

# Second Strike

*The Newsletter for the Superformance Owners Group*

September 15, 2001

Volume 4, Number 2

## One Lap Of America 2001 Superformance Rules Again!

### First In Class Second/Third Overall

**Superformance 427 S/C**  
**Dennis Olthoff and Rick Lee**  
**SP 308 at Road Atlanta**



Jerry Witt Photo

**Second In Class**  
**Superformance 427 S/C**  
**Barry Kline and Jim Roxbury**  
**SP 730 at VIR**



Ray Earp Photo

### In This Issue

There is a whole lot going on and a lot to report to Second Strikers.

Superformance had another great success at the One Lap of America this year.

The final results are in at last and Superformance walked off with the lion's share of the gold at Run and Gun 2000.

West Coast Second Strikers report in on their track days at Willow Springs and on SAAC Does Vegas 5.

Bits and Pieces includes:

- Spiral Cell Batteries
- Securing the Door Latches
- Brighter Taillights
- New Rear Sway Bar - Tuning for the Track
- Quick Release Seat Belts - Quick Release Means Just That
- Rev Limiter Update

So get your coffee, settle into your easy chair, relax and enjoy!

## ONE LAP 2001

### The Event

By now every Second Striker should be well aware of the One Lap of America and the stunning successes that Second Strikers Dennis Olthoff, David Sugg, Doug Reed, Clay Gould, and Barry Kline have had in this most challenging event. For those few who haven't, a brief history and review of the event.

Beginning in 1971, Brock Yates sponsored a clandestine cross-country automobile rally named the "The Great Cannonball Baker Sea to Shining Sea Memorial Trophy Dash" or "Cannonball Run" for short. The event was named in honor of Erwin G. "Cannonball" Baker who with W.F. Strum drove a Type 53 Cadillac V-8 roadster from Los Angeles to New York City in 1916 in a record seven and a half days.

The Cannonball Run had no rules and no routes. The shortest time from New York to Long Beach won. By the time the elapsed time worked its way down to 33 hours, it was clear to everyone, including law enforcement officials along the way, that some serious speeding was taking place. So after nine events, it became a part of automobile racing history folklore.

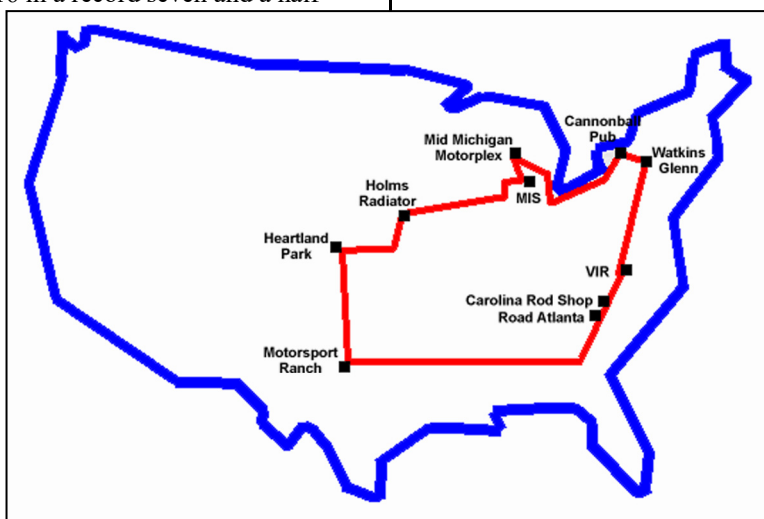
After an appropriate period of mourning, it was replaced in 1984 with the "One Lap of America". The route, about 10,000 miles, was specified. There were no time constraints; so speeding was purely a personal choice. The winner was the team with the closest to the official route mileage. Legal, but hardly exciting.

In 1991, the One Lap adopted its current format patterned to a large part after the grueling Tour de France FIA competition. The competitors complete an approximately 4,000 mile lap of the US. Each day they stop at a track along the route for speed trials.

The speed trials are typically road courses. Cars are run in groups of five. Each group gets a single warm up lap. The cars are then staged and launched one at a time at approximately five second intervals. The elapsed time is typically for three laps from a standing start. This continues until all competitors have run. Then it is off to the next track. One track a day for seven days. Usually one of the events will be drag racing including best elapsed time and a bracket race.

Points are awarded for position in class and position overall for each event. The winner is the one with the most points at the end.

There are difficulties.



The time trials reward speed, braking, and handling. The long distances between tracks reward some degree of creature comfort for sleep. Both the time trials and drives between tracks require reliability and stamina. These requirements are in conflict. So the race goes to neither the swift nor the sure, but to the one

who does both extremely well.

The requirement for reliability is so intense and the competition so good that a single DNS (did not start) or DNF (did not finish) will almost certainly knock a competitor out of the top ten overall and usually out of the top twenty.

There are potential difficulties on the track as well.

Although these are speed trials, one car against the clock, a spin by another car or overtaking a slower car can cost valuable seconds and knock a competitor way back in the standings for an event.

Then there is the weather. A track may be wet for part of an event and dry for the rest. The drivers in the wet take it in the shorts. Simply blind luck of the draw. But as they say, "that's racing!"

## One Lap 2001

Last year we had David Sugg feeding stories and photos from his laptop and digital camera over a dial-up link during the event. This year a number of Second Strikers showed up along the way to cheer our guys on. They also shared their photos and stories with us. Many thanks to everyone who contributed time, photos, and stories.

The events began in upstate New York near Watkins Glen and wound 3,933.5 miles around the eastern half of the US and back to Watkins Glen for the final. All in all, there were 16 events at 7 tracks plus 3 required checkpoints. The events this year were:

The Super Tuner class was added after the rules were published for cars modified by after market tuners. Based on past performance, the Super Tuner class was the top seed.

## Dennis Olthoff and Rick Lee in Superformance 308

SP 308 started life as a Yellow/Black 427 S/C. It spent a year as the PPG CART series pace car. During that time, it was fitted with a full roll cage, light bars, front and rear strobe lights, and under car exhaust (to keep the dignitaries from burning their legs), and a dazzling PPG custom paint job - the kind that changes color depending on the direction of the light. Unlike the Mystic Mustang Cobras, which had

Event	Location	Type	Day	Start	Finish	Miles to Next Event
1,2	Watkins Glen	Time trial	Saturday, May 5	11:00 AM	5:00 PM	92.5
3	Cannonball Pub	Checkpoint	Saturday, May 5	5:00 PM	9:00 PM	526.8
4,5	Mid Michigan Motorplex	Drag race	Sunday, May 6	9:00 AM	11:00 AM	126.2
6	Michigan International Speedway	Time trial	Sunday, May 6	3:00 PM	6:00 PM	530.3
7	Holms Radiator	Checkpoint	Sunday, May 6	2:00 AM CST	3:00 AM CST	269.5
8,9	Heartland Park	Time trial	Monday, May 7	9:00 AM CST	4:00 PM CST	518.5
10,11	Motorsport Ranch	Time trial	Tuesday, May 8	9:00 AM CST	4:00 PM CST	911.5
12,13	Road Atlanta	Time trial	Wednesday, May 9	9:00 AM	4:00 PM	94.2
14	Carolina Rod Shop	Checkpoint	Wednesday, May 9	6:00 PM	8:00 PM	264.1
15,16	Virginia International Raceway	Time trial	Thursday, May 10	9:00 AM	4:00 PM	550.4
17,18,19	Watkins Glen	Time trial	Friday, May 11	9:00 AM	5:00 PM	End

## The Classes

Class	Description	Entries
Super Tuner	Cars from after market tuners	5
Sports/GT1	Sports/GT cars over \$35,000	19
Sports/GT2	Sports/GT cars under \$35,000	21
Vintage Imported	aka Classic Imported: All non-SVRA types built prior to 1980.	8
Vintage American	aka Classic American: All domestically produced vehicles built prior to 1980, including street rods, specials, etc.	4
Luxury	Luxury sedans and wagons over \$35,000	7
Mid-priced Sedan	Mid-priced sedans and wagons \$15,000-\$35,000	12
SUV	Sport/Utility vehicles and pickups all price ranges	6
Economy	Economy cars under \$15,000	7

The classes are shown ranked by "seed" or projected class performance.

rather odd colors, this car switches from roughly Guardsman Blue to Malachite Green, both great colors (especially the Malachite Green).

The Olthoffs sold SP 245, "the Race Car", to Bill Ostrower, the New York Superformance dealer. So SP 308 has been prepared as the Olthoff's new "race car". It received its baptism under fire at Amelia Island earlier this year where it prevailed. The preparations for competition were relatively straightforward:

- Removal of the custom light bar and strobes.
- Removal of the full roll cage to allow fitting of the hard top.
- Installation of a full width roll bar.
- Installation of a hardtop.
- Installation of a stiffer rear sway bar.
- Upgrade to Wilwood brakes.
- Upgrade to 17 inch rims for Michelin high performance tires required for One Lap
- Fitting of all-aluminum 351W stroker engine
- Fitting of Tremec T-56 six-speed transmission

As always, SP 308 remained an essentially stock Superformance 427 S/C with options available to any Superformance customer.

**Specifications**

The engine is essentially the same all-aluminum 351W stroker fitted briefly in the Superformance Coupe in last years One Lap. The specs for the engine are:

- Ford Racing aluminum 4-bolt main block
- TFS Twisted Wedge R aluminum heads
- OHV 2-valves per cylinder
- 10.2 to 1 compression ratio
- 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: 6500 rpm

The transmission is a Tremec T-56 6-speed with the ratios for the 2000 Mustang Cobra R:

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

The rear end is the standard independent 8.8" Ford with the standard 3.73 ratio.

The tires are Z-rated Michelin Pilot Sports:

Front - 275/40ZR17

Rear - 335/35ZR17

**Performance**

With this setup, the speeds in gears are:

1st	45 @ 6500
2nd	65 @ 6500
3rd	93 @ 6500
4th	132 @ 6500
5th	165 @ 6500
6th	175 @ 5350

Acceleration is:

0-30	1.7 sec
0-60	3.8 sec
0-100	7.7 sec
0-150	16.5 sec
1/4 mile	11.7 sec at 131 mph

SP 308 was placed in the newly formed and top seeded Super Tuner class.

Dennis's co-driver this year was Rick Lee, a veteran One Lap co-driver.

Rick entered his first One Lap in 1990 in a Pontiac Trans Sport. That year it was 8100 miles in 8 days. He skipped 1991 and 1992 and returned in 1993 in his own warmed over Mitsubishi Galant VR4 and again in 1994 with his own Jaguar XJS.

He changed strategy in 1995. He put together a wheel, tire, sponsorship package with his employer (Enkei wheels) and approached John Lingfelter about co-driving one of Lingfelter's 383 Pontiac Firebirds. Doug Goad (now a professional road-race driver) was the driver. They finished 2nd overall. A formula for success was born. Doug and Rick drove the same car again in 1996, a feast or famine year for them. They had six 1st place finishes and five DNF's out of 13 events.

Rick co-drove with Tom Reese in the infamous Raptor in 1997 and they took 1st place overall. The Raptor was banned as "too good" in 1998, so Rick co-drove a new BMW M3 with Shane Lewis. They finished 6th overall. In 1999, the first year for Superformance, Rick teamed with Kevin Wesley in the readmitted Raptor. As those who followed the Second Strike account of the event know, Kevin had no prior experience with mid-engined cars. He learned quickly, however, and went on to win the 1999 One Lap.

For 2000, the Raptor was banned again so Kevin and Rick entered the Raptors little brother - the Consulier GTP. The chassis is essentially the same as the Raptor, but the Consulier is propelled by half the number of cylinders. Not enough as it turns out. Although seeded number 1, they finished far out of the top 10.

Dennis and Rick got together not long after the 2000 event and agreed to run together for 2001.

**Barry Kline and Jim Roxbury in Superformance 730**

Barry Kline is from Golden Valley, Minnesota where he owns and operates Winzer Automotive Products, a distributor of automotive and industrial fasteners and adhesives. Barry and Jim Roxbury have entered the One Lap for the past six years, 4 years in a Mustang and the past two years in SP 730. Barry serves as the primary driver and Jim serves as the head mechanic and co-driver.

Last year the car was brand new. Weather and circumstances prevented any pre-event shake out. The car ran well early on, but developed some new car teething problems. Barry and Jim took an early out to sort the car out. Barry and Jim returned this

year to the "warm up" at Amelia Island ready to run.

Barry purchased his Superformance from Dynamic Motorsports in Ross, Ohio. SP 730 is all black and fitted with a black hardtop. Other than adjustments to spring and shock setting and a switch to slightly wider (1.25") Wilwood rotors, Barry and Jim have made no changes to the car. It is a pretty much stock Superformance 427 S/C

### Specifications

Competition Motorsports built his 351W stroker.

The specs for the engine are:

- 351W cast iron block
- Edelbrock aluminum heads
- OHV 2-valves per cylinder
- 9.5 to 1 compression ratio
- Bore x stroke 4.030 in x 3.875 in
- Displacement 396 CID
- Edelbrock Victor Jr. single plane intake manifold
- Holley 4-barrel 750 cfm carburetor
- Ford Racing A351 camshaft
- Horsepower: 476 at 5400 rpm
- Torque: 480 at 4600 rpm
- Redline: 6100 rpm

Barry has a shift light at 6000 rpm and a rev limiter at 7000 rpm. He shifts just after the light comes on.

The transmission is the ubiquitous Tremec 5-speed. However, Barry's is fitted with the optional 5th gear that replaces the 0.68 ratio with a 0.83 ratio. The 0.83 ratio shrinks the huge gap between 4th and 5th and makes 5th a useful competition gear.

1st	3.29
2nd	1.96
3rd	1.34
4th	1.00
5th	0.83

The rear end is the standard independent 8.8" Ford with the standard 3.73 ratio.

The tires are Z-rated Michelin Pilot Sports:

Front - 275/40ZR17

Rear - 315/35ZR17

Barry started out with 335's, but they rubbed so he switched to 315's.

With the short 35 series tires and the tighter 0.83 5th gear, Barry feels that the car is actually geared too low. It is seriously traction limited in 1st and 2nd and runs up against the shift light easily in 5th.

### Performance

With this setup, the speeds in gears are:

1st	37 @ 6100
2nd	62 @ 6100
3rd	91 @ 6100
4th	122 @ 6100
5th	155 @ 6500

Acceleration is:

0-30	1.7 sec
0-60	3.8 sec
0-100	8.3 sec
0-150	21.9 sec
1/4 mile	12.0 sec at 122 mph

Barry and Jim were initially placed in the Super Tuner class, but when Barry produced a 1965 registration, they were switched to Vintage American.

### The Competition

The Super tuner class was seeded first and the Sports/GT1 second, so these cars naturally dominated the top seeds. Both Superformance cars were in the top 10 seeds.

<u>No</u>	<u>Entry and Drivers</u>	<u>Class</u>
1	1999 Mercedes RENNTech CLK 60 GT Dan Kary, Greene, ME Paul Gerrard	Super Tuner
2	<b>1997 Superformance Cobra</b> <b>Dennis Olthoff, Mt. Ulla, NC</b> <b>Rick Lee, Seymour, IN</b>	<b>Super Tuner</b>
3	1999 RennTech Mercedes Benz C43 Arpad Papp Ft. Lauderdale, FL S. Scott Stamper	Super Tuner
4	<b>1965 Superformance Cobra SC-427</b> <b>Barry Kline, Golden Valley, MN</b> <b>James Roxbury, Princeton, MN</b>	<b>Vintage American</b>
5	2000 BMW Dinane-MZ Mark Love, Calgary, Alberta Reg Riemer, Calgary, Alberta	Super Tuner
6	2000 Chevrolet Mallett Corvette Ted Hughes, Seward, NE Barry Konken, Hartington, NE	Super Tuner
7	1995 BMW M3 Russ Wiles, Sioux Falls, SD Mike Bartley, Brookings, SD Tim Peterson, Watertown, SD	Sports GT/1



<b>No</b>	<b>Entry and Drivers</b>	<b>Class</b>
8	1996 Dodge Viper Ronald Adece, Gilberts, IL Pat Adece, Lakeville, MN	Sports GT/1
9	1997 Viper Jerry Churchill, Dearborn MI Bill Evans, Walled Lake MI	Sports GT/1
10	2000 Dodge Viper ACR Spencer Geswein, Laurens, SC Brian Smith, Simpsonville, SC	Sports GT/1

The Vintage American entries were:

<b>No</b>	<b>Entry and Drivers</b>	<b>Class</b>
4	<b>1965 Superformance Cobra SC-427</b> <b>Barry Kline, Golden Valley, MN</b> <b>James Roxbury, Princeton, MN</b>	<b>Vintage American</b>
56	1980 Chevrolet Camaro Z-28 Michael Hickman, Hamden, CT Tom Bertino, North Branford, CT	Vintage American
57	1963 Chevrolet Corvette Grand Sport Aaron Quine, Tallmadge, OH William Hoskins, Akron, OH	Vintage American
58	1965 Ford Mustang George Batejan, Berkeley Heights, NJ Steven Smotrich, Belle Mead, NJ	Vintage American

So lets follow Dennis and Rick and Barry and Jim as they take on some stiff competition in what must be the longest and most grueling automotive competition in America. The events are presented here as relayed by our guys and by Second Strikers who showed up in support of the events and reported back.

## **Watkins Glen 1,2**

### **Saturday May 5**

Dennis reports that the car is running well and he is very pleased. The course was very quick and he was hitting the rev limiter in 5th gear. He is leading his class at this time.



*Top seeded RENNtech CLK60SC*

The top seed RennTech Mercedes has been sidelined with an apparent transmission failure. Actually, the \$186,000 top seed had what could best be called an electronic brain fart. When the computer didn't shift fast enough, the engine hit the computer rev limiter and the computer shut down a few cylinders. The torrid V8 became a tepid 6. The RENNtech was out before completing a single event.

### **Event 1 - Watkins Glen Time Trail**

On top after the first round is the #32 1995 Mustang Cobra R (SSGT2) driven by Dan Schlickemeyer and Marshall Aiken. Mark Ray of Mark Ray Motorsports prepped the Mustang. Mark as you may remember was Dennis Olthoff's co-driver in the Superformance Coupe last year. He also shows up at our VIR events with his Mustang buddies.

Dennis and Rick in #2 were tops in the Super Tuner class with an 13th place finish.

The top Vintage American entry was #57, the Quine/Hoskins Corvette Grand Sport that placed 5th. If the car actually resembles the photo, then these guys made the same performance/comfort trade-offs that the Lister Corvette made last year. They may be fast, but will they survive the punishment.

Barry and James in #4 finished in 33rd overall.

### **Event 2 - Watkins Glen Time Trial**

#### **and Overall**

The #10 Viper ACR (SSGT1) of Spencer Geswein and Brian Smith took the top spot in the second round and are in 1st place overall. The #32 Mustang Cobra R is in 2nd overall.

Dennis and Rick in #2 were again tops in the Super Tuner class with an 10th place finish. They are now in 11th position overall and 1st in the Super Tuner class. Second in the Super tuner class is the #6 Mallett Corvette of Ted Hughes and Barry Konken.

Barry and James in #4 finished in 31st in the second round. They are in 30th position overall and second in class behind the Corvette Grand Sport, which is currently in 5th overall.

## **Mid Michigan 4,5**

### **Saturday May 5**

#### **Event Number 3, the Cannonball Pub**

There are at least two people at OLOA numbering these events and they ain't a talking to one another. In the scoring, event number 3 is the stop at the

Cannonball Pub. There are no points to be gained, but there are points to be lost by not showing up on time. It appears that no shows don't get their dings until the final tally. Everybody had to wait the allotted two hours. Must be tough to just sit around when time is a wasting. Throwing back a few brewskis to kill some time on an event like this is not a hot idea.

### **Sunday May 6**

#### **Event Number 4, Mid Michigan Drags**

Event number 4 was a drag race with points being awarded based on elapsed time. When the rubber smoke cleared, SP 308 piloted by Dennis Olthoff was the top dog. Barry Kline was a most impressive 5th. Just to let you know what the competition was like, here are the top 15 cars.

<u>Position</u>	<u>Car</u>	<u>ET</u>
1	2 Superformance Cobra Dennis Olthoff, Rick Lee	0:11.754
2	13 Nissan Skyline GTR	0:11.972
3	8 Dodge Viper	0:11.993
4	49 Porsche 911 Carrera	0:12.154
5	4 Cobra SC-427 Barry Kline, James Roxbury	0:12.293
6	10 Dodge Viper ACR	0:12.619
7	9 Dodge Viper	0:12.772
8	25 Pontiac Firebird	0:12.910
9	32 Ford Mustang	0:12.926
10	35 Mazda RX-7	0:13.157
11	11 Chevrolet Corvette	0:13.181
12	6 Chevrolet Mallett Corvette	0:13.268
13	41 Pontiac Formula	0:13.465
14	21 Chevrolet Corvette	0:13.490
15	7 BMW M3	0:13.581

#### **Event Number 4, Mid Michigan Bracket Race**

Bracket racing is a handicapped form of drag racing. Each car has a stated ET or index. The slower car leaves first by the difference in their index. If the each index is accurate, the cars should arrive at the finish line at the same time. If the car is quicker than the index, then it might arrive under the stated ET. If it does, it "breaks out" and is disqualified. This put a premium on reflexes and driving and downplays somewhat raw horsepower.

Of the 89 entries, 81 made it to the line for the bracket drag race. Of these, 42 lost or broke out. These 42 cars were all given 8th place and 410 points. This continued until one car was the winner of the final round of 2 cars.

The Kline/Roxbury Superformance was knocked out in the first round. The Olthoff/Lee Superformance made it two more rounds before being knocked out. The eventual winner was #13, the Nissan Skyline GTR that finished 2nd in the drags.

The good thing about bracket racking is that everyone who runs finishes no less than 8th and everybody gets lots of points. So overall our boys had a very good day at Mid Michigan. The overall results are to be posted after MIS.

#### **Report from Alan "One Lap" Chamblee SP 455**

The following report from Alan was posted with SCOF on Sunday at 9:27 PM.

Left Ann Arbor this morning at 06:15, at a balmy 55 degrees, to run 130 miles northeast to support the Superformance One Lap team at the Mid Michigan raceway. SP 455 and I ran alone until we got to about 50 miles from the track, when we ran into some of the contestants. We finished the ride in with them.

Upon laying my way into the track I met up with Dennis Olthoff in the staging lanes. I helped him push his Super Tuner Cobra up in the staging lanes just prior to him ripping off the fastest E.T. of the day. An 11.7! I also met his co driver Rick Lee. Then I met Barry Kline and his co driver Jim Roxbury, they were running an SPF in the Vintage American Class. It was great to watch these cars do such damage against the competition. After finishing the eliminations, we packed up and made the 127 mile run to Michigan International Speedway for the next event. Me and old SP 455 running with the Big Dogs! It was great to be just a small part of it.

The racing at M.I.S was super. I got pictures of Olthoff and Kline running in excess of 170 mph coming out of turn 4. It was very nice to spend time with Superformance racers. I got a lot of free advice from guys that know about these cars of ours. I can't believe how nicely I was treated, although I cleaned Dennis's car and bought burgers for everyone! That's what you call real support!

After the track event, I wished all the racers good luck and headed back home. Altogether, 326 miles today in SP 455, and I got 18.6 miles per gallon to boot. I love this car!

## Michigan International Speedway 6

*Alan Chamblee photo*

First place is the #10 2000 Dodge Viper ACR of Spencer Geswein and Brian Smith. These two won the event overall last year in a Viper with an unbeatable combination of speed and consistency. They finished 1st four times. They finished in the top 5 in 13 of 15 events. Their worst finish was 8th.

Note the trailer. Several teams have found this solution to this “bring your spares with you” rule.

*Alan Chamblee photo*

Second Place is the #8 1996 Dodge Viper of Ronald Adee and Patrick Adee. Ron ran last year in the highly modified (read race built) and colorful Dodge Ram 1500 truck. He was 2nd in qualifying and had 7 top 10 finishes, but 3 DNF's put him in 34th place overall when the dust settled.

*Mark Ray photo*

Third place is the #32 1995 Mustang Cobra R of Dan Schlickemeyer and Marshall Aiken. The Mark Ray prepared car is running a modified 351W with extruded honed Edelbrock heads and a Vortech T-trim supercharger. Mark quotes 537 ponies at the rear wheel. Dan and his brother Mike entered a 1993 Mustang last year and placed 13th overall.

Barry Kline sold this car to Dan to buy his Superformance.

*Alan Chamblee photo*

Fourth place is the #49 1975 Porsche 911 Carrera driven by the husband and wife team of Gary and Paddi Griffiths. The early (and light) body is pushed rapidly along by a potent twin turbo engine. This very fast car is a perennial contender and favorite of One Lap fans. The Griffiths finished 10th overall last year by posting 9 top 10 finishes.

*Car and Driver photo*

Fifth place is the #13 1992 Nissan Skyline GTR of Nick Wong and Emanuel Crouvisier. With a very powerful turbo engine (see the drag strip time slip) and four wheel drive, this is a real new age pocket rocket. Neither driver was entered last year.

*Alan Chamblee photo*

The #2 Superformance of Olthoff/King is in 6th place. Dennis reports hitting the rev limiter in 5th at a number of tracks - 165 mph at 6500 rpm.

The Olthoffs fabricated the front air dam shown here, which keeps SP 308 from playing P-51 at the speeds that it is reaching. At the right is Alan Chamblee's SP 455. The tag says “2 FASTT”.



*Alan Chamblee photo**Alan Chamblee photo*

Eighth place is the #57 Chevrolet Corvette GSR (Grand Sport Roadster) of Aaron Quine and William Hoskins. Neither driver was entered last year.

The #4 Superformance of Kline/Roxbury is currently listed in 15th place.

Barry kicked major butt at the drags at Mid Michigan with a 5th place finish.

## **Sunday May 6**

### **Event 6 - MIS Time Trial**

Something has gone amuck here. The Olthoff/Lee team had a strong run and believed that they scored a 3rd place finish. This would have put them in a very strong 5th place in the final standings. However, the official scoring currently shows them as a DNF, which drops them back to 21st in the final standings. In either event, they remain in 1st in the Super Tuner class. This turned out to be in error and was corrected.

The Kline/Roxbury team had a strong 18th place finish, which combined with their strong drag race results jump them way up to 15th place in the final standings. They remain second in in the Vintage American class, but they are now only 5 points behind the leading #57 Corvette GSR.

### **Update Monday Morning**

I just talked with Bob Olthoff. Dennis had a problem with his door that slowed him somewhat, but he still had a strong run and finished 6th overall. He is currently in 6th in the final standings. Unofficially at this time, of course. The OLOA officials are sorting it out and will update the MIS results. Stay tuned.

It rained heavily on the way from MIS to Heartland. The drivers of the #57 Corvette GSR must be wondering about the wisdom of an open car. Heavy rains are also in the forecast for Wednesday afternoon when they travel from Road Atlanta to VIR. This may bode well for the surging Kline/Roxbury team. Be cautious in any rain dances, however. A wet track does not favor lightweight high powered cars with wide tires

(i.e. Olthoff and Kline). It does favor small front and all wheel drive cars.

### **Update Tuesday Morning**

The revised MIS results are out and have apparently been completely recast. The Olthoff/Lee team finished 6th overall. The Kline/Roxbury team finished 23rd overall.

The #1 Mercedes CLK 6.0 GT of Dan Kary and Paul Gerrard has not returned after its problems at the first event. Dan and Paul had a strong 2nd place overall finish last year in a 1994 RennTech Mercedes-Benz SL600. They might well have won last year except for an unfortunate off road experience in the very last event.

## **Heartland 8,9**

### **Monday May 7**

### **Event 7 - Holmes Radiator Checkpoint**

No penalties were awarded. The 50 point dings for no shows will be handed out at the end I guess.

### **Events 8 and 9 - Heartland Park Speed Trial**

### **Preliminary Results**

I talked with Bob Olthoff around 6:00 PM on Monday. Dennis ran well with an unofficial placing of 4th in the first event and 4th in the second event. He may now be as high as 3rd in the final standings.

The #13 Nissan Skyline GTR (5th overall after MIS) fried its turbo in the second event and DNF'ed. It remains to be seen if it can come back, however cars with even a single DNF typically finish out of the top 20 in the final standings. A tough break.

The #32 Mustang Cobra R (3rd overall after MIS) has cooked his brakes. Mark Ray is shipping replacements.

The #10 Viper ACR (1st in the final standings after MIS and winner last year) is still running strong. Their quick consistent performances are making them serious contenders for top honors.

Stay tuned for an update with the official results Tuesday morning early.

### **Update Tuesday Morning**

The official results are in. The Olthoff/Lee team posted a very strong 2nd overall in the 1st run and followed it up with a 4th overall in the 2nd run. Kline/Roxbury were 28th in the 1st run and moved up to 21st in the 2nd run. After Heartland, Olthoff/Lee are in 4th in the final standings and 1st in the Super Tuner Class. Kline/Roxbury are 21st in the final standings and 2nd in the Vintage American class.

The #10 Dodge Viper ACR remains in 1st in the final standings with at 1st and 2nd at Heartland.

The #8 Viper remains in 2nd in the final standings with a 6th and 3rd at Heartland.

The #32 Mustang Cobra R slowed to 5th and 9th at Heartland with brake problems but remains in 3rd in the final standings.

The #13 Nissan Skyline GTR finished the first event in 7th, but dropped back to 20th in the 2nd event. It did not DNF as previously reported, but did it cook the turbo? They are at 7th in the final standings.

The #57 Corvette GSR continues to amaze. After the rain on the way to Heartland they finished 8th in the 1st round and 1st (!) in the 2nd round. They are now in 9th in the final standings and 1st in the Vintage American Class.

## **Motorsport Ranch 10,11**

### **Tuesday May 8**

#### **Events 10,11 - Motorsport Ranch Speed Trails**

The Olthoff/Lee team continues to run strong, posting a 4th place finish in the first event and 4th in the second event.

The Kline/Roxbury team finished 42nd in the first event and 32nd in the second event.

The #10 Viper ACR of Spencer Geswein and Brian

Smith finished 1st in both events. Spencer and Brian have found a way to escape sleep deprivation. They are pulling an aluminum trailer with sleeping accommodations for two. This is quite the reverse of folks trailing their car to events.

The ever surprising #57 Corvette GSR of Aaron Quine and William Hoskins finished 2nd in both events. Quite the opposite of the Viper, they never have a roof over their heads. Their stamina is to be admired.

The #13 Nissan Skyline GTR came back from turbo troubles at Heartland to post a strong 6th in the first run. However, it DNF'd the second run and is out of the top 10.

### **Final Standings To Date**

The #10 Viper ACR has built a commanding lead of 140 points over 2nd place. Short of a malfunction, this is looking like the team to beat. The #8 Dodge Viper, #4 Superformance Cobra, and the #32 Mustang are in a very tight race for 2nd place at this point with only 25 points separating them. The 5th place #49 Porsche is 80 points behind 4th. With the top contenders doing well every time, gaining even 5 points an event is difficult. This is the halfway point. There are only 7 events left.

The Olthoff/Lee team is running very well. After a (relatively) slow start with a 13th and 10th in the first two events, they have reeled off a string of top 10 finishes: 1st, 6th, 6th, 2nd, 4th, 4th, and 4th. Speed and consistency are both essential to overall victory.

The Olthoff/Lee team continues to build their first place lead in the Super Tuner class. The Kline/Roxbury team has increased their second place lead over the third place #58 Mustang in Vintage American. The Corvette GSR continues to lead.

### **Commentary and Photos from John Russell SP 586**

Mike and all,

My son, John Jr. (11), Gary Sharapata, Drew Baird and I just returned from MotorSport Ranch in Cresson Texas after spending the day in support of our two teams in the One Lap. What a blast, and both teams seem to be moving up, but no one there seemed to know what yesterday's results were.

John Jr. and I met our two compatriots in North Dallas this morning just before 7:00am, and set off for our trek to the track (in a Van people hauler and

“stuff carrier”), arriving about 8:15am. We quickly found Dennis and Barry, and checked for problem areas and for any needs that has popped up on the way in from Topeka. We found everything in really good shape (except for a 2nd gear problem with Dennis’ 6 speed).



*A wash and wax for the rapid #4, then a group photo for posterity. From the left: Dennis Olthoff, John Russell, Drew Baird, Barry Kline, Gary Sharapata, and John Russell, Jr. in the car.*

The first run ended up with Dennis in fourth, and Barry was just learning the track, but had a respectable showing. We all pitched in during the sessions around the wash area, and the support group washed and waxed both cars, but the drivers both promised faster lap times in the second set due to the vastly decreased wind resistance. We took plenty of pictures of both cars with drivers and we managed to horn in on the shots, and I hope I got some good “action” shots as they flew around the track.



*Then its #2's turn. What a wash job! From the left: John Russell, Jr., John Russell, Gary Sharapata, Drew Baird, and Dennis Olthoff.*

Dennis improved his time by 7 seconds, and we “think” this may have boosted him into 2nd place overall, and it appears that Barry has a stranglehold on 2nd in class. After the run, we helped the warriors load up for the little hop of about 950 miles to Atlanta, and kicked Dennis out of town about 12:45, so they might make it in by about 1:00am. I had a WONDERFUL day in support of my

“Superformance team”, and I really enjoyed sharing it with my friends and my son. He broke his collarbone last Saturday night-for the second time in a month, and I think this was a day the “Doctor ordered” for him. I/we will find out Thursday at 3:00.

I wish we all could have driven the Cobras over in support, but we did what we could and were able to carry more equipment/towels/ice water/speed shine/soft drinks this way that probably proved to be more beneficial. Oh, if anyone can meet them in Atlanta with a few bottles of Uniglide it would be beneficial.

GO GET ‘UM SUPERFORMANCE from Texas!!

### Road Atlanta 12,13

#### Wednesday May 9

##### Event 12, Road Atlanta #1

In the first event, the #13 Mustang Cobra R scorched its way to a 1st place finish. The overall leader, the #10 Dodge Viper ACR took 2nd. Dennis in the #2 Superformance finished 3rd. The other top contender, the #8 Dodge Viper came in 7th.

In the vintage American class, the #57 Corvette GSR broke a U-joint on his driveshaft and DNF’ed. Barry Kline had a strong run and brought the #4 Superformance in at the 23rd spot

##### Event 13, Road Atlanta #2

Excellent teamwork and camaraderie were demonstrated as a number of folks, including our own Hall Copple, pitched in and helped Aaron Quine rebuild his driveshaft in time for the second event.

The order was shuffled a bit in the second run with the #10 Viper returning to 1st, the #32 Mustang in 2nd, and Dennis again in 3rd. The #8 Viper came back strong to post a 4th place finish.

In Vintage American, the repaired #57 Corvette GSR scored a 10th and Barry dropped back a bit to 28th.

In the overall cumulative standings, the top four remained on top. The #10 Viper is in front with 4840 points, a 165 point margin over 2nd. It will take a major blunder or two to loose this large a lead. The #32 Mustang jumped from 4th to 2nd with 4675 points. Dennis remained in 3rd a scant 5 points behind at 4670. The #8 Viper dropped from 2nd to



4th with 4660 points. The 5th place #25 Pontiac Firebird is 125 points back at 4535. So with a switch in positions, the tight race for 2nd place continues.

In the class races, the Olthoff/Lee team has a commanding lead in the Super tuner class. Kline/Roxbury have a solid grasp on 2nd in the Vintage American class.

Five more events to go...

### Superformance owners reflect on Road Atlanta...

#### From W.D. Goldsmith SP 533

Just got back from Road Atlanta where the Superformance team continues with strong performances. After the first round, I believe I heard Dennis say that he was tied for 2nd overall and after the second round Dennis thought he was 3rd overall, but the Mustang that has been giving them fits sounds bad.

In the Vintage class our team made some progress when the Corvette Grand Sport broke in the first round. But like the true sports that all Superformance owners are - Master Hal Copple helped the Corvette team track down the needed part and they were back on the track for the second round - not sure how our second Superformance team finished. It was a beautiful day - no rain and it was great to see several Superformance owners both from Atlanta and Charlotte.

As soon as the 2nd round was completed Dennis and team headed off to the Rod Club for mandatory check in and then on to Olthoff's shop for some repair work and some sleep before taking on VIR tomorrow. I am sure that Hal Copple can add to this brief update as he continued to stay around. Saw some Vintage Ferrari's - can't imagine how much they were worth!!

#### From Jerry Witt SP 410

Mike,

Attached are a few pictures from today's first session at Road Atlanta.

There was a great turnout of support SPF'ers to help with cleaning up the Cobras and to provide any assistance that they might need. It was a very long drive for the contestants and everyone seemed to drag a little bit until they got out on the track. The weather was perfect, no rain and temperature a little on the cool side so the cars ran great. A lot of

beautiful machines but none so beautiful as a pair of Superformance Cobras in action. There is absolutely nothing like the sound of side pipes and the smell of racing fuel to get your blood pumping. It is also gratifying to see the respect that the Cobras get from the others now. We may have been stepchildren once but no more. We are the ones to beat!



*The "Cobra Pass" picture is Dennis overtaking and passing the #9 Churchill Viper. He was really flying.*



*I had to throw in a shot of my new tag on SP 410. Hope you like it.*



*Always beautiful. The classic Jaguar XKE.*

#### From Hal "Sunburnt" Copple SP 672

Picked up a friend just before 0400, headed the 220 miles to Road Atlanta. Got there about 0730. A few



## Second Strike

*The Newsletter for the Superformance Owners Group*

Page 13

September 15, 2001

Lap Dogs were already sleeping in their cars, waiting for the gate to open. I think this leg was a 900+ mile drive in from Texas. About four SPF drivers and I were there, the Great States of GA and SC were well represented. Always good to see old friends. Then, Dennis and Rick showed up, joining the awakening Barry and Jim, so the "Pit Crew" pulled out the towels and costly fluids, and spiffed up the cars; they had rain somewhere during the night.

Both Superformance cars sounded strong and loud, and very intimidating to the more meek cars arriving. Dennis went out, and ran really well. The very best part of the whole day, I think for just about everything but the Dodge fans, was when he caught up with a Viper launched ahead of him about half way down the straight. Dennis swung out to pass the accelerating Viper, and just flat smoked him, enough to have plenty of room to brake for the oncoming turn at the end of the straight. I suspect few Vipers are so convincingly trounced as that red one was, by the Chameleon SPF with the 408.

Soon Barry rolled the black SPF to the start, and likewise ran fast and strong. You could hear his car way out on the back 40, these cars are so loud. There are clearly some really fast cars driven by talented drivers in this event. The Vortech motivated '95 Cobra R, #32, is very fast and likewise well driven. He says he puts out 650 hp. Perhaps.



*Barry Kline awaits his turn in the #4 Superformance At Road Atlanta. Doug Reed photo.*

Then some jawbone time, then promptly at 1300, they ran the second phase. Both SPF's were faster yet, I could tell by how close they drifted to the wall coming out of the last turn onto the straight.

One interesting event was when a driver on his warm up lap, at the conclusion of which you stop on the front for your timed wave off, apparently was overcome with adrenaline, and continued to floor his car almost up to the rear-most of the five cars in his

heat stopped for their wave off. He made the mistake of braking and trying to rein in behind the S2000 Honda at the end, instead of just braking along side them, and then backing up. He miscalculated, and went into a near spin, and finally managed a lurid stop a few feet from the ass end of the Honda, who's driver I am sure about wet his pants watching the whole show in his mirror. The skidding car was of course a BMW, whose drivers are not courteous and compassionate and rule abiding as we SPF drivers are.



*Dennis Olthoff in the #2 Superformance powers through the Esses at Road Atlanta.*

*Doug Reed photo.*

The Race was taking a toll on any number of cars, cut tires, fractured brakes, lots of smoking engines, even a few automotive death rattles here and there. There is apparently a Ferrari Challenge coming up, there were lots of race prepped 360's, and an original '35 Bugatti, and its arch enemy, a '35 Alfa Romeo, which are said to have collided with one another badly before WWII. Brock Yates fired up the Bugatti, running methanol. All those mechanics were speaking what appeared to me to be Italian, or perhaps Rural Georgian, I am not sure. They either gesture a lot, or were asking for a cigarette.

I was able to shoot some nice pictures, and had a wonderful time. Met up with the Cobra R at a gas station half way back. I have met Dan before running at Carolina Motorsports Park. He told me the Viper was leading, and he had a five point lead on Dennis, and that each considered VIR their home track. I don't know anything official. Talked for a while with the Car and Driver Web girl, she said they had gotten three speeding tickets already in the AMG they are driving.

So our chaps are really having a go at it, and are making all of us proud. My friend overheard talk at the Mazda Coffee Truck, that the Superformance team obviously had the most club support. I was

proud and happy to be there. Drove home, the Great Stroker getting 16 mpg at 75 mph, passed any number of entrants, ran for awhile with what looks to be one of the Kremer Porsche 962's.

### Meanwhile, Back At The Ranch

#### Mike Stenhouse SP 218

After Atlanta, Dennis and Rick headed north for VIR. As it turns out, the Olthoff's shop in Mt. Ulla is just off of Interstate 85. Time to refresh the machine and get a good night's sleep.



*#9 Dodge Viper of Jerry Churchill and Bill Evans at the Olthoff's shop in Mt. Ulla.*

I arrived just as Dennis and Rick were pulling, about 5:30 in the afternoon. Shortly thereafter, the #9 Dodge Viper of Jerry Churchill and Bill Evans showed up. They received gracious Southern hospitality, South African style.



*As always pizza is best when eaten off the floor.*

Shortly after that, the black Superformance of Barry Kline and Jim Roxbury arrived. Everyone went to work checking to make sure that everything was in order. Competitors on the track, but working together behind the scenes to make sure everyone was in the best shape possible. It is as I understand it a One Lap tradition.

We broke bread together, pizza actually. The ace mechanics, afraid that I would show them up, sent me for pizza in some obscure corner of the next county. They forgot that I was driving no ordinary PDV (pizza delivery vehicle). Nay - I had 420 stout ponies to carry me. I returned quickly with a pizza still hot enough to burn your chin.



*Rick Lee - Ace Co-driver- tries on the S1 for size.*

So then they suggested that I ask Rick Lee about his One Lap history. I was reluctant to put down the wrench, but I have a duty to you the readers, so I agreed. Rick began by reflecting that the Cobra has too much space inside for the One Lap. He wants to try the S1 next year and tried it on for size.

Rick's One Lap history is reported on page 4 of this issue.

### Virginia International Raceway 15,16

#### Thursday May 10

*If the North Course were a woman and we were practicing the rhythm method, we would have 10 kids by now.*

*Barry Kline - Thursday afternoon*

#### Event 14 - Carolina Rod Shop

Again, no points were deducted for no shows. I hope no one assumes that they aren't checking only to get really nailed at the end.

#### Event 15 - V.I.R. #1

Thursday was a day that could not make up its mind. When I climbed in SP 218 at 5:45 AM to head up to VIR, it was cold. Believing it would warm up when the sun came up, I left my leather jacket behind. A mistake. I had to stuff rags in my sweatshirt to stay warm, but I refused to put the top up. Around Greensboro, dark clouds started to form. It remained chilly - too cold for me. By Danville, the dark clouds reached to the ground. Someone just ahead was getting wet. By the time I got there, the

downpour had moved on, but the highway was under water. And the clouds were headed west, toward VIR. The weather held for the first event, but would play a big factor in the afternoon.

With the race this tight at the top, every mis-step counts. VIR was the place for mis-steps this year. The results are unofficial until tomorrow morning, but these are pretty good unofficial results.

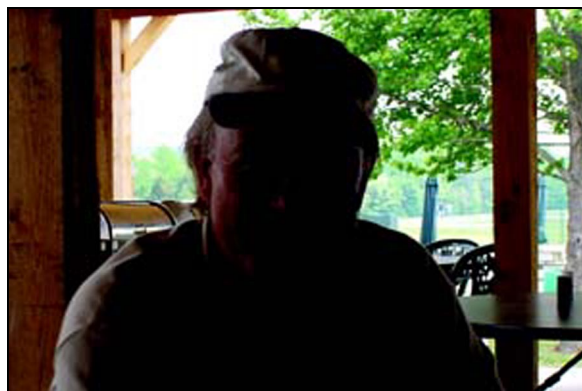
The first event was run on the South course, the one Second Strike uses for its On Track events. Dennis considers it his home track. So does Dan Schlickemeyer, the driver of the #32 Mustang.

Dennis really nailed it, coming in 1st place. The #57 Corvette GSR came in 2nd, which is good because it increased the gap between Dennis and the other front runners. The #32 Mustang captured 3rd and the #8 viper 4th.

The first place #10 Dodge Viper ACR hit a cone in the first event. This is a 10 second penalty and put them out of the top 10 for the event - 14th I believe. This one error cost them a chunk of their lead.

Barry Kline had a fine run. He was really in the rhythm of the course and posted a 20th overall. He was really smiling when he pulled in after his run.

### Lunch



*Anonymous After Hours Trophy Winner*

Barry, Jim, and I had lunch at VIR with the (anonymous) "after hours" winner and his co-driver. While many were using the short drive from Atlanta to VIR for time to refurbish their cars and get some much needed rest, they took the opportunity to get their car washed - at the famous Topless Car Wash in Greensboro. And no, the name does not mean that they specialize in convertibles. He absolutely regaled us with a detailed description of the "wash technicians" and their fascinating techniques for getting his car clean. And a clean car is a happy car.

### Event 16 - V.I.R. #2

For the afternoon run, it was the North Course. And VIR was not done for the day. Around noon it started to sprinkle. It stopped. The first run group, including the front runners, lined up and took their warm up lap. Everything was fine. Unbeknown to anyone, as they staged to run their timed laps, the bottom opened up on the back side of the course. The unsuspecting #32 Mustang hit the water and took a nasty spin. Dennis, close behind, nearly T-boned him. They avoided contact. Dan straightened the Mustang out, and everyone continued. Dennis wanted a re-run, but the run stood. By the time the second run group hit the track it was dry again. So only the first group had the wet track penalty.

There are two problems here. First, the front runners are slower because of the rain. That isn't so bad if they are all slowed the same. But it doesn't work that way. The front runners are spread out in time which allows later cars to fill in the gaps. In the points race, this can be punishing because it opens the points gap among front runners. At Waterford in 1999, a rapidly drying wet track quite possibly cost Dennis the overall win in just this manner.

I did get unofficial results after the faster cars had completed their runs. This time it looks like it worked to Dennis' advantage.

The #57 Corvette GSR, which ran in a later group, took 1st. The #10 Dodge Viper ACR took 2nd. A later running #29 RX-7 took 3rd. Dennis took 4th.

The #8 Dodge Viper fell back to 12th. The spinning #32 Mustang fell back to 19th.

Barry Kline did well at 32nd, but never got the rhythm of the course, leading to his now famous quote at the beginning of this section.

As a result, the #10 Viper is still in 1st in the cumulative overall standings, at 5660 points, but his lead has been trimmed to 115 points. Dennis in the #2 Superformance is now in 2nd place with 5545 points and is a full 65 points ahead of the #8 Viper in 3rd with 5480 points. The hot #32 Mustang has dropped to 4th 5465 points, 80 points behind Dennis.

What a difference a little rain can make. A 15 point spread from 2nd to 4th at Atlanta has grown to 80 points. But it isn't over. Watkins Glen beckons...

There are more stories and photos from VIR to come. But it has been a long day and it is late. I



did want to get the results up, because tomorrow is the final day and I wanted everyone to know how it was shaping up.



*A large crowd of the Superformance faithful made the trek to VIR. Mac and Peggy McCombs in SP 732.*

*Kenny and Sharon Brown in SP 285. Bob Jordan in SP 181. Dean Coates took a long lunch and came by for the second event. Your intrepid reporter made the trip in SP 218. David McRae and Mark Smith showed up on their Harleys. And of course Bob Olthoff. Jim King and Woody Woodruff showed up in their "business" cars - playing hooky?*

### Watkins Glen 17,18,19

#### Friday May 11

#### Events 17, 18, 19 - Watkins Glen Time Trials

There were three events scheduled for the second trip to Watkins Glen. At the beginning of the day, the 1st place #10 Viper ACR had a 115 point lead over 2nd place. The 2nd place #2 Superformance had a 65 point lead over the #8 Dodge Viper. Both margins are comfortable this late in the game. But there were two unknown factors. First, Watkins Glen is Ron Adee's (#8 Viper) home track. Dennis clearly showed at VIR that the home track advantage is real. Second is the "let it all hang out" last event factor. In years past, the "let it all hang out" factor has put some top contenders off the track and out of the top 10. This year would be different.

In the first event, the #8 Dodge Viper found new wings and beat the 2nd place #29 Mazda RX7 by 4.8 seconds in an event where the margin of victory is typically a second or less. Dennis in #2 wound up in 8th place, 11.1 seconds behind 1st. The margin for 2nd tightened to 30 points.

In the second event, the #8 Dodge Viper again showed surprising speed, posting a 2nd place finish 0.4 seconds behind the 1st place #88 Corvette Z06.

Dennis turned up the wick and pulled out a 5th, a much improved 5.1 seconds behind the #8 Viper. The gap for 2nd place closed to 15 points.

For the third run it was all or nothing. Dennis took everything out of the car including the hardtop and the passenger's seat. As the observers commented, he drove like a wild man. Nothing was left on the track. The #8 Viper again showed uncharacteristic blinding speed and pulled out another 1st, 5.8 seconds ahead of the 2nd place #10 Viper ACR. Dennis' extraordinary efforts brought him in at 4th position, 8.2 seconds behind the #8 Viper.

### Overall Results

When the dust settled, the #10 Viper ACR retained its grip on 1st. The extraordinary efforts of the #8 Viper resulted in a tie for 2nd place overall with the #2 Superformance.

What to do about a tie? From the One Lap web site, the official rules state "To be overall winner and all class winners will be determined by the total high scores accrued from each of the contests along the route. Trophies will be awarded far [sic] overall standings and class winners." There is no provision for breaking ties, so by the rules, a tie stands as a tie. Nevertheless, the One Lap officials decided to use the cumulative lap times as a tie breaker. On that basis, 2nd place overall was awarded to the #8 Viper and our Olthoff/Lee team was awarded 3rd overall. Making up (or disclosing) the rules when the event is over is very bad form. But Dennis and Rick did a fine job and I will not detract from their sterling accomplishments by grouching.

In Vintage American, the leading #57 Corvette GSR came in 9th in the first round and then DNF'ed the remaining two. Barry had a slow start with a 36th in the first round, but followed it up with a strong 24th and then a 25th. The GSR held onto 1st in Vintage American by the slimmest of margins - 5 points. The Kline/Roxbury team finished a strong 2nd in class. Great job guys!

Dennis and Rick have given Superformance an amazing victory - again. And Barry and Jim put the icing on the cake. The amazing thing is this. Both cars are basically box stock Superformance. The engines are both stroked 351W's, 408 and 396 CID respectively, that are available to any Superformance owner. And that makes it all the more amazing.



## Our Top Finishers



### **1st in Super Tuner and 2nd/3rd place overall The #2 Superformance.**

Dennis Olthoff leads the #57 Corvette GSR out of Oak Tree and down the Back Straight on the South Course at VIR. Dennis took 1st on the South Course and the GSR took 2nd.

Dennis and co-driver Rick Lee were tied for 2nd overall but lost the tie-breaker. Another fine job for an essentially out-of-the-box Superformance.



### **2nd in Vintage American and 23rd overall The #4 Superformance.**

Barry Kline found the groove on the South Course at VIR. His speed carries him to the edge of the track coming out of Oak Tree - the perfect line. A great job by Barry and co-driver James Roxbury - old guys (my age) driving a truly box stock Superformance with the ever popular 396 stroker 351W engine. Barry and Jim wound up only 5 (!) points behind #57 in the Vintage American class with a steady consistent performance. Good show!

## Other Top Finishers



### **1st place overall and 1st in SSGT1 The #10 Dodge Viper ACR.**

Spencer Geswein rests on the rear wheel waiting out the short but pivotal rain delay on the North Course at VIR. Co-driver Brian Smith is buffing the front fender. These guys do this for a living - they are test drivers for Michelin.



### **2nd place overall and 2nd in SSGT1 The #8 Dodge Viper.**

Ronald Adey uses all the track powering out of Oak Tree on the South Course at VIR. His co-driver was Patrick Adey. Patrick and Dennis Olthoff were tied on overall points and tied in 1st place finishes. The tie breaker was cumulative lap times.



### **4th place overall and 1st in SSGT2 The #29 Mazda RX7.**

At (great) speed down the Front Straight on the North Course at VIR. Driven well by Rick Potter and George Samuels.

**5th place overall and 2nd in SSGT2  
The #25 Pontiac Firebird.**

The ever ebullient Dan Corcoran (right) and his co-driver Barry Campbell show off their Vortech supercharged small block.

**6th place overall and 1st in vintage Foreign  
The #49 Porsche.**

Gary Griffiths leads the #35 RX7 down the Back Straight on the South Course at VIR. Gary's co-driver is his wife - Paddi Griffiths.

This is not a telephoto shot. These guys are going well over 100 mph at this point. This reporter stuff is fun.

**9th place overall and 3rd in SSGT2  
The #32 Mustang Cobra R.**

Dan Schlickemeyer drove this Vortech supercharged 351W machine beyond anyone's expectations. Dan and his co-driver Marshall Aiken were in contention for 2nd overall until the rain induced spin on the VIR North Course.

Barry Kline sold this car to Dan to raise the money to buy his Cobra. The car was prepped by Mark Ray, Dennis Olthoff's co-driver in the Superformance Coupe in 2000. Small world, this One Lap.

**18th overall and 1st in Vintage American  
The #57 Corvette GSR**

An incredible job by a young kid in a brand new open car. Aaron Quine is 23 years old and he would have to be to drive this machine out in the weather for 4,000 miles in a week. Aaron and his co-driver William Hoskins scored two 1st place finishes and three 2nd place finishes. Feast or famine - they also had three DNF's, including the last two events at Watkins Glen.

**Dead last overall and dead last in Super Tuner**

It just may be possible to spend too much. The \$186,000 top seeded RENNtech CLK60SC only saw the taillights of the Superformance entries. Simplicity has its virtues.

## RUN AND GUN 2000

### SUPERFORMANCE TAKES HOME THE GOLD!

**Gateway International Raceway  
St. Louis**

**Monday through Thursday  
September 25-28, 2000**

**Story by Baby Olthoff and Mike Stenhouse**

The 13th annual Run and Gun Was held at Gateway International Speedway last September. Don't bother to remind me that it was just about a year ago. I wait for the official results in KCI and they weren't out until June. This is the first chance since then to report fully on the event.

Run and Gun is sponsored by Kit Car Illustrated. It was originally intended as an event where owners could get together and flex their machines in a reasonable controlled and safe environment. It is a timed event and winners get trophies.

In recent years it has become more of a battleground for manufacturers seeking bragging rights for the next year. Superformance entered its first car in the 1995. Quite literally its first car. SP 032, the first car in the US, was a show car at the 1995 event. We have been a serious factor ever since, as has been dutifully reported here in past issues of Second Strike.

There were 58 cars participating for 2000, down a bit from earlier years. There were 40 Cobras with the largest number (10) from Factory Five.

The 5 Superformance entries were:

Bob Olthoff	Superformance Coupe
Dennis Olthoff	SP 245 – the “race car”
Doug Reed	SP 116 – the One Lap car
Bill Belcher	SP 163
Lance Stander	Superformance S1

Also attending were Superformance owners David Gilmore SP 095 and Bill Gilmore SP 096.

Superformance dealer Ron Rosen came over from Cincinnati and Ronnie Kruger, the Superformance Marketing Manager, came from South Africa.

#### **From Baby Olthoff Wednesday, September 27**

The Olthoffs left before 6 am on Sunday and had an uneventful trip except for encountering a number of vicious thunderstorms and lots of rain along the way. Monday was a complete washout. It rained all day long and it was also bitterly cold, down to the 30's

when taking the wind chill factor into account. They had to sit around all day long in Doug's motor home watching videos, telling jokes and talking cars. I can't imagine how Dennis got through the day; he is far too impatient to handle that sort of thing well. They even had to go shopping - poor Ronnie Kruger wanted to die of cold, he certainly

didn't come prepared for this sort of weather so had to acquire some jeans and sweaters to survive.

Tuesday turned out to be a beautiful day with brilliant sunshine and temperatures in the high 60's - much more like it. It was also a brilliant day for Superformance. The Street Classes headed for the Auto Cross in the morning, while the Pro Classes had some practice time on the track. Bob got some valuable time in and put up some impressive times in the Coupe.

Anyway, the Street Class Autocross section got underway and Doug Reed won the Street class overall, with Bill Belcher (Bruce Weber's nephew) in SP 163 second and Lance Stander won his class in the S1 and was 3rd overall.



*The Superformance team heads home with the lion's share of the gold!  
Standing: Dennis Olthoff, Lance Stander, Ron Rosen.  
Kneeling: Bob Olthoff, Doug Reed, Bill Belcher.*



In the Pro Classes Dennis won the Small Block Class with the race car SP 245 and Bob the Big Block Class with the Coupe. Dennis was the Top Dog overall in the Autocross.



*The Superformance Coupe with its 408 CID 351W stroker ran in the Big Block engine class.*



*Bill Belcher in SP 163 turned in a fine performance in the Street class.*



*Lance Stander drove the new S1 at its debut competitive event (and drove it well.)*

While the Pro Classes were running the Autocross, the Street Classes headed for the track. Doug reported that he was once again the overall victor on Tuesday with a time of 1:17.3 (timed 132 mph down the straight), with Bill second 1:17.6 and Lance third with a time of 1:18.4 (timed 104 mph down the

straight and despite losing it somewhat somewhere around the back).

Kit Car magazine is apparently going to do an article on the Coupe as well as on the S1 and after the day's events, a photo shoot took place - the last time I spoke to Bob was at 8 p.m. their time, when they just stopped in front of the hotel after the photo shoot.

So all in all, it was a very satisfactory day for the Superformance contingent. Unfortunately though Gary Pryor and the Beck car did not put in an appearance, so it seems like they're not having such stiff competition this year. Nevertheless our boys all did very well.

Today the Pro guys are heading for the track and the Street Class will probably also get some more runs in but as far as I could gather, officially the Street Class results are final.

## Final Results

The **Top Dog** trophies include all four engine classes - Big Block, Small Block, Four and Six Cylinder, and Power Adder. The Combined trophy includes all three events - Road Course, Autocross, and Drags.

Combined Pro	Combined Street
1. Dennis Olthoff	1. Doug Reed
2. Bob Olthoff	2. Bill Belcher
	4. Lance Stander
Road Course Pro	Road Course Street
1. Dennis Olthoff	1. Bill Belcher
2. Bob Olthoff	
Autocross Pro	Autocross Street
1. Dennis Olthoff	1. Doug Reed
2. Bob Olthoff	2. Bill Belcher
	Drag Strip Street
	2. Doug Reed

Even though Superformance did not enter the Prepared class, we still took home 13 of the 31 **Top Dog** trophies - 40% of the gold. Plus a whole bunch of class trophies. The next best was Contemporary with 4. Factory Five and ERA had 2 each. And Lance's S1 took the KCI Editor's Choice "Car of Show" award.

All in all, it was a very outstanding day for Superformance. And as always the three Superformance Cobras are pretty much off the shelf cars just like the ones the rest of us drive.

Need I add that all the Superformance Cobras and the Coupe were powered by the reigning king of balanced performance - the Ford 351W.



## MOTHERS DAY AT WILLOW SPRINGS

**Mothers Day at Willow Springs.  
May 13, 2001  
Story and Photos by Lance Stander  
Event arranged by Lyn Parks of  
Trigo Wheels**

tires, resulting in a spin off one of the bends, but nothing serious. In the late afternoon, we departed to the Desert Inn for the night. Later on in the evening, we attended Lyn's famous dinner. We all enjoyed the famed steak dinner and watched old racing videos.

Lance and family, Rob Ginn and family, John and Janet Marshall, Howard Gardner, and Ron Gala - all Superformance owners - prepared for the 2 hour ride to Willow Springs to enjoy some much needed track time. This is a refreshing change from the stop start conditions we are used to.

We all left on Saturday and drove the cars in our trailers up to Willow Springs. It was overcast with a light drizzle which was only enough to dirty all the cars but it did not affect the track at all. The rules were simple, pass only on the straight not in the bends.

All had great fun around the track on Saturday. Lance had his 15" street tires on the car, which was a change from his usual set up of 17" with Michelin



*Superformance tents in the pits mark the gathering place of the faithful.*



*Rob Ginn in SP 745 leads down the straight at Willow Springs*



*Lance Stander stages for his turn on the track.*

Early on Sunday we departed for the track. The weather was sunny and pleasant, which was a change from the extremely hot weather that Willow Springs is known for.

We zoomed around the track. Superformance replicars, other Cobras, and Mustangs, all having a tremendous amount of fun. The highlight of the day was when Janet went out on the Ladies Laps, having a great time, she kept lapping, ignoring the flag signaling the end. Every time the flag was waved at her she went around the track one more time. One of the crowd joked saying

they were sending out the CHP to bring her in. She did eventually come in though smiling from ear to ear. All had a fun time.

## SUPERFORMANCE AT SAAC DOES VEGAS 5

**SAAC Does Vegas 5**  
**Las Vegas, Nevada**  
**Friday to Sunday, February 9 - 11, 2001**  
**Story and photos by Rob Ginn SP 756**

Another excuse is all we needed. Great weather, a new track (for me) and a chance for me to mingle with another group of Snake-aholics. SAAC Does Vegas 5. Originally organized as a winter retreat for Midwesterners and East Coast Cobra nuts, after 3 months of winter gloom it was their chance to see some sun. It has become a major event and a super party. So the usual suspects of Superformance owners made the cross desert trek to Sin City. Rob, Anita and Laura Ginn (SP 756), Howard Gardner (SP 168), Lance and Aston Stander of famed Hillbank Motor Corp. (our local Superformance dealer), John and Janet Marshall (SP 073), Stephan Johnstone, Ron Gala (SP 537), Dean Woodruff, Bernie and Diana Kretschmar (Mustang owners). Randy Klein (SP 584) joined us from the bay area.

We left early Friday to avoid the famed LA traffic and drove through some snow flurries in the high passes outside of Los Angeles. In the high desert the weather improved all morning and by the time we arrived in Las Vegas it was pure Chamber of Commerce weather - warm and sunny.

Shelby American Automobile Club sponsors a social get together on Friday night. It was fun to meet several Internet friends and meet the other folks in for the gathering. Most called it an early night in anticipation of tomorrow's track event (or were lured by the bright lights of other local attractions).

Saturday the daylong open track event took place. Tech inspection and drivers meeting took place but

several concrete barriers had to be moved. As we waited the air show began. The local U.S. Air Force base was the home of several fighter wings and the Thunderbirds. It was a constant show of military strength and flying ability. The open track event was great. A CSX 4000 with only a 150 miles on it blew an engine and spilled some oil on the end of the straight. Lance in his black Superformance hit the oil and did several 360's before ending up in the infield. This was fine except I was right behind him! I didn't sign up for a NASCAR moment! I drove through the tire smoke and screamed around the first turn, yellow flags came out and I took my first breath in. But

other than that and a brief off road experience for Bernie we got all the track time we wanted. The ranks had thinned for the afternoon session and we ran for 45 minutes in one group.



*Rob Ginn with the all Silver 351 powered SP 756 At SAAC Does Vegas V. The trailer is named "Wallet Weevil Racing". Catchy!*



*Rob and Lance Stander check out the fine Ford powered mounts at trackside. Well except for the Olds powered one in the left foreground.*



During the sessions several of our group signed up for the Richard Petty Experience. Rides in NASCAR racecars doing 175 mph was quite the experience. Laura was so thrilled she went twice. Dad, of course, was pleased to see her excitement. Great cars and great people made the day perfect. Randy took my car for a quick session and pronounced it as passable but no comparison to Mariah. Both of our Superformance cars are silver with no stripes.

The evening was the dinner at the Race Rock Cafe. Carroll Shelby, Rick Kopec and others spoke about the club and upcoming events and the traditions of these cars we admire. Even Bernie said a few words on how a bunch of young hot rodders from Southern California put together these great machines. All this and being surrounded by the awesome speed machines that made up the Race Rack decor.

Sunday was tour day and BBQ at our host's facilities. Shelby American Inc. manufactures its Series I and Cobra 4000, 7000 and 8000 series in Las Vegas. SAI provided their facility for the event headquarters and gave us tours. I liked the museum with some fabulous Cobras, GT-350's and other such. Laura went right to the souvenir shop.

All too soon we loaded up the trailers and took off for home. Anita saw Outlet Mall and the car automatically turned in ... ugh. More snow in the passes and traffic. Hats off to SAAC for a great time and to SAI for being perfect hosts to a bunch of Superformance owners.

*Rob Ginn SP 756  
Huntington Beach, CA*

## BITS AND PIECES

### Submissions

Bits and Pieces is an owner's forum and includes modifications made by individual owners to their Superformance Cobras to improve the performance, reliability, individuality, and/or drivability of their cars. Maybe it's just puttering. The decision to use any idea and the proper installation and operation of any idea is entirely the responsibility of the owner.

### Spiral Cell Batteries

SP 218 is coming up on 4 years of age. It has been a most reliable steed and I try to keep it that way. A few times this spring the mighty 351 has failed to turn over when hot. The starter engages, but it won't spin or spins very slowly. After waiting a few minutes for it to cool down, it has always started right up. So it really hasn't been much of a problem, but it could be. So this behavior gave me the excuse I have been looking for to investigate orbital battery technology.

In a typical lead acid car battery, the current is produced by the flow of electrons between lead plates through an electrolyte, typically diluted liquid sulfuric acid.

In a conventional car battery, the lead plates are rectangular, flat, and stacked vertically in the case. The free standing lead plates must be strong enough to withstand the stress and shocks of life in a moving vehicle. This physical strength requirement determines the thickness of the plates which in turn determines how many plate can be crammed in a given size battery case which in turn determines the power rating of the battery. More power for starting

requires a bigger battery.

A real problem with conventional batteries is that the surface of the plates flake off as a result of under hood heat and cool cycles, charge and discharge cycles, and shock and vibration. These flakes accumulate in the bottom of the battery case. When they reach the bottom of the plates, they short the plates out and the battery loses power. When enough plates are shorted out, the battery is dead.

The life of a battery can be calculated accurately based on the flaking rate of the plates and the depth of the well under the plates. I do believe that this is why my batteries are pretty good about failing right at the end of the warranty.

With orbital or spiral cell technology, each cell contains two plates of thin lead, one positive and one negative, wound around a core. Since the plates have no structural strength requirement they are thinner.

The gap between plates is filled by a thin absorbent glass material saturated with electrolyte. The material insures a thin carefully controlled gap between plates. The plates are wound in a tight spiral to form the cell and the cell is pressure inserted into the case. The case itself provides all the structural support.

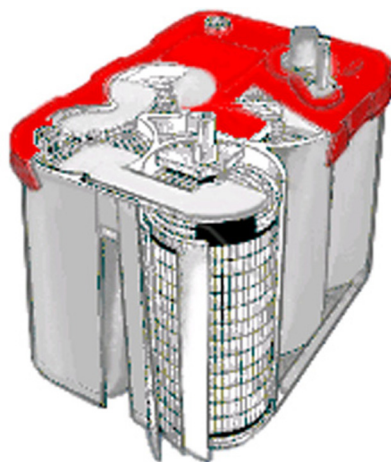
There are significant advantages of this design.

- The use of thinner plates and a smaller gap means more plate surface area per cell, which means more power.

- The smaller gap between plates means less internal resistance across the gap. Lower internal resistance means more power.
- Without a structural strength requirement, the plates are made of a purer lead, which lowers internal resistance, resists corrosion better, and lasts longer in a high temperature under hood environment. More power and longer life.
- The elimination of free space between cells prevents shorting between the plates and damage due to vibration. This gives longer life.



*Spiral Cell Cutaway*



*Battery Cutaway*

The complete battery with six cylindrical cells looks a good bit like a six-pack. The case is completely sealed which eliminates spills.

I picked Optima because they are the leading proponents of the spiral cell technology. Other battery companies such as Exide have now started to offer this technology.

Optima offers two sizes of “starter” batteries close to the size of the Superformance battery box. “Starter” means batteries used for starting, not entry level batteries. The following chart gives the specs of these two batteries compared to the Duralast battery that came with SP 218.

Battery	Duralast	Optima	Optima
Model	246-210	75/35-925	34/78-1050
Weight	36	33	39
Length	9.9	9.4	10.0
Width	5.7	6.8	6.8
Height	7.4	7.6	7.8
Cold amps	500	650	750
32° amps	650	870	980

Both batteries offer significantly more starting power - 30% and 50% more respectively. Both are satisfactory for either small block or big block installations. My battery box is wide enough and long enough for either. The price is about the same, around \$130 from Summit. A bit pricey, but not bad considering the power and expected life. Besides, its hobby money, which is not the same as real money.

I picked the smaller 75/35-925 (Summit part number ULT-9022-091) because of the height. The Duralast was tight enough on height to rub on the bottom of the battery cover. I was concerned that the 34/78-1050 at 0.4” taller would be too tall.

The old battery was not in an easy place to remove. After a few brute force attempts, I thought about turning the car over and shaking it out. Then I decided to use my head, which works better anyhow. One of those battery lifters that picks the battery up by the terminals would be just the ticket. I didn’t have one, so I looped some rope around the battery, tied it tight, wedged a crow bar under the rope and lifted it out. Mind over matter.

The Optima comes with a carrying strap, so it was easy to install and will be easier to remove. Although it carries only a two year warranty, Optima claims that their battery will last up to three times longer than a conventional battery. If it is true, then I may be pulling the battery back out to put it in my “personal transportation unit” (i.e. wheelchair) one day in the distant future.

When you take your current battery out, note the location of the positive terminal. Mine was toward the front of the car. Be sure to install the new battery the same way. This is not as dumb as it sounds. The terminals on my Duralast were reversed from the normal terminal location. This meant that



the Optima went in apparently backwards. The Optima terminals are toward the center, so the cables reached just fine.

The shorter Optima is not a tight fit front to rear. I used some of the stiff packing foam to wedge the Optima in place in the battery box. **This is very important!** If the battery moves about, it will work the clamps off of the terminals!

As a final note, SP 218 has brass terminal clamps with separate cables. If yours are the same, make sure that the terminal ends are assembled correctly when you reattach the battery cables. Start with the square head bolt. Next fit the clamp to the bolt so that the notched side of the clamp faces the square bolt head. The notch keeps the bolt head from rotating. After the clamp comes the battery cable, then the nut. Assembly in this sequence gives the best clamping pressure on the terminal. Mine were not done this way initially and it caused high resistance in the clamp and problematic starting.

The day after installing the battery, I headed up to VIR for the VIR Homecoming. The hot engine cranking problem has been corrected. I like it.

### **OPTIMA Batteries, Inc.**

17500 East 22nd Avenue

Aurora, CO 80011

United States of America

Phone: 303-340-7400

Web: <http://www.optimabatteries.com>

### **Summit Racing Equipment**

PO Box 909

Akron, OH 44309-0909

Phone: 800-230-3030

Web: <http://summitracing.com>

## **Securing the Door Latches**

My doors occasionally pop open. Usually just to the safety catch. On rare occasions, when cornering very hard, they pop all the way open.

The solution is quite simple. A small dab of Vaseline lip balm on the door latch pin and in the receiving hole in the striker plate will fix it.

If you want to know why it happens read on. I did quite a bit of testing to determine why it was happening. The answer surprised me.

The latch on the door has a spring-loaded pin that fits into a hole in the striker on the door jamb. The latch handle draws the pin back against the spring to

open the door.

The door weather stripping exerts a slight but constant pressure on the door when it is closed. This in turn causes a constant pressure on the pin on the side of the hole in the striker. This pressure in conjunction with the movement of the door and friction between the pin and side of the hole causes the pin to walk its way back against the spring and out of the hole. The door pops open.

Additional pressure on the door, such as resting your knee on the door while driving, causes it to pop open more often. High pressure, such as bracing on the door while cornering at high speed, can cause it to pop open so fast it misses the safety catch.

By now, you probably think I'm nuts. But if you have ever seen a vibrating table walk parts uphill in a manufacturing plant, then you may start to be a believer.

The solution is simple. A small dab of grease on the pin and in the hole removes the friction necessary for the walking action.

The final and conclusive experiment occurred on the way to Newport News from the VIR Spring Event. I had the top up. The additional pressure from the top was causing the door to pop open every mile. I stopped and purchased a small tube of "Vaseline Lip Therapy" petroleum jelly and applied it to the pin and the hole. The problem went away immediately and has not returned.

Vaseline is nearly clear and not as messy as black or white grease. The only flavor the gas station had was Cherry. I was so hoping for Lime to match my car, but there you have it. At any rate, I'll never leave home without it again.

There are other reasons for the door to pop open such as internal parts in the latch coming loose and misalignment. If the Vaseline trick doesn't fully do the job, you might want to take the latch off, disassemble it, and make sure all internal parts are secure. Then align the striker with the latch so that it closes easily and latches securely.

## **Brighter Taillights**

It was a grey and rainy Monday when I drove SP 218 from the VIR Spring Track Event to the Superformance meeting in Newport News. Yep, same trip. I had my lights on, but Pat pulled up from behind and suggested I turn my lights on. A bit later Lance Stander pulled up and made the same

suggestion. A bit later a perfect stranger did the same. I checked when we stopped for gas. My taillights were on. They were just too dim to be seen. I could have purchased some brighter standard bulbs, but what the heck – it's my Cobra. If more power is good then a lot more is better. I stepped up to the LED taillights that Randall Thomas has been offering. Randall is a fellow Second Striker (SP 1002) and founder of SCOF, the *Superformance Cobra Owners Forum*.



*Multi-LED taillight bulb puts out BIG light.*

I devised a test for the bulbs and when they arrived I installed them on one side in the rear. I turned SP 218 so the rear was facing the afternoon sun. I turned the running lights on then backed up until I could no longer tell the stock lights were on. As it turns out, I didn't have to go far. At 10 feet, the standard bulbs were dark. No wonder everybody was telling me to turn on my headlights on. However, the LED lights were clearly visible. They could still be seen 200 feet away. Test over. These are keepers.

The "Snake Eyes" LED lamps bulbs come in two types – 1156 to replace the monofilament 1156 bulb and 1157 to replace the dual filament 1157 bulb. On SP 218, the monofilament bulb is the running light and the dual filament bulb is the turn signal and the brake light. Yours may be different. You can check these bulbs out on Randall's web site:

<http://performanceunlimited.com/cobralley/ledlamps.html>

or order them by mail:

**Performance Unlimited**

Randall Thomas  
766 Grand Avenue  
Hartford, WI 53027

The price is \$22.95 plus \$3.00 shipping and handling each. You will need 2 1156's and 2 1157's, a total of \$103.80 altogether for the back end. But folks can see you and that is worth a lot.

## New Rear Sway Bar Tuning for the Track

In understeer the car tends to go straight or "push". The car turns less than it should have for the amount you turned the steering wheel. In oversteer the tail comes around. The car turns more than you asked it to with the steering wheel. The car is "loose". In extreme cases, reverse steering must be applied to counteract oversteer and avoid a spin.

Understeer is stable. Oversteer is maneuverable. Or put another way, understeer is unresponsive and oversteer is unstable. Stable and unresponsive are the same thing. Maneuverable, responsive, and unstable are the same thing.

Most cars are designed with terminal understeer because it is safer. Better to leave the road head first than backward, I suppose. Race cars are designed to be more maneuverable. They trade stability for performance in the turns.

With SP 218 set up the way it came from the factory it understeers at the limit. Oversteer can be induced at any time by depressing the loud pedal. However with a short wheelbase and a surplus of power, the transition between understeer and oversteer can be a delicate balance indeed. Sometimes called twitchy. I have spent a good bit of time and a set of Goodyears on the skid pad practicing that delicate balance. Bob and Dennis Olthoff are good at it. Bob Jordan is good at it. I am not yet.

At the Spring Track Event at VIR, it rained heavily Saturday morning. I ran in the rain. It was great fun. However, the tendency to understeer was amplified. I almost plowed straight off the track in the esses. When we returned home, I started talking with Dennis Olthoff about possible suspension changes.

In simple terms, a larger rear sway bar (or smaller front sway bar) increases the tendency to oversteer. A larger front sway bar (or smaller rear sway bar) increases the tendency to understeer. So what we needed was a larger rear sway bar. Dennis was working on changes for SP 308 for the One Lap. He replaced the standard 18 mm rear bar with a 25 mm NASCAR style sway bar. You may think that 18 to 25 isn't much, but stiffness goes up with diameter cubed. It is 2.7 times stiffer. He was impressed by the improvement in handling.

After the One Lap success, Dennis had a spring bender make up a batch of 25 mm replacement rear

sway bars. They came in on Thursday before the VIR Fall Track Event, so I headed up to the shop to get

mine installed so I could test it at VIR. Keep in mind that Dennis can win on roller skates. His opinion of the larger sway bar might not be the same as a mere mortal like myself.

Lap times are not as important to me as the way the car handles and feels. I go to track events to learn how to drive my car on the street, which is why I don't change anything for the track. I run my car with the same 15 inch rims and 60 series Goodyears and same suspension settings I run on the street. I don't even change tire pressure for the track.

Testing at VIR revealed the following. On the skid pad SP 218 retains a degree of understeer at the limit. On the track the transition from understeer to oversteer is less abrupt and easier to control. I was able to execute tail out slides out of about every corner on the track without spinning a single time. I dearly love hanging the tail out and in the past I have spent my share of the time in the weeds learning how. But not this time.

The lap times were also impressive. I hooked up with Rex Reynolds on Sunday when traffic was light and we were flying. I have never driven a car that fast that long with that kind of control. We were running 1:24 laps, down from 1:28's this spring with the original rear sway bar. To put it in perspective, 1:24's would have been good enough for 12th place in the One Lap at VIR this year. Not bad for an old codger on balloon tires. Dennis ran 1:20's in the One Lap to win VIR, by the way.

I recommend this sway bar upgrade to any experienced driver who wants more cornering power and a smoother transition to oversteer than the standard rear sway bar. The kit is \$150.00 and includes the 25 mm rear sway bar, all mounting hardware, and new urethane bushings. If you are interested, contact:

### **Olthoff Racing, Inc.**

9850 Mooresville Road Hwy 150  
Mt. Ulla, NC 28125  
704-647-9924  
bolthoff@salisbury.net

## **Quick Release Seat Belts Quick Release Means Just That**

At the VIR Fall Track Event Buck Burkart spun SP 895 and backed into a tire barrier. His four point belt released prematurely and he was ejected from

the car. Fortunately, he only received a black eye.

We don't know for sure exactly how it happened, but it appears that he hit the quick release with his hand during the spin and released it. So let's take a look at seat belts and how they might be made safer.

The quick release "duck bill" seat belts such as those fitted to Superformance Cobras have been in use in racing and aircraft applications for decades and have an excellent safety record. They are designed to release quickly with a swipe of the hand when quick exit is required.



*For quick release, swipe the "duck head" as shown.*

A number of folks have told me that cam lock latches are just as easy to release and just as susceptible to premature release, so I don't think that switching to the cam lock design is the answer.

One solution is the use of a full five-point harness. The lap belt must be secured across the hips. If it rides up onto the abdomen, it can cause serious organ and spinal damage in a crash. A full five-point harness has an antishmarine belt between the legs that prevents the tension in the shoulder belts from pulling the lap belt up off the hips. It also helps keep the quick release "duck head" out of the way of flailing hands. So get and use a full five-point harness.



*Deist Latch Guard 60011*

A second solution is use of a latch guard, which helps prevent anything from getting hooked



underneath the latch and causing accidental opening. The strap attaches to the "duck head" and hooks with Velcro to the collar on the lap belt.

I ordered two from Deist – Part # 60011 at \$12 each.

**DEIST SAFETY**

641 Sonora Ave.  
Glendale CA. 91201-2399  
Phone: (800)383-3478  
Web: [www.deist.com](http://www.deist.com)

**Rev Limiter Update**

In Second Strike Volume 1 Number 4 (Nov 15, 1998) I reported on the Ford SVO rev limiter, including the SVO Ignition Control Module (M-12199-C301) manufactured by MSD and the required SVO ignition coil (M-12029-A302).

In my experience and the experience of many other Second Strikers, the failure rate has been unacceptably high. Although the 1998 SVO catalog claims it is "built to meet the heat, temperature, shock and vibration requirements of high performance applications", the units seem very prone to heat failure.

Based on observation of failed units and failure reports, I suspect that the failures are caused by circuit failures due to thermal expansion and

contraction of the unit and to heat related component failures. The units that the Olthoffs returned to the manufacturer were returned as tested and working as designed. I can only assume that they were tested at room temperature and not at the temperatures that they failed.

For some units like mine, the failures are intermittent which raises the prospect of being stranded again and again. For this reason I removed mine and discarded it. \$270 in the ash can. Ouch! I am not interested in a replacement since the manufacturer does not recognize the problem and consequently has not fixed it.

If you don't have the Ford SVO rev limiter, don't get one. If you have one, consider replacing it with something else it before it leaves you stranded.

I do need a rev limiter. In a surge of adrenalin at the drags a few weeks ago, I saw 7700 rpm on the tach. With VIR coming up, I needed something. I settled on the MSD 8728 Soft Touch Rev Control. It is less expensive and it is wired in parallel with the ignition, not in series like the other unit. So it doesn't have to be working for the car to run and is less likely to leave me stranded.

I will keep you posted on how it works.

## SECOND STRIKE THE SUPERFORMANCE COBRA OWNERS GROUP

**SCORE**

We have a registry. The Superformance Cobra Owners Registry, or **SCORE** is a registry of Superformance Cobra owners and their cars.

The goal is to register every Superformance Cobra and track the ownership history. We currently have 820 members in 41 states and 9 other countries.

**Second Strike - The Newsletter**

We have a quarterly (more or less) newsletter. This is the second newsletter for 2001.

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 Stenhouse.

In "Upcoming", not necessarily "next", issues you can expect a fact filled article of the fabulous Ford 90° V Windsor Engines and an interview with Peter Brock, the designer of the Superformance Coupe.

**[www.SecondStrike.com](http://www.SecondStrike.com)**

We have a web site. It is updated frequently with articles of interest, a calendar of upcoming events, and a store with a small but growing number of goodies.

**Track Events**

We have track events. Second Strike, our owners group, was the sponsor, producer and director of the **VIR Spring 2001** and **VIR Fall 2001** track events.

**Publications**

We have bound sets of back issues available as individually printed full color bound sets.

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