
Dave Thomas	111	ASPP Mark II	P Street	C	1:27.70	2
Don Smutzer	58	Affiliated Ferrari	P Street	C	1:46.58	3

Class Top Dog

The Class Top Dog was based on the combined position in drag race and autocross for the class with sub-classes A, B, and C. combined. This is a mathematical variation of the NASCAR scoring system and produces the same results. The NASCAR system is also used in the One Lap of America.

Based on the positions provided by Kit Car Illustrated, **Bob Olthoff** and Stacy Pendergrass were tied for Top Dog in the Pro class. **David Sugg** and **Dennis Olthoff** were fifth and sixth, respectively.

Craig Hill was third in Street.

Clay Gould was Top Dog in Pure Street. **Kenny Brown** was second, **Steve Miller** fourth, and **Jack Selby** sixth.

In the small block vs. big block comparison, the top 4 positions were split 2 each in Pro, 3 small blocks to 1 big block in Street, and 3 big blocks to 1 small block in Pure Street. A dead heat.

Pro

<u>Name</u>	<u>Car #</u>	<u>Manufacturer</u>	<u>Class</u>		Drag Race	Autocross	Combined	
					<u>Class</u> <u>Position</u>	<u>Class</u> <u>Position</u>	<u>Position</u>	<u>Position</u>
Bob Olthoff	129	Superformance Cobra	Pro	A	6	3	9	1 (tie)
Stacy Pendergrass	00	ERA Cobra	Pro	A	2	7	9	1 (tie)
Mark Smith	52	Factory Five Cobra	Pro	B	4	6	10	3
Greg LaPoint	36	Factory Five Cobra	Pro	B	8	5	13	4
David Sugg	90	Superformance Cobra	Pro	A	11	2	13	5
Dennis Olthoff	28	Superformance Cobra	Pro	B	13	1	14	6
Gary Proia	33	Everett Morrison Cobra	Pro	A	3	12	15	7 (tie)
Jesper Ingerslev	55	Factory Five Cobra	Pro	A	7	8	15	7 (tie)
David Smith	51	Factory Five Cobra	Pro	A	5	10	15	7 (tie)
Michael Brunelle	07	Superformance Cobra	Pro	A	12	11	23	10
Mark Rich	6	MidStates	Pro	A	15	9	24	11
Jim Schenk	94	Factory Five Cobra	Pro	B	10	16	26	12
George Ladley	777	MidStates	Pro	A	9	18	27	13
Dean Hoskins	82	Grand Sport	Pro	B	14	14	28	14

Street

<u>Name</u>	<u>Car #</u>	<u>Manufacturer</u>	<u>Class</u>		Drag Race	Autocross	Combined	Combined
					<u>Class</u> <u>Position</u>	<u>Class</u> <u>Position</u>	<u>Position</u>	<u>Position</u>
Rich Pickles	12	Contemporary Cobra	Street	A	1	7	8	1
Bill Bonadio	61	C.A.R. Dio	Street	B	10	2	12	2
Craig Hill	43	Superformance Cobra	Street	B	6	8	14	3
Jackie Nittler	1	MidStates	Street	B	11	4	15	4 (tie)
Keith Rohrer	71	ERA Cobra	Street	A	2	13	15	4 (tie)
Matt Adams	100	VSE Daytona	Street	B	18	1	19	6
Gary Greeny	09	Superformance Cobra	Street	B	4	16	20	7

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Gary Cheney	16	Factory Five Cobra	Street	B	9	15	24	8
Mark Selby	17	Classic Roadsters Cobra	Street	B	20	6	26	9
John Gyann	47	Factory Five Cobra	Street	B	7	20	27	10
James McEwan	112	VSE Daytona	Street	B	19	9	28	11
Doug Reed	4	Superformance Cobra	Street	B	8	21	29	12
Rick Merz	77	GTD GT40	Street	B	14	22	36	13
Chris Perry	63	Factory Five Cobra	Street	B	21	19	40	14
Adrian Daigleish	39	West Coast Cobra	Street	A	17	27	44	15

Pure Street

Name	Car #	Manufacturer	Class		Drag Race	Autocross	Combined	Combined
					Class Position	Class Position		
Clay Gould	20	Superformance Cobra	P Street	A	2	3	5	1
Kenneth Brown	78	Superformance Cobra	P Street	A	5	5	10	2
Steve Miller	42	Superformance Cobra	P Street	A	11	2	13	3 (tie)
Peter Briden	119	Briden Cobra	P Street	B	6	7	13	3 (tie)
Charles Howard	99	MidStates Cobra	P Street	A	10	4	14	5
Jack Selby	23	Superformance Cobra	P Street	A	4	13	17	6
Andre Capella	38	Capella McManta	P Street	B	12	9	21	7
John Dunn	46	Factory Five Cobra	P Street	B	17	6	23	8
Neil Smalley	2	Affiliated Ferrari	P Street	C	3	21	24	9
Jeff Mirch	149	Factory Five Cobra	P Street	B	8	17	25	10 (tie)
Dallas Brown	72	Factory Five Cobra	P Street	B	1	24	25	10 (tie)
Andy Bortolotti	50	Aurora/Johnex Cobra	P Street	B	15	11	26	12
Dave Craig	49	Contemporary	P Street	A	9	18	27	13
Jerry Witt	88	Superformance Cobra	P Street	B	13	15	28	13
Steve Hollenbeck	41	Factory Five Cobra	P Street	B	19	10	29	14 (tie)
Lewis Payne	8	Classic Motor Carriages	P Street	B	21	8	29	14 (tie)
Greg Dunn	54	Factory Five Cobra	P Street	B	16	14	30	16
Richard Oben	44	Factory Five Cobra	P Street	B	20	12	32	17
Jack Rosen	30	Factory Five Cobra	P Street	B	7	29	36	18
Dave Thomas	111	ASPP Mark II	P Street	C	24	20	44	19
Tom Bergstrom	80	MidStates Cobra	P Street	A	25	25	50	20
Roger Stine	73	Factory Five Cobra	P Street	B	18	33	51	21
Jim Davidson	34	Johnex Cobra	P Street	A	22	31	53	22
Don Smutzer	58	Affiliated Ferrari	P Street	C	23	32	55	23

Overall Top Dog

Kit Car Illustrated did not report an overall Top Dog trophy. I will, however. Based on combined overall positions, **Bob Olthoff** was Overall Top Dog for Run and Gun 1999. **David Sugg**, **Dennis Olthoff**, and **Craig Hill** also finished in the top 10.

With all classes combined, it could not have been closer between small blocks (7 of top 15) vs. big blocks (8 of top 15).

Name	Car #	Manufacturer	Class		Drag Race	Autocross	Combined	Overall
					Overall Position	Overall Position	Overall Position	
Bob Olthoff	129	Superformance Cobra	Pro	A	7	6	13	1
Rich Pickles	12	Contemporary Cobra	Street	A	2	12	14	2
Mark Smith	52	Factory Five Cobra	Pro	B	5	14	19	3
Stacy Pendergrass	00	ERA Cobra	Pro	A	3	17	20	4
Greg LaPoint	36	Factory Five Cobra	Pro	B	11	11	22	5
David Sugg	90	Superformance Cobra	Pro	A	21	4	25	6 (tie)
Dennis Olthoff	28	Superformance Cobra	Pro	B	24	1	25	6 (tie)
Keith Rohrer	71	ERA Cobra	Street	A	8	19	27	8
Bill Bonadio	61	C.A.R. Dio	Street	B	25	3	28	9

Second Strike

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The Newsletter for the Superformance Owners Group

February 19, 2000

Craig Hill	43	Superformance Cobra	Street	B	17	13	30	10 (tie)
David Smith	51	Factory Five Cobra	Pro	A	6	24	30	10 (tie)
Jesper Ingerslev	55	Factory Five Cobra	Pro	A	9	22	31	12
Gary Proia	33	Everett Morrison Cobra	Pro	A	4	28	32	13
Jackie Nittler	1	MidStates	Street	B	27	7	34	14
Gary Grenny	09	Superformance Cobra	Street	B	12	26	38	15
Gary Cheney	16	Factory Five Cobra	Street	B	22	21	43	17
Michael Brunelle	07	Superformance Cobra	Pro	A	23	25	48	17
Matt Adams	100	VSE Daytona	Street	B	47	2	49	18
Clay Gould	20	Superformance Cobra	P Street	A	18	35	53	19
Mark Rich	6	MidStates	Pro	A	31	23	54	20
John Gyann	47	Factory Five Cobra	Street	B	19	36	55	21
Doug Reed	4	Superformance Cobra	Street	B	20	39	59	22 (tie)
Mark Selby	17	Classic Roadsters Cobra	Street	B	49	10	59	22 (tie)
James McEwan	112	VSE Daytona	Street	B	48	14	62	24
Dean Hoskins	82	Grand Sport	Pro	B	30	34	64	25
Jim Schenk	94	Factory Five Cobra	Pro	B	15	51	66	26
Kenneth Brown	78	Superformance Cobra	P Street	A	33	38	71	27
Steve Miller	42	Superformance Cobra	P Street	A	41	33	74	28
Dallas Brown	72	Factory Five Cobra	P Street	B	13	62	75	29
Peter Briden	119	Briden Cobra	P Street	B	36	41	77	30 (tie)
Rick Merz	77	GTD GT40	Street	B	34	43	77	30 (tie)
Charles Howard	99	MidStates Cobra	P Street	A	42	37	79	32
George Ladley	777	MidStates	Pro	A	14	67	81	33
Jack Selby	23	Superformance Cobra	P Street	A	32	50	82	34
Neil Smalley	2	Affiliated Ferrari	P Street	C	26	59	85	35
Chris Perry	63	Factory Five Cobra	Street	B	54	32	86	36
Andre Capella	38	Capella McManta	P Street	B	43	44	87	37
John Dunn	46	Factory Five Cobra	P Street	B	52	40	92	38
Jeff Mirch	149	Factory Five Cobra	P Street	B	39	55	94	39
Andy Bortolotti	50	Aurora/Johnex Cobra	P Street	B	50	46	96	40 (tie)
Dave Craig	49	Contemporary	P Street	A	40	56	96	40 (tie)
Jerry Witt	88	Superformance Cobra	P Street	B	44	53	97	42
Lewis Payne	8	Classic Motor Carriages	P Street	B	57	42	99	43
Steve Hollenbeck	41	Factory Five Cobra	P Street	B	55	45	100	44
Greg Dunn	54	Factory Five Cobra	P Street	B	51	52	103	45
Richard Oben	44	Factory Five Cobra	P Street	B	56	48	104	46
Jack Rosen	30	Factory Five Cobra	P Street	B	38	69	107	47
Adrian Daigleish	39	West Coast Cobra	Street	A	45	66	111	48
Dave Thomas	111	ASPP Mark II	P Street	C	60	58	118	49
Tom Bergstrom	80	MidStates Cobra	P Street	A	61	64	125	50
Roger Stine	73	Factory Five Cobra	P Street	B	53	73	126	51
Jim Davidson	34	Johnex Cobra	P Street	A	58	71	129	52
Don Smutzer	58	Affiliated Ferrari	P Street	C	59	72	131	53

WOODWARD AVENUE DREAM CRUISE

There comes a time in life when you say, how much is enough? When that subject is referring to cars, especially here in the Detroit Area, there is never any question as "too much", but "how can I see more?" Well look no further. The **WOODWARD DREAM CRUISE** is the answer.

Every year in August, since 1994, the **WOODWARD DREAM CRUISE** has been the local auto enthusiast's major event. It's origin actually started decades ago. On Saturday nights,

people would take their pride and joy out for an evening cruise on Woodward Avenue to socialize, show off their car, and sometimes drag race each other. Back then they would cruise a ten mile stretch of Woodward Avenue. Today it has been expanded to sixteen miles. It starts at the Detroit city limits, passes through seven communities, and ends up in downtown Pontiac.

This past summer was the largest turn out so far. It was large enough to have the Library of Congress list it as the largest free one day event in the country. At over 1.2 million people and 15,000+ cars (a conservative estimate), of every shape, style, make, color you can imagine. Classics, customs, hot rods, exotics, motorcycles, and yes, even COBRAS. People have come from other countries, just to witness this event. A GTO club from Australia, pooled enough money to send two cars to the cruise this last summer. Now those are serious enthusiasts.

Besides the cruisers going up and down Woodward Avenue, people and cars line the Avenue for the majority of the sixteen mile stretch. Every available parking lot, space, grassy area, is packed. It's like a giant carnival, especially since every community has

their own schedule of events. Car shows, various entertainment, contests, balloon rides.

This year I parked with a local Cobra club in downtown Birmingham. We had a street reserved, just for club parking. We had a showing of 46

Cobra's of various manufacturers. Approximately 10 cars were SUPERFORMANCE. This was a great way to talk to other owners, and share our enthusiasm.

This next summer we are expecting between 75-80 Cobras to park with us. One club member is planning on bringing both of her Cobras. Her original 289 (CSX2045), and a replica. This next summer the Dream Cruise will be even bigger than last year. It will be held on Saturday, August 19th, 2000. Normally this is a one day event, but every year it tries to expand, like it has a mind of it's own. People start cruising as early as the Tuesday prior, to get a jump on it, unofficially of course. For more information, check out the WOODWARD DREAM CRUISE webbsite, www.dreamcruise.org.

If you are thinking of bringing your Cobra for this event, and would like to park with the cobra club. Contact me by May 1st, so we can arrange to have enough parking spaces for all the cars. You can reach me at:

Ross Weaver
8280 Hearthstone Court
Commerce, MI 48382
Phone: 1-248-366-8104.
e-mail: ross_weaver_1999@yahoo.com



BUILDING YOUR ENGINE FOR THE WAY YOU DRIVE*November 29, 1999*

Dear Mike,

I just received the November 15 issue of Second Strike. Congratulations! The newsletter just keeps getting better and better. Please keep it coming.

I am writing with a question about the comments from the "Feedback" letter from Jeff Koenig (SP248). It is probably a question that a Cobra owner isn't supposed to ask, but I will anyway. He claims to get 16 mpg on a fairly strong setup. Is this possible? This is the second time that I have heard this kind of claim. I do not get anything like that, and all I have is a crate 351W, standard rear end, and a small Holley 650. The best I can squeeze out is maybe 10 mpg at 70 mph at 1800 rpm. My car is broken in - about 6300 miles. It seems to run OK. I'm not complaining, just concerned that my car isn't running efficiently. Any comments?

Thanks,

*Bill Wertz SP193
Address*

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*December 12, 1999*

I replaced the Edelbrock Victor Jr. single plane intake manifold with an Edelbrock Performer RPM dual plane manifold. It gives a bit more deck clearance and lowers the torque curve a bit. The Victor Jr. is great on the track, but if you run around town, like I do, the Performer breathes a bit better for the street. The Victor Jr. has its best performance above 4000 rpm. Try cruising through town with high rpms. I didn't get much pleasure out of that. I prefer the lower growl of the pipes that set off burglar alarms on parked vehicles. But the Edelbrock Performer RPM still gives lots of power, but a bit more in the lower rpm's. Some people may disagree, but this is what I found.

*Don Wareham SP366  
Novi, MI*

Both of these letters point out a situation that all of us "daily drivers" are faced with - build the engine for maximum horsepower and live with the drivability problems, or build the engine for the way we really drive.

My original cut was to go for maximum power and live with the drivability problems and I still toy with that option in my daydreams. Fortunately, my

engine was already built and in the car when I bought it. It is a 351W with TFS heads, a dual plane Edelbrock Performer intake, Holley 750 with vacuum secondaries, and the Ford Motorsport A332 cam. Thanks to the free flowing TFS heads, it makes good top end power. Thanks to the intake, cam, and carburetor, it is drivable where I spend most of my time - in the 1800 to 3000 rpm range.

**Cams**

The A351 cam in the Ford Motorsport crate engines makes more power than the A332 cam - by my reckoning about 10 more. It also has a good bit of overlap. Lots of overlap also causes flow reversion in the intake at low engine speeds, which at its worst causes air to flow back up through the carburetor. The airflow picks up fuel on the way in, on the way back out, and on the way back in again. Sometimes with the air cleaner off, you can see a fine fuel mist floating just above the carburetor. You can also smell it if you drive the car without an air cleaner.

If the carburetor is leaned out to accommodate this triple metering, then it goes extremely lean when the engine speed increases enough to stop the reversion. This creates a huge flat spot and sometimes a lean backfire - a loud pop with the air cleaner on and a ball of flame shooting out of the carburetor with the air cleaner off. Overly lean mixtures burn very slowly. If they are still burning when the intake valve opens again, it creates a fire or explosion in the intake manifold. The famous Essex Wire competition 427 Cobra was nicknamed "Ollie the Dragon" for its propensity to shoot flames out of the hood scoop.

The solution is to go rich on the low speed jetting to cover the flat spot. This means very rich where most people drive most of the time - just off of idle. The resulting chronic misfires that give the engine its characteristic "big cam" rough idle. They also make the car unpleasant to drive for any length of time.

**Intakes**

The Victor Jr. single plane intake makes more power than the Performer dual plane intake - again by my reckoning about 10 horsepower more.

The opening and closing of the valve causes the intake flow to pulsate. Like any pipe, intake manifolds (and headers) resonate when carrying a pulsating air flow. The resonance produces a substantial ram tuning effect and horsepower gain at maximum resonance. The shorter the "pipe" or

runner, the higher the rpm for maximum resonance.

In a single plane manifold, all the runners draw from a large common plenum under the carburetor. The runner length is from the plenum to the cylinder, which produces maximum ram tuning in the high rpm range - above 6000 rpm.

The dual plane manifold has a splitter in the plenum under the carburetor, actually dividing the engine into two pairs of four cylinders. Two runners feeding two cylinders each leave each side of the plenum, then separate again to go to each cylinder. These two cylinders are by design 180 degrees apart in the firing sequence so that their intake pulses are evenly spaced and cause the flow to resonate between these two cylinders. This gives the dual plane manifold an effective ram tuning length of cylinder to cylinder - twice that available with a single plane manifold. The dual plane manifold produces maximum resonance in the mid-range, giving it the characteristic mid-range punch.

There is another significant difference. At low engine speeds, particularly with larger runners, the fuel is not as well atomized. Some of the fuel actually flows along the runner floor. As a result the air, which can change directions quickly, can go to one cylinder and the liquid fuel, which can't change as quickly, can go to another cylinder. So some cylinders are overly lean and some are overly rich. This situation is aggravated by a high overlap cam.

As an aside, the puddled fuel does not flow as quickly as the air. When you snap the throttle open, the fuel cannot keep up with the air and a temporary lean flat spot occurs. The purpose of the carburetor accelerator pump is to cover up this lag.

In a single plane plenum, the airflow is not orderly. The runners are arranged by physical location of the cylinders, but the airflow pattern is dictated by the firing order. At low speeds the airflow can respond to these seemingly chaotic requests from the cylinders, but the liquid fuel cannot. This creates the characteristic low speed fuel distribution problems of the single plane manifold. The problems do not start to disappear until the airflow reaches a speed where it can atomize and hold the fuel in suspension, typically 3000 to 4000 rpm.

In contrast, the orderly hierarchical separation of cylinders in the dual plane manifold gives very even fuel distribution at all engine speeds.

The common solution to single plane fuel distribution problems for racers is to keep the engine over 4000 rpms. For street machines, the common solution is an overly rich mixture so that the lean

cylinders get enough.

## Carburetor Size

Carburetors are fuel metering devices. The strength of the metering signal and the pressure loss in the metering process goes up with airflow squared. The balance is to get a carburetor small enough to meter correctly at slow speed and large enough to flow all the air the engine needs at high speeds.

Four barrel carburetors are rated by the airflow at a 5% pressure loss. A 750 has a 5% pressure drop at 750 SCFM (standard cubic feet per minute). A 5% pressure loss translates directly into a 5% horsepower loss.

As a rule of thumb, you can calculate the required carburetor size as follows:

$$\text{SCFM} = \frac{\text{CID} * \text{rpm}}{3456}$$

So a 352 CID engine will be pulling 611 SCFM at 6000 rpm. The pressure drop depends on the carburetor size.

The pressure drop for a 650, 750, and 850 SCFM four barrel on a 351, 427, and 460 engine at 6000 rpm is:

|            | <u>351</u> | <u>427</u> | <u>460</u> |
|------------|------------|------------|------------|
| <b>650</b> | 4.4%       | 6.5%       | 7.5%       |
| <b>750</b> | 3.3%       | 4.9%       | 5.7%       |
| <b>850</b> | 2.6%       | 3.8%       | 4.4%       |

So switching from a 650 SCFM to an 850 SCFM four barrel on a 351 reduces the pressure drop from 4.4% to 2.6% or 1.8%. On a 420 horsepower engine, this is worth 7.5 horsepower.

If you are looking for drivability, a 650 is fine for a 351, a 750 is fine for a 427, and an 850 is fine for a 460. I have a 750 with vacuum secondaries on my 351 and I honestly believe that I cannot pull enough airflow to fully open the secondaries. Well maybe once when I hit 8000 rpm by mistake.

## Carburetor Heat

For years I blocked off the carburetor heat crossover passage on my intake manifold in search of 5 more ponies. I also had a chronic off idle flat spot that I could not correct no matter how much jet or accelerator pump shot I threw at it.

Most street dual plane manifolds have carburetor heat. Most single plane manifolds do not. The purpose of carburetor heat is to heat the fuel puddled on the manifold floor at slow speeds and vaporize it. This improves throttle response and drivability.

When I removed the block on the crossover passage, my car was actually drivable. And just as quick.

## Solutions

If you are building an engine to go racing, by all means go with the big cam, single plane intake, and oversized carburetor. The 25 to 35 additional horsepower can make the difference between winning and losing.

But if you are driving a racing engine on the street, using a overly rich mixture to improve drivability can

cost you most of the horsepower you hoped to gain. In addition, the unburned fuel can wash the oil off the cylinder walls, causing accelerated wear.

If drivability is a goal, first swap that single plane manifold for a dual plane with carburetor heat. This may be all you have to do. The next step is a carburetor properly sized for your engine. It is easier than changing the cam. If you still need help, drop back to a non-overlap cam such as the A332 for the 351 or the A443 for the 460. Your car will still be blindingly fast, but a lot more fun to drive.

## FUEL CONSUMPTION – WHAT IS REASONABLE

As you all have gathered by now, I am an engineer. As a good engineer should, I have been recording my fuel consumption since I purchased my car. My overall gas mileage is shown in Chart 1 at the end of the article. The gas mileage per tank full varies from a low of about 11 mpg when brand new and at track events to highs in the 20 to 23 mpg range for long steady speed cruises on the interstate.

The relatively flat line is the overall average. It starts out at 12 mpg when the car was new and climbs to 15 mpg at 6,000 miles, then levels off. The early poor mileage was either a stiff new engine before it was broken in, or a personal adrenaline problem that I learned to control. Could be either or some of both. My overall average is 15.7 mpg since I have owned the car. I would classify my driving pattern as a mix of city streets, country roads, and interstates with some track events thrown in.

To illustrate the differences between engines and the difference that gearing makes, I will use a fuel economy simulator that I have developed. The simulator is very accurate as test cases from Autocar Motor magazine illustrate.

|               | Autocar<br>Nov 12, 1965 | Motor<br>Nov 25, 1967 |
|---------------|-------------------------|-----------------------|
| Engine        | 289                     | 427                   |
| Weight        | 2,651                   | 2,890                 |
| Final Drive   | 3.54                    | 3.54                  |
| rpm at 60 mph | 2514                    | 2527                  |

The test and calculated results are shown in Chart 2. Having demonstrated the simulator does a reasonable job of prediction; I will now use the simulator to develop fuel economy maps for the following Superformance Cobras.

|        | 351W  | 427   | 460   |
|--------|-------|-------|-------|
| CID    | 357   | 426   | 460   |
| HP     | 420   | 425   | 535   |
| Weight | 2,485 | 2,591 | 2,644 |

In all cases, the transmission is a Tremec. The

engine speed at 60 mph in fifth is 1898 rpm. The compression ratio is 10.2. The fuel economy map for the 351W, Chart 3, shows the steady speed fuel economy in miles per gallon from just above idle to redline in each of the five gears. Chart 4 is for the 427 and Chart 5 is for the 460.

I picked some representative cases to show the differences:

- 30 mph in 2<sup>nd</sup> and 40 mph in 3<sup>rd</sup> as representative of city driving
- 60 mph in 4<sup>th</sup>, 60 mph in 5<sup>th</sup> and 70 mph in 5<sup>th</sup> as representative of highway driving
- 100 mph in 4<sup>th</sup> and 160 mph in 5<sup>th</sup> as representative of high performance driving

| Speed | Gear            | 351 mpg | 427 mpg | 460 mpg |
|-------|-----------------|---------|---------|---------|
| 30    | 2 <sup>nd</sup> | 11.43   | 9.63    | 8.64    |
| 40    | 3 <sup>rd</sup> | 15.48   | 13.36   | 11.99   |
| 60    | 4 <sup>th</sup> | 17.45   | 15.17   | 14.22   |
| 60    | 5 <sup>th</sup> | 22.27   | 19.95   | 18.16   |
| 70    | 5 <sup>th</sup> | 20.20   | 18.17   | 17.20   |
| 100   | 4 <sup>th</sup> | 11.18   | 9.91    | 9.42    |
| 160   | 5 <sup>th</sup> | 6.54    | 6.18    | 6.37    |

The fuel consumption relative to the base 351 is:

| Speed | Gear            | 351  | 427  | 460  |
|-------|-----------------|------|------|------|
| 30    | 2 <sup>nd</sup> | Base | +19% | +32% |
| 40    | 3 <sup>rd</sup> | Base | +16% | +29% |
| 60    | 4 <sup>th</sup> | Base | +15% | +23% |
| 60    | 5 <sup>th</sup> | Base | +12% | +23% |
| 70    | 5 <sup>th</sup> | Base | +11% | +17% |
| 100   | 4 <sup>th</sup> | Base | +13% | +19% |
| 160   | 5 <sup>th</sup> | Base | +6%  | +3%  |

At low speeds (30 and 40 mph) where the internal engine losses are the primary power consumer, the differences in fuel consumption are very similar to the differences in displacement - the 427 is 20%

bigger than the 351 and the 460 is 29% bigger. This is exactly what I would expect.

At highway speeds (60 and 70 mph), aerodynamics become a significant factor in power consumption and the gap narrows since all three cars have the same drag.

At 60 to 70 mph, the 351W gets 22.3 to 20.2 mpg. This is very close to the observed mpg that I get on Interstate highways, the closest I get to constant speed driving.

At 60 mph, the 351W gets 17.5 mpg in fourth gear and 22.3 mpg in fifth gear. The overdrive fifth is worth a 22% reduction in fuel consumption. The difference diminishes somewhat at higher speeds, but fifth gear still saves 18% in fuel consumption at 140 mph.

What does this mean, overall? Based on my driving results and the simulator results, I would expect the following types of differences in fuel consumption among the engines:

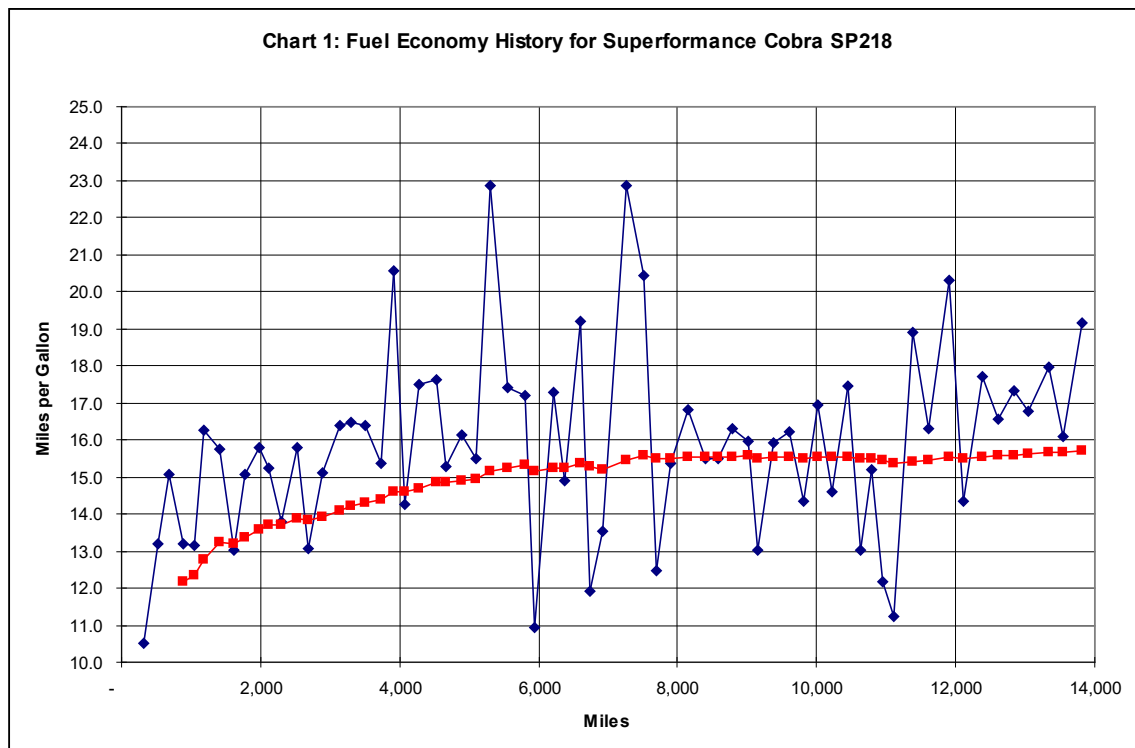
|         | <u>351W</u> | <u>427</u> | <u>460</u> |
|---------|-------------|------------|------------|
| Overall | Base        | +15%       | +25%       |
| High    | Base        | +11%       | +20%       |
| Low     | Base        | +13%       | +19%       |

In terms of mpg, it would be:

|         | <u>351W</u> | <u>427</u> | <u>460</u> |
|---------|-------------|------------|------------|
| Overall | 15.7        | 13.7       | 12.6       |
| High    | 23.0        | 20.7       | 19.2       |
| Low     | 11.0        | 9.7        | 9.2        |

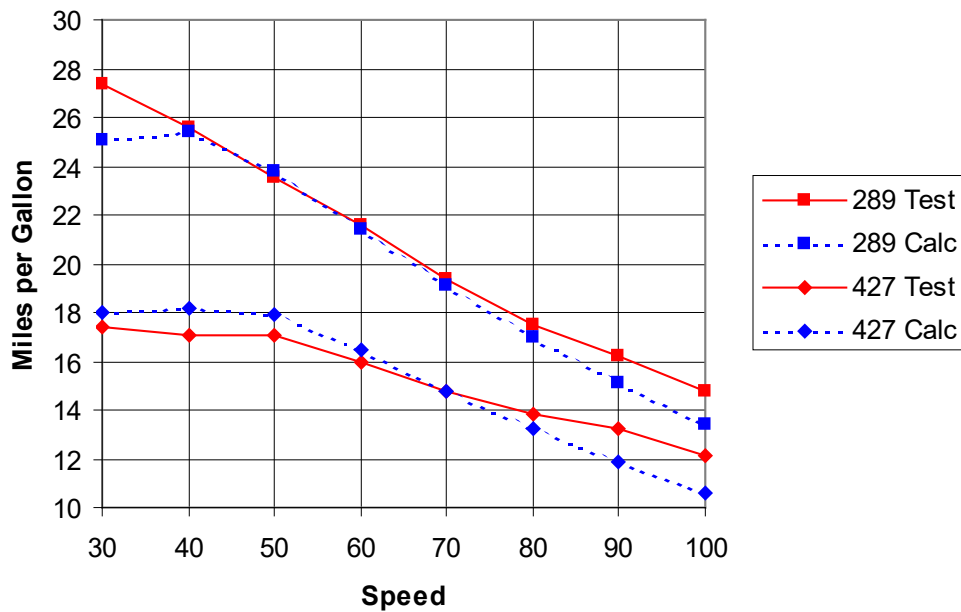
I certainly do not pretend that these numbers are accurate to one decimal place. The precision is carried to better show the expected relative difference. Differences in driving style from one driver to the next would certainly cause a greater difference than this. Differences in state of tune would also make a significant difference as we have seen.

If you are getting much better than these numbers, I would be surprised. If significantly less, you may have a problem worth investigating.

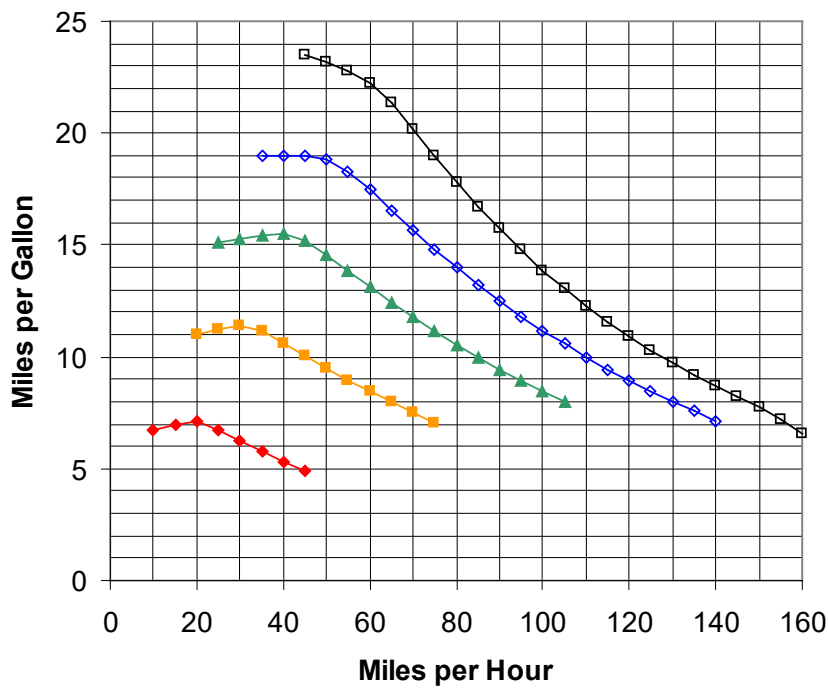




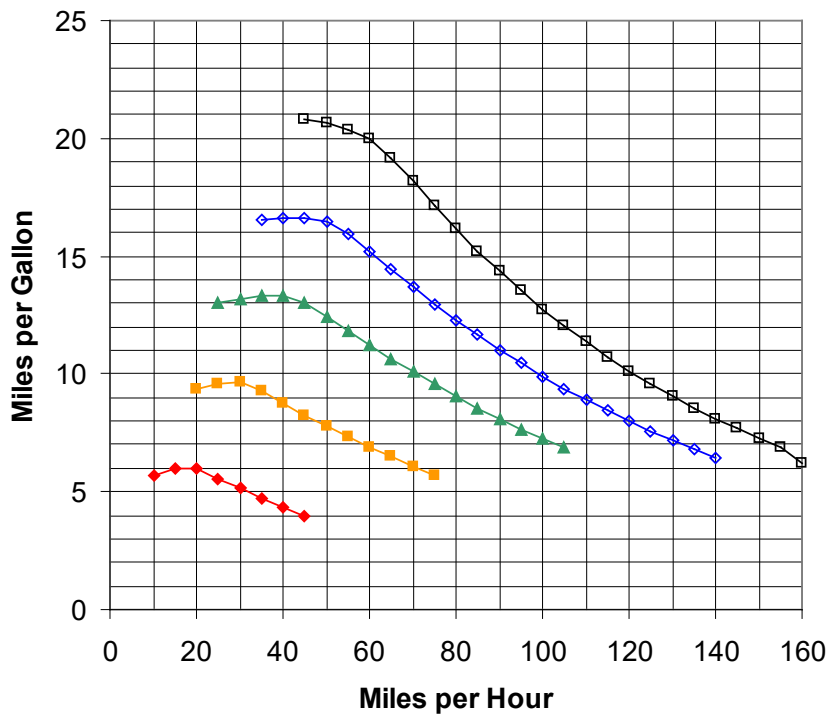
**Chart 2: Original Cobra Fuel Economy**



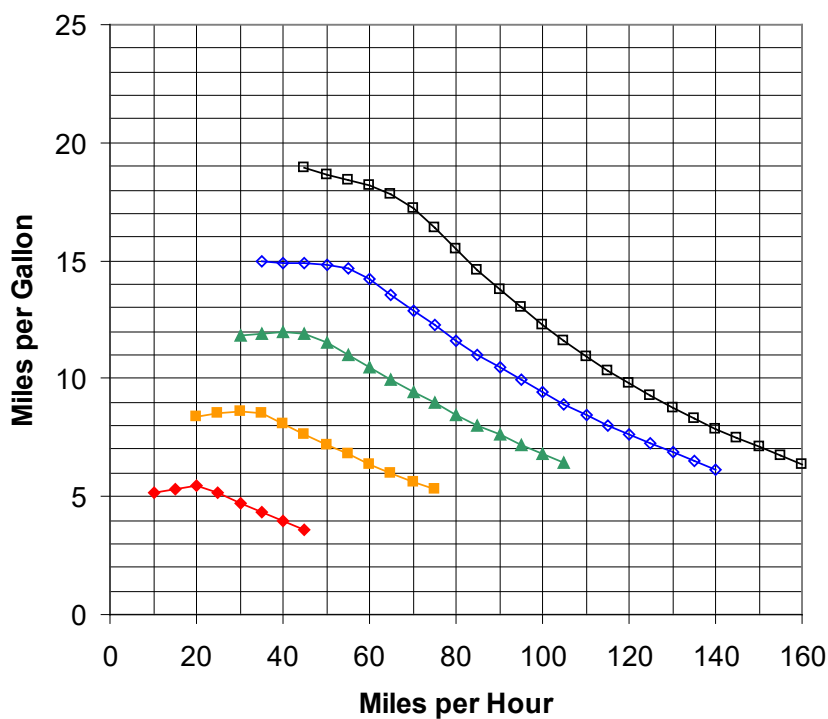
**Chart 3: Fuel Economy Map for 351W and Tremec**



**Chart 4: Fuel Economy Map for 427 and Tremec**



**Chart 5: Fuel Economy Map for 460 and Tremec**



## THIRD ANNUAL OWNER AND CAR PROFILE

For the last owner's profile in the March 15, 1999 issue of Second Strike, we had 86 registered cars and owners. This year we have 409. My thanks to the dealers and owners who have assisted in this significant effort.

The counts will typically be of cars since, yes indeed; some folks have two cars.

### Car Number

| Number  | Cars | Percent |
|---------|------|---------|
| 001-031 | 1    | 3.2%    |
| 032-099 | 39   | 57.4%   |
| 100-199 | 67   | 67.0%   |
| 200-299 | 66   | 66.0%   |
| 300-399 | 74   | 74.0%   |
| 400-499 | 60   | 60.0%   |
| 500-599 | 62   | 62.0%   |
| 600-699 | 30   | 30.0%   |
| 700-742 | 4    | 9.3%    |
| Total   | 403  | 54.3%   |

The total is 403 since 6 owners have not yet supplied their car number.

Cars 001 through 031 are South African cars. We have one registered, SP024 belonging to **Wilhelm Loots** of Pretoria. It is the oldest car in the registry. The factory has agreed to help us register the rest.

SP032 was the first car in the United States. It went to Los Angeles to a dealer named Bernheimer who sat on it for a year. From there it went to Run and Gun 1995 without an engine as a display car. From there it went to Dynamic International who sold it to **John Capell** of Rocky Hill, Connecticut who still owns it.

With the strong effort this past fall, we have registered 62% of all cars up through car number 599. Registrations in the 600 and 700 series are a little weaker, primarily because a number of the cars are in the delivery pipeline. Car number 742 is the highest car number in build on the latest shipping records from the factory.

### State and Country

In the past two years, Second Strike has grown from a regional owner's group of 32 folks to an international group representing 39 states and 6 foreign countries.

| State or Country | Cars | Percent | Rank    |
|------------------|------|---------|---------|
| AK               | 1    | 0.2%    |         |
| AL               | 1    | 0.2%    |         |
| AZ               | 2    | 0.5%    |         |
| CA               | 84   | 20.5%   | 1       |
| CO               | 5    | 1.2%    |         |
| CT               | 1    | 0.2%    |         |
| FL               | 7    | 1.7%    |         |
| GA               | 10   | 2.4%    | 9 (tie) |
| IA               | 3    | 0.7%    |         |
| ID               | 3    | 0.7%    |         |
| IL               | 9    | 2.2%    |         |
| IN               | 10   | 2.4%    | 9 (tie) |
| KS               | 2    | 0.5%    |         |
| KY               | 6    | 1.5%    |         |
| LA               | 5    | 1.2%    |         |
| MA               | 6    | 1.5%    |         |
| MD               | 7    | 1.7%    |         |
| ME               | 1    | 0.2%    |         |
| MI               | 34   | 8.3%    | 4       |
| MN               | 2    | 0.5%    |         |
| MO               | 4    | 1.0%    |         |
| NC               | 43   | 10.5%   | 3       |
| NH               | 2    | 0.5%    |         |
| NJ               | 10   | 2.4%    | 9 (tie) |
| NM               | 1    | 0.2%    |         |
| NV               | 3    | 0.7%    |         |
| NY               | 4    | 1.0%    |         |
| OH               | 58   | 14.2%   | 2       |
| OR               | 3    | 0.7%    |         |
| PA               | 14   | 3.4%    | 6       |
| SC               | 4    | 1.0%    |         |
| TN               | 4    | 1.0%    |         |
| TX               | 13   | 3.2%    | 7       |
| UT               | 1    | 0.2%    |         |
| VA               | 19   | 4.6%    | 5       |
| WA               | 3    | 0.7%    |         |
| WI               | 12   | 2.9%    | 8       |
| WV               | 4    | 1.0%    |         |
| Columbia         | 1    | 0.2%    |         |
| France           | 1    | 0.2%    |         |
| Germany          | 1    | 0.2%    |         |
| South Africa     | 2    | 0.5%    |         |
| Switzerland      | 1    | 0.2%    |         |
| The Netherlands  | 2    | 0.5%    |         |
| Total            | 409  | 100.0%  |         |

California leads with 84 cars followed by Ohio with 58 and North Carolina with 43.

## Colors

The color chart this year combines Owner data and Factory data. There are 39 colors, more or less. I say more or less because sometimes the owner's name for the color and the factory's name for the color are different. For example, Garnet Red and Pearl Red are probably the same color. In addition, some owners have had their cars repainted so the owner's color and the factory color for the car really are different. Some colors appear on the factory list and not on the owner list because they are new colors and we have no registered owners with that color.

With all that said, the most popular color is Royal Blue. Guardsman Blue is second, followed by Red, Black, and Silver.

| Color               | Owners | Percent | Factory | Percent |
|---------------------|--------|---------|---------|---------|
| Royal Blue          | 109    | 27.6%   | 167     | 25.6%   |
| Guardsman Blue      | 73     | 18.5%   | 114     | 17.5%   |
| Red                 | 49     | 12.4%   | 86      | 13.2%   |
| Black               | 49     | 12.4%   | 78      | 12.0%   |
| Silver              | 44     | 11.1%   | 75      | 11.5%   |
| Yellow              | 23     | 5.8%    | 39      | 6.0%    |
| Portofino Blue      | 9      | 2.3%    | 19      | 2.9%    |
| Malachite Green     | 13     | 3.3%    | 18      | 2.8%    |
| Laser Red           | 3      | 0.8%    | 8       | 1.2%    |
| Green               | 2      | 0.5%    | 7       | 1.1%    |
| White               | 4      | 1.0%    | 6       | 0.9%    |
| Wimbledon White     |        |         | 5       | 0.8%    |
| Posilipo Blue       | 1      | 0.3%    | 3       | 0.5%    |
| Jewel Green         |        |         | 2       | 0.3%    |
| Pearl White         | 2      | 0.5%    | 2       | 0.3%    |
| Titanium Metallic   | 1      | 0.3%    | 2       | 0.3%    |
| Acura Red           |        |         | 1       | 0.2%    |
| Banzai Blue         |        |         | 1       | 0.2%    |
| Black Metallic      | 1      | 0.3%    | 1       | 0.2%    |
| Bordeaux            | 1      | 0.3%    | 1       | 0.2%    |
| Cloisonne Blue      | 1      | 0.3%    | 1       | 0.2%    |
| Dark Portofino Blue | 1      | 0.3%    | 1       | 0.2%    |
| Electric Blue       | 1      | 0.3%    | 1       | 0.2%    |
| Ferrari Blue        |        |         | 1       | 0.2%    |
| Garnet Red          |        |         | 1       | 0.2%    |
| Medium Royal Blue   |        |         | 1       | 0.2%    |
| Metallic Blue       | 1      | 0.3%    | 1       | 0.2%    |
| Performance Yellow  |        |         | 1       | 0.2%    |
| PPG Titanium        | 1      | 0.3%    | 1       | 0.2%    |
| Prime               |        |         | 1       | 0.2%    |
| Purple              |        |         | 1       | 0.2%    |
| Quasar Blue         | 1      | 0.3%    | 1       | 0.2%    |
| Sikkens Blue        |        |         | 1       | 0.2%    |
| Sikkens Red         |        |         | 1       | 0.2%    |
| Toreador Pearl      | 1      | 0.3%    | 1       | 0.2%    |
| Wild Strawberry     | 1      | 0.3%    | 1       | 0.2%    |
| Wildberry           | 1      | 0.3%    | 1       | 0.2%    |
| Monza Red           | 1      | 0.3%    |         |         |
| Pearl Red           | 1      | 0.3%    |         |         |
| Total               | 395    | 100%    | 652     | 100%    |

The total is 395 cars because 14 owners have not reported the color of their car.

Combining shades, the most popular basic color by far is blue followed at a distance by red, black, and silver.

| Base Color | Cars | Percent |
|------------|------|---------|
| Blue       | 197  | 49.9%   |
| Red        | 58   | 14.7%   |
| Black      | 50   | 12.7%   |
| Silver     | 46   | 11.6%   |
| Yellow     | 23   | 5.8%    |
| Green      | 15   | 3.8%    |
| White      | 6    | 1.5%    |
| Total      | 395  | 100.0%  |

White remains the overwhelming favorite for stripe color. There has been a jump is 427 S/C's without stripes, bring no stripe at all into second place.

| Stripes             | Cars | Percent |
|---------------------|------|---------|
| White               | 238  | 60.3%   |
| None                | 53   | 13.4%   |
| Black               | 52   | 13.2%   |
| Silver              | 22   | 5.6%    |
| Gold                | 9    | 2.3%    |
| White/Black Outline | 6    | 1.5%    |
| White Willment      | 4    | 1.0%    |
| Blue                | 3    | 0.8%    |
| Red Willment        | 2    | 0.5%    |
| Woodland Green      | 2    | 0.5%    |
| Dark Blue           | 1    | 0.3%    |
| Dark Portofino Blue | 1    | 0.3%    |
| Purple              | 1    | 0.3%    |
| Royal Blue          | 1    | 0.3%    |
|                     | 395  | 100.0%  |

Overall, there are 51 color/stripe combinations. Royal blue and white continues to be the favorite. Guardsman blue and white continues in second.

| Color           | Stripes             | Cars | Pct   |
|-----------------|---------------------|------|-------|
| Royal Blue      | White               | 100  | 25.3% |
| Guardsman Blue  | White               | 71   | 18.0% |
| Red             | White               | 39   | 9.9%  |
| Silver          | Black               | 31   | 7.8%  |
| Black           | None                | 22   | 5.6%  |
| Black           | Silver              | 16   | 4.1%  |
| Yellow          | Black               | 16   | 4.1%  |
| Silver          | None                | 10   | 2.5%  |
| Black           | Gold                | 9    | 2.3%  |
| Malachite Green | White               | 9    | 2.3%  |
| Portofino Blue  | White               | 8    | 2.0%  |
| Red             | None                | 6    | 1.5%  |
| Yellow          | White/Black Outline | 6    | 1.5%  |

| Color               | Stripes             | Cars | Pct  |
|---------------------|---------------------|------|------|
| Royal Blue          | None                | 4    | 1.0% |
| Malachite Green     | None                | 3    | 0.8% |
| Red                 | Black               | 3    | 0.8% |
| Royal Blue          | White Willment      | 3    | 0.8% |
| Black               | White               | 2    | 0.5% |
| Green               | White               | 2    | 0.5% |
| Guardsman Blue      | None                | 2    | 0.5% |
| Silver              | Woodland Green      | 2    | 0.5% |
| White               | Blue                | 2    | 0.5% |
| White               | Red Willment        | 2    | 0.5% |
| Black Metallic      | None                | 1    | 0.3% |
| Bordeaux            | White               | 1    | 0.3% |
| Cloisonne Blue      | White               | 1    | 0.3% |
| Dark Portofino Blue | Dark Blue           | 1    | 0.3% |
| Electric Blue       | White               | 1    | 0.3% |
| Laser Red           | None                | 1    | 0.3% |
| Laser Red           | Silver              | 1    | 0.3% |
| Laser Red           | White               | 1    | 0.3% |
| Malachite Green     | Silver              | 1    | 0.3% |
| Metallic Blue       | None                | 1    | 0.3% |
| Monza Red           | None                | 1    | 0.3% |
| Pearl Red           | White               | 1    | 0.3% |
| Pearl White         | Black               | 1    | 0.3% |
| Pearl White         | Blue                | 1    | 0.3% |
| Portofino Blue      | Dark Portofino Blue | 1    | 0.3% |
| Posilipo Blue       | White               | 1    | 0.3% |
| PPG Titanium        | None                | 1    | 0.3% |
| Quasar Blue         | Silver              | 1    | 0.3% |
| Red                 | White Willment      | 1    | 0.3% |
| Royal Blue          | Purple              | 1    | 0.3% |
| Royal Blue          | Silver              | 1    | 0.3% |
| Silver              | Royal Blue          | 1    | 0.3% |
| Titanium Metallic   | Black               | 1    | 0.3% |
| Toreador Pearl      | Silver              | 1    | 0.3% |
| Wild Strawberry     | Silver              | 1    | 0.3% |
| Wildberry           | White               | 1    | 0.3% |
| Yellow              | None                | 1    | 0.3% |
| Total               |                     | 395  | 100% |

## Model

The 427 S/C continues to be the overwhelming favorite among models. Roadsters are growing - from 2.1% last year to 2.8% this year.

| Model           | Cars | Percent |
|-----------------|------|---------|
| 427 S/C         | 383  | 97.0%   |
| 427 Roadster    | 11   | 2.8%    |
| 427 Competition | 1    | 0.3%    |
| Total           | 395  | 100.0%  |

The lone 427 Competition model is a one-off special owned by the Olthoffs. It is several hundred pounds lighter than the standard car.

## Drivetrain

The 351W continues to be the most popular engine choice, followed by the 460.

| Engine        | Cars | Percent |
|---------------|------|---------|
| 351W          | 158  | 50.0%   |
| 460           | 102  | 32.3%   |
| 427           | 35   | 11.1%   |
| 428           | 14   | 4.4%    |
| 351C          | 4    | 1.3%    |
| 302           | 1    | 0.3%    |
| 390           | 1    | 0.3%    |
| Chevy 502-502 | 1    | 0.3%    |
| Total         | 316  | 100.0%  |

Yes, Ford fans, we have a Chevrolet this year - a 502-502 crate motor backed by a GM 700-R4 automatic. See **Feedback**, this issue.

The 385 family (460) continues to increase in popularity at the expense of the 90°V family (351W and 302) and the FE family (390, 427, 428).

| Family             | 1999  | 2000  |
|--------------------|-------|-------|
| 90°V - 351W, 302   | 57.0% | 50.3% |
| FE - 390, 427, 428 | 17.5% | 15.8% |
| 385 - 429, 460     | 24.5% | 32.3% |
| 335 - 351C         | 1.2%  | 1.3%  |

The Tremec continues as the overwhelming favorite for transmission, being fitted to 93.2% of the 308 cars where the transmission choice was reported.

| Transmission                 | Cars | Percent |
|------------------------------|------|---------|
| Tremec (5-Speed)             | 287  | 93.2%   |
| Ford Toploader (4-Speed)     | 10   | 3.2%    |
| Borg Warner T-5 ( 5-Speed)   | 3    | 1.0%    |
| Ford C-6 (Automatic)         | 2    | 0.6%    |
| Borg Warner T-10 (4-speed)   | 1    | 0.3%    |
| Doug Nash (5-speed)          | 1    | 0.3%    |
| Ford AOD (Automatic)         | 1    | 0.3%    |
| Ford Automatic (Unspecified) | 1    | 0.3%    |
| Ford C-4 (Automatic)         | 1    | 0.3%    |
| GM 700-R4                    | 1    | 0.3%    |
| Total                        | 308  | 100.0%  |

We have a few new transmissions this year - the Borg Warner T-5, Doug Nash, Ford AOD, and that GM 700-R4.

The favorite choice of drivetrain is the 351W / Tremec combination, followed by the 460 / Tremec combination. There are now 9 cars with the "original" configuration - a 427 or 428 with a toploader.



| Engine        | Transmission               | Cars | Pct    |
|---------------|----------------------------|------|--------|
| 351           | Tremec (5-Speed)           | 148  | 48.1%  |
| 460           | Tremec (5-Speed)           | 94   | 30.5%  |
| 427           | Tremec (5-Speed)           | 29   | 9.4%   |
| 428           | Tremec (5-Speed)           | 11   | 3.6%   |
| 427           | Ford Toploader (4-Speed)   | 6    | 1.9%   |
| 351C          | Tremec (5-Speed)           | 4    | 1.3%   |
| 351           | Borg Warner T-5 ( 5-Speed) | 3    | 1.0%   |
| 428           | Ford Toploader (4-Speed)   | 3    | 1.0%   |
| 460           | Ford C-6 (Automatic)       | 2    | 0.6%   |
| 302           | Tremec (5-Speed)           | 1    | 0.3%   |
| 351           | Ford Automatic Unspecified | 1    | 0.3%   |
| 351           | Borg Warner T-10 (4-speed) | 1    | 0.3%   |
| 351           | Ford AOD (Automatic)       | 1    | 0.3%   |
| 390           | Ford Toploader (4-Speed)   | 1    | 0.3%   |
| 460           | Doug Nash (5-speed)        | 1    | 0.3%   |
| 460           | Ford C-4 (Automatic)       | 1    | 0.3%   |
| Chevy 502-502 | GM 700-R4                  | 1    | 0.3%   |
| Total         |                            | 308  | 100.0% |

## Dealers

Of the 409 registered cars, 407 are dealer sales and 2 are private sales.

Many thanks to Bob Olthoff Racing for their continued fine job of registering every customer. Many thanks as well to Dynamic Motorsports, House of Cobras, and Top of the Hill for their efforts in

registering their customers this past year.

| Dealer                             | Cars | Percent |
|------------------------------------|------|---------|
| Auburn Kruse                       | 1    | 0.2%    |
| Auto Eshuis                        | 2    | 0.5%    |
| Auto G                             | 1    | 0.2%    |
| Bob Olthoff Racing, Inc.           | 79   | 19.4%   |
| Bondurant Cobras, Inc.             | 1    | 0.2%    |
| Bondurant School of Driving        | 4    | 1.0%    |
| Dynamic Motorsports                | 192  | 47.2%   |
| Factory                            | 1    | 0.2%    |
| Hillbank Motor Corp.               | 1    | 0.2%    |
| House of Cobras                    | 56   | 13.8%   |
| Park Place, Ltd.                   | 2    | 0.5%    |
| Snakebite Performance              | 2    | 0.5%    |
| Snakepit Automotive, Inc.          | 3    | 0.7%    |
| Southern Automotive                | 7    | 1.7%    |
| Stu Evans Lincoln Mercury          | 1    | 0.2%    |
| Superformance Northeast Inc.       | 6    | 1.5%    |
| Superformance of Virginia          | 7    | 1.7%    |
| Superformance South                | 16   | 3.9%    |
| Superformance Southwest            | 1    | 0.2%    |
| Top of the Hill Performance Center | 24   | 5.9%    |
| Total                              | 407  | 100.0%  |

## THE TAG TELLS THE TAIL



Don Wareham SP366  
Novi, MI



Bob and Kathy Minton SP067  
West Chester, OH

# BOR2RUN

Ohio

Bill Pitsenbarger SP202  
Sandusky, OH

# 2D STRYK

Virginia

Jon Kurtin SP139  
Roanoke, VA

**WILD 427****Pennsylvania**

Bruce and Lisa Albrecht SP135  
Belmont Hills, PA



Stan Ambrozy SP404  
San Jose, CA

**BAAD ASP****Ohio**

John Bacca SP293  
Milford, OH



Scott Cardwell SP326  
Bolder, CO



Cindy Kirby SP434  
Taylors, SC

**7L SNAKE****California**

Jeff Koenig SP248  
San Jose, CA

**XSHP****Idaho**

Jim Kramer SP556  
Kendrick, ID

**1 QK SNK****Florida**

Robert Seidler SP149  
Windermere, FL

**1ST STRK****Ohio**

Victor Simon SP573  
Milford, OH



Jim and Susan Smith  
(no car, just this fancy plate)  
Harrisburg, NC



Mike Stenhouse SP218  
Charlotte, NC



Jimmy Witty SP 144  
Columbia, SC

**FWY P-51****California**

Dwight Van Horn SP587  
Castaic, CA

**SNAKE 427****North Carolina**

Larry Miller SP619  
Charlotte, NC

**COBRA SC****Wisconsin**

Phillip Kolter SP599  
Franklin, WI

**PO1SON****Virginia**

Kenny Brown SP285  
Evington, VA

## **BITS AND PIECES**

### **Stelling & Helling The Real Power Story**

In Second Strike, Volume 1, Number 2; I estimated the power loss from using the "correct" Stelling & Helling air cleaner to be 58 horsepower on a 460. The Stelling & Helling is small - 8" in diameter by 1 3/4" high - and uses a restrictive foam element. In addition the flow must pass through a perforated metal housing that supports the foam, a fact that I did not consider in my calculations.

Bob Scheidler (SP149) has a 427 in his machine. He dyno'ed his car with and without the Stelling and Helling air cleaner. See his letter in **Feedback**, this issue. I called him down in Windermere, Florida and he gave me the dyno numbers. The dyno runs were made on a Dynajet 240E rear wheel dyno. Rear wheel numbers are typically about 12% lower than

net flywheel horsepower and about 25% lower than gross flywheel horsepower.

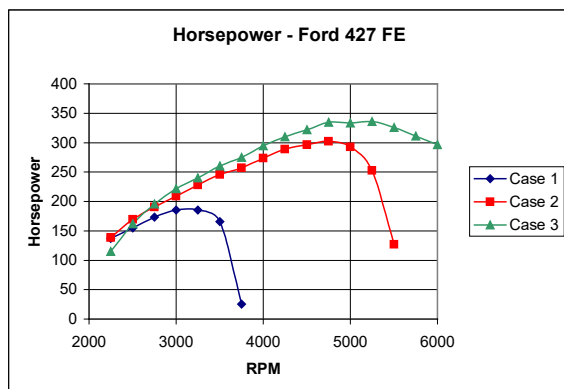
Case 1 is with the Stelling & Helling as delivered. The Stelling & Helling is small. It uses a restrictive foam element and worse, a perforated metal baffle to hold the foam in place. Three strikes and you are out in this case.

Case 2 is with the Stelling & Helling removed.

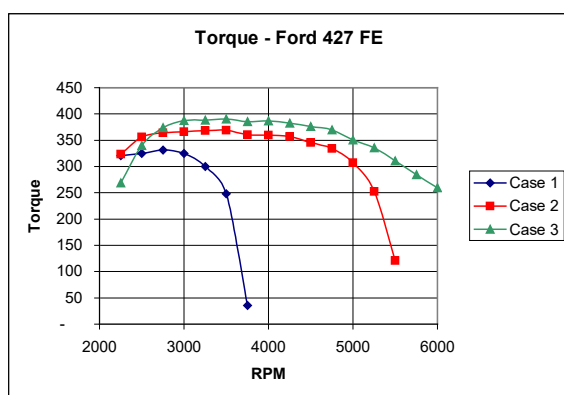
Case 3 is without the Stelling & Helling and with jetting and timing optimized on the dyno.

Case 4 is with the addition of roller rockers. This is estimated data, not dyno data.

The dyno horsepower graph shows that the air cleaner is starting to choke the engine by 3000 rpm and has choked it to death by 3500.



The torque graph shows



| Case | HP  | @ rpm | Torque | @ rpm |
|------|-----|-------|--------|-------|
| 1    | 193 | 3500  | 334    | 2900  |
| 2    | 304 | 4750  | 370    | 2950  |
| 3    | 337 | 5250  | 395    | 3250  |
| 4    | 345 | 5500  | 397    | 3500  |

The Stelling & Helling cost over 110 horsepower!  
My estimated losses in were actually low.

Before anybody writes me an ugly letter about 345 horsepower, 345 rear wheel horsepower is like 390 net flywheel horsepower, which is like 460 1960's style gross flywheel horsepower. That's a strong motor!

## Big Air Cleaner for 460

Submitted by Don Wareham SP366

Believe me, the old saying "the bigger the air cleaner the better" is true. Most air cleaners I've seen on Cobras are the small 9 inch circular type with a 1 inch filter element that doesn't pass enough air to feed much more than a lawn mower. This is usually due to the lack of space under the hood.

With the 460 CID engine, the 850 CFM Holley really needs air. Lots of air! I ended up with a K&N

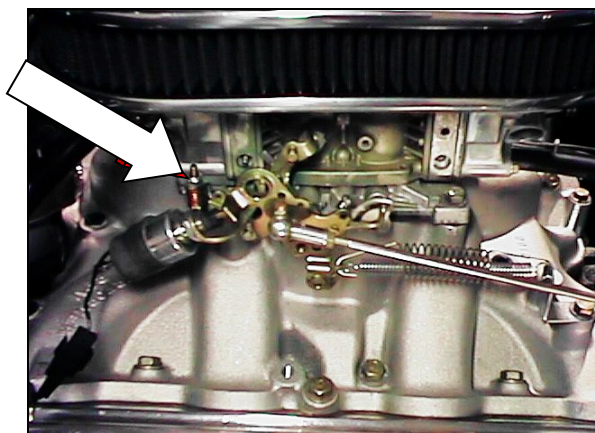
that breathes better than paper filters. The combination I use is a K&N E-3515 element that's reusable with a Summit 15 inch oval air cleaner Part # SUM-G284. Perfect fit. *Warning*, I had to mill off most of the air cleaner neck leaving 1/2" to get the proper hood clearance. So be careful if you mount one of these bad boys on your carburetor. You don't want to close the hood and hit the air cleaner and end up with spider cracks in your beautiful paint job.

## Solving Backfire and Run On

Submitted by Don Wareham SP366

Ever have that embarrassing "backfire" or "run on" when you pull into a parking spot in town or at your local car show when you turn off the ignition? I have and it is embarrassing to say the least. After trying all kinds of adjustments to the carb, timing, various air cleaners, gasoline grades; I stumbled on to the root problem. Several factors can contribute to this, but there is one I found to be the likely culprit.

The major correction was adjusting the accelerator pump on the Holly 850. Mine had the accelerator pump lever adjusted way too far into the diaphragm. It couldn't even get a full squirt. Holley recommends zero clearance, however I used .010" clearance and the problem went away. I attribute this to the fact that there is lots of vibration in a big block monster like the 460 SVO Crate engine. That vibration causes the accelerator pump lever to vibrate on the diaphragm and dribble gas which ends up going down the venturi causing the engine to run on because it's still getting gas. Then it chokes a bit and backfires. Pow!! Embarrassing and maybe even a blown power valve. Try adjusting that accelerator pump to just .010" clearance by adjusting the nut (see picture below) on top of the accelerator pump adjustment spring. For me, it now also allows a full squirt when I put my foot into it.

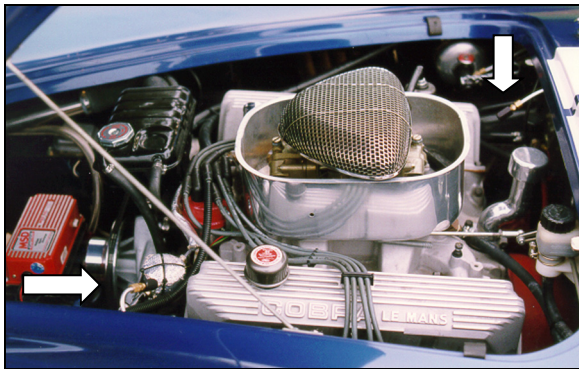


The last thing that I did was to install a kick down solenoid on the carburetor to really kill the gas feed

to the carb when the ignition is turned off. Doesn't look too cool, but I believe it helps.

So that's how I solved my problem. I feel that adjusting the accelerator pump contributed most to eliminating the problems. Try that one first. It doesn't cost anything and since I made that adjustment, I haven't heard a backfire yet.

## Halon Fire Suppression System



Submitted by Bob Scheidler (SP149)

Bob installed a Halon fire suppression system in his 427 powered SP149. The five pound bottle of Halon is tucked up under the right fender. The two nozzles are shown in the picture (see arrows). It cost \$360 and came from:

Firebottle Safety Systems  
Modoc, Indiana  
317-853-5437

## Paxton Supercharger

*November 29, 1999*

Mike,

I have to tell you that is my second Cobra replica and this Superformance Cobra is really great. Since I installed the 60's style Paxton on it, the vehicle just draws a crowd. I have entered it in four shows and in three of them, it has taken "Best of Show" and the other "Best in Class". The addition of the Paxton took this SVO 351 Crate Motor to 510 HP. I work for

Ford Motor Company (21 years) and I was going to put a 514 crate motor in it. After driving a small block and big block car and talking to Bondurant, I decided to use the SVO small block and put the 1960's Paxton on it. It has a 750 double pumper in the box with 7 lbs of boost. WOW what a ride.

The only concern I now have is the rear end really wants to hop. I heard changing the rubber bushing in the front of the rear end would help. Any other information would be helpful? Also, I have had a brake clunk in the right rear. Tighten everything up and seems to come back. Any idea what that might be?

Thanks for you help and you write a great News Letter!!!!!!!!!!!!!!!!!!!!!!

*Regards,*

*Gary A. Sharapata SP081  
Plano, TX*

*Ed: I called Gary about the details of his blower installation. His response follows.*

*November 30, 1999*

Mike,

I paid \$ 2,900.00 for the complete Paxton system, hoses, air cleaner, fuel pump, brackets and a 750 double pumper setup for the supercharger. I did not put a cooler on this unit, but they do have a small oil cooler for it. The max boost you can go with the old system is 7 lbs but it adds 110 HP. Craig Conley at Paradise Wheels - Rancho Santa Fe, CA 619-562-2598 is the authorized rebuilder for Paxton and bought up all the old 1960 Paxton inventory. He is great to work with. If you decide to go this way I can tell you how to adapt it to the Superformance. It looks great. Give me your address and I'll send you some pictures.

*Regards,*

*Gary A. Sharapata SP081  
Plano, TX*

## FEEDBACK

Letters to the editor and other sayings.

*October 31, 1999*

I hope this message finds you well and getting around better. I can drive now, and it's great to get out of the house. My new car is on the water and should be in the states about the 16<sup>th</sup> of November. I hope the weather stays warm so I can ride some. I found a guy that leads trips through the Blue Ridge Mountains. He did a trip for the MG club. I will try to get up

with him and plan one for next spring. Probably leave the shop on a Saturday morning, spend the night and return on Sunday. Do you think we could get a short note in the next newsletter, to see who may want to go? I have two e-mail addresses: Snake427@bellsouth.com or lmiller@cmpd.ci.charlotte.nc.us.



*Talk with you later.*

*Larry Miller SP619  
Charlotte, NC*

*Ed: Larry is recovering well from burns sustained at Run & Gun 1999. His new car, SP619, is ready to go with the exception of the dual roll bars, which are stuck at the chrome plating shops. He obviously didn't suffer any brain damage because the first thing he wants to do is go on a road trip. Now that defines "mental health" at its finest. Contact Larry at the e-mail addresses given about the First Annual Great Smokies Road Trip.*

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November 2, 1999

Dear Mike,

I was wondering if you had all the necessary specs on the 351-396 stroker engine (internal parts, compression ratio, etc.) and also any specs on the drive train and suspension? If you could gather this information and send it to me, it would be greatly appreciated. If there is a cost involved, no problem. I bought the car from the Olthoffs in May of this year. The car number is 453.

Looking forward to the next newsletter of Second Strike.

Thank you,

*William O'Briant SP453
Durham, NC*

Ed: See the last page of this newsletter for information on the specifications manual.

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*November 26, 1999*

Hello Mike and Pat,

Your newsletter is the best, great work.

I heard about your new bumpers when I dropped by the shop on my birthday - 51 - but who's counting. I had them first. I also have the only dealer installed cigarette lighter. The roadster already has the hole in the dash and it's on the wiring diagram. Bob and Dennis hadn't noticed it until I found it.

I'm glad to hear that you are doing better. Our thoughts are with you. I hear that Bob and Dennis used Larry and Kathy Miller to deliver a car to Virginia. They enjoyed the outing. It's good to know that he's doing so well.

While I was at the new shop, Baby put me to work washing windows. They told me that I had found my calling. You have to promise to keep my secret.

June found out and had me wash all the ones in the house!

*Always,*

*Jimmy and June Witty SP144  
Columbia, SC*

~~~~~

November 26, 1999

It's the day after Thanksgiving, the temp is 42 damp, chilly degrees and I'm still fighting off the "food coma" from yesterday. Bummer...that is until the mail came and Second Strike V2 N4 shows up. It saved the day! I just read it from cover to cover and you continue to make each issue better than the last. Thank you for your outstanding work!

I had heard about Larry Miller's wreck at the Run and Gun. Very scary, but you are correct in pointing out the superior structural integrity of the Superformance cars. In a lesser car, he may not have been in a position to save himself. Glad to hear he is on the mend.

We have just done some cosmetic upgrades to the engine on SP067 (Cobra valve covers and the oval Cobra air filter). Looks great. I also installed the new smaller leather Moto-Lita steering wheel. I can't believe the difference this wheel makes. Maybe it's just me, but it drives like a different car and I feel much more in control when driving hard. I love the look of the wood wheel and will probably switch them for shows, but for everyday driving the new wheel is outstanding.

I'll soon be sending a photo of our vanity plate. Is a digital photo acceptable? I'll send it as a JPG unless you prefer a different format.

Finally, I was surprised to hear of your prostrate cancer diagnosis. It sounds like you are on the road to recovery, but please add Kathy's and my thoughts and best wishes to the many I'm sure you have received. Hope the remainder of your Thanksgiving holiday is a good one.

*Bob Minton SP067
West Chester, OH*

~~~~~

*January 7, 2000*

Hi Mike,

Hope your holidays were good. I'm happy to report no Y2K problems with SP067! We were able to celebrate the new century by taking a long drive on New Years day. Considering we live in Ohio, that's pretty unusual, but we had a 65 degree day and took full advantage of it.

I've attached a picture of our license plate, VRRROOM, for your collection.

Happy New Year and keep up the good work.

*Bob Minton SP067  
West Chester, OH*

~~~~~  
November 29, 1999

Mike,

I'm attaching a couple of bit map files for you of my car and the license plate as you requested in latest Second Strike publication. I just got the plate two weeks ago after many attempts at getting one before succeeding.

I have a couple of tech tips that I'll compose and send to you in a few days. What format would you like them in? WORD document? Not sure what you're using for composing the newsletter. If you can incorporate digital pictures either in .bmp or .jpg, I can add photo illustrations.

Thanks again Mike. I'm also sorry to hear that you've had the bout with cancer. Keep the faith. Positive attitudes really help. I know from my experience 12 years ago in a near fatal car accident. I really think that helped save my life.

Best Wishes and Happy Holidays to you and yours.

*Don Wareham SP366
Novi, MI*

Ed: Second Strike is composed in Microsoft Word 97. One of these days I am going to switch to Adobe Pagemaker. I can accept text in Word format, text format, e-mails, whatever. I can accept pictures in bmp, jpg, gif, and other standard Windows compatible formats. I have had some problems with Mac formats, but have been able to work them out.

See Don's tech tip in Bits and Pieces this issue.

~~~~~  
*November 29, 1999*

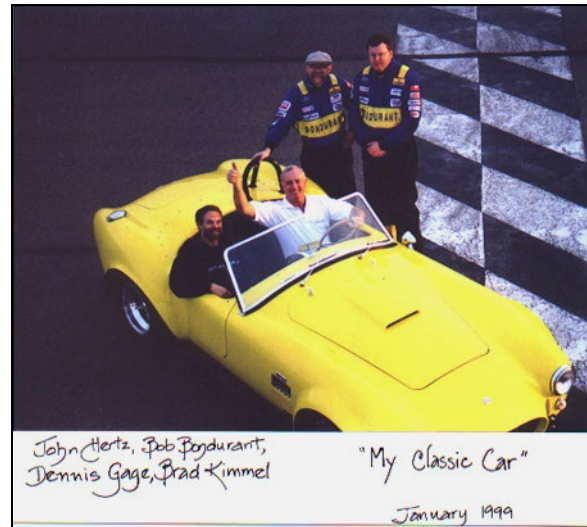
Mike,

I received the latest newsletter. I noticed you were compiling interesting information on one of the cars, and commented that the info would be part of the history of the car. Well, I'm attaching a photo that was taken during a VERY GOOD day in the life of SP 208. The car was used by Bob Bondurant during the filming of an episode of My Classic Car, (episode # 996111) where Dennis Gage went through the driving school. At the end of the show, Dennis asks Bob to show him how it's really done. Dennis gets in and they drive off into the Arizona sunset over the hill and into the "Maricopa oval".

For what it's worth, it was a blast to be there and even more fun to watch my Superformance car on TV.

*Later,*

*John Hertz SP208  
Gilbert, AZ*



~~~~~  
November 29, 1999

Dear Mike:

I have told you over the phone, but take your warnings seriously that such messages have a short life span. So the 351W is out and the 396 is in. Bob and Dennis did it. Fast has become faster.

Fuel cell: I am installing one in my TVR as we restore it. No foam inside, but a highly tear resistant bladder. I will pass along information as to success/failure and the cost as the project progresses.

I am getting a hard top as soon as the boat arrives with one. Again, will let you know how it goes.

Best regards,

*Jon Kurtin SP139
Roanoke, VA*

Ed: Jon knows well that I have CRS - Can't Remember something or other. I'd tell you what it is, but I can't remember. Anyhow... I would like to hear more about bladder type fuel cells. Do they have a longer life than the foam type?

November 29, 1999

December 2, 1999

Dear Mike,

Firstly, and most importantly I am thankful that you are recovering from such a tough and terrible situation as prostate cancer. My father had a like surgery, my brother is a urologist and I am fully aware of the "trials and tribulations" of that recovery. I'm thrilled it didn't affect your hands so you could continue to publish this great newsletter that everyone lauds you for and justifiably so. Well, done!

Sue and I look forward to when our paths cross again (not in our Cobras!!) because we so enjoyed that dinner with you and Pat and your grown kids.

Continue to heal.

Take Care,

*Neil Lutins SP119
Greensboro, NC*

P.S. I'm still digging the hell out of driving my SP 119. Can't seem to get enough of it. Do you know what I mean?!

Ed: I do. Bye the bye, I don't have any grown kids. I have kids that are old enough to be grown. Being grown up isn't all it's cracked up to be. Arrested adolescence gets a bum rap.

December 1, 1999

Mike,

It seems that you've gotten the formula for the Second Strike newsletter down pat. Each newsletter has given the reader an excellent source of information about our cars and how we can improve them. Keep up the excellent work.

On a personal note I had #404 delivered to me late in January 1999 and I now have over 10,000 miles on my Cobra. It has been a blast to drive and especially to see other driver's reaction to the car.

My personalized plate reads SKECHMR. I would like to help in organizing a Superformance owners association.

Take care,

*Stan Ambrozy SP404
San Jose, CA*

Ed: Always good to hear from Stan, although as much time as he spends behind the wheel, I can't see where he finds the time to write.

Mike,

I wanted to tell you I have a degree in Internal Combustion Engineering and have thoroughly enjoyed all your articles. You have a wealth of knowledge and do an excellent job of putting out one of the most informative and well organized news letters I have read. Looking forward to meeting you someday at one of the events, maybe in South Africa. Do you have any new information on that trip? Have to run. Hope you have a great holiday.

Regards,

*Bill Belcher SP163
Edwardsburg, MI*

December 3, 1999

Mike,

Thanks very much for the bonded newsletter. It is really appreciated. The info in the newsletters is incredible. We had our opening party and it was a great success and we really enjoyed ourselves. We just wish we could have had more time so that we could have invited more Superformance car owners. Thanks again. You really do a great job and you are a real asset to the Superformance owner and the distributor.

*All the best
Lance Stander
Hillbank Motor Corp.*



Lance and Debbie Stander in front of Hillbank

Ed: Lance is the proprietor of Hillbank, the new Los Angeles area Superformance dealer. If you live in the LA area, you can contact him at:

*Hillbank Motor Corp.
375 Bristol Street
Suite 30
Costa Mesa, CA 92626
714-918-3242*

*December 4, 1999**December 13, 1999*

Mike,

Prior to this year my knowledge of engines was mostly centered on Chevy and other GM products.

The November edition of Second Strike gave me a very thorough appreciation and understanding of Ford engines.

Even though I currently do not have a Superformance Cobra, I really appreciate being included to receive the newsletter.

With the introduction of the Superformance coupe next year, I will hopefully be joining the Owners group.

Have a Merry Christmas and a Happy New Year!

*Don Tenerpwoz
Ellington, CT*

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*December 8, 1999*

Mike,

I received my Superformance Cobra less than a week ago and it looks and performs better than I thought it would. It really draws a crowd wherever I go, being a Cobra and bright red at that. This attention is really a contrast for me having retired from the Central Intelligence Agency where we went to great lengths to maintain a low profile. I am going to have lots of fun with this car. I purchased the Cobra from Olthoff Racing and Bob, Baby, and Dennis are super people to deal with.

Thank you very much for sending a copy of the owner's registry. I have added the missing information for my Cobra on the attached form that you provided.

I was very pleasantly surprised to learn that I had become a member of Second Strike and will be getting future copies of the newsletter. I have some newsletters that were given to me by both you and Bob Olthoff. I would like to purchase the newsletters for 1998 and have attached a check to cover the cost.

I look forward to owning the Cobra as well as associating with others who, like me, find this car so appealing.

*Thanks again,  
Jerry Hall SP615  
Carolina Beach, NC*

~~~~~

Hi Mike,

Last month, I told you about the unfortunate demise of SP555 at the hands of my friendly neighborhood mechanic. I thought I would show you the evidence that it will live on for at least another year. I didn't think you would mind getting a Cobra calendar for 2000.

The pictures were taken in September and early October in Door county Wisconsin and the Great River Road on the Mississippi River. I would particularly point out February, with SP555 parked next to an early Corvette, and June, which was taken the weekend we terrorized the Wisconsin Corvette Club fall outing.

I also sent a couple of copies to Ron Rosen and the guys at Dynamic, who are apparently having fun showing them to anyone who walks in the door.

The good news is that Ron has another blue Cobra coming in the door at the end of February for me. That's good news. Jackie and I have been going through a serious case of withdrawal.

Enjoy the holidays!

*Ron Davelly SP555
Wauwatosa, WI*

~~~~~

*December 19, 1999*

Dear Mike,

Enclosed are a few pictures of my "149". I think that mine was the first in Florida. The plate is "1 QK SNK".

I tossed my Stelling & Helling. While it looked good, it wouldn't pass enough air. Major HP Loss! The dyno proved it. K&N is supposed to be coming out with a filter that replaces the normal lid on the air cleaner. That combined with an 8" or 9" filter should provide enough filtered flow.

By the way, the dyno numbers I gave you on the questionnaire are about the same as the ZR-1 and most of the Vipers my dyno people see - Vinci High Performance in Orlando. Not bad for antique iron.

I think that you are doing a wonderful job. I look forward to future issues. Keep up the good work!!

*Bob Seidler SP149  
Windermere, FL*

*Ed: See Bits & Pieces this issue for Bob's horsepower numbers. The trick K&N lid is called the X-treme. K&N has been promising it for at least*

*The Newsletter for the Superformance Owners Group*  
*three years now. It has structural problems. It keeps getting sucked into the engine. That doesn't help horsepower.*

*Bob included the following notes on his car.*

Engine: 427 side oiler. 1968 block with hydraulic lifter galleys plugged (rocker feeds restricted). Edelbrock aluminum heads (2.090 intake) for low and midrange torque. Sidwinder intake. Holley 750 cfm single pumper (choke tower milled) in turkey pan. MSD6AL ignition. Elgin pro stock cam - solid lifters, basically a copy of original Ford 324 degree 0.500 lift cam, 245 degrees at 0.050" lift. Dove roller rockers and end stands. Smith Brothers push rods. McLeod hydraulic clutch. Lakewood scattershield. Rear wheel horsepower 345 hp at 5500 rpm, 397 lb-ft torque at 3500 rpm. Transmission: Top Loader short shaft, big spline, close ratio. Brakes: Wilwood. Street bumpers and overrides.



~~~~~  
December 20, 1999

My car is a daily driver, weather permitting. I drive 30 miles to work.

The car has competed in two Silver State Classic Challenges in the 130 mph and 110 mph classes, one Nevada Open Road challenge in the 120 mph class, one Big Bend Open road Race in the 125 mph class, Pikes Peak International Raceway Cobra track event, and numerous track events.

My car has been driven from California to Colorado. I drove 14,000 miles in the first year.

The rear end is a 4.10 posi. It has 17" PS Engineering knockoff rims with 275/40/ZR17's in the front and 335/35/ZR17's in the rear. It has a 1000 watt stereo with a 10 CD changer, a totally blind install 10" sub-woofer, Boston Acoustic separates. I love to share my "blind" install with other owners. It "Thumps" and looks very clean and hard to spot.

*Scott Cardwell SP326
Boulder, CO*

Ed: This is THE definition of a sports car to me. Drive it to work during the week and race on the

weekend. The image of this car tearing across Nevada with the sub-woofer knocking the flowers off of the cactus is one that I will turn around in my mind for awhile. Scott's tag is "I8DMOUS". I had a hard time wit this one. I ate the mouse, as in small block Chevy.



~~~~~  
*December 20, 1999*

Great car. I've only been able to drive it 4 times due to the weather. I can't wait until summer.

Enclosed is a copy of my registration. I tried to get a license plate that was a little different.

My best friend just recovered from lymphatic / testicular cancer. Best wishes on your road to recovery. I hope it is a smooth one.

*Thanks,*

*Jim Kramer SP556  
Kendrick, OH*

*Ed: Thanks for the good wishes. Cancer really sucks! I'm one of the lucky ones. I'm going to live. I'm also thinking about stealing your license plate. If I were being a man about it, I would admit that it is cleverer than mine. But I don't have to be a man about it, so I'm not.*

~~~~~  
December 21, 1999

044 is the first car sold by Dynamic. It was delivered on 2/25/95. The engine is a 427 side oiler with medium riser heads, a police interceptor intake, and a 428 crank for 454 CID. It is currently put away for the winter with 1327 miles on it. I have taken the car to many shows. I have 33 out of 34 shows success rate for awards.

I also have a 1969 Mach I fastback Mustang. I have raced it for the last 15 years in drag racing. It is a 428 SCJ, C6 car that does the quarter mile in 11.50 at 115 mph.

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My latest project was a 1954 Massey Ferguson 30 farm tractor. It is neat and turned out great.

*Michael Sharp SP044
Swift Kick Racing
Hamilton, OH*

~~~~~  
*December 23, 1999*



*Ed: Herman Eshuis sent this picture from the Essen (Germany) car show. Auto Eshuis is the European Superformance dealer. SP595 has the hardtop painted to match the car and the optional roundels. For more pictures, check out their website at:*

*<http://www.autoeshuis.nl/>*

*Herman and Jacolien Eshuis SP595  
Auto Eshuis  
Hardenberg, The Netherlands*

~~~~~  
December 26, 1999

Mike,

Enclosed is the info sheet on our new Superformance Cobra -- just got it together and on the road and to the track in November and it is Super!

The Second Strike newsletters I've seen are great and should be an excellent way to get up to speed on Superformance info I may need or encounter ahead. Thanks for the great effort.

*Russ and Jan Peterson SP506
Menlo Park, CA*

P.S. I really enjoyed the thorough description of One Lap, especially after seeing the car and Dennis and Doug at the Run & Gun this year.

Ed: David Peterson sent the following notes in with his registration. I would really like to see the stainless steel exhaust and roll bar. I'll bet that they look terrific!

Engine: 460 stroked to 514 CID. MSD ignition. Aluminum flywheel. Stainless steel headers, side pipes, and rollbar. Jack mounts. Wilwood brakes. 5-point harnesses. Momo steering wheel. Stainless steel fire extinguisher.

*David Peterson SP488
Bloomington MN*

~~~~~  
*December 28, 1999*

*Ed: Matt Kowolik sent in the following notes with his registration. More stainless steel pipes. Where are they coming from?*

Special order color: Dodge Daytona K-3 Electric Blue.

Engine: 460 built to 514 CID by Competition Motors. High rise intake, 1050 scfm Holley Dominator, roller cam, MSD ignition, stainless steel side pipes, stainless knock offs, Goodyear Blue Streak track tires, blow-proof scatter shield, Wilwood brakes, custom gold centered Trigos, cigarette plug for radar detector, battery switch in trunk, quartz bulbs all around, thigh support built into driver's seat cushion.

*Matt Kowolik SP271  
Milford, OH*

~~~~~  
December 3, 1999

Hi Mike,

I just got the latest Second Strike in the mail. Being an ex-lifelong Corvette guy my brain is filled with numbers such as LT1, L88, L89, LS1 etc, etc. Now that I have received your latest newsletter I consider myself almost a Ford engine trivia expert.

I was recently at the open house for the newest Superformance dealer here in Southern California, Hillbank Motor Corp in Costa Mesa. I met the owners, Lance and Deborah Stander. They are super people and their facility looks great. Jimmy Price was at the open house and I really enjoyed meeting him.

The next day I entered my car at a show in Edison Field (previously known as the California Angel Stadium). Hillbank set up their display next to my car. We drew quite a crowd with our two

Superformance Cobras! Jimmy was there to lend a hand as only an enthusiastic company owner can do. I felt like an unpaid Superformance spokesman / salesman!

My wife, Patty, even showed up and kept herself busy by trading home decorating ideas with Deborah. She's not much into this car thing, but she loves me and tolerates my little obsession.

I read about your recent scare with prostate cancer. It sounds like you caught it early. I hope all is well with you. A close friend of mine was diagnosed with prostate cancer a few years ago and is now doing fantastic. He talked me into yearly physical exams with a PSA blood test.

Take care and keep those newsletters coming!!

See ya,

*Bill Hufnagel SP500
Placentia, CA*

~~~~~

*December 15, 1999*

Dear Mike:

I just received your Second Strike book of the 1998 publications and as a newly registered owner, I want to commend you on your publication. I have learned more about my car in the few minutes I have spent looking at your publication so far, than the entire last year and a half of ownership.

I am the current owner of car #201 and I was very interested to read a couple of letters in the feedback section of the April 15, 1998 issue from Chuck Griffiths of Westland, Michigan. It appears that he is the original owner of my car.

I was also delighted to see mention of what sounds like authentication of the Carroll Shelby signature that is on the dash of my car. Chuck mentions a picture of Carroll Shelby sitting in the car on page 22 of the new "Shelby American". I searched the Shelby web site but could not find any listing or help in finding this publication. Can you point me in the right direction so that I could obtain a copy of this publication or picture?

I also saw mention in the article of a "Twisted Wedge" engine in my car. I'm not familiar with this term or what it means. My car seems to have a much different sound and is always mistaken for a big block engine instead of the 351. It has both the performance and sound of an engine with additional modifications. I've been told it has the higher horsepower engine (415 HP) and a "mild" roller cam, although I cannot

find anyone that lists such a cam.

I would like to contact Chuck Griffiths to find out any insight that he could provide. Could you provide a phone number or e-mail address for Chuck or pass along mine to him?

One again, thanks for your publication. You make the finest performance car available today even better with the support that you provide us as owners.

*Bob Elliott SP201  
Cincinnati, Ohio*

*Ed: Chuck Griffiths was the original owner of your car. I had several conversations with Chuck around the time of the "letters to the editor." He mentioned the Carroll Shelby signature, so I can confirm to you that the person who paid Carroll to sign the dash stated that the signature is legitimate.*

*The "Shelby American" is the magazine of the Shelby American Automobile Club (SAAC) and is sent to members. The glossy version comes out once a year, I believe. The annual membership is \$47 the first year and \$40 a year after that. They sponsor the SAAC-23, and SAAC-24 events mentioned in the newsletters. You can contact them at:*

*Shelby American Automobile Club  
PO Box 788  
Sharon, CT 06069  
860-364-0449  
saac@discovernet.net*

*As to Twisted Wedge, Trick Flow Specialties makes an after market aluminum head for the Ford 302 and 351 engines. The valves are rotated or twisted closer to their respective ports than the stock inline valve heads. This improves breathing and allows the use of the 2.02" intake valve without fly cutting the pistons for larger valves. The heads are called Twisted Wedge heads. You can check them out on the web at:*

*www.trickflow.com*

*Keep them rear wheels turning!*

~~~~~

December 18, 1999

Dear Mike,

Sorry that it has taken me so long to get my registration form back to you, but with all the things going on with the Olthoffs in the past few weeks it took a long time to take delivery of the car. As I would imagine you already know, Mr. Olthoff was bitten by a black widow spider and spent a few days

in the hospital after my car had been ordered, not to mention the difficulties presented them by the moving of their facility. Two weeks turned to six, but #603 is finally in her new home. My wife Alicia and I drove her through the pouring rain this past Monday to get the car to Charleston, but I just really felt compelled to get the car down here. I think Mr. Olthoff was a little surprised that I was so willing to take the car out for the first time with it raining as hard as it was, but I was determined. Plus, as silly as it seems, it gave me a good reason to wash it when I got it home.

I should probably take some time to introduce myself. I am presently the Volvo Service Manager for Rick Hendrick Imports here in Charleston. My wife and I, along with her two boys (James, 11, and Ben, 8) moved to Charleston from Gaithersburg, MD where I was the service manager for VOB Nissan-Saab for 4 of the 10 years I worked there. I have had a lifelong attraction to cars and racing and my Shelby connection began with the sight of a GT 500 convertible when I was 10 years old. The Cobra emblem was a vision that I never forgot, and my notebooks in high school were covered with my renditions of Cobras and GT40s. At the age of 25 I purchased a '85 Shelby Charger and two years later purchased a Shelby Charger GLHS #0144 which I kept for 11 years and two local autocross championships. I resurrected the Shelby Dodge Auto Club in 1986 with the help of John Johnston and Ray Christ and the guidance of Rick Kopec. We created annual national conventions in Maryland, Detroit, Indy and Summit Point. Our newsletter, "Up Front", which began as a local publication in Baltimore still runs today and is mailed to the club's 700 members and associates. I stepped down from the national directors position six years ago to devote my full energies to managing the service department at VOB and build a life with my wife. I have been chauffeured around Watkins Glen by Carroll Shelby in an original '65 427 S/C at 150 mph, been to the "shrine" at *Chez Kopec* and spent many happy times basking in the glow of all things "Shelby".

I know firsthand how much work is involved in the day to day workings of a club like SCORE and may I compliment you on your first class efforts. As long as the passion fuels the fire, it doesn't even feel like work does it? The newsletter looks great, and the writing is top notch. As I have the opportunity to get together at club events I would be happy to give my old pen some exercise and contribute. Goodness knows #603 has gotten me car happy again.

I have been acting out the Lexus certified pre-owned commercial in real life in my garage (though not in a

T-shirt and underwear, thankfully) so I know exactly how the guy feels. I would bet all Superformance owners do. What a treat to the senses!

Anyway, thanks again for the newsletters and the work you put into them. You have much to be proud of in your product. Perhaps we could create a reason to have the group come to Charleston sometime? We don't have much in the way of racing but what a beautiful place to live!

Sincerely,

*Mark Rhoades SP603
Charleston, SC*

Ed: It sure is nice to have someone who knows how to throw a convention on board. Next year we should have our own convention. SCORE-1. Has a nice ring to it.

~~~~~

*December 20, 1999*

Dear Mike,

Thank you for the opportunity to join the registry. I am trying my best to get advice on my car (SP 557) since I took delivery on Sept 25. I am very interested in the back issues available for 1998 and 1999. I have enclosed a check for thirty dollars to cover both years - if I owe more just let me know and if I've sent you too much please consider the difference a contribution to your expenses.

I thought you might be interested in another Cobra story. In October 1998, I visited Coach Barber at Dynamic Motorsports in Cincinnati. My intent was to see the "best" to decide if a kit that I might purchase elsewhere could come close. Coach took me for a long ride at high speeds and through some hairpin turns and I fell in love with the car. At that point I decided to buy the best.

The next month I sent Coach Barber an appropriate deposit and asked him to hold my check until a few financial details could be arranged. Anyway, two months later the finances were unavailable to make the purchase. I phoned Coach and told him of my situation. He quickly sent back my uncashed check and told me to call him when I could proceed with the purchase. I was astounded by his character. I can't imagine most car salesmen being this willing to return a deposit without a ton of hassle. After this experience I vowed to purchase a Superformance from Coach Barber.

Finally, through the fortune of a few well timed investments I was able to return the favor and finally bought my Cobra. As you know these cars aren't

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cheap but I can tell you I actually enjoyed spending the money and moreover was proud to be able to finally give Coach Barber my business.

*Sincerely*

*Jim Barron SP557  
Battle Creek, MI*

~~~~~  
December 28, 1999

Mike,

Wanted to let you know that I have changed my e-mail address to wdgoldsmith@aol.com. Not sure when you will be updating your Owner List, but wanted you to have new address. Sure do appreciate all the work that you do to produce first class material.

Talked to Bob Olthoff and he indicated that he and Dennis will be driving two of the Daytona Coupes in the One Lap America - can't wait to see the cars.....

Have taken your suggestions about a tool kit and catch-all bag for inside the car- both were great ideas!! Hope that your holidays have been merry and at least we know that our cars are Y2K Compliant!!

Thanks

*W.D. Goldsmith SP 415
Atlanta, GA*

Ed: I update the SCORE registry as I receive additional information so you change has been duly noted. Thanks for the timely update. The current registry will be printed and sent to all registered owners sometime in the next two months.

~~~~~  
*January 2, 2000*

Dear Mike,

Enclosed is the updated information for the Owners Registry. Like other Superformance owners, I appreciate the work that you have done to establish the information network and newsletter. I look forward to receiving a copy of the Registry and future editions of Second Strike.

I picked up my car (571) from Dynamic Motorsports in Ross, Ohio in mid-November. Although the weather in central Ohio this time of year is not very conducive to driving an open cockpit car, I've since had it out a couple of times. Nothing gets the blood moving faster than feeling to the back two barrels kicking in on the way to third gear. I have always been fascinated by the car's design and performance

since its arrival on the racing scene in the 1960's. The stroked 351 in my car feels like it could pull forever.

I must say the people at Superformance have done an outstanding job in preserving the integrity of the original AC design and maintaining the outrageous performance qualities of the car. I'm very impressed by the quality and their attention to detail. I spent an afternoon with Dean Rosen at Dynamic in September talking about the car and the company. I was still debating whether to buy the car when Dean started one to test drive. The floor shook and I knew then that the debate was over. I had to own it. My Corvette's days were numbered.

I was asked the other day how long I thought I would keep the car. There's no question that the car will be part of my estate sale, hopefully, many years from now. Thanks again for the information.

*Bruce Philp (SP571)  
Blacklick, OH*

~~~~~  
January 4, 2000

Mike,

Happy New Year!

I was pleased to get your mailing and I have included my info sheet for the Registry. I would be most appreciative to get the back issues or copies thereof and would be glad to pay the copy fees. My Superformance Cobra was, as best as I know, the second in Indiana. I took delivery from Superformance / Dynamic Motorsports in Cincinnati from Ron Rosen. My wife and I remain delighted with the car. I had my pre-winter service done here in central Indiana at a top quality Ferrari / Porsche / race prep shop (Autocar Sports and Classics, Noblesville IN) and the owner, Brian Stewart, said the car was the finest replica he had ever seen.

Thanks for the mailing,

*Martin Baker SP260
Zionsville, IN*

Ed: Martin sent in the following specs for his car.

Engine: Dynamic Motorsports 415 hp 351W, TFS Twisted Wedge heads, Edelbrock Performer RPM intake, Holley 4160 carb, Ford Motorsport ignition (Ford version MSD6AL), Duraspark electronic distributor, Canton road race oil pan, Comp Cams high lift hydraulic cam and billet roller rockers, chrome moly pushrods, TRW H336 pistons. Engine balanced, blueprinted. Block is 1972 351W casting number D2AE 6015 BA-14. Sachs clutch, McLeod

billet flywheel, blowproof bellhousing. Wilwood brakes. Fuelsave fuel cell.

First in replica class in concours - SAAC Spring Fling 98 in Nashville, TN.

~~~~~  
*January 5, 2000*

Dear Mike,

Greetings from Port Elizabeth, South Africa, the birthplace of all Superformance Cobra's. Jimmy Price has passed on to me copies of some of your newsletters. They make interesting reading and I look forward to receiving every future copy. I have volume 1 No. 3, Volume 2 No's 1, 2, and 3. If it is possible, please let me have copies of those issues I have missed. On second thoughts, copies of all back issues would be appreciated as those I have are photocopies and the photographs are therefore not in color.

I have the only Superformance Cobra in private captivity in this part of South Africa. I believe that about thirty or so cars have been sold in this country and the rest of the owners all reside in the Johannesburg area which is some 1,100 kilometers to the north of here.

It could be said that living close to the factory and having Jimmy Price as a friend is, to a Cobra fanatic, a form of seventh heaven. It is, but I also envy you who live in the U.S.A., especially those in the vicinity of the Olthoff's. The camaraderie between owners and the opportunity to participate in the various events such as the Run and Gun sounds like great fun. The cost to us here in our currency of imported engine and transmission parts is also prohibitively expensive.

There are about 400 Cobra's in South Africa. Nearly all are home assembled kit cars. The Cobra Club in South Africa is active but virtually all activities take place around Johannesburg, which because of distance largely excludes us here.

I am very proud of my car. It has a SVO HO 351 Crate Motor of 1996 Vintage, the heads and manifold of which have been ported and gas flowed. The transmission includes a T5 Mustang box with a 0.8 fifth gear. Willwood brakes are fitted and although a S/C, roadster bump bars are included as well as a glove box in the dashboard. A picture is enclosed. I hope it comes out well. Also attached are my Registry details.

I visit the factory every so often. It is always a pleasure and keeping in touch with factory improvements to our Cobras is a bonus. I don't doubt

that owners over there would find a visit an unforgettable experience. Could it be a possibility in the near future?

Mike, your newsletters are appreciated and a pleasure to read. Well Done and please keep it up.

*Kind Regards,*

*Donald Smith. SP424*  
Port Elizabeth, South Africa



Donald Smith. SP424

~~~~~  
January 7, 2000

*Ed: Neil and Sue Lutins sent this intelligence test. The answer is at the end of **Feedback**. By the way, I failed.*

A quick test of intelligence. Don't cheat! Because if you did, the test would be no fun. I promise, there are no tricks to the test

Read this sentence:

FINISHED FILES ARE THE RESULT OF YEARS OF SCIENTIFIC STUDY COMBINED WITH THE EXPERIENCE OF YEARS.

Now count the F's in that sentence. Count them ONLY ONCE. Do not go back and count them again.

~~~~~  
*January 7, 2000*

*Ed: Michael Brunelle sent in the following specs with his registration. Michael ran his car at Run and Gun 1999.*

This car was built to race. It comes with all the racing safety features - fuel cell, fire system, upgraded Koni racing shocks, upgraded sway bars, Willwood brakes, BF Goodrich Drag Radials for the street and Goodyear race tires for the track.

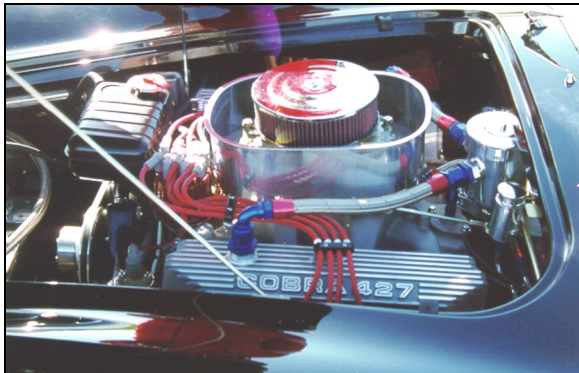


*The Newsletter for the Superformance Owners Group*

February 19, 2000

The engine is a Carroll Shelby aluminum block 427 with 428 crank, J&E 454 flat top pistons at 10.5 to 1, Shelby aluminum heads and roller rocker arms. It dyno'ed at 570 HP and 560 lb-ft torque.

*Michael Brunelle SP358  
Concord, CA*



SP358's all aluminum 427

~~~~~  
January 14, 2000

Mike,

Hello. I've just sent in the requested info on car #160. I am no less than thrilled to see any correspondence regarding our cars. I was close to putting my car up for sale because of lack of contact with Dynamic International and any other owners in general. If there is anything I can help you with, let me know.

Thanks so much.

*Jeff and Brenda Vecchione SP160
Eastham, MA*

Ed: Well, now that you mention it, there is. SAAC-25 is coming up this summer in your neck of the woods. A lot of folks will hopefully be coming from out of the area. If the 12 New England owners could serve as hosts at the event, that would be great.

~~~~~  
*January 14, 2000*

My car started out as the factory racing car used in historic races in South Africa. The car was raced

very little and in 1996 it was converted to its current S/C style. Registered in as a roadworthy automobile in 1997 by its first private owner, the car became a true street car. I bought the car with 14,000 miles on the clock, and since then I have done a through restoration, upgrade, and respray of the car. It was Guardsman blue with a White stripe.

*Wilhelm Loots SP024  
Pretoria, South Africa*

*Ed: SP024 is the oldest car in the SCORE registry. It is now Yellow with a White/Black Outline stripe.*

~~~~~  
January 14, 2000

Ed: John Russell sent in the following with his registration.

Paint: Roundels and 2 yellow hash marks on driver's fender.

Engine: MSD billet distributor. Motorsports MSD ignition with rev limiter. Blowproof bellhousing. Aluminum flywheel. Wilwood brakes. Ford expansion tank. Polished wheels. Jet hot coated headers. Chromed roll bar and quick jacks. Shoulder harnesses.

The picture shows my 10 year old son in the passenger's seat. Note the big grin. I have 2600 miles of smiles. Not bad for 2 ½ months!

*John Russell SP582
Dallas TX*



John Russell's son in SP582

~~~~~  
*January 15, 2000*

Dear Mike,

I certainly hope you are back to 100% and able to enjoy your Cobra on a regular basis. Along with I'm sure all the other owners, I have really enjoyed your fine publication Second Strike. Being a shade tree mechanic, I especially enjoy the technical articles. In reading about the good times your readers have had with their cars they seem to break down into two



venues, going to shows or to Run and Gun type events.

I'm wondering if any one is doing any long distance touring with their cars. Last summer I took about a four thousand mile trip with my car from my home in Pennsylvania up over the Great Lakes in Canada down thought the Dakotas and Nebraska Missouri and back home on route 50. Being an old motorcycle rider this was like riding in a Cadillac. I did have a hard top fitted from a Contemporary but it didn't keep all the rain out. The car never missed a beat the whole way so I was proud of that and it never failed to draw a crowd wherever I stopped. I had so much fun I am planning to drive to Florida early this spring.

I hope others with long distance stories will write and share their experiences with all.

Thanks for your great work on Second Strike.

*Sincerely,*

*Bill Sharp SP064  
Coatesville, PA*

*Ed: My wife and I took a 1,000 mile trip one weekend, up to the mountains of North Carolina for Friday night, then down to Charleston, South Carolina for Saturday night. We spend most of the time on back roads because it was cooler and more fun. Every time we stopped for gas, it took a half an hour to get started again because of the crowd that gathered. Great fun. However, 4,000 miles is the longest Cobra trip that I have heard of. Anyone else?*

*~~~~~  
January 16, 2000*

Mike,

I looked at SEVERAL Cobra Kit Car Manufacturers and when I saw the Superformance Cobra I knew that this one was for me. I ordered the car March 30th of 1998. I picked up the car on May 15, 1998 in Ross, Ohio.

Because the car delivery was at the time of fishing season on Lake Erie, I didn't get to work on it until October. Two days after I ordered the car I ordered a Chevy 502-502. Through last winter I installed the Chevrolet motor and a much modified 700 R 4 trans.

The first time I drove the car was May 1, 1999. It now has approximately 1000 miles on it. The car runs and drives so nice that anyone could probably drive it. My wife has taken numerous people for rides in the car. I have no trouble with the car and I love it.

Please send me information on how to subscribe to Second Strike.

*Thanks,*

*Lee Mitchell SP342  
Wadsworth, OH*

*Ed: Well, there is a first time for everything. This is absolutely the first time I have heard of a Chevy engine in a Superformance Cobra. I checked with the EEOC in Washington and we have to accept Chevys. So welcome aboard, Lee.*

*~~~~~  
Just found some pix of Flaming Gorge. Thought you all might enjoy the scenery. On my way to Sturgis, naturally. If you haven't been there you just must see the gorge when it is cloudy (after a rain) and the sunsets. The gorge turns into it's name - Flaming Gorge. These photos are not when it was cloudy, unfortunately.*

*Lynn Hall SP105  
Monarch Beach, CA*



Lynn Hall en route to Sturgis on his Harley

*~~~~~  
January 29, 2000*

Mike,

Attached is the Registry form my Superformance Cobra. Still have my #121 with only 8k miles on it. Runs perfect and looks better than the day I watched it come off the transporter.

My story goes way back, one of the first cars in California, before the smog rules were relaxed. Early days of working with Ron Rosen and many teething problems.

Looking forward to staying in touch and being kept informed by SCORE.

Any West Coast things coming up?

*Larry Howlett SP121  
Los Gatos CA*

*Ed: Larry sent the following specs with his registration:*

Engine: 351 Windsor  
Builder: Competition Porting  
CID: 357"  
Blueprinted / Balanced  
Heads: Trick Flow Twisted Wedge – Aluminum  
Intake: Edelbrock Performer RPM - Aluminum  
Induction: Holley 650 / Aluminum Turkey Pan / K&N  
Cam: Comp Cams / Lift .518 / Dur 244  
Rockers: Full Roller Billet  
Pistons: Speed Pro Flat Top  
Horse Power: 425+  
Other Car Modifications  
Jet-HOT coated headers and side exhaust  
Trigo Pin Drive Wheels  
Tires: Front: 235/60R15 Comp TA Drag Radials  
Rear: 275/60R15 Comp TA Drag Radials  
Fine Tuned and Maintained by "Top of the Hill" Performance Center  
Events: Thunder Hill, Sears Point, 1999 Hot Rod Power Tour West  
Member: Shelby American Automobile Club & NORCAL

~~~~~  
January 29, 2000

Hi Mike!

When you have a moment I would appreciate your mailing an engine spec sheet for SP603 and her 351W/396 stroker. The sum of the parts and pieces is awesome but I would like to know what the parts and pieces are and the Olthoff's said "you are The Man".

Mr. Olthoff said the package should be good for 480hp and I'm looking forward to stretching her legs on the dyno after she's fully broken in. Once I get a little experience with the dyno, I'll try to set up a dyno day if you think anyone is interested.

Is anyone planning to go to SAAC-25? While Lime Rock isn't just down the street this does seem like the year to go on a long drive if there ever was one. Please let me know if you are aware of anyone from the Carolinas who is intent on going.

Thanks so much for your help!

*Mark Rhoades SP603
Charleston, SC*

Ed: See the back page for the specifications manual.

See Upcoming Events for SAAC 25.

~~~~~  
*February 5, 2000*

Mike,

Sorry I have taken so long to get back to you. I am involved in a Truck launch in Kansas City and that has taken me out of town more than usual.

Thanks for the tip on Inglese. They were my contact years ago when I set up the Webers on the Mustang. I truly had forgotten that they also sold intake manifolds. I went back to one of my old catalogs and found the listing for 351W manifolds, but even back then, they were in limited quantity. I will check with them.

The Mustang ran well with the IDAs, mostly I presume due to the 4.56:1 final drive and the 12.5 :1 compression. I was able to build rpms quickly and that may have masked any carb transition problems that were there. I must admit though, it was very streetable during highway cruises. It was a cold hearted beast, but once warmed up, no real problems. An interesting observation about the Webers vs. the previous Holley 750DP, I saw about a 3 - 4 mpg increase with the Webers.

My progress on this project is way behind, I expected to be setting up the carbs by now. Hopefully, I will be able to locate and purchase a manifold quickly.

~~~~~  
*Ed Quinlan SP050
West Bloomfield, MI*

~~~~~  
*February 7, 2000*

This is a pretty good teaser. Let me know how you do.

This is a quiz that was written by Einstein. 85% of the population does not possess the logical thinking ability to solve it. Are you among the 15% who can?

FACTS:

1. There are 5 Cobras of different colors arranged in a straight row.
2. Each Cobra has a different owner, all of a different nationality.
3. Each of the 5 owners drinks a different beverage and smokes a different brand of cigar, and keeps a different kind of pet.
4. You are facing the row of Cobras and read from left to right.

HINTS:

1. The Brit has a Red Cobra.
2. The Swede keeps Dogs as pets
3. The Dane drinks Tea.
4. The Green Cobra owner drinks Coffee.

5. The Green Cobra is on the left side of the White Cobra
6. The owner who smokes Pall Mall keeps Birds
7. The owner of the Yellow Cobra smokes Dunhill
8. The owner of the middle Cobra drinks Milk
9. The Norwegian owns the first Cobra.
10. The Cobra whose owner smokes Blend is next to the Cobra whose owner keeps Cats.
11. The Cobra whose owner keeps horses is next to the Cobra whose owner smokes Dunhill
12. The owner who smokes Blue Master drinks Beer.
13. The German smokes Prince.
14. The Norwegian's Cobra is next to the Blue Cobra.
15. The Cobra whose owner smokes Blend is next to Cobra whose owner drinks Water.

The Question: Who has Fish for pets?

This is not a trick question! The answer can be reached using logic and deductive reasoning.

Let me know how you do.

*Jim and Susan Smith ex-SP382  
Harrisburg, NC*

*Ed: No answer was provided. Anybody who figures it out gets a one year free subscription to Second Strike. I got it, by the way.*

~~~~~  
February 11, 2000

Dear Mike,

My thanks to you for a great newsletter.

It's been my dream to own my own Cobra and as the originals cost too much, the next best thing is Superformance. Actually, it's better.

I drove a big block in 1972. It rode like a buckboard, followed every rut, but did it ever go!

Hope your health is better.

*Tim Hauschildt SP317
Sonora, CA*

~~~~~  
*February 12, 2000*

Ed: Paul Hannan sent in some interesting specs with his car. Paul is the first person I have heard of using the new Ford Motorsport GT-40X heads. Rumor has it that they flow much better than the original GT-40 heads. Paul also is running Weber 48mm IDF carburetors. Way cool, Paul.

*Paul Hannan SP638  
Castro Valley, CA*

Hi again Mike,

We talked briefly over the telephone two Sunday nights ago about the Superformance 427 SC car. Since then I've purchased Jim Smiths' pride and joy (SP382). I expect to pick the car up this weekend and bring it back to Asheville. While finalizing the sell on Saturday at Olthoff Racing, I filled out a paper for Second Strike supplying address, etc. If has not made its way to you please let me know and I will E-mail you the information. I remember what you told me about weatherproofing the car and wonder if I can obtain a copy of how you proceeded?

To say I'm excited is an understatement...I'm sure my wife will be surprised also when I show up with the car! Well I haven't been able to surprise her very often in 30+ years...who knows this time I may have. If there is anything I need to learn fast please feel free to advise me. I feel good about the automobile, but know it can bite if mistreated.

I'm a 31+ year military pilot, love and own a Porsche (5<sup>th</sup>), fly a Mooney 231 aircraft, and ride three BMW motorcycles (not at once). Any help will be appreciated...

Regards

*Grady Wilson SP382  
Asheville, NC*

~~~~~  
February 18, 2000

Mike,

I am in receipt of the information that you mailed me recently. I appreciate the package and current registry. I am ordering, via snail mail, both Volume 1 and Volume 2 bound sets of the Second Strike. I will make a check payable to you and drop it in the mail today. I really enjoyed working with Bob and Dennis while making my decision on the car. It was a pleasure to work with such knowledgeable, friendly people during this process. Since, 12/18/99, I have managed to roll-up about 300 trouble free miles on the car (despite all the rain and freezing weather), and what a blast. I've owned several Corvettes, a Triumph TR6, and a Mazda RX-7, nothing is like the Superformance Cobra.

Again, thanks for the more recent information package from the owner's association.

Regards,

*Bill Austin SP
Murfreesboro, TN*

February 18, 2000

Hi Mike,

Picked up my Superformance Cobra 427 SC from House of Cobras here in Orange California on Jan. 7. Haven't been able to get the smile off my face since!! Buying the car from House of Cobras turned out to be a truly great experience. The car is OUTSTANDING, FAST and a certified kick in the shorts to drive.

You and I have the same two afflictions or addictions; Cobras and WW II aircraft. I decided on a personalized license plate for my cobra:

FWY P-51

The FWY stands for freeway and I know I don't have to tell you what P-51 means!

I was reading a sixties magazine article on the Cobra and they came up with something I hadn't thought about. The Cobra was actually a P-51 Mustang in reverse. In 1942 good old North American Aviation build a sleek aluminum bodied airplane that turned out to be under-powered with an American engine. So we took a great British engine, put it into what was a beautiful looking airplane and transformed it into the best fighter in Europe and arguably in WW II. A mere 20 years later AC's sleek under-powered roadster, the Ace, lost its British engine supplier. And there stood Carroll Shelby ready to stuff a great little American engine into a beautiful automobile and one that still, 34 years later, has magazines writing about it and comparing it to more modern cars. The same can be said for the P-51. It is nearly as written about today as it was during the war. Both, in their respective arenas, served as bench marks for performance during their hay days and for many years after. Just thought I'd share that with you.

Take care,

*Dwight Van Horn SP 587
Castaic, CA*

Ed: I did mention this Cobra - P-51 connection in the Ford engine article in the last issue. The P-51 is my favorite aircraft of all time. I rarely miss an opportunity to see one.

I was headed out of town last year with a busload of teen-agers and as we were passing Charlotte Motor Speedway, two P-51's buzzed our van. They were so close, we could see the pilots' faces. We got so excited we almost put the bus in the ditch! Maybe that is how other drivers feel when we buzz 'em in our Cobras.

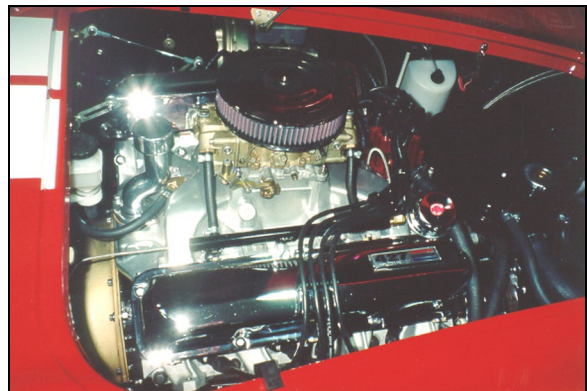
More Readers Rides



Paul Oberdorfer SP339



Doug Reed and Steve Keller with SP541
Steve also owns SP648. Everybody needs two!



Len Ernani SP068 - the 427 really looks right!



John Bacca SP293 - BAAD ASP



Noel Kindt SP103

ANSWER to the Lutins puzzle:

There are six F's in the sentence. A person of average intelligence finds three of them. If you spotted four, you're above average. If you got five, you can turn your nose at most anybody. If you caught six, you are a genius.

There is no catch. Many people forget the "of". The human brain tends to see them as V's and not F's.

Pretty weird, huh?

UPCOMING EVENTS**First Annual
Great Smokies Road Trip**

There are some absolutely incredible Cobra roads in the mountains of North Carolina. Larry Miller SP619 is organizing a weekend road trip for this spring - dates to be announced. There will be an overnight stay at an inn that caters to car nuts. If you are interested, and you should be, please contact him at:

Larry Miller
12417 Lawyers Road
Charlotte, NC 28227
Home: 704-545-5715
E-mail: Snake427@bellsouth.com
lmiller@cmpd.ci.charlotte.nc.us.

Driver's Ed

This years first **Driver's Ed and Track Time Event** will be a two day affair held at Lowes (Charlotte) Motor Speedway on Friday, April 14th and Saturday April 15th, 2000.

Friday's event will be an autocross held in the press

parking lot in the speedway infield. Saturday's event will be held on the infield road course inside the speedway.

If you want to attend, send your check for \$175 to:

Bob Olthoff Racing, Inc.
9850 Mooresville Road
Mt. Ulla, NC 28125

SAAC-25

The Shelby American Automobile Club (SAAC) is having its annual convention, SAAC-25, at the legendary Lime Rock track in the north west corner of Connecticut on Thursday June 30th through Monday July 3rd. Doors open on the 29th for early birds.

- Registration is \$70 a person for all four days.
- Track time is \$90 per session. Sessions are Friday morning, Friday afternoon, Saturday morning, and Monday morning.
- Concours is Sunday at \$25 per car.
- SAAC welcomes "all Ford powered performance cars - Cobra, GT350, GT500, Ford GT40, Sunbeam Tiger, Mustang, Mangusta, Pantera, Griffith, Cobra replica - you name it."
- Rooms are available at a number of area establishments.

Event headquarters are at the Sheraton Waterbury in Waterbury Connecticut, about 45 minutes from the track. It may be full by this time. Rooms are also available at the Southbury Hilton.

Registration materials will be mailed with this newsletter. If you didn't get them, contact:

SAAC
PO Box 788
Sharon CT 06069
Phone: 860-364-0449
FAX: 860-364-0769
e-mail: saac@discovernet.net

I will contact the New England owners to see if they will acts as hosts. If you are planning on attending, contact me and I'll pass your name along to them.

Run and Gun 2000

Run and Gun 2000 is scheduled to be held at Gateway International Raceway near St. Louis from September 25th through 28th, 2000. Last year registration materials were available from:

Gateway International Raceway
Attention: Jim Probst
P.O. Box 200
Madison IL 62020-0200

One Lap of America 2000

The One Lap of America will be an eastern affair this year with track events at:

<u>Venue</u>	<u>Date</u>	<u>Events</u>
GingerMan Raceway	May 7	2
Michigan International Raceway	May 7	1
Road Atlanta	May 8	2
Sebring	May 9	2
Virginia International Raceway	May 10	2
Lime Rock	May 11	2
Nelson Ledges	May 12	2
GingerMan Raceway	May 13	2

The competitors will cover 4,092 miles during the event.

Dennis Olthoff and Mark Ray (noted Mustang 5.0 builder and drag racer) will be entering a Superformance Daytona Coupe with a 351W 396 stroker motor and a T-56 six-speed tranny.

If the second Daytona Coupe is ready, it will be piloted by Bob Olthoff.

Doug Reed and David Sugg will be entering last year's class winner (SP116).

Clay Gould, Run and Gun class champ, is expected to enter a car with specs similar to SP116.

Superformance Safari



If the brochure gets back from the printer in time, it will be enclosed with this newsletter. You can also check it out on our web site: www.SecondStrike.com

Woodard Avenue Cruise 2000

See Ross Weaver's article this issue. Scheduled for Saturday August 19th, 2000. Contact Ross by May 1st for arrangements.

Ross Weaver
8280 Hearthstone Court
Commerce, MI 48382
Phone: 1-248-366-8104.
e-mail: ross_weaver_1999@yahoo.com

SECOND STRIKE

Second Strike on the Web

The Second Strike web site is up and running. Check it out and stay tuned. It's growing!

www.SecondStrike.com

Contributions

This is your newsletter. All contributions are appreciated and nearly all are used. Please submit all contributions in writing or via e-mail to:

Mike and Pat Stenhouse
400 Avinger Lane Villa 902
Davidson NC 28036-6708
Email: Mike@SecondStrike.com
Phone: 704-655-1902

BACK ISSUES AVAILABLE

To continue to make back issues available, I am reprinting the newsletters for 1998 (Volume 1) and 1999 (Volume 2) as bound sets for the year. Each set is an individually printed and bound color original with a clear plastic cover sheet, soft cover back, and color title page with contents.

The Volume 1 set is 40 pages bound, 34 photographs and drawings, mostly color. The Volume 1 bound set is available for \$15.00 including shipping and handling.

The Volume 2 set is 80 pages bound with 62 photographs and drawings, mostly color. The Volume 2 bound set is available for \$30.00 including shipping and handling. If you would like either or both sets, please send your request with a check to:

Mike and Pat Stenhouse
400 Avinger Lane Villa 902
Davidson NC 28036-6708

SPECIFICATIONS MANUAL

I continue to get a lot of requests for the rumored **Specifications Manual**. I am actually working on one, although it is a lower priority than registrations and newsletters. It is currently sitting at 50 plus pages. I expect the first edition, for 351 engines, will be ready by the next newsletter. Stay tuned.

REGISTRATION – WHY IT IS IMPORTANT

In the early 1970's, who would have thought that registering a Shelby 427 Cobra was important? They were gathering dust at \$3500 as used cars, half their cost new. But a small group of the faithful did start a registry and located and registered every single Shelby Cobra, as well as the Shelby Mustangs.

Today, when an exact and indistinguishable duplicate can be built for less than \$100,000, original Shelby 427 Cobras go for \$250,000 to over \$1,000,000. The only reason the originals command such a high price is that they can be authenticated as originals through the SAAC Cobra registry. Every car is accounted for. There are no loopholes to drive an imposter through.

I can only guess how well history will treat our cars. I do know that they are already commanding a much higher resale value as a percent of new than the original Shelby 427 Cobras did at this point in their history. I have to believe that in the years ahead when we are all driving 500 cc hydrogen/battery powered hybrids, any Cobra will be valuable. And Superformance, as today's best of breed, will be at the top of the heap.

If we are going to have a registry, now is the time - while we can locate and register all the cars. The cooperation and support of every owner is important. I have created and maintain a registry database. It is up to you, the owners, to make sure that the data in the registry is accurate.

The "numbers" are particularly important. I have tried to clarify this by carefully defining the three key numbers.

Superformance Chassis Number

The **Superformance Chassis Number** is the number assigned by Superformance and stamped on the frame and frequently on an ID plate on the firewall. The Superformance Chassis Number is in of these two formats:

AC9CSLK1***AM1***	Long form
SP00***	Short form

The long form or "A" form has been used since the beginning. The short form or "S" form started around car number 580 to 600, I believe.

The asterisks (*) are numbers that vary from car to car. Even if your VIN number fits this format, it may not be not be your chassis number. The only accurate way to determine the Superformance

Chassis Number is as follows.

1. Open the hood. Look in from the left side.
2. Locate the upper front cross member. It is just in front of the engine. For reference, it typically has the remote oil filter mounted on it.
3. On the top of the cross member about two inches from the left side upright, a number is stamped in the frame. This is the Superformance Chassis Number. See above for format.

If you have a metal plate pop riveted in this location, your dealer has covered up the Superformance Chassis Number with you state VIN number. In this case you must call the dealer that you bought your car from and have them look it up. If your dealer cannot identify your Superformance Chassis Number, see **Car Number** below.

VIN

The Vehicle Identification Number or **VIN** is the number that appears on your registration. It can be either the Superformance Chassis Number or a state assigned number.

Car Number

Superformance uses the **Car Number** as the shorthand identifier for each car. So do I. The **Car Number** is the last three digits of the **Superformance Chassis Number**. The car number is used extensively in manufacturing to kit the parts for each car. Consequently, the car number appears in many places on your car. Check the hood hinge where it bolts to the hood. The three digit car number is stamped on the plate bolted to the hood on both hinges. It may also be written in grease pencil.

To protect everyone's privacy, the printed registry is mailed only to registered owners and Superformance dealers. Only the **Car Number** will appear in the printed registry. The **Chassis Number** and **VIN** are in the database, but are no longer printed in the registry.

Thanks for your help,

Mike Stenhouse
SCORE Registrar