

# Second Strike

*The Newsletter for the Superformance Owners Group*

July 31, 2000

Volume 3, Number 2

## One Lap of America 2000 Victory! Again!



### First In Class Eleventh Overall

#5 Superformance Cobra 427 S/C

David Sugg in SP116 at VIR

Doug Reed - co-driver



### Second In Class

#3 Superformance Coupe at VIR

Rear: Mark Ray and Dennis Olthoff - drivers

Front: Bob Olthoff - engine builder

Geoff Blandford - car engineer, builder, developer



### Fourth In Class

#70 Superformance Cobra 427 S/C

Barry Naquin and Clay Gould at VIR

## One Lap of America 2000

Dennis Olthoff and Doug Reed entered a pretty much off the shelf Superformance 427 S/C in the 1999 One Lap of America. Unimpressed, the event organizers seeded them 87<sup>th</sup>.

Their performance caught everyone by surprise. Driving well indeed in the very quick and brick reliable SP116, Dennis and Doug placed first in class and fourth overall.

The 2000 event would see four Superformance players.

David Sugg and Doug Reed would be teamed together in SP116, last years winner. David is president and owner of TecRep, a manufacturer's representative firm in Cornelius, North Carolina - halfway between Charlotte and the Olthoff's shop in Mt. Ulla. Doug is the Louisiana Superformance dealer and owner of the car.

Dennis Olthoff, primary driver of last year's winner, would be driving the brand spanking new Superformance Coupe. With him would be Mark Ray of Mark Ray Motorsports, a Mustang high tech speed emporium located at Charlotte Motor Speedway in Harrisburg, North Carolina.

The Superformance Coupe arrived unfinished less than a week before the first event. Completing it in time would be a Herculean effort. Being competitive

with absolutely zero development and testing time would be next to impossible. But that didn't keep true competitors like the Olthoffs from stepping up to the plate.

Barry Naquin and Clay Gould made their way from Louisiana in a virtual duplicate of last year's winner - right down to the Doug Reed special Bordeaux paint job.

Barry Kline and Jim Roxbury brought their all black Superformance Cobra 427 S/C from Minnesota. (They didn't make the cover because I don't have a picture of them.)

The story of One Lap of America was reported online and nearly real time on our web site.

### **www.SecondStrike.com**

David Sugg took his digital camera and laptop and dropped off stories and photos on my FTP site as the event unfolded. Dennis phoned in regularly with updates on the Coupe. These were incorporated into the web site within a few hours.

The balance of the newsletter is that story as reported (with a few embellishments). So sit back and go racing with the boys in the One Lap of America. Enjoy! It doesn't get more real than this unless you are behind the wheel.

## A Brief History

*Ed: The history was first reported in Second Strike Volume 2, Number 3. It is repeated here because - well, it's history and it hasn't changed.*

In 1916, Erwin G. "Cannonball" Baker and W.F. Strum drove a Type 53 Cadillac V-8 roadster from Los Angeles to New York City in a record seven and a half days. The distance was about 2800 miles. (If you can't tell where the roads are, who can be sure about the distance). Their average speed was about 16 mph.

Fast forward 55 years to 1971. Brock Yates and Car and Driver magazine sponsored the first of nine annual clandestine cross-country automobile rallies. They named it after the hero of the 1916 dash - "The Great Cannonball Baker Sea to Shining Sea Memorial Trophy Dash".

The participants left New York at discrete intervals and arrived in Long Beach some time later. The choice of vehicle was completely open. The choice of route was completely open. The choice of driving style was completely open. There was in fact only

one rule. The lowest elapsed time won.

Although routinely reported as a rally style event, it was in practice a cross-country race. The elapsed time worked its way down to 33 hours - an average speed of around 85 miles per hour. My long distance driving experience tells me that you have to routinely drive 120% of your average speed to make up for pit stops, towns, and traffic control devices like stop signs and traffic lights (assuming that you pay attention to such things). That would mean routine cruising is excess of 100 mph. Clearly some major speeding was going on! And this was in the days of the federally mandated 55 mph speed limits.

The last event was run in 1979. It was decidedly politically incorrect. It had the attention of law enforcement officers countrywide. It became increasingly difficult to explain the winning elapsed times without admitting to speeding somewhere along the way. ("I crossed Nevada in 15 seconds" was not acceptable.) Too flagrant, this nose thumbing at the laws of the land.

The event was reorganized in 1984 as the One Lap of America. In the inaugural event, the competitors left New York, drove a specified route to the four corners of the country (a distance of about 10,000 miles), and returned to New York about a week later. No real time constraints, no need to speed. The car that clocked the closest to the specified (but secret) target mileage won the event. Legal. Dull. The greatest challenge was not killing your co-driver for offensive behaviors brought on in part by being confined in a small space for a week and in part by the consequences of a road food diet.

In 1991 the event moved to its current format. Since

then, the One Lap of America has evolved into a demanding event extracting the most from the cars and the drivers.

As it exists today, the One Lap of America is patterned after the famous and grueling Tour de France FIA competition reported in Second Strike Volume 2, Number 2. (Not the bicycle race, the car race.)

It is truly becoming a world class event requiring power, handling, braking, reliability, and economy of operation from the cars and skill and stamina from the drivers.

## This Years Events



The competitors complete a 4,186 mile lap of the eastern half of the United States in seven days. Each day, they compete in one or more timed trials at a track facility along the way, then drive to the next track. Altogether, there are a total of fifteen timed events, all speed trials. There are no drag races this year.

The speed trials are two or three laps from a standing start. Scoring is a modified NASCAR system. The event winner gets 565 points (5 times the number of competitors). Second gets 560 points and so on. A DNS/DNF (did not start/did not finish) gets zero (0) points. The overall score is the sum of the 15 event overall scores.

Class scoring is similar. A class with 8 entries has 40 points for first in class per event. Second gets 35 and so on. The overall score is the sum of the 15 event class scores. A quirk in this points system is that one car can be ahead of another car in the class standings and behind it in the overall standings. It does happen.

A track map and description is included with each event. The map comes from the official route book given to each competitor. The description gives you an idea about the track, the event, and the grinding drive from track to track.

There are penalties. Hitting a course marker or cone adds 10 seconds to the lap time per hit. Ten seconds is typically worth 5 to 10 positions, which are worth 25 to 50 points.

There are three checkpoints along the way. If the competitor fails to pass through the checkpoint in the specified interval, then 50 points are deducted from their score. And 50 points are the difference between 1<sup>st</sup> and 10<sup>th</sup> in an event.

If you look at the schedule carefully, you will notice that the competitors are allowed sufficient time to get from one event to the next at legal speeds, provided that they do not stop for food, water, gas, or sleep. Actually getting some sleep during the week in something other than the passenger's seat of a moving car becomes a challenge. "RRR&R" is the total free time for Rest, Refreshment, Repair, and Refuel. It is calculated based on an average trip speed of 60 mph. At total of 26.5 hours for the week!

## The Schedule

Venue	Events	Time Allowed Hours	Distance Miles	Layover Hours	RRR&R Time Hours
Gingerman	1				
Michigan	1	2.50	131.64		0.3
Atlanta	2	14.00	721.62		2.0
Sebring	2	15.00	721.21	1.0	2.0
VIR	2	17.00	744.35	1.0	3.6
Lime Rock	2	17.00	642.95		6.3
Nelson Ledges	2	17.00	566.92	1.0	6.6
Gingerman	3	17.00	642.71	0.5	5.8
Total	15	99.50	4,171.40	3.5	26.5



# The Superformance Cobras

Photos by David Sugg, Fred Daly, Mike Stenhouse  
Commentary by Mike Stenhouse

## The Superformance Cobras

This year there are four Superformance Cobras entered, all in the Classic American Class.



The new Superformance Coupe piloted by Dennis Olthoff and Mark Ray. See below for more pictures and specifications.



The 1999 One Lap of America class winner (SP116) piloted by Doug Reed and David Sugg.



A near twin to the Reed/Sugg car piloted by Clay Gould and Barry Naquin from Louisiana.



Barry Kline and Jim Roxbury from Minnesota.

## The Superformance Coupe



Front quarter view



Spy photo - on the back roads of Mt. Ulla, North Carolina just before loading it on the trailer to head for Michigan. The first time the Superformance Coupe has ever been under its own power.



**Rear quarter view**

## May 5, 2000

Dennis Olthoff drove to New York a couple of weeks ago to pick up the car. It was delayed in transport from Amsterdam for nearly a week and he did not arrive back in Mt. Ulla until last Saturday around noon, five days before it was due to leave for the One lap of America. The car was beautiful, but not finished. A lot of pieces remained to be fitted, including its first engine and drive train. The car had zero development and test hours. We rolled it out of the trailer, washed and waxed it, then rolled it into the Olthoff's shop to be completed.

The engine and transmission had been running in the Olthoff's Superformance 427 S/C as a test bed. The engine and transmission were pulled on Saturday and checked. Everything was fine. The engine went in Sunday. Bob, Dennis, Geoff Blandford (the Superformance engineer from South Africa who built the car), and Paul Whitlock (the Olthoff's ace mechanic) worked long hard hours through the week to get the car ready and back in the trailer by 5 PM Thursday night. They left immediately for Michigan and arrived there on Friday. In route, they offloaded the car and drove it the final 200 miles to Gingerman to get some miles on it. This is all the road testing that has ever been done on this car. They plan to change the rear springs to stiffer ones before the event begins. Otherwise, it seems to be running very well. Dennis put in some very hot laps during practice today.

I do not yet have complete specifications on the car. What I do have is below. The engine horsepower and car performance are estimates from pretty accurate simulators. There was no time to test the car to get actual results. And where do you test a car like this anyhow?

## Dimensions

Wheelbase	92.5 in
Length	170.9 in
Width	74.8 in
Height	55.0 in
Weight	2,745 lbs (with backup engine)

## Engine - Primary

TFS Twisted Wedge aluminum heads  
OHV 2-valves per cylinder  
10.2 to 1 compression ratio  
Ford SVO aluminum 4-bolt main block  
Bore x stroke 4.030 in x 4.00 in  
Displacement 408 CID  
Edelbrock single plane intake manifold  
Holley 4-barrel carburetor  
Holman Automotive solid lifter flat tappet camshaft  
Horsepower: 550 at 6300 rpm  
Torque: 470 at 5250 rpm  
Redline: 7000 rpm

## Engine - Backup

TFS Twisted Wedge aluminum heads  
OHV 2-valves per cylinder  
10.2 to 1 compression ratio  
Ford 351W production block  
Bore x stroke 4.030 in x 4.20 in  
Displacement 429 CID  
Edelbrock dual plane intake manifold  
Holley 4-barrel carburetor  
Ford Motorsport A351 hydraulic flat tappet cam  
Horsepower: 450  
Redline: Normally 6000 rpm. Held to 5500 for this event as a precaution.

## Transmission

The transmission is a Tremec T-56 6-speed fitted to the 2000 Mustang CobraR. The Tremec T-56 is also fitted to the Viper and Corvette, but the Mustang version has unique ratios that are better spaced for performance duty. The ratios are:

1 <sup>st</sup>	2.97
2 <sup>nd</sup>	2.04
3 <sup>rd</sup>	1.43
4 <sup>th</sup>	1.00
5 <sup>th</sup>	0.80
6 <sup>th</sup>	0.62

## Rear End

Ford 8.8 inch independent rear pumpkin from 2000 Mustang Cobra R. It has a trick hydraulically activated clutch system as a locking device. The locking is progressive - the greater the speed differential between the rear wheels, the greater the locking. This provides a desirable balance between locking action (which tends to make the car push) and traction.

Final drive: 3.55

**Tires**

Front: 275/ZR35-18 Michelin Pilot Sport  
 Rear 345/ZR35-18 Michelin Pilot Sport

## Estimated Performance - Primary Engine

**Acceleration**

0-60 mph	3.4 sec
0-80 mph	5.1 sec
0-100 mph	6.9 sec
0-120 mph	9.8 sec
0-140 mph	13.1 sec

**Quarter Mile**

129 mph in 11.2 sec

**Speed in Gears**

1 <sup>st</sup>	54 mph at 7000 rpm
2 <sup>nd</sup>	78 mph at 7000 rpm
3 <sup>rd</sup>	112 mph at 7000 rpm
4 <sup>th</sup>	159 mph at 7000 rpm
5 <sup>th</sup>	200 mph at 7000 rpm
6 <sup>th</sup>	---

# The Competitors

## The Classes

<u>Class Seed</u>	<u>Class and Description</u>
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<b>1</b>	<b>Sports GT/1</b> Sports/GT cars over \$35,000
<b>2</b>	<b>Sports GT/2</b> Sports/GT cars under \$35,000
<b>3</b>	<b>Classic Imported</b> All non-SVRA types built prior to 1980.
<b>4</b>	<b>Classic American</b> All domestically produced vehicles built prior to 1980, including street rods, specials, etc.
<b>5</b>	<b>Luxury Sedan/Wagon</b> Luxury/Sedans and wagons over \$35,000
<b>6</b>	<b>Mid-Priced Sedan/Wagon</b> Mid-priced sedans and wagons \$15,000-\$35,000
<b>7</b>	<b>Sport Utility/Pickup</b> Sport/Utility vehicles and pickups all price ranges
<b>8</b>	<b>Economy</b> Economy cars under \$15,000

## Classic American Entries

This year there are four Superformance Cobras entered, all in the Classic American Class.

<u>Number</u>	<u>Entry</u>
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<b>3</b>	<b>1964 Superformance Coupe</b> <i>Dennis Olthoff, Mt. Ulla, NC</i> <i>Mark Ray, Kings Mountain, NC</i>
<b>5</b>	<b>1965 Superformance Cobra</b> <i>Doug Reed, Chalmette, LA</i> <i>David Sugg, Cornelius, NC</i>
<b>21</b>	1969 Chevrolet Camaro Mark Stielow, Beverly Hills, MI Cameron Evans, Newport Beach, CA
<b>70</b>	<b>1966 Superformance Cobra 427</b> <i>R. Clay Gould, MD, Thibodaux, LA</i> <i>Barry Naquin, Thibodaux, LA</i>
<b>71</b>	1966 Chevrolet Corvette Bradley Nelson, Farmington, CT Richard Nelson, Shreveport, LA
<b>72</b>	<b>1965 Superformance Cobra</b> <i>Barry Kline, Golden Valley, MN</i> <i>James Roxbury, Princeton, MN</i>
<b>73</b>	1962 Chevrolet Corvette Karl Kelley, MD, Greenville, SC Mike Talemal, Easley, SC
<b>74</b>	1979 AMC Spirit George DeGrood, III, Ann Arbor, MI Albert Timmer, III, Ypsilanti, MI
<b>75</b>	1954 Chevrolet ½ ton Truck Edward Olkkola, Austin, TX Brian Healy, So. Easton, MA



## The Top Seeds

The cars that are a known (or generally understood) entity are seeded individually. Cars without a history are seeded with their classes. The objective is to determine a running order that has the fastest cars first so that traffic doesn't back up on the course.

Based on their excellent showing last year, Dennis in the Superformance Coupe was seeded 3rd of 114 entries and Doug in last year's winner was seeded 5th.

### Number Entry

- |   |  |
|---|--|
| 1 | 1995 Consulier GTP<br>Rick Lee, Seymour, IN<br>Kevin Wesley, Holt, MI<br>Sports GT/1                                   |
| 2 | 1986 Porsche Carrera<br>Catesby Jones, Hillsboro Beach, FL<br>Peter Klein, Deerfield Beach, FL<br>Sports GT/2          |
| 3 | <i>1964 Superformance Coupe<br/>Dennis Olthoff, Mt. Ulla, NC<br/>Mark Ray, Kings Mountain, NC<br/>Classic American</i> |
| 4 | 1993 Mazda RX-7<br>Rick Potter, Kingston, Ontario, Canada<br>George Samuels, Westminster, MD<br>Sports GT/2            |

### Number Entry

- |    |  |
|----|--|
| 5  | <i>1965 Superformance Cobra<br/>Doug Reed, Chalmette, LA<br/>David Sugg, Cornelius, NC<br/>Classic American</i>                    |
| 6  | 1994 RennTech Mercedes-Benz SL600<br>Dan Kary, DO, Greene, ME<br>Paul Gerrard, Boulder, CO<br>Sports GT/1                          |
| 7  | 1997 Mallett Chevrolet Corvette 435 C-5<br>Jim Minneker, Rochester Hills, MI<br>Chuck Mallett, Strongsville, OH<br>Sports GT/1     |
| 8  | 1998 Dodge Viper Venom 650R<br>John Hennessey, Houston, TX<br>Sean Roe, Jacksonville, FL<br>Sports GT/1                            |
| 9  | 1995 BMW M3 Turbo<br>Steve Dinan, Morgan Hills, CA<br>Dan Erwin, Atlanta, GA<br>Jon Van Woerden, Ft. Lauderdale, FL<br>Sports GT/1 |
| 10 | 1999 Dodge Viper<br>Brian Smith, Simpsonville, SC<br>Spencer Geswein, Laurens, SC<br>Sports GT/1                                   |

## Practice

### Saturday, May 6

#### Story by David Sugg

Practice on the 5<sup>th</sup> was uneventful. The Superformance guys had some maintenance to do on the cars. On the Reed/Sugg car, a CV boot cover split and had to be replaced. On the Gould/Naquin car, which is a new car with a new engine, carburetor problems forced a lot of head scratching. Everyone had an opinion and Clay was running in circles until Mark Ray solved the problem. It was finally determined that the carburetor supplied was ordered for road racing but made for circle track racing, and any right turn caused the engine to sputter and die. The offending carb was replaced and the car now runs fine.

The new Superformance Coupe finally arrived sometime in the afternoon with Dennis at the wheel. He had driven it on the way up to put some miles on the car. It looks beautiful and seems to have the

potential to be a real rocket. Mark Ray, Dennis' co-driver arrived in the truck and Bob Olthoff and Geoff Blandford, the engineer responsible for the design and construction of the Superformance Coupe, came along to do the final setup on the car. Dennis was able to get some practice laps in and is prepared for the qualifying at 5 PM today.

The schedule for today is tech in the morning, a drivers meeting from 2 until 4 PM and then qualifying beginning at 5 PM. It is over at 8 PM and then there is a welcome party by the organizers. It won't last too long because the first event is tomorrow morning at 7 AM. After two events here at Gingerman, we go to MIS for another event and then drive 700+ miles to be at Road Atlanta in the morning to begin the events there. Needless to say, the radar detectors will be working overtime tonight as we all speed to get there and get some sleep.

The Gingerman track is a really nice, technically challenging course near the town of South Haven,

MI. It is in great shape and a lot of fun to drive. The Cobras can stay pretty much in 3<sup>rd</sup> gear through most of it and really get around. Qualifying consists of 3 timed laps around it and the times determine the run group that each car is in. Run groups determine how soon each day you can leave the track to get to the next track. The earlier the better. The cars entered range from a 1995 Cadillac Eldorado with two engines to Dodge Neons. Everyone seems to be having a great time despite the looming prospect of sleep deprivation.

Final thoughts for the day:

Qualifying is over, but there are no times posted because the printer broke. I guess we will find out where we run tomorrow. We did get our own times and Dennis was clocked at a 1:38.5, David was clocked at a 1:39.3 and Clay was clocked at 1:45+ after spinning out. Barry Cline was the fourth Superformance car at the event and he posted a 1:43 after being blocked by another car. All the Cobras were fast.

## Qualifying Results

Position	Entry Drivers	Time
1	1998 Dodge Viper GTS Venom 650R Sean Roe, John Hennessey	1:35.3
2	1994 Dodge Ram Pickup Ron Adee, Mark Reuter	1:36.4
3	1999 TNT Dodge Viper GTS Kim Crumb, David Muyres	1:36.7
4	1998 Dodge Viper GTS Brian Smith, Spencer Geswein	1:37.0
5	1994 RennTech Mercedes-Benz 600SL Paul Gerrard, Dan Kary	1:37.3
6	2000 Lingenfelter Chevrolet Corvette Robert Renc, Ron Kline	1:38.1
7	<b>1964 Superformance Coupe</b> <b>Dennis Olthoff, Mark Ray</b>	<b>1:38.6</b>
8	1997 Mallett Chevrolet Corvette 435 Jim Minneker, Chuck Mallett	1:38.6
9	1997 Dodge Viper GTS Jerry Churchill, Bill Evans	1:38.6
10	1994 Toyota Supra Turbo Emmanuel Crouvisier, Reg Riemer	1:39.0

On to Gingerman 1...

## Gingerman 1

### Sunday, May 7

Travel: First event.

Location: Gingerman Raceway is located about 20 miles west of Kalamazoo, Michigan, in the southwestern part of the state.

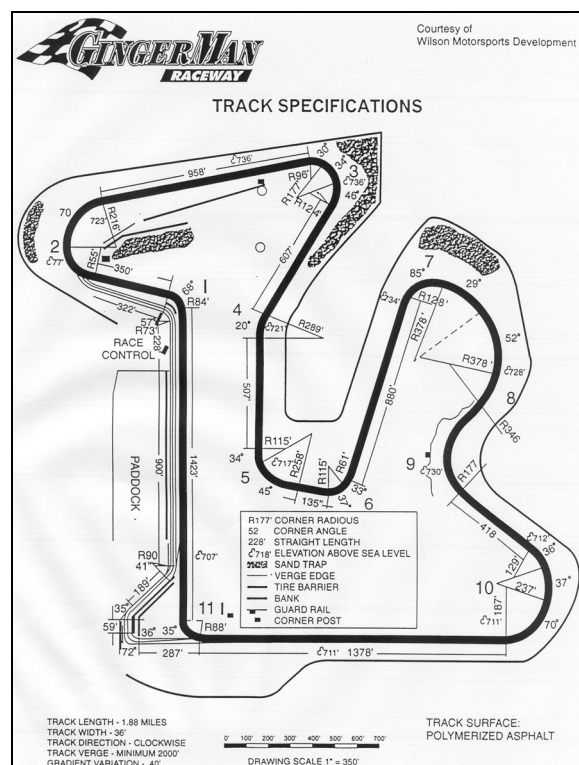
Course: It is a road course, 1.88 miles in length with 11 turns, and is run in the clockwise direction. The track has little elevation change, but has an interesting mix of turns. The surface is polymerized asphalt.

Events: Two events. Each event consists of one recon lap, three timed laps, and one cool down lap.

(As it turned out, it was one event with four timed laps.)

Best time: 6:21.458 minutes, 70.97 mph.

The start/finish line was at the end of the Paddock straight (near Race Control) just before a hard left hand turn. This caused some hairy moments as drivers left the petal to the metal to get their best time, then had to negotiate the turn.





## Story and Photos by David Sugg



**#11**  
**1994 Dodge Ram 1500**  
driven by  
**Ron Adee - Gilberts, IL**  
**Mark Reuter - Crystal Lake, IL**



**#6**  
**1994 RennTech Mercedes-Benz SL600**  
driven by  
**Dan Kary, DO, Greene, ME**  
**Paul Gerrard, Boulder, CO**



**#16**  
**1996 TNT King Snake Viper**  
driven by  
**Kim Crumb, Bloomington, MN**  
**David Muyres, Dusseldorf, Germany**

Sunday was, as they say, "a bad day in Black Rock". The Superformance contingent did not fare as well as we had hoped.

First, Dennis became aware of a miss in the brand new engine of the Superformance Coupe and upon closer inspection found a piston missing in the number 1 hole. Needless to say, this spoiled their day and he and Mark Ray packed up and headed to Charlotte with the intention of installing a new engine and meeting us in Sebring or VIR. As of Monday morning, there was some question of whether that would happen as they found a problem with the front brakes as well. With no development time, these are problems that come as no surprise.

David Sugg and Doug Reed continue to run although David hit course marker cones in both the Gingerman and MIS events and incurred a 10 second penalty in each instance. This moved the car from a top 15th position to a 24th place position. However, they are more confident in the coming events as David was never on either the Gingerman or MIS race tracks. He has been on all the rest and feels as if they can do well on those courses.

As of Monday morning, Barry Kline and Jim Roxbury are in the 39th overall position and Clay Gould and Barry Naquin are in the 57th place. This is the first time that Clay has been at all the tracks, so he is doing a great job keeping the car on course (most of the time) and staying out of trouble.

Now, a little ruminating on the overall event. One wonders why grown men and women would subject themselves to a week of sleep deprivation, discomfort, constant driving, and all the other associated hassles. It finally hit me. This is an "Outward Bound" for motorheads. Where else can you and your trusty steed venture off into the uncharted Wilderness with only what you can carry and your wits to finish an event. Add to this the stress of competition events on both man and machine and you have a really satisfying experience at the end. I guess it is like running. It feels so good when it is over and you have done it.

As of this time, we have just completed the first of two events at Road Atlanta. Hopefully, I can get an update to you tomorrow.

## Results and Commentary by Mike Stenhouse

Bob Olthoff and Geoff Blandford packed up Saturday afternoon after practice for the drive back to Charlotte (Mt. Ulla, actually). They planned to stop somewhere in Kentucky and sleep when they got tired. What do you think the chances of finding a motel room in Kentucky on Kentucky Derby weekend are? Not so good. By 3 AM they gave up and drove on to North Carolina. And they were tired when they got there.

On Sunday morning, Dennis felt the engine in the Superformance Coupe go away on the first lap of the first event. It was not repairable in the field, so he called the shop and they began work on "Plan B". Dennis packed up the car and headed back to the shop in Mt. Ulla. He arrived at 11 PM Sunday night. Everyone was too exhausted to continue that evening, so they turned in and started in again early Monday morning.

"Plan B" is a 427 CID stroker 351W cast iron engine with TFS heads and a Ford Motorsport A351 cam. It "only" puts out 455 horsepower. By 4 PM Monday, the engine was in the car and Dennis had left to rejoin the One Lap at the Carolina Rod Shop, a required checkpoint in Greenville, South Carolina. From there, everyone will be heading to Sebring for the next round.

The problem with the engine turned out to be a broken piston. The 408 stroker crank, rods, and pistons are a kit from Eagle, the folks who make the well known Eagle rods. Increasing the stroke without shortening the connecting rod requires moving the pin up in the piston. This pushes the ring package up in the piston closer to the crown. In this particular case, the notch for valve clearance in the piston crown was cut too close to the ring package. The piston cracked in this area and the corner of the piston above the ring land broke off causing the ring to break. BANG - busted engine. This should not have happened. At first, it was thought to be either a design, materials, or manufacturing problem. Further analysis of the failed piston after tear down indicated it was most likely caused by detonation - a batch of bad gas.

The Superformance Coupe has missed Michigan and Atlanta. This is too many points to give up to still be

in the hunt for the big trophy at the end. But it is a brand new car with next to zero development time. Racing is hard on new cars. Bob and Dennis and the rest of the crew are hanging tough. I hope we get to see what the car is capable of in upcoming events.

Gingerman 2 was cancelled because the schedule to get to Michigan was too tight. The highway patrol was out in force to see that speeding to Michigan was not the solution of choice.

## Gingerman 1 Results

<u>Position</u>	<u>Number</u>	<u>Vehicle</u>
1	8	1998 Dodge Viper Venom 650R
2	10	1999 Dodge Viper
3	16	1996 TNT King Snake Viper
4	7	1997 Mallett Chevrolet Corvette 435
5	17	1990 Chevrolet Corvette ZR-1
6	6	1994 RennTech Mercedes-Benz SL600
7	19	1997 Dodge Viper
8	4	1993 Mazda RX-7
9	28	2000 Lingenfelter Chevrolet Corvette
10	25	1995 Pontiac Firebird
...		
24	3	1964 Superformance Coupe (Olthoff/Ray)
26	5	1965 Superformance Cobra (Reed/Sugg)
45	72	1965 Superformance Cobra (Kline/Roxbury)
46	70	1966 Superformance Cobra 427 (Gould/Naquin)

On to Michigan...

# Michigan

## Sunday, May 7

Travel: The Michigan event is scheduled to begin at 4:30 PM, 2.5 hours after the close of the Gingerman events. It is 131.64 miles from Gingerman to Michigan. An average speed of 60 mph allows about 20 minutes of RRR&R (rest, refreshment, repair, and refuel) time.

Location: Michigan International Speedway is located in Brooklyn, Michigan, about 30 miles

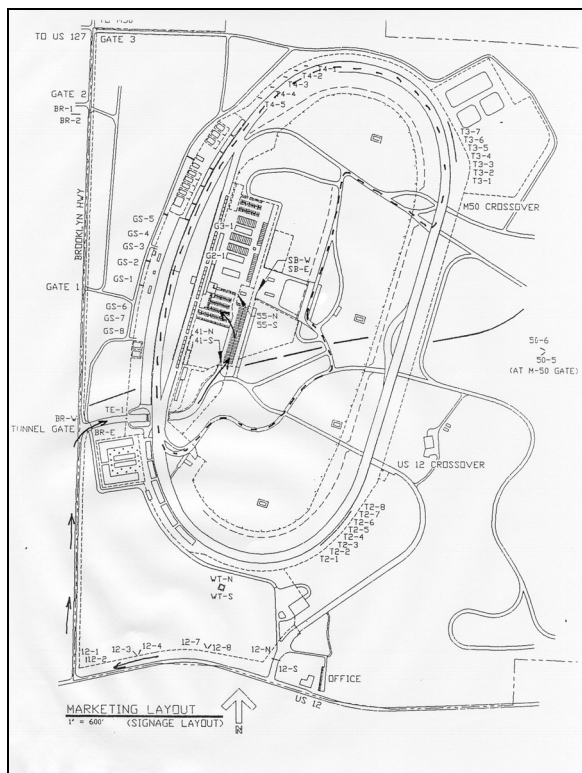
southwest of Ann Arbor.

Course: Michigan is an oval track with an infield road course that incorporates about half of the oval track. The road course is 1.5 miles in length with 9 turns and is run in the counterclockwise direction. It is highlighted with dashes in the diagram.

Events: One event consisting of one recon lap, three timed laps, and one cool down lap.

Best time: 5:41.171 minutes, 60.15 mph.





## Michigan Results

Position	Number	Vehicle
1	26	1958 Lister Corvette Replica by Beck
2	14	1975 Porsche 911 Carrera
3	28	2000 Lingenfelter Chevrolet Corvette
4	4	1993 Mazda RX-7
5	16	1996 TNT King Snake Viper
6	6	1994 RennTech Mercedes-Benz SL600
7	10	1999 Dodge Viper
8	17	1990 Chevrolet Corvette ZR-1
9	8	1998 Dodge Viper Venom 650R
10	11	1994 Dodge Ram 1500
...		
27	5	1965 Superformance Cobra (Reed/Sugg)
36	72	1965 Superformance Cobra (Kline/Roxbury)
78	70	1966 Superformance Cobra 427 (Gould/Naquin)
105	3	1964 Superformance Coupe (Olthoff/Ray)

On to Atlanta...

## Road Atlanta

### Monday May 8

**Travel:** The Atlanta events are scheduled to begin at 10:00AM, 14 hours after departure from Michigan. It is 721.62 miles to Road Atlanta. An average speed of 60 mph allows about 2 hours of RRR&R time.

**Location:** Road Atlanta is near Braselton, Georgia, about 40 miles northeast of Atlanta, just north of I-85 in the northeastern part of the state.

**Course:** It is a road course, 2.54 miles in length with 12 turns, and is run in the clockwise direction.

**Events:** Two events. Each event consists of one recon lap, two timed laps, and one cool down lap.

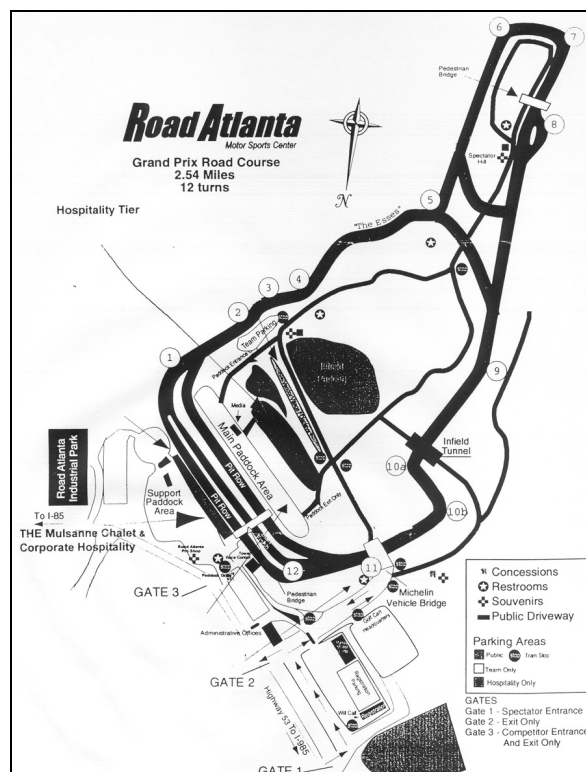
**Best time:** 3:22.972 minutes, 90.10 mph.

### Results and Commentary by Mike Stenhouse

After Road Atlanta, our guys are 2nd (#5 - Reed/Sugg), 3rd (#72 - Kline/Roxbury), 4th (#70 - Gould/Naquin), and 7th (#3 - Olthoff/Ray) in class.

They are 17th (Reed/Sugg), 42nd (Kline/Roxbury), 49th (Gould/Naquin), and 99th (Olthoff/Ray) overall.

David Sugg is learning not to knock over the course markers (10 second penalty) and is moving up in the standings.



## Atlanta #1 Results

<u>Position</u>	<u>Number</u>	<u>Vehicle</u>
1	8	1998 Dodge Viper Venom 650R
2	6	1994 RennTech Mercedes-Benz SL600
3	26	1958 Lister Corvette Replica by Beck
4	18	1994 Toyota Supra Turbo
5	7	1997 Mallett Chevrolet Corvette 435
6	16	1996 TNT King Snake Viper
7	17	1990 Chevrolet Corvette ZR-1
8	10	1999 Dodge Viper
9	13	1993 Ford Mustang
10	30	1999 Chevrolet Corvette
...		
11	5	1965 Superformance Cobra (Reed/Sugg)
51	70	1966 Superformance Cobra 427 (Gould/Naquin)
57	72	1965 Superformance Cobra (Kline/Roxbury)
98	3	1964 Superformance Coupe (Olthoff/Ray)

## Atlanta #2 Results

<u>Position</u>	<u>Number</u>	<u>Vehicle</u>
1	8	1998 Dodge Viper Venom 650R
2	10	1999 Dodge Viper
3	6	1994 RennTech Mercedes-Benz SL600
4	7	1997 Mallett Chevrolet Corvette 435
5	26	1958 Lister Corvette Replica by Beck
6	18	1994 Toyota Supra Turbo
7	16	1996 TNT King Snake Viper
8	5	1965 Superformance Cobra (Reed/Sugg)
9	14	1975 Porsche 911 Carrera
10	9	1995 BMW M3 Turbo
...		
42	72	1965 Superformance Cobra (Kline/Roxbury)
48	70	1966 Superformance Cobra 427 (Gould/Naquin)
100	3	1964 Superformance Coupe (Olthoff/Ray)

## Classic American After Atlanta

<u>Position</u>	<u>Number</u>	<u>Entry</u>
1	21	1969 Chevrolet Camaro
2	5	1965 Superformance Cobra (Reed/Sugg)
3	72	1965 Superformance Cobra (Kline/Roxbury)
4	70	1966 Superformance Cobra 427 (Gould/Naquin)
5	73	1962 Chevrolet Corvette
6	71	1966 Chevrolet Corvette
7	3	1964 Superformance Coupe (Olthoff/Ray)
8	74	1979 AMC Spirit

## Overall After Atlanta

<u>Position</u>	<u>Number</u>	<u>Entry</u>
1	8	1998 Dodge Viper Venom 650R
2	6	1994 RennTech Mercedes-Benz SL600
3	10	1999 Dodge Viper
4	26	1958 Lister Corvette Replica by Beck
5	16	1996 TNT King Snake Viper
6	7	1997 Mallett Chevrolet Corvette 435
7	17	1990 Chevrolet Corvette ZR-1
8	18	1994 Toyota Supra Turbo
9	4	1993 Mazda RX-7
10	19	1997 Dodge Viper
...		
17	5	1965 Superformance Cobra (Reed/Sugg)
42	72	1966 Superformance Cobra (Kline/Roxbury)
49	70	1966 Superformance Cobra 427 (Gould/Naquin)
99	3	1964 Superformance Coupe (Olthoff/Ray)

Kim Crumb and David Muyres in the number 16 TNT King Snake viper were running 5th after Atlanta. While driving through Georgia on the way to the next event at Sebring, they hit another vehicle. I understand that they hit a truck that pulled out in front of them. Kim and David are reported to be OK, but the Viper is a write off. They are out.

## Top Seeds After Atlanta

<u>Position</u>	<u>Number</u>	<u>Entry</u>
38	1	1995 Consulier GTP
92	2	1986 Porsche Carrera
99	3	1964 Superformance Coupe (Olthoff/Ray)
9	4	1993 Mazda RX-7
17	5	1965 Superformance Cobra (Reed/Sugg)
2	6	1994 RennTech Mercedes-Benz SL600
6	7	1997 Mallett Chevrolet Corvette 435
1	8	1998 Dodge Viper Venom 650R
15	9	1995 BMW M3 Turbo
3	10	1999 Dodge Viper

The top three seeds have all had a rough go of it.

The entries from Warren Mosler's Consulier Industries took top honors in 1996, 1997, and 1999 and were top seeded this year. A DNF at Gingerman #1, 19th at Michigan, 15th at Atlanta #1, 16th at Atlanta #2 have the # 1 Consulier GTP back in 38th overall.

The #2 Porsche of Catesby Jones and Peter Klein placed 16th at Gingerman #1 and DNF'ed the next three events. Are they down for the count?

The #3 Superformance Coupe broke a piston at Gingerman #1 and missed Michigan and Atlanta.



Our boys were back in action at Sebring. For the full story on the #3 Superformance Coupe recovery, see the Gingerman #1 results.

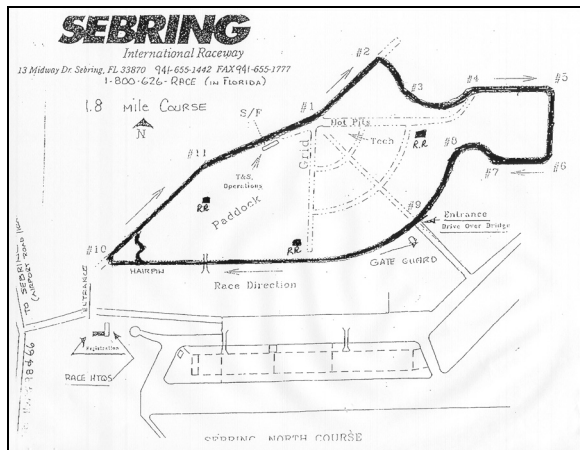
The #5 Superformance Cobra of Doug Reed and David Sugg is moving up in the standings. David

finished 26th at Gingerman #1 and 27th at Michigan after taking penalties for mauling course markers. At Atlanta David had two clean runs, finishing 11th and 8th.

On to Sebring...

## Sebring

Tuesday, May 9



Travel: The Sebring events are scheduled to begin at 8:00 AM, 15 hours after the conclusion at Atlanta. It is 721.21 miles from Road Atlanta to Sebring. An average speed of 60 mph allows 1 hour at the obligatory stop at the Carolina Rod Shop checkpoint and about 2 hours of RRR&R time.

Location: Sebring International Raceway is road course located in Sebring, Florida, in the middle of the state about 70 miles south of Orlando.

Course: Sebring is an historical track originally laid out on a old airfield. The North Course is 1.8 miles in length with 11 turns and runs in the clockwise direction.

Events: Two events. Each event consists of one recon lap, three timed laps, and one cool down lap.

Best Time: 3:44.637 minutes. 86.54 mph.

Results and Commentary by Mike Stenhouse

### Sebring #1

David Sugg continues to hit his stride. This is his second top ten finish in a row.

Dennis Olthoff has the Superformance Coupe back in the race. This first event was a tentative one, taking it easy on the car and particularly the engine.

#### Position Number Entry

1	6	1994 RennTech Mercedes-Benz SL600
2	26	1958 Lister Corvette Replica by Beck
3	10	1999 Dodge Viper
4	18	1994 Toyota Supra Turbo
5	17	1990 Chevrolet Corvette ZR-1
6	19	1997 Dodge Viper
7	7	1997 Mallett Chevrolet Corvette 435
8	11	1994 Dodge Ram 1500
9	5	1965 Superformance Cobra (Reed/Sugg)
10	4	1993 Mazda RX-7
...		
27	3	1964 Superformance Coupe (Olthoff/Ray)
61	70	1966 Superformance Cobra 427 (Gould/Naquin)
85	72	1965 Superformance Cobra (Kline/Roxbury)

### Sebring #2

David Sugg had his third top ten finish in a row.

Dennis Olthoff put the hammer down a little further and had a strong 11th place finish in the second event.

Both the Gould/Naquin and Kline/Roxbury teams had much better second runs.

#### Position Number Entry

1	8	1998 Dodge Viper Venom 650R
2	6	1994 RennTech Mercedes-Benz SL600
3	7	1997 Mallett Chevrolet Corvette 435
4	10	1999 Dodge Viper
5	18	1994 Toyota Supra Turbo
6	17	1990 Chevrolet Corvette ZR-1
7	14	1975 Porsche 911 Carrera
8	5	1965 Superformance Cobra (Reed/Sugg)
9	28	2000 Lingenfelter Chevrolet Corvette
10	62	1993 Mazda RX-7 Banzai
...		
11	3	1964 Superformance Coupe (Olthoff/Ray)
35	70	1966 Superformance Cobra 427 (Gould/Naquin)
52	72	1965 Superformance Cobra (Kline/Roxbury)

## Classic American After Sebring

The Reed/Sugg team has moved into first place in the Classic American (a.k.a. Vintage American) class.

The Gould/Naquin team remains in third and the Kline/Roxbury team remains in fourth.

The Olthoff/Ray team has moved up to fifth.

Superformance now has four of the five top class spots.

<u>Position</u>	<u>Number</u>	<u>Entry</u>
<b>1</b>	<b>5</b>	<b>1965 Superformance Cobra (Reed/Sugg)</b>
2	21	1969 Chevrolet Camaro
<b>3</b>	<b>70</b>	<b>1966 Superformance Cobra 427 (Gould/Naquin)</b>
<b>4</b>	<b>72</b>	<b>1965 Superformance Cobra (Kline/Roxbury)</b>
<b>5</b>	<b>3</b>	<b>1964 Superformance Coupe (Olthoff/Ray)</b>
6	73	1962 Chevrolet Corvette
7	71	1966 Chevrolet Corvette
8	74	1979 AMC Spirit

## Overall After Sebring

Based on a strong Sebring performance (and attrition in the top ranks), the Reed/Sugg team has jumped from 17th overall after Atlanta to 11th overall after Sebring. Way to go guys! This again illustrates that you have to finish to win. Strong steady performance is the key to events like this.

The Kline/Roxbury team remains in 42nd overall.

The Gould/Naquin team has moved up from 49th after Atlanta to 42nd after Sebring.

The Olthoff/Ray team jumped from 99th after the blown engine to 66th based on the strong runs at Gingerman #1 (with a blown engine) and now at Sebring. A top 30 finish is within reason, which

would be an incredible recovery after missing three events.

<u>Position</u>	<u>Number</u>	<u>Entry</u>
1	6	1994 RennTech Mercedes-Benz SL600
2	8	1998 Dodge Viper Venom 650R
3	10	1999 Dodge Viper
4	26	1958 Lister Corvette Replica by Beck
5	7	1997 Mallett Chevrolet Corvette 435
6	18	1994 Toyota Supra Turbo
7	17	1990 Chevrolet Corvette ZR-1
8	4	1993 Mazda RX-7
9	19	1997 Dodge Viper
10	28	2000 Lingenfelter Chevrolet Corvette
...		
<b>11</b>	<b>5</b>	<b>1965 Superformance Cobra (Reed/Sugg)</b>
<b>42</b>	<b>72</b>	<b>1965 Superformance Cobra (Kline/Roxbury)</b>
<b>43</b>	<b>70</b>	<b>1966 Superformance Cobra 427 (Gould/Naquin)</b>
<b>66</b>	<b>3</b>	<b>1964 Superformance Coupe (Olthoff/Ray)</b>

## Big Surprises

The RennTech Mercedes in first place. Even with the RennTech weight reduction program, this car is a tank! I guess with enough horsepower (575 hp per RennTech web site) even a tank can hustle. This bodes well for those of us who could use a personal weight reduction program.

The Beck Lister Corvette in fourth place. This is as big a surprise as the Superformance Cobra was in this position last year.

The Vipers. No Vipers in the top ten last year. Now we have three. We had four until one crashed.

The Mosler entries. The Mosler Raptor dominated this event for the last half of the 1990's. The Mosler Consulier is 29th position overall.

On to VIR...

# VIR - Virginia International Raceway

## Wednesday, May 10

Travel: The VIR events are scheduled to begin at 8:00AM, 17 hours after departing Sebring. It is 744.35 miles from Sebring to Virginia International Raceway. An average speed of 60 mph allows 1 hour at the obligatory stop at the Rock Race Cafe checkpoint and about 3.6 hours of RRR&R time.

Location: VIR is located just over the border from Milton, North Carolina, 12 miles east of Danville, Virginia.

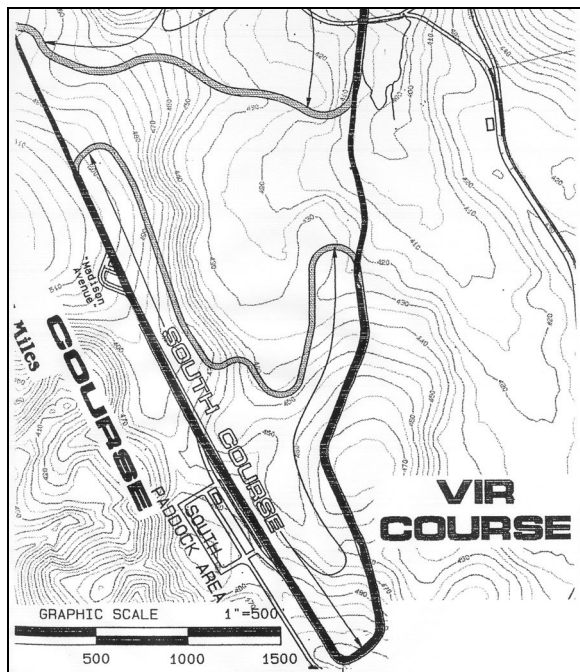
First Event Course: The South Course is a road course, 1.65 miles with 9 turns, and is run in the clockwise direction.

Second Event Course: The North Course is a road course, 2.25 miles in length with 15 turns, and is run in the clockwise direction.

Events: Each event consists of one recon lap, three timed laps, and one cool down lap.

Best time: VIR South course, 4:03.686 minutes, 73.13 mph. VIR North Course, 5:18.391, 76.32 mph.





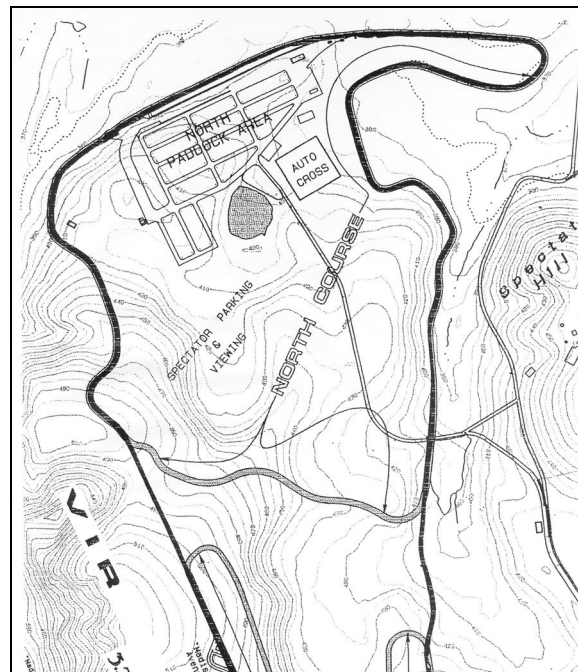
**VIR South Course**



**#3 Superformance Coupe -Mark Ray and Dennis Olthoff - drivers, Bob Olthoff - engine builder, Geoff Blandford - car engineer, builder, developer**



**#1 Consulier GTP**  
Even less attractive than the Raptor (that's hard).  
Also not as fast (that's easy).



**VIR North Course**



**The #4 Mazda RX-7 currently running 7th overall.**



**#26 Lister Corvette by Beck. Driven by Ed Dellis and Greg Martin. Handsome and fast, it was in 4th overall before a DNS/DNF in the first run at VIR.**



## VIR Photos above by Bob Olthoff

### Story and Photos by David Sugg



### Why are these guys smiling?

Let's see... today is Wednesday, this must be VIR.

Sleep deprivation is not a lot of fun. Brock Yates told us at the drivers meeting that we would wonder what the hell we were doing here at some point during the week. He was right! But he said if we persevered, we would be glad we did. That remains to be seen... I did question my sanity last night when Doug was driving and we were dicing with the Mallett Corvette at \*\*\* (Ed: speed not disclosed to protect the guilty!) on I-95. I hope none of my bankers or family are reading this, however. The positive side of that is it gets us to the next track sooner and gives us a few precious minutes of extra sleep.



### Bad Boy! Mallett Corvette

So, to an update. As you all know, the Superformance Coupe dropped out at Gingerman due to a blown motor. We thought that that was the end of them. However, the Olthoffs are racers and nothing was going to keep them from an event. So, Dennis and Mark drove 12 hours home and they all spent the next day building an engine and installing it in the car. To everyone's surprise and delight, they met us at the Carolina Rod Shop after the Atlanta event. They came to Sebring and are here at VIR. True racers, like the Olthoffs, are amazing people, willing to go to extraordinary lengths to do what they

love. I feel privileged to know them.

After the "curse of the cones" in Michigan, things are getting better for the Sugg/Reed entry. We did well at Road Atlanta being in the top 10 for both events. At Sebring the next day were again 9<sup>th</sup> overall in the first run and then 8<sup>th</sup> in the second event. As a result, we have moved from 27<sup>th</sup> to 11<sup>th</sup> overall in the standings as of this morning.



### Superformance Coupe in racing trim

Our goal of a top 10 looks achievable. Considering the quality of the cars here, that would be a very good finish for the little Cobra. We all agree that to have a top 5 car, it needs to be 600 HP+ and have a "pro" driver. Everyone says that the level of competition has increased dramatically from last year to this. There are a number of "factory" teams here with direct support from the car manufacturers and tuners.



### Current Leader RennTech Mercedes SL600 \$250,000 plus cost of pro driver

Clay Gould and Barry Naquin keep running well and they are neck and neck with Barry Kline and Jim Roxbury in the standings. Barry had some car problems and did a great job getting it fixed so he could continue the event. I think that, in a large part, that is what the event was conceived to be. Overcoming problems and adversity to finish the event.

I guess you can figure that I am running low on sleep. We are going to keep going and finish this thing just to do it. The lack of time, electrical power and telephones at the tracks are limiting the amount of time I can do this, but I will continue as circumstances allow. Now, all I've got to do is find a phone and try to get some sleep before we run again.

### Results and Commentary by Mike Stenhouse

## VIR #1

Absolute the best run yet for the Superformance team. The Olthoff/Ray team is coming up to speed with a 6th place finish. The Reed/Sugg team posted another top 10 finish putting two Superformance cars in the top 10! The Gould/Naquin team posted its best finish at 29th. Unfortunately the Kline/Roxbury team DNS/DNF'ed (did not start or did not finish).

<u>Position</u>	<u>Number</u>	<u>Entry</u>
1	6	1994 RennTech Mercedes-Benz SL600
2	10	1999 Dodge Viper
3	8	1998 Dodge Viper Venom 650R
4	11	1994 Dodge Ram 1500
5	7	1997 Mallett Chevrolet Corvette 435
<b>6</b>	<b>3</b>	<b>1964 Superformance Coupe (Olthoff/Ray)</b>
7	18	1994 Toyota Supra Turbo
8	28	2000 Lingenfelter Chevrolet Corvette
9	14	1975 Porsche 911 Carrera
<b>10</b>	<b>5</b>	<b>1965 Superformance Cobra (Reed/Sugg)</b>
...		
<b>29</b>	<b>70</b>	<b>1966 Superformance Cobra 427 (Gould/Naquin)</b>
<b>101</b>	<b>72</b>	<b>1965 Superformance Cobra (Kline/Roxbury)</b>

## VIR #2

Not as good as the first run. The Olthoff/Ray team still finished in the top 10. The Reed/Sugg team came in 14th. They made some suspension settings changes and apparently they didn't work out. Both the Gould/Naquin and the Kline/Roxbury teams DNS/DNF'ed. The Gould/Naquin car had a rocker arm nut back off in the first run. They couldn't locate the problem in time to make the second run. However, it is fixed now and they are back on track.

<u>Position</u>	<u>Number</u>	<u>Entry</u>
1	10	1999 Dodge Viper
2	26	1958 Lister Corvette Replica by Beck
3	6	1994 RennTech Mercedes-Benz SL600
4	18	1994 Toyota Supra Turbo
5	8	1998 Dodge Viper Venom 650R
6	14	1975 Porsche 911 Carrera
7	28	2000 Lingenfelter Chevrolet Corvette
8	11	1994 Dodge Ram 1500
<b>9</b>	<b>3</b>	<b>1964 Superformance Coupe (Olthoff/Ray)</b>
10	54	1994 Mazda RX-7
...		

<u>Position</u>	<u>Number</u>	<u>Entry</u>
<b>14</b>	<b>5</b>	<b>1965 Superformance Cobra (Reed/Sugg)</b>
<b>101</b>	<b>70</b>	<b>1966 Superformance Cobra 427 (Gould/Naquin)</b>
<b>101</b>	<b>72</b>	<b>1965 Superformance Cobra (Kline/Roxbury)</b>

## Classic American After VIR

The Superformance teams still have 1st, 3rd, 4th, and 5th in class. The positions have switched as the Olthoff/Ray team has jumped into 3rd place ahead of the Gould/Naquin and Kline/Roxbury teams.

<u>Position</u>	<u>Number</u>	<u>Entry</u>
<b>1</b>	<b>5</b>	<b>1965 Superformance Cobra (Reed/Sugg)</b>
2	21	1969 Chevrolet Camaro
<b>3</b>	<b>3</b>	<b>1964 Superformance Coupe (Olthoff/Ray)</b>
<b>4</b>	<b>70</b>	<b>1966 Superformance Cobra 427 (Gould/Naquin)</b>
<b>5</b>	<b>72</b>	<b>1965 Superformance Cobra (Kline/Roxbury)</b>
6	73	1962 Chevrolet Corvette
7	71	1966 Chevrolet Corvette
8	74	1979 AMC Spirit

## Overall After VIR

The Sugg/Reed team remains in 11th overall, only 15 points out of the top 10.

The Olthoff/Ray team has jumped from 66th after Sebring to 45th.

The Gould/Naquin team dropped back from 43rd to 52nd.

The Kline/Roxbury team dropped back from 43rd to 66th.

<u>Position</u>	<u>Number</u>	<u>Entry</u>
1	6	1994 RennTech Mercedes-Benz SL600
2	10	1999 Dodge Viper
3	8	1998 Dodge Viper Venom 650R
4	7	1997 Mallett Chevrolet Corvette 435
5	18	1994 Toyota Supra Turbo
6	17	1990 Chevrolet Corvette ZR-1
7	4	1993 Mazda RX-7
8	28	2000 Lingenfelter Chevrolet Corvette
9	14	1975 Porsche 911 Carrera
10	11	1994 Dodge Ram 1500
...		
<b>11</b>	<b>5</b>	<b>1965 Superformance Cobra (Reed/Sugg)</b>
<b>45</b>	<b>3</b>	<b>1964 Superformance Coupe (Olthoff/Ray)</b>
<b>52</b>	<b>70</b>	<b>1966 Superformance Cobra 427 (Gould/Naquin)</b>
<b>66</b>	<b>72</b>	<b>1965 Superformance Cobra (Kline/Roxbury)</b>



## Commentary

The Superformance Coupe is a brand new car with no development time. It never turned a wheel under power until the day it went on the trailer to leave for this event. The development team at the factory never drove the car. It is competing against cars from manufacturers with billion dollar development budgets, multi-year development programs, and million mile road test programs. And many of these cars have been extensively and expensively modified for additional performance. I suspect that the RennTech modifications to the 1st place Mercedes-Benz cost more than the entire Superformance Coupe will cost when it goes into production. The guys that built the Superformance Coupe obviously did a hell

of a job.

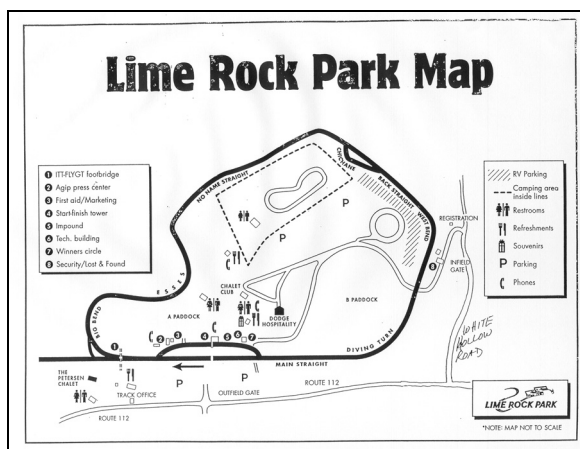
The #26 Beck Lister Corvette, which was in 4th place overall after Sebring, DNS/DNF'ed the first VIR run. They were back with a vengeance in the second VIR run with a 2nd place finish. Nevertheless, they have dropped out of the top 10 overall. With 430 points separating the top 10 overall and a top 10 finish in an event worth 520+ points, a single bad run or DNS/DNF will keep a competitor out of the top 10 overall.

VIR was the mid-point of the event. Eight events down and six to go. Endurance and consistency are becoming the keys to victory.

On to Lime Rock...

## Lime Rock

Thursday, May 11



**Travel:** The Lime Rock events are scheduled to begin at 8:00 AM, 17 hours after departing VIR. It is 642.95 miles from VIR to Lime Rock. An average speed of 60 mph allows about 6.3 hours of RRR&R time.

**Location:** Lime Rock Park is located in downtown Lime Rock, Connecticut, in the northeast corner of the state.

**Course:** The course is a road course, 1.54 miles in length with 7 turns, and is run in the clockwise direction.

**Events:** Two events. Each event consists of one recon lap, three timed laps, and one cool down lap.

**Best Time:** 3:07.426, 88.74 mph.

**Story and Photo by David Sugg**

Thursday, May something

Lap of Luxury

Well, here I am. It is about 1:30 AM and I am in a nice little hotel in Warren Ohio. I am tired, but cannot get to sleep. I guess I have gotten used to this no sleep thing and it may take a while to get back to the old schedule. So, rather than waste the time, I will try to update things.



**#68 1962 Jaguar E-Type (XK-E)**  
**Driven by Gary Hagopian and John Loring**  
**Still a remarkably beautiful car**  
**In 63rd overall after Lime Rock**

Yesterday, after we finished VIR Doug and I drove to Lime Rock, which is in the NY corner of CT. We got to Poughkeepsie NY at around 2:30 and actually had more than 2 hours sleep and in a hotel not owned by the extended Patel family. This one actually was a Sheraton. The night clerk looked at us kind of funny when she realized two guys wanted a room for just a few hours, but after some explanation she became a "One Lap Aficionado", too. We didn't know how to act in these luxurious settings.

It rained much of the way from VIR to Lime Rock. I will not go into details about VIR because we did not do very well and they are probably posted on the web



site, anyway. We didn't get into any trouble on the way up to Lime Rock from VIR, although Dennis and Mark lost a wiper motor, which made for an interesting ride. They got to the track late as they tried to find a new one, but to no avail. This worked in our favor, but we did not know this yet.

Lime Rock has a noise ordinance resulting from a court order. As a result, they are very strict about this. We were already told that our cars would not pass, but we had no alternative but to go there and see what happened. As luck had it, Dennis was late so I went out for my event before him. All the previous cars on the track had been quiet, so the guy running the sound meter must have gone for coffee. As a result, I got my run in without being black flagged (that means pulled off the track). Dennis and Clay were not so lucky, because he had realized his error and was now being more diligent than ever. As a result, their first runs did not count. Barry Kline did not have to worry as he had some problems and had left for home the night before. We were now down to three.



**#10 1999 Michelin Viper**  
**Driven by Brian Smith and Spencer Geswein**  
**In 2nd place after Lime Rock**  
**(Palm trees look like Sebring. Notice the body in the lower left corner of the photo. I guess some people will sleep anywhere.)**

So, to try and get a second run in, we resorted to packing our exhaust pipes with steel wool and chicken wire. Doug did a masterful job of getting the materials and fixing the problem before our second run and Dennis did likewise. Clay just said "screw it" and decided to take his chances. So, now, the track was dried off and it was time for the next runs. Dennis went out first and blew his "can silencers" off before the end of the warm up lap. Off he went, and to our surprise he was over the noise limit, but they let him continue and counted the run. The same happened with our car and Clay's car, so we all got good clean runs in. As of now, we don't know the times we ran because we left before they were posted.

After the events were completed, we visited Brock Yates' "Cannonball Pub" in the town of Wyoming NY (about 300 miles from Lime Rock). It was quite a party with a lot of local people coming out to look at the cars despite the rain. It was a very nice reception, and then we got back into the cars and headed for Warren Ohio, the site of our next adventure.



**#32 1983 Ferrari 512BBI-Boxer**  
**Driven by George Verrilli and Mark Vandecarr**  
**In 88th overall after Lime Rock**

So, I am in my room on the third floor of the Park Hotel in Warren, Ohio. We were told there is a ghost on this floor, but that she really won't bother us. I'll let you know....

The Reed/Sugg team continues to make consistent, strong finishes and is now in 9th overall.

The Olthoff/Ray team has dropped back from 45th to 48th overall after being black flagged in the first Lime Rock event for excessive noise. Lime Rock has a noise ordinance during the week. They stuffed cut up beer cans in the tail pipes (all four of them) to serve as makeshift baffles. This worked, but of course hindered performance and forced Dennis to tread lightly on the throttle. On the final lap, he nailed it. The beer cans were forcibly ejected from the tail pipes and off he went. He was black flagged for excessive noise again, but it was the final lap and he got a time.

**Results by Mike Stenhouse**

## Lime Rock #1

Position	Number	Entry
1	8	1998 Dodge Viper Venom 650R
2	6	1994 RennTech Mercedes-Benz SL600
3	10	1999 Dodge Viper
4	9	1995 BMW M3 Turbo
5	1	1995 Consulier GTP
6	17	1990 Chevrolet Corvette ZR-1
7	59	1994 Ford Probe GT
8	18	1994 Toyota Supra Turbo
9	13	1993 Ford Mustang
10	7	1997 Mallett Chevrolet Corvette 435

## Position Number Entry

...		
18	5	1965 Superformance Cobra (Reed/Sugg)
86	70	1966 Superformance Cobra 427 (Gould/Naquin)
97	3	1964 Superformance Coupe (Olthoff/Ray)
97	72	1965 Superformance Cobra (Kline/Roxbury)

## Lime Rock #2

### Position Number Entry

1	10	1999 Dodge Viper
2	8	1998 Dodge Viper Venom 650R
3	6	1994 RennTech Mercedes-Benz SL600
4	18	1994 Toyota Supra Turbo
5	7	1997 Mallett Chevrolet Corvette 435
6	28	2000 Lingenfelter Chevrolet Corvette
7	1	1995 Consulier GTP
8	9	1995 BMW M3 Turbo
9	17	1990 Chevrolet Corvette ZR-1
10	14	1975 Porsche 911 Carrera
...		
11	5	1965 Superformance Cobra (Reed/Sugg)
18	3	1964 Superformance Coupe (Olthoff/Ray)
97	70	1966 Superformance Cobra 427 (Gould/Naquin)
97	72	1965 Superformance Cobra (Kline/Roxbury)

## Classic American After Lime Rock

The #21 Camaro that was 2nd in class DNS/DNF'ed both Lime Rock events and may be out.

Reed/Sugg are still in 1st, Olthoff/Ray have moved to 2nd, and Gould/Naquin are in 3rd.

The Kline/Roxbury team DNS/DNF'ed both events.

They also missed both events at VIR and may be out. They have slipped to 7th in the class standings. As an odd quirk of the points system, they remain a strong 5th in overall points in the class, but 7th in class points.

### Position Number Entry

1	5	1965 Superformance Cobra (Reed/Sugg)
2	3	1964 Superformance Coupe (Olthoff/Ray)
3	70	1966 Superformance Cobra 427 (Gould/Naquin)
4	21	1969 Chevrolet Camaro
5	73	1962 Chevrolet Corvette
6	71	1966 Chevrolet Corvette
7	72	1965 Superformance Cobra (Kline/Roxbury)
8	74	1979 AMC Spirit

## Overall After Lime Rock

### Position Number Entry

1	6	1994 RennTech Mercedes-Benz SL600
2	10	1999 Dodge Viper
3	8	1998 Dodge Viper Venom 650R
4	18	1994 Toyota Supra Turbo
5	7	1997 Mallett Chevrolet Corvette 435
6	17	1990 Chevrolet Corvette ZR-1
7	4	1993 Mazda RX-7
8	9	1995 BMW M3 Turbo
9	5	1965 Superformance Cobra (Reed/Sugg)
10	28	2000 Lingenfelter Chevrolet Corvette
...		
48	3	1964 Superformance Coupe (Olthoff/Ray)
64	70	1966 Superformance Cobra 427 (Gould/Naquin)
83	72	1965 Superformance Cobra (Kline/Roxbury)

On to Nelson Ledges...

# Nelson Ledges

## Friday, May 12

Travel: The Nelson Ledges events are scheduled to begin at 8:00 AM, 17 hours after departing Lime Rock. It is 566.92 miles from Lime Rock to Nelson Ledges. An average speed of 60 mph allows 1 hour at the obligatory stop at the Cannon Ball Pub checkpoint and about 6.6 hours of RRR&R time.

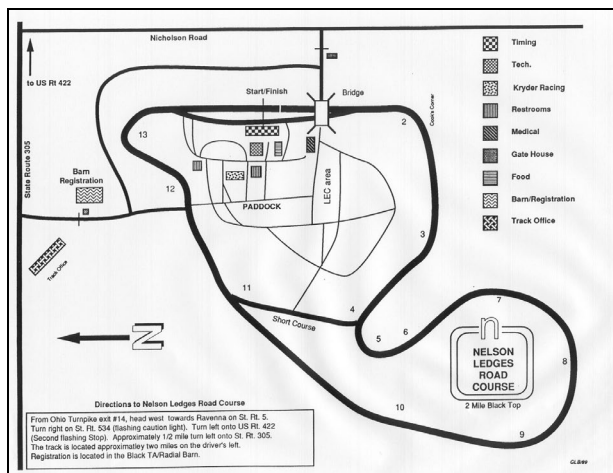
Location: Nelson Ledges Road Course is located in

Garrettsville, Ohio, about 26 miles northwest of Youngstown in the northeastern part of the state.

Course: The course is a road course, 2.0 miles in length with 9 turns, and is run in the clockwise direction.

Events: Two events. Each event consists of one recon lap, three timed laps, and one cool down lap.

Best Time: 3:48.172 minutes, 94.67 mph.



## Nelson Ledges #1

Position	Number	Entry
1	10	1999 Dodge Viper
2	8	1998 Dodge Viper Venom 650R
3	6	1994 RennTech Mercedes-Benz SL600
4	7	1997 Mallett Chevrolet Corvette 435
5	11	1994 Dodge Ram 1500
6	18	1994 Toyota Supra Turbo
7	26	1958 Lister Corvette Replica by Beck
8	17	1990 Chevrolet Corvette ZR-1
9	28	2000 Lingenfelter Chevrolet Corvette
10	4	1993 Mazda RX-7
...		
13	3	1964 Superformance Coupe (Olthoff/Ray)
17	5	1965 Superformance Cobra (Reed/Sugg)
88	70	1966 Superformance Cobra 427 (Gould/Naquin)
102	72	1965 Superformance Cobra (Kline/Roxbury)

## Nelson Ledges #2

Position	Number	Entry
1	10	1999 Dodge Viper
2	8	1998 Dodge Viper Venom 650R
3	26	1958 Lister Corvette Replica by Beck
4	11	1994 Dodge Ram 1500
5	6	1994 RennTech Mercedes-Benz SL600
6	7	1997 Mallett Chevrolet Corvette 435
7	28	2000 Lingenfelter Chevrolet Corvette
8	17	1990 Chevrolet Corvette ZR-1
9	9	1995 BMW M3 Turbo

Position	Number	Entry
10	3	1964 Superformance Coupe (Olthoff/Ray)
...		
17	5	1965 Superformance Cobra (Reed/Sugg)
101	70	1966 Superformance Cobra 427 (Gould/Naquin)
101	72	1965 Superformance Cobra (Kline/Roxbury)

## Classic American After Nelson Ledges

Position	Number	Entry
1	5	1965 Superformance Cobra (Reed/Sugg)
2	3	1964 Superformance Coupe (Olthoff/Ray)
3	73	1962 Chevrolet Corvette
4	70	1966 Superformance Cobra 427 (Gould/Naquin)
5	21	1969 Chevrolet Camaro
6	71	1966 Chevrolet Corvette
7	72	1965 Superformance Cobra (Kline/Roxbury)
8	74	1979 AMC Spirit

## Overall After Nelson Ledges

Position	Number	Entry
1	10	1999 Dodge Viper
2	6	1994 RennTech Mercedes-Benz SL600
3	8	1998 Dodge Viper Venom 650R
4	7	1997 Mallett Chevrolet Corvette 435
5	18	1994 Toyota Supra Turbo
6	17	1990 Chevrolet Corvette ZR-1
7	28	2000 Lingenfelter Chevrolet Corvette
8	9	1995 BMW M3 Turbo
9	4	1993 Mazda RX-7
10	5	1965 Superformance Cobra (Reed/Sugg)
...		
41	3	1964 Superformance Coupe (Olthoff/Ray)
73	70	1966 Superformance Cobra 427 (Gould/Naquin)
92	72	1965 Superformance Cobra (Kline/Roxbury)

On to the final events at Gingerman 234....

# Gingerman 2, 3, and 4

## Saturday, May 13

Travel: The concluding Gingerman events are scheduled to begin at 8:00 AM, 17 hours after departing Nelson Ledges. It is 642.71 miles from Lime Rock to Nelson Ledges. An average speed of

60 mph allows 1/2 hour at the obligatory stop at Greencastle and about 5.8 hours of RRR&R time.

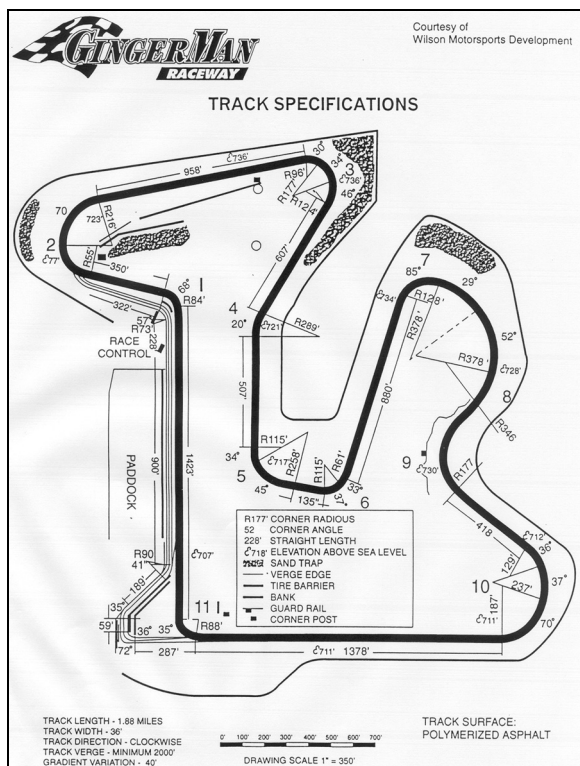
Events: Two events. Each event consist of one recon lap, three timed laps, and one cool down lap.

(A third event was held to make up for the one



skipped at the beginning. The third event consisted of a one lap shot out.)

Best Time: Three laps, 4:38.369, 72.94 mph. One lap, 1:36.099, 70.43 mph.



# Final Results

## Classic American

<u>Position</u>	<u>Number</u>	<u>Entry</u>	<u>Class Points</u>	<u>Overall Points</u>
<i>1</i>	<i>5</i>	<i>1965 Superformance Cobra (Reed/Sugg)</i>	<i>550</i>	<i>7420</i>
<i>2</i>	<i>3</i>	<i>1964 Superformance Coupe (Olthoff/Ray)</i>	<i>417</i>	<i>5500</i>
3	73	1962 Chevrolet Corvette	327	1970
<i>4</i>	<i>70</i>	<i>1966 Superformance Cobra 427 (Gould/Naquin)</i>	<i>322</i>	<i>3340</i>
5	71	1966 Chevrolet Corvette	262	1225
6	21	1969 Chevrolet Camaro	198	2445
<i>7</i>	<i>72</i>	<i>1965 Superformance Cobra (Kline/Roxbury)</i>	<i>133</i>	<i>1575</i>
8	74	1979 AMC Spirit	68	495

## Overall

<u>Position</u>	<u>Number</u>	<u>Entry</u>	<u>Class</u>	<u>Points</u>
1	10	1999 Dodge Viper	SSGT1	8340
2	6	1994 RennTech Mercedes-Benz SL600	SSGT1	8150
3	7	1997 Mallett Chevrolet Corvette 435 C-5	SSGT1	8025
4	18	1994 Toyota Supra Turbo	SSGT1	7990
5	17	1990 Chevrolet Corvette ZR-1	SSGT1	7930
6	8	1998 Dodge Viper Venom 650R	SSGT1	7880
7	28	2000 Lingenfelter Chevrolet Corvette	SSGT1	7640
8	4	1993 Mazda RX-7	SSGT2	7555
9	14	1975 Porsche 911 Carrera	Vint For	7500
10	25	1995 Pontiac Firebird	SSGT2	7460
...				
<i>11</i>	<i>5</i>	<i>1965 Superformance Cobra (Reed/Sugg)</i>	<i>Vint Amer</i>	<i>7420</i>
<i>36</i>	<i>3</i>	<i>1964 Superformance Coupe (Olthoff/Ray)</i>	<i>Vint Amer</i>	<i>5500</i>
<i>66</i>	<i>70</i>	<i>1966 Superformance Cobra 427 (Gould/Naquin)</i>	<i>Vint Amer</i>	<i>3340</i>
<i>103</i>	<i>72</i>	<i>1965 Superformance Cobra (Kline/Roxbury)</i>	<i>Vint Amer</i>	<i>1575</i>

The One Lap of America is all over and done.

Our lads have done well. The Reed/Sugg team finished 1st in class.

In spite of missing 4 of the 14 events, the Olthoff/Ray team finished 2nd in class.

The Gould/Naquin team finished 4th in class.

The Kline/Roxbury team missed the last 8 events, but still accumulated an impressive 1575 overall points.

It is interesting to note that class ranking for Superformance based on overall points would be 1st, 2nd, 3rd, and 6th. A very strong showing indeed.

Last years winner, SP116, was brought in 11th overall, just 40 points out of the top 10. An excellent driving job by first time One Lapper David Sugg. The Reed/Sugg team had 4 top 10 finishes and 12 top

20 finishes (including the 4 top 10) out of 15 events. A strong, consistent performance.

The Olthoff/Ray Superformance Coupe had 1 top 5 finish, 5 top 10 finishes and 9 top 20 finishes out of the 11 events it completed. An excellent showing for a brand new car. It could easily have been a top 10 finisher overall even at this early stage in its life. Next weekend the Superformance Coupe is headed to Carlyle, Pennsylvania, for that great annual gear head get together. Dennis will drive it up and drive it home.

The Gould/Naquin team posted a best finish of 29th at VIR #1. The Kline/Roxbury posted a best run of 36th at Michigan before bowing out for good after Sebring. Both teams demonstrated potential in this very challenging event. I hope that they will represent us next year.

## Epilogue

### Sunday, May 14

#### Epilogue and photos by David Sugg

It has been so busy since Thursday night that there has been no time to update this. However, I am waiting for my flight back to Charlotte and have some time left to finalize the saga.



**The story is this... A Cobra bit a Viper on the butt (in as much as snakes have this anatomical feature) and the Viper laid down some serious rubber trying to escape. There is no word as to how the Viper got under the Porsche.**

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Well, there was a ghost on the third floor of the Park Hotel. When we checked in on Thursday night we left a wake up call for 6:30 AM. Shortly before 6:30, the phone rang and it was Doug saying he was down in the lobby waiting for me. I told him that we had left a 6:30 wakeup call and I would be down at 7. He said that his TV went on at 6 AM and he figured the hotel had an advanced wake up system. I checked my TV and there was no timer or alarm on it. When we told the person at the front desk this story she confirmed that it was the "Pink Lady" at work.

Nelsons Ledges was the low point in the trip. The track is in horrible shape with many bumps and patches and no amenities. This track does not even have running water and uses large outhouses. This is a real throwback in comparison to the other lovely tracks we visited. The "Ledges" was not very good to the Cobras. It is a very fast track but very bumpy. I tried setting the shocks on a soft setting during the first run but the car wallowed so much that it was slower than if it had been on a stiffer setting. I reset the shocks for the second run and would have run about 3-4 seconds quicker than the morning, but a car spun in front of me and forced me to come to a stop to avoid him. So the time was virtually the same as the morning. Dennis and Clay also ran with no spectacular results.

We then left for Greencastle Indiana for the final "checkpoint" on the run. This was a run of about 300 miles. We then left Greencastle for Gingerman amidst an incredible natural fireworks display. Normally this would have been beautiful except that it was accompanied by torrential rains, which I fought for about 300 miles back to Michigan. Driving a Cobra in the rain is difficult enough, but in the middle of the night, on unfamiliar roads, and without sleep, it was a real chore. I was fried by the time we arrived in South Haven around 2:30 AM on Saturday.

Saturday morning was cooler after the cold fronts had moved through and it was a sunny, clear day. Everyone was excited, as the battle for 7<sup>th</sup> through 12<sup>th</sup> place was very close. We were tied for 9<sup>th</sup>. On the first run, the sleep deprivation finally caught up with me. I was not smooth driving the car and missed a shift on a fairly fast corner. This mistake cost me a lot of positions and moved us back to 12<sup>th</sup> place. I went to the trailer and took a nap so I would be somewhat rested for the next run. Clay and Barry arrived late looking rested as they had stopped and spent the night without going to the checkpoint. Dennis and Mark had also blown off the checkpoint and had a great night's sleep.



#### **Cobras and other competitors in front of the Cannonball Pub.**

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The final run consisted of three timed laps, a cool down lap and then one flat out final lap. This was an interesting format as the final lap actually cost the #8 Hennessey Viper the event. They spun out on the final lap and lost the event. We fared somewhat better with a much better time and Dennis actually posted the fifth fastest overall time on the final lap. He was very excited about this.

So, we ended up in 11<sup>th</sup> place when it was over. I know Mike has the results posted so I will not bore you with details.

Thoughts on the event-

If someone had told me I would drive a Cobra cross-



country in a week I would have told them they were nuts. Well, the 4000+ miles we drove was just that. All I can say is that the little Cobra we drove was amazing. This is a grueling event, but the only things we did were check tire pressures, adjust shocks, and add about ½ quart of oil. We almost never even raised the hood, while all the cars around us were replacing broken parts and doing all sorts of heavy maintenance. There were numerous accounts of engines being replaced and the FedEx truck was a regular sight bringing parts to the cars.



**Not all is fun and games. The #82 Corvette-powered Chevy Blazer driven by Glenn Dodd and Michael Stein hit a tire wall at Nelson Ledges and finished the run and the event on its roof, giving it a roofline similar to the chopped top Dodge truck entry. Fortunately, no one was injured.**

Factory involvement was evident although in a very low-key way. I know the SAAB Viggen blew a

motor at Road Atlanta, which was replaced overnight in the SAAB Technical Center in Atlanta. There was an ever-present Saturn vehicle, which was not one of the competitors and there were factory Porsches, BMW's and others. Steve Dinan, the big California BMW tuner was also there with a very quick M3. The winners of the event were Michelin test drivers in a factory supplied Dodge Viper. There were numerous paid drivers in the front running cars.

One thing that needs to be acknowledged is that this is a serious event with real consequences. There were two major accidents out of 114 cars in the event. The first involved one of the Vipers on the way down to Florida. A truck pulled into the path of the car without looking and the Viper hit it. The car was destroyed, but no one was hurt because the car had a competition roll cage installed and the drivers were wearing their belts. The second one was a car that went off the track at Nelsons Ledges and rolled over.

This event is getting bigger as the factories know that it is a good testimonial to their reliability to do well in this event. It should be even more interesting in the future.

Will I do it again? Perhaps, but not in another 427 SC. I am too old to endure the constant noise and lack of amenities. I want a quiet car with air conditioning, a radio and room to stretch out for the week. Also, I want a carbon fiber body, 750 HP and killer suspension and brakes. Sounds like the new Superformance Coupe.....

We'll see.

## Commentary in Closing

**By Mike Stenhouse**

I for one have tremendously enjoyed being involved with Dennis Olthoff and Doug Reed in the their victory last year and with David Sugg, Doug, Dennis and Mark Ray this year in another great effort. I hope that you the readers have enjoyed it as well and have come to better understand the combination of performance and endurance that the One Lap of America demands from both man and machine.

To do well, the car must be not just fast, but consistently fast. The scoring system is not tolerant of mistakes. And just as important, it must be consistently reliable. One DNS/DNF and you are out of the running for a top finish. As we say here in the South, "One ah poop wipes out a dozen at-a-boys."

For example,

- 4 of the top 5 cars finished in the top 20 in all 15

events. The other one finished out of the top 20 only once.

- The top 12 finishers all finished in the top 20 in at least 12 events.
- The #8 Hennessey Viper had the most wins, 7 of 15 events, and 12 top 5 finishes. But one bad finish, a 91<sup>st</sup>, dropped him to 6<sup>th</sup> overall.
- The highest placed car with a DNS/DNF was the top seeded Consulier GTP in 22<sup>nd</sup> place overall.
- The very quick Beck Lister Corvette had 2 first place finishes. But with 3 DNS/DNF's, it finished in 25<sup>th</sup> place overall.

The Beck Lister Corvette illustrates the third thing a winner must have - a modicum of creature comfort. The Beck Lister Corvette sacrificed too much for light weight and speed. The long highway miles between events beat the drivers into submission and directly resulted in their DNS/DNF's.

There are two other things most folks think are required for an overall win - deep pockets and a professional driver. And while this has been true for the overall winner for several years now, it isn't necessarily true for the class winners and may not always be true for the overall winner.

Dennis Olthoff and Doug Reid took 1<sup>st</sup> in class and 4<sup>th</sup> overall in 1999. David Sugg and Doug Reid took 1<sup>st</sup> in class and 11<sup>th</sup> overall in 2000 with the same car - SP116. None of the four are professional drivers. The car is an essentially standard Superformance 427 S/C prepared by Bob and Dennis Olthoff, the Southeastern Superformance dealers. Bob and Dennis will build anyone the same car turnkey for \$58,000 or so including hardtop. When you look at the substantial six figure prices on some of the tuner specials, this is quite a bargain.

Dave and Doug had a best finish of 8<sup>th</sup> place. They finished no worse than 27<sup>th</sup> out of 113 entries. They had 4 top 10 finishes and 12 top 20 finishes. Fast. And consistently fast. Dave and Doug didn't even take any tools with them this year, which says a lot about the car's reliability. Any car that finishes in the top 10% of competitors is a contender for top honors and this car had done it twice.

The brand spanking new Superformance Coupe was in fact too new for such a grueling event. A broken piston in the first event took it out of overall contention. In spite of the phenomenal effort by Bob Olthoff, Dennis Olthoff, Geoff Blandford, and Paul Whitlock, five days in not enough time to complete a brand new car, shake it out, and learn to drive it. But the Coupe showed enormous promise. The first opportunity in its short life to open it up was qualification and it qualified in 7<sup>th</sup> place. It posted a best finish of 4<sup>th</sup> place overall, with 5 top 10 finishes and 9 top 20 finishes in the 11 events it completed. It certainly showed the potential for a top 5 or top 10 overall finish in its first outing. With some development time, it will certainly be a top contender for overall honors.

Wouldn't that be a kick? A pretty much standard (albeit limited production) car with a reasonable price tag and non-professional drivers kicking some major butt in an event like the One Lap of America. What a car!

## From Peter Brock

Dear Michael...

Thanks so much for sending the pictures of the new Superformance Coupe. Glad to hear it's working so well with so little development time. That's a pretty good indication that everything is close to its original target.

A note here about the name. This is not yet cast in stone, as it's Jimmy's car and he owns the company, but the idea was not to make another "Daytona", but to create a totally "new" car with much of the original aero technology. Of the six Daytona coupes built, one (CSX2286) was originally fabricated with a 3" longer wheelbase and was fitted with a 390 CID engine. It was built just to run against Ferrari's "cheater" 250 LM's (Enzo was trying to have the 250 LM's homologated as GT's to run against the Daytonas as the GTO's were getting their doors blown off by the Daytonas. We planned to run this "Monza" coupe in the last few races of the '64 season at Monza and Rheims, where the straights would allow 200+ MPH.

As it turned out the critical parts arrived late in Modena where the bodies were being built, and the car never made it to Monza. So the car was returned to the US for the '65 season and rebuilt there as a standard Daytona, with the shortened wheelbase and 289 engine. That car, the "Monza" coupe would have smoked the Ferrari 250 LM's in the proto class, but the GT 40's took priority because Ford was paying the bills and wanted to see "their" car win and that was the end of the project.. until now. That's why I refer to this new car as the "Monza" coupe, not a Daytona.

I think the real secret to this car's success will be the chassis! It's probably more beautiful than the body! I think it should be able to match the C5 Corvette for comfort and handling. Let me know your impressions when you've had a chance to drive it. Again, thanks for the update.

*Peter Brock*

*Ed: Peter Brock was the designer of the original Daytona Coupe and served as design consultant for the Superformance Coupe.*

## SECOND STRIKE VOLUME 3, NUMBER 2

This issue has been dedicated to the Superformance effort in the One Lap of America 2000. **Bits & Pieces, Feedback, Upcoming Events**, and the **SCORE** update will return next issue along with reports on SAAC-25 and our track events.

### **Second Strike.com**

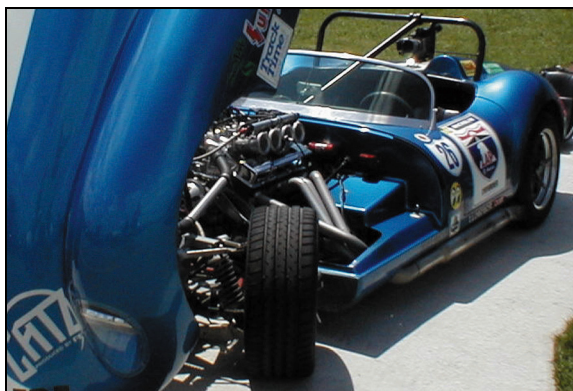
Mike and Pat Stenhouse  
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Phone: 704-655-1902



## The Power and Pulse of One Lap



The all aluminum 351W Coupe engine was checked out for 500 miles in SP171, the Olthoff's "test mule".



Beck Lister Corvette. Note the side draught Webers on cross ram manifold. Fast, but not well behaved on the street. Good manners are essential to success in an endurance event.



A number of Superformance owners turned up at VIR to cheer our guys on - Kenny Brown, Tony Spence, Billy and Rosemary O'Briant, Dick Abbott, Lee and Tyler Brock, Walt Malcolm, and Bob Olthoff.



Another Mosler creation. That is a second Northstar V8 in the trunk of the Eldorado.



Dennis lights up the tires braking hard at the end of the Gingerman straight. See Gingerman map on page 8.



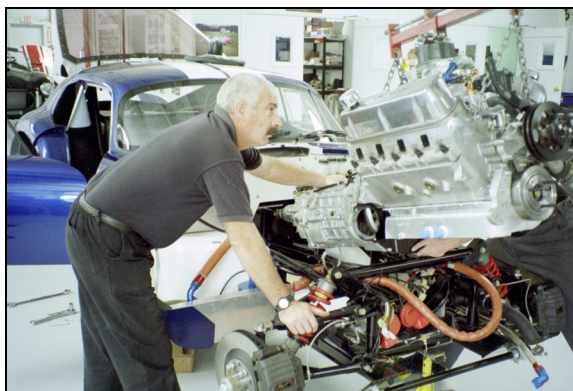
Mallet Corvette in the starting grid at VIR.



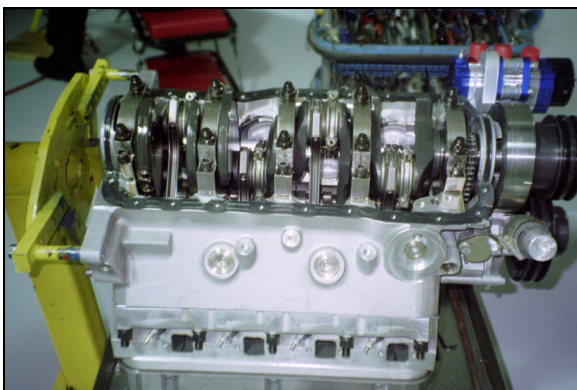
## Prepping the Prototype Coupe



Saturday noon: Dennis arrives from New York with Coupe in trailer. Bob Jordan and Dennis prepare to unload. The car was shipped incomplete because of the tight schedule. A precious week was lost when the car was stuck in Amsterdam until Baby popped it loose.



Sunday afternoon: Geoff supervises the first trial fitting of engine and transmission. This is the first real engine the car has seen. Much work remains in fitting of accessories, exhaust, and plumbing.



Saturday afternoon: Engine and other critical components are disassembled for inspection. Note aluminum block, four bolt mains, and dry sump oil pump.



Sunday evening: Geoff and Paul began fitting the dashboard and the other interior pieces. Seats had to be acquired and fitted.



Sunday morning: The front end was removed to facilitate working on the engine. SP218 slipped in to have a look at his new brother. Note the radiator subframe in front of the hood and the radiator duct just beyond the hood.



Thursday morning: Mark Ray takes a look at his home for the next week. Through hard work and teamwork, Bob, Dennis, Baby, Paul, and Geoff pulled it off. A brief test drive, then on the trailer and off to Michigan by noon.