

# Second Strike Special Edition

*The Newsletter for the Superformance Owners Group*

June 30, 1999

Volume 2, Number 3



# Superformance

Faster than a speeding bullet...



**One Lap of America 1999  
First in Class!  
Fourth Overall!**

Faster than a speeding bullet... More powerful than a speeding locomotive... Able to leap tall buildings in a single bound. Its...



The tall buildings part is a bit of a stretch, but there is no doubt that Dennis Olthoff and Doug Reed did a super job in the 1999 One Lap of America, bringing

their Superformance 427 S/C (SP116) home first in class and fourth overall.

This special edition of Second Strike is dedicated to that sterling performance. We will look at

- The History Of The Event
- The Event Today
- The Contenders
- The Cobra
- The Results

So ladies and gentlemen, start your engines...

## HOW DID THIS ALL GET STARTED?

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.

## THE ONE LAP OF AMERICA 1999

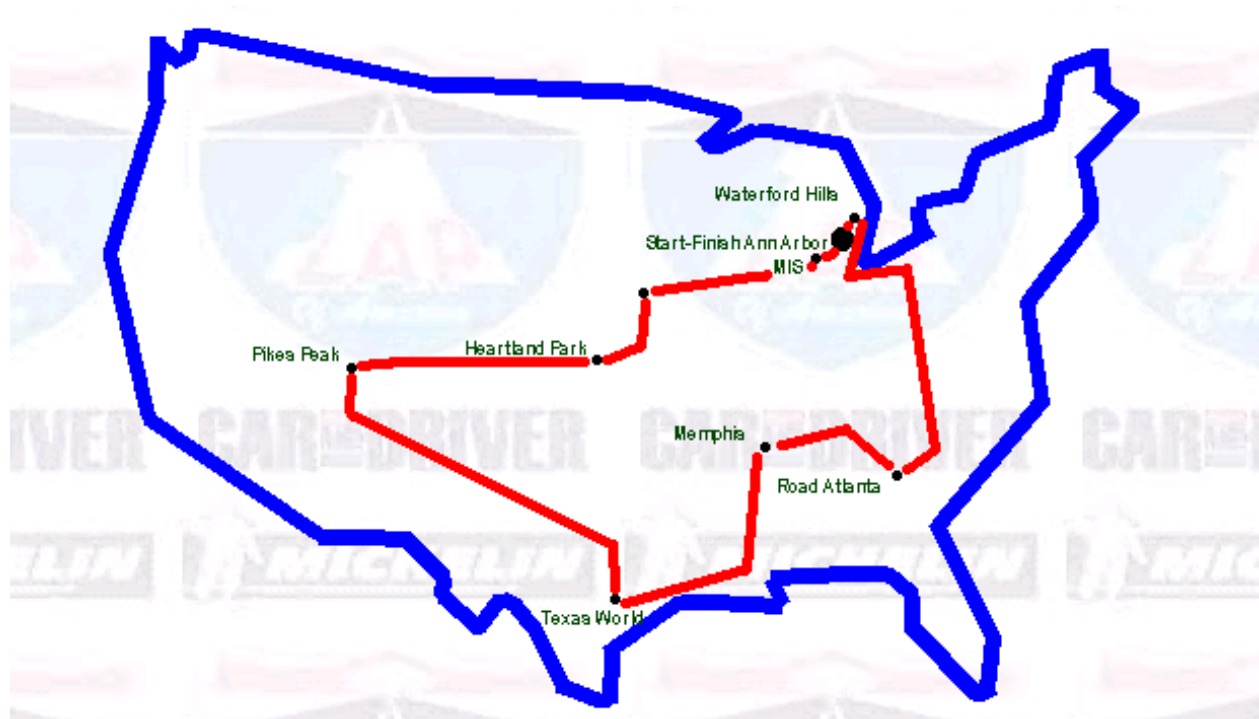
As it exists today, the One Lap of America is patterned after the famous and grueling Tour de France FIA competition reported in Second Strike Volume 2, Number 2. (Not the bicycle race, the car race.)

The competitors completed a 4,200 mile lap of the United States in seven days. Each day, they competed in one or more timed trials at a track

facility along the way, then drove to the next track. Altogether, there were a total of fourteen timed events, twelve speed trails and two drag race events.

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.

**The Course**



**The Schedule**

The seven tracks are shown in **bold** and the two checkpoints are shown in *italics*.

Day	Michigan Time	Local Time	Number of Events	Location And Event	Point to Point Distance	Allotted Time	Average Speed	Overall Distance		
Sunday	4:00 PM	4:00 PM		Ann Arbor						
May 16	5:00 PM	5:00 PM	1	<b>Michigan International</b>	39.1	1:00	39.1	39.1		
	5:30 PM	5:30 PM		Start Event		0:30		39.1		
	8:30 PM	8:30 PM		Finish Event		3:00		40.0		
Monday	5:30 AM	4:30 AM		<i>Holm's Radiator</i>	531.1	9:00	59.0	570.2		
May 17	6:00 AM	5:00 AM	2	Depart	266.2	0:30	59.2	570.2		
	10:30 AM	9:30 AM		<b>Heartland Park</b>		4:30		836.3		
	11:00 AM	10:00 AM		Start Events		0:30		836.3		
	6:00 PM	5:00 PM		Finish Events		7:00		836.3		
Tuesday	9:00 AM	7:00 AM	2	<b>Pikes Peak</b>	547.6	15:00	36.5	1,383.9		
May 18	9:30 AM	7:30 AM		Start Events		0:30		1,383.9		
	4:30 PM	2:30 PM		Finish Events		7:00		1,383.9		
	9:00 AM	8:00 AM		2		<b>Texas World Speedway</b>		862.8	16:30	52.3
May 19	9:30 AM	8:30 AM		Start Events		0:30		2,246.7		
	4:30 PM	3:30 PM		Finish Events		7:00		2,246.7		
	9:00 AM	8:00 AM		3		<b>Memphis</b>		593.2	16:30	36.0
May 20	9:30 AM	8:30 AM		Start Events		0:30		2,840.0		
	4:30 PM	3:30 PM		Finish Events		7:00		2,840.0		
	Friday	8:00 AM		8:00 AM		2		<b>Road Atlanta</b>	452.3	15:30
May 21	8:30 AM	8:30 AM		Start Events		0:30		3,292.3		
	8:30 AM	8:30 AM		Lunch		0:00		3,292.3		
	3:30 PM	3:30 PM		Finish Events		7:00		3,292.3		
	5:15 PM	5:15 PM		<i>Piedmont S.C.</i>		94.2		1:45	53.8	3,386.4
	6:15 PM	6:15 PM		Depart		0:00		3,386.4		
Saturday	8:00 AM	8:00 AM	2	<b>Waterford</b>	737.6	14:45	50.0	4,124.0		
May 22	8:30 AM	8:30 AM		Start Events		0:30		4,124.0		
	3:30 PM	3:30 PM		Finish Events		7:00		4,124.0		
	5:00 PM	5:00 PM		Ann Arbor		56.1		1:30	37.4	4,180.1

The One Lap started in Ann Arbor on Sunday, May 16<sup>th</sup> and finished up six days later in Ann Arbor on Saturday, May 22<sup>nd</sup>.

Look closely at the schedule. The contestants finished an event, then immediately got back in their cars for a long drive to the next event. No lollygaging! The **Allotted Time** is all the time from one venue to the next and includes driving, eating, sleeping, fuel stops, pit stops, and maintenance. If the average speed shown is over 50 mph, there isn't too much time for anything but driving.

Points are awarded for track events only so power, handling, and braking are important. But if you aren't there when your class is running, you can't run and you don't get any points. So in addition to being competitive on the track, the car must be reliable, drivable, and reasonably conservative of fuel and other resources. The One Lap favors balanced performance.

Weather forced a change in schedule. One event at Heartland was cancelled and one was added at Memphis to make up for it.

### The Rules for Drivers

- A minimum of two drivers is required.
- All participants must be at least 18 years old (no problem there, Doug), and have a valid driver's license valid in all 48 contiguous states (weeds out the scoff laws and the European ringer drivers).
- The track competitors have to submit a competitive history (Doug and Dennis were both qualified on this one).
- Approved crash helmets are required (hard heads do not qualify - an important point for our team).

### The Rules for Cars

- The vehicles are two-axle only with a maximum wheelbase of 220 inches (weeds out semi's and top fuel dragsters).
- The vehicles must be presentable, mechanically sound, and safe. And they have to be street legal and registered to be driven from event to event. No purpose built race cars.
- All competitors must use Michelin MX tires, in their appropriate size of course. The tires must have tread. No shaving down to slicks.
- The same set of tires must be used for the entire event. Cars that chew up tires are in trouble here. Cars that need drag slicks to launch are in trouble too.

- All vehicle modifications are allowed, as long as they are in the spirit of the event and are not inordinately dangerous. A lot of the top competitors make good use of this provision.
- No support vehicles are allowed. Repairs can be made, but only with tools and parts in the car. This puts a real premium on reliability.

### Points

For overall points, the One Lap uses a NASCAR type points system. The best time at an event gets 510 points (number of competitors times 5). Second place gets 505, third 500, and so on until the last place that gets 5 points. But you have to start and finish the event to get the points.

The overall positions are determined by the sum of the points earned in all events.

Class points work the same way. The best time in class gets 5 points times the number of entries in the class, second get 5 fewer points and so on to last in class gets 5 points. If there are 10 entries in the class, then first place in an event is worth 50 class points.

The class position is determined by the sum of the class points for all events.

### Classes

Current Model Classes (1990-99):

SSGT1	Sports/GT cars over \$30,000
SSGT2	Sports/GT cars under \$30,000
MidPri Sed	Mid priced sedans and wagons \$12,000 to \$30,000
Econo Car	Economy cars under \$15,000
Luxury Sed	Luxury sedans and wagons over \$30,000
S U V	Sport utility vehicles and pickups in all price ranges

SVRA Classes

Vint Amer	All SVRA eligible American sports cars, 1963-75 models.
Vint For	All SVRA eligible foreign sports cars, 1963-75 models.

There is also a claiming class where any vehicle can be entered provided the entrant agrees to sell the car to any other entrant for \$1,000 at the end of the event.

THE COMPETITORS
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There were a record 102 entrants in this years One Lap. In an event that historically goes to the strong, there were a number of strong contenders.

**1995 BMW 318ti (#17)**

MidPri Sed

Driven by Catesby Jones, Pompano Beach FL, and Peter Klein, Deerfield Beach FL.

Very trick. A BMW fan's dream machine. The 1995 BMW 318 is about the lightest late model BMW you can find, weighing in at a svelte 2,680 pounds. A great place to start when building a BMW based screamer.

The engine was replaced with the hottest 3 series engine - the 3.2 liter M3. The M3 produces 321 horsepower in European trim, but add a turbocharger and this lightweight special produces 430 horsepower.

**Mallet Corvette**

SSGT1

#1 driven by Chuck Mallett, Berea OH, and Jim Minneker, Rochester  
 #2 driven by R. K. Smith, Rancho Santa Fe CA, and Michael Seymour, Las Vegas NV  
 #8 driven by Lance Mallett, Middleburg Heights OH, and Dean Hoover, Noblesville IN  
 #9 driven by Michael Petersen, Las Vegas NV, and Dale White, Las Vegas NV

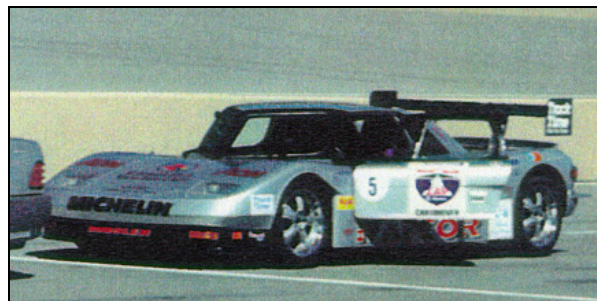
There were six Mallet Corvettes in all.

The Mallet Corvette is produced by Mallet Cars Ltd. of Berea, Ohio. The Mallet brothers, Chuck and Lance, and long time associate Dave Sarafian founded Mallet Cars Ltd. Their goal is to produce the fastest, highest-quality signature series 5<sup>th</sup> generation (C5) Corvettes available anywhere.

Mallet has entered cars in 1997 and 1998 and fielded six specially prepared Mallet Corvettes in the 1999 event. This year was supposed to be the "year of the Corvette".

The cars were based on the Mallet 435; C5's with engine modifications producing 435 horsepower plus suspension and brake upgrades. A fully prepped Mallet C5 goes for about \$95,000, including the Corvette. Mallet rates the 435's quarter mile performance at 11.996 seconds at 117.38 mph. Top speed is rated at 190+ mph.

The One Lap cars were additionally fitted with Vortec superchargers to produce nearly 550 horsepower.

**1997 Mosler Raptor (#5)**

SSGT1

Driven by Rick Lee, Seymour IN, and Kevin Wesley, Holt MI

Warren Mosler made a bundle in the bond market in the 1980's and with the gains founded Consulier Industries in 1985 with the objective of building "the world's number one U.S. legal performance car."

The company, now Mosler Automotive, has produced the requisite 100 Consuliers. The Consulier is designed to be a lightweight, high performance, street legal car and is based on a Mosler built fiberglass and PVC foam monocoque chassis. Mosler's Consulier based cars have a long and successful competition history.

In 1987, he replaced the turbocharged Chrysler 4-banger with a Lingenfelter built Chevrolet small block in four cars. One was sold as an Intruder, one is being developed as a GT1 car, and two became

Raptors. The split and sharply peaked front windshield gives the Raptor its distinctive look and its name.

The Raptor is a mid-engined, rear drive two seat coupe. The Lingenfelter engine pumps out 443 horsepower from 383 cubic inches which is enough to propel the 2773 pound Raptor through the quarter mile in an estimated 12.2 seconds at 119 mph. The huge rear wing produces enough drag to limit top speed to 165 mph.

Raptors are available from Mosler for \$159,000. The Raptor took overall honors at the 1996 and 1997 One Lap of America.

## 1998 Lamborghini Diablo (#10)



SSGT1

Driven by Shane Lewis, Jupiter FL, and Bob Mazzuocola, Staten Island NY

The Lamborghini was entered by owner Bob Mazzuocola and driven by professional driver Shane Lewis, normally associated with the Mosler team.

The Lamborghini is a mid-engine, rear drive exotic propelled by a 492 horsepower DOHC 48-valve 349 CID all-aluminum V12. A bit of a tank at 3467 pounds, it is nevertheless capable of a 11.9 second quarter mile at 125 mph and the sleek low drag shape helps it achieve a top speed of 205 mph.

For \$239,000, you can have one for your self.

## 1998 Mitsubishi Lancer (#61)



SSGT2

Driven by Jeff Denmeade, Bristol CT, Peter McKay, Sydney Australia, and Andy Kauger, Orange CT.

Not your standard Mitsubishi, this is an Australian

Mitsubishi Lancer turbo rally car - four wheel drive, nearly 300 horsepower, and very trick.

It made it off the boat just in time to get to the starting grid. And it did well, particularly in the wet.

## 1975 Porsche 911 Carrera (#7)



Vint For

Driven by the husband and wife team of Gary and Paddi Griffiths, Pt. Claire QB.

Also, very trick and a Porsche fan's dream. Start with the lightweight 1975 body and add a screaming twin turbo engine.

No statistics were available for this hand built car, but twin turbo Porsches are capable of producing 400 reliable, streetable horsepower. In a lightweight body, this could product quarter mile times of 11.7 seconds at 128 mph and a top speed of 190 mph.

## 1994 Mercedes Renntech SL600 (#3)



SSGT1

Driven by Dan Kary, Greene ME, and Kim Crumb, Minneapolis MN.

Hartmut Feyhl, formerly with super tuner AMG of Germany, has set up shop in Florida as RENNtech Performance tuning. His modified Mercedes are fast, reliable, and beautiful. The first two are certainly important in the One Lap contest.

The engine is bored and stroked from 6.0 liters to 7.4 - 452 CID! Horsepower is rated at a staunch 585 at 6000 rpm. Weight is reduced by 400 pounds. Suspension, brake, and cosmetic modifications round out the package. A fully modified RENNtech SLR7.4 will set you back around \$335,000.

**Superformance Cobra - SP116 (#87)**



Vint Amer

Driven by Dennis Olthoff and Doug Reed

The Superformance entry in the One Lap bubbled up some time this past winter. It wasn't a cabin fever thing - it's not that cold in either North Carolina or New Orleans. Maybe it was one of those guy things.

In any event, Doug Reed from Superformance South in New Orleans supplied the car and Bob and Dennis Olthoff from Bob Olthoff Racing in Salisbury, North Carolina, supplied the engine and the construction. What is so special about this car is that there isn't anything really special about it. The car was built with standard parts that are available to any Superformance buyer. The Olthoffs will build anyone that wants one an exact duplicate for \$55,000 without the hardtop.

The car is a 1996 vintage Superformance 427 S/C that belonged to one of Doug's customers. A collision busted the nose and it wound up back in

Doug's hands. Now Doug also has a body shop, so it was an inside job to fix it up. Doug painted it metallic Bordeaux - the same color as his truck and trailer (more or less). This spring, about 6 weeks before the One Lap kicked off, Doug towed it up to Salisbury and left it with the Olthoffs.

The Olthoffs put the car together with parts right off the standard list. The engine is a standard 396 stroker 351W. The intake was upgraded with an Edelbrock Victor Jr. single plane manifold and a Holley Pro Series 750 double pumper. An MSD 6AL ignition was fitted, as was a 14" SVO air cleaner.

The transmission is the standard Tremec TKO 5-speed. The standard 8.8" independent rear end was fitted with an optional 3.27 gear set and an optional Torsen limited slip unit.

The optional high performance Wilwood brakes were installed. The Tires are Michelin Pilot SX as required by the rules. The fronts are 275/40-17 on PS Engineering 17x9 rims. The rears are 335/35-17 on 17x11 rims. The rear suspension was upgraded to current specs. The suspension settings were adjusted to reduce ride height 1.5 inches.

As a final touch, the car was fitted with the first prototype of the new Superformance hardtop. The car was finished in time to put a hundred break-in miles on it before leaving for Ann Arbor. A virgin off to do battle with the veterans.

**Specifications Comparison**

Car	#17 BMW	#1 Mallet	#5 Raptor	#10 Lambo	#3 RENNtech	#87 Cobra
Cost	(1)	\$95,000	\$159,000	\$239,000	\$335,000	\$55,000
Curb Weight	2820	2950	2773	3467	4096	2535
Wt Dist F/R	50/50	51.5/48.5	39.5/60.5	41/59	54/46	50/50
Wheelbase	106.3	104.5	117	104.3	99	90
Length	174.5	179.7	180	175.6	178	152
Width	67.3	73.6	74	80.3	71.3	69
Height	53.8	47.7	45.5	43.5	50.9	48
Engine	I6 - Front	V8 - Front	V8 - Mid	V12 - Mid	V12 - Front	V8 - Front
Displacement	192	373	383	349	451	396
Valve Gear	DOHC 4V	OHV 2V	OHV 2V	DOHC 4V	DOHC 4V	OHV 2V
Intake	EFI, turbo	EFI, blower	EFI	EFI	EFI	4 bbl
Horsepower	430	550	443	492	585	475
Transmission	5 M	6 M	5 M	6 M	4 A	5 M
Quarter Mile	12.0 @ 128	12.1 @ 128	12.2 @ 119	11.9 @ 125	12.5 @ 119	11.9 @ 123
Top Speed	200	205	165	205	193	165

Specifications are based on best available information. Performance numbers are estimates, but reasonable ones, I believe. Note (1): Goodness gracious only knows. This is a one off special.

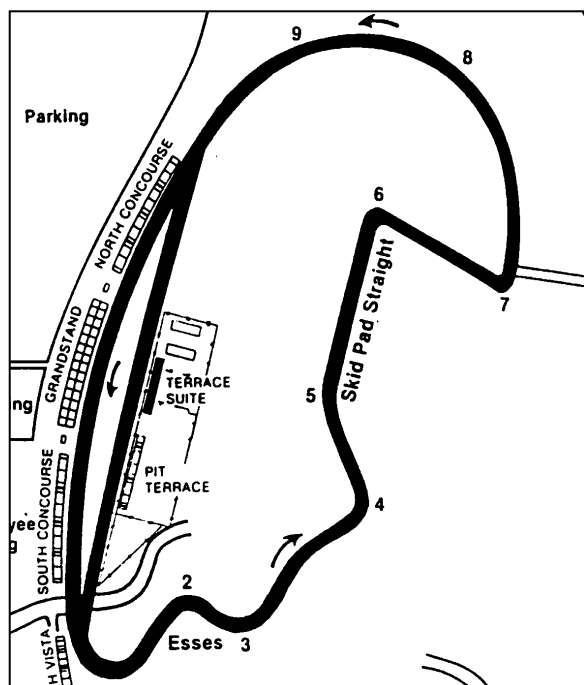
THE EVENTS

The narrative is from conversations with Dennis Olthoff and Doug Reed. The course maps are from Dennis' route book - the one provided to each competitor and the only course description provided. Dennis had run at Road Atlanta on an open track day. Other than that, neither Dennis nor Doug had ever seen any of the tracks used for speed trials. There were no practice laps. The first "hot lap" for each event was the "go to school" lap for each course. So, let's take a ride with our guys on the One Lap of America.

**Ann Arbor**

The One Lap of America 1999 kicked off in Ann Arbor on Sunday evening, May 16<sup>th</sup> at 4:00 PM. Dennis and Doug cranked up SP116 and headed 39.1 miles down the highway to Michigan International Speedway for the first event.

**Michigan International Speedway**



Dennis and Doug arrived at 5:00 PM. The time trials kicked off at 5:30 PM. The time trials at each event began with a standing start and were three consecutive "hot laps" with the total time for the three laps being used to determine ranking and points.

The cars ran in groups of ten and started at discrete intervals. The objective was to give everyone essentially an open track to put down their best time, and to avoid passing (and collisions) if possible.

The groups were based on "seeding" to keep cars of similar speed potential in the same group. The Superformance Cobra, an unknown in One Lap competition, was seeded 87<sup>th</sup> at Michigan.

The speed trials were held on the 1.9 mile road course that combines the infield track with turns 3 and 4 of the banked oval. The track was nice, but a little bumpy. An abrupt exit from turn 5 would bring one in contact with the NASCAR shower building. Caution was required to avoid an "all wet" excursion. Turn 7, a hard right, brought the competitors up on the NASCAR banked oval. The banked turn could be

taken flat out - Dennis could wind out 3<sup>rd</sup> and 4<sup>th</sup> on the bank and shift into to 5<sup>th</sup>. He held the revs to 6500 since the motor was new. He was able to pull 165 mph on the front straight before the blunt shape of the Cobra made itself known. The fastest cars were hitting 200 mph on the front straight. Nevertheless, skillful driving brought the Superformance in 8<sup>th</sup> overall and 1<sup>st</sup> in class after the first event.

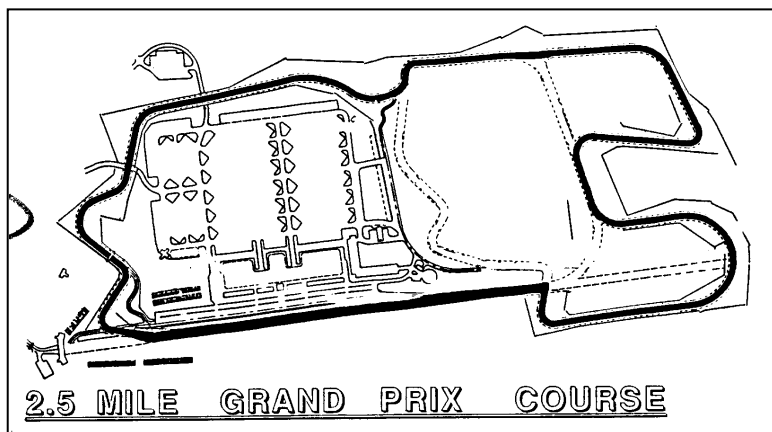
Number	Entrant	Class	Position After MIS	Points After MIS
2	1998 Mallett - Chev Corvette	SSGT1	1	510
5	1997 Mosler Raptor	SSGT1	2	505
10	1998 Lamborghini Diablo	SSGT1	3	500
1	1997 Mallett - Chev Corvette	SSGT1	4	495
29	1997 Dodge Viper	SSGT1	5	490
16	1993 Ford Mustang	SSGT2	6	485
3	1994 Mercedes Renntech SL600	SSGT1	7	480
<b>87</b>	<b>1965 Superformance Cobra</b>	<b>Vint Amer</b>	<b>8</b>	<b>475</b>
9	1998 Mallett - Chev Corvette	SSGT1	9	470
7	1975 Porsche 911 Carrera	Vint For	10	465



People were nothing short of amazed at the Superformance. Was it real or was it a fluke? Doug and Dennis left for Heartland at 7:30 PM to answer that one. They passed through Des Moines and the Holm's Radiator checkpoint at about 2:30 AM. Competitors who failed to pass the checkpoint within the allotted time were penalized 50 points. Eight competitors took that hit.

Doug and Dennis split the highway driving miles, swapping when they took on gas. The route took them west through South Bend, East Chicago, Davenport, Des Moines, and then south to Kansas City and west again to Topeka. They completed the 797.3 miles to Heartland Park, near Topeka, Kansas, at 6:00 AM. It rained most of the night.

## Heartland Park



A few Z's were definitely in order after driving all night. Doug stretched out on a table in the concession stand. Dennis tried to get comfortable in the passenger's seat. He no sooner fell asleep than someone tapped on the window - time to run again. Dennis had been re-seeded to the second group based on the MIS performance.

The track was wet - very wet - standing puddles and small rivers. And no one had time to walk the track. The Mallets running in the first group came in after two laps, claiming that someone had

waved them in. In fact, this gave them two practice laps and some time for the track to dry out. The first group was allowed a rerun, but the track was still wet. One Mallet spun into the mud and was stuck for about a half an hour before he could be pulled out.

To even things out, group two was given two practice laps. The RENNtech E60 lost it coming onto the straightaway, which also serves as a dragstrip, and smacked the wall with his nose. Apparently, the drag traction compound is pretty slick when mixed with water. It took another hour to clear the track and get things under way again. The first speed trial was completed without further incident, but the second speed trial was cancelled due to the delays and the weather.

Dennis demonstrated that MIS was no fluke, placing third overall behind the #10 Lamborghini and the #7 Porsche.

Position	Number	Entrant	Class	Time	Points
1	10	1998 Lamborghini Diablo	SSGT1	6:13.348	510
2	7	1975 Porsche 911 Carrera	Vint For	6:25.516	505
<b>3</b>	<b>87</b>	<b>1965 Superformance Cobra</b>	<b>Vint Amer</b>	<b>6:30.551</b>	<b>500</b>
4	17	1995 BMW 318 Ti	MidPri Sed	6:32.979	495
5	14	1993 Mazda RX-7	SSGT1	6:35.386	490
6	25	1995 Pontiac Firebird	SSGT2	6:35.474	485
7	61	1998 Mitsubishi Lancer	SSGT2	6:39.145	480
8	4	1992 BMW 325I	MidPri Sed	6:42.045	475
9	19	1997 Subaru WRX Type RA	MidPri Sed	6:42.289	470
10	11	1994 Toyota Supra	SSGT1	6:43.515	465

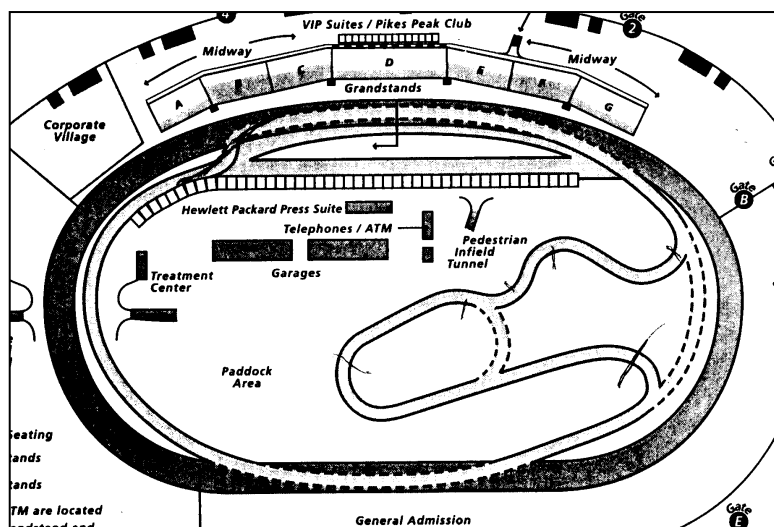
After Heartland the Superformance was second overall and still first in class.

**Overall after Heartland**

Position After Heartland	Number	Entrant	Class	Points After Heartland
1	10	1998 Lamborghini Diablo	SSGT1	1010
<b>2</b>	<b>87</b>	<b>1965 Superformance Cobra</b>	<b>Vint Amer</b>	<b>975</b>
3	7	1975 Porsche 911 Carrera	Vint For	970
4	17	1995 BMW 318 Ti	MidPri Sed	940
5	25	1995 Pontiac Firebird	SSGT2	935
6	61	1998 Mitsubishi Lancer	SSGT2	920
7	9	1998 Mallett - Chev Corvette	SSGT1	905
8	4	1992 BMW 325i	MidPri Sed	905
9	14	1993 Mazda RX-7	SSGT1	885
10	2	1998 Mallett - Chev Corvette	SSGT1	885

No rest for the weary, however. West from Topeka across Kansas to Colorado Springs, 547.6 miles to Pike's Peak.

**Pikes Peak International Raceway**



The track is about 15 miles south of Colorado Springs on I-25. The speed limit was 75 mph most of the way, so cruising was good! Doug and Dennis pulled in around 7:30 PM and got to sleep in real beds and eat real food!

The track was supposed to be open at 7:30 AM, but the gatekeeper showed up late. Then the organizers had to get some heavy equipment cleared off the track. It's a time trials guys, not a demolition derby. The event started late at 9:00 am.

Once underway, it proved to be a nice track. The road course pulls off the front straightaway and runs to the inside of the banked oval. See left side of diagram. A

concrete wall separates the two. It is very fast and very flat - and the concrete wall is very intimidating.

**Time Trial #1**

Dennis placed 5<sup>th</sup> in the first time trials.

Position	Number	Entrant	Class	Time	Points
1	5	1997 Mosler Raptor	SSGT1	3:15.778	510
2	2	1998 Mallett - Chev Corvette	SSGT1	3:19.297	505
3	7	1975 Porsche 911 Carrera	Vint For	3:22.507	500
4	25	1995 Pontiac Firebird	SSGT2	3:23.062	495
<b>5</b>	<b>87</b>	<b>1965 Superformance Cobra</b>	<b>Vint Amer</b>	<b>3:23.491</b>	<b>490</b>
6	3	1994 Mercedes Renntech SL600	SSGT1	3:25.077	485
7	1	1997 Mallet - Chev Corvette	SSGT1	3:25.123	480
8	17	1995 BMW 318 Ti	MidPri Sed	3:25.442	475
9	9	1998 Mallett - Chev Corvette	SSGT1	3:25.510	470
10	61	1998 Mitsubishi Lancer	SSGT2	3:26.593	465

The tires were too hard, but this was the first chance to check them with the pyrometer. A few pounds were bled out after the first run and Dennis picked up 3 seconds.

## Time Trial #2

Position	Number	Entrant	Class	Time	Points
1	5	1997 Mosler Raptor	SSGT1	3:15.014	510
2	10	1998 Lamborghini Diablo	SSGT1	3:18.814	505
3	1	1997 Mallet - Chev Corvette	SSGT1	3:19.880	500
<b>4</b>	<b>87</b>	<b>1965 Superformance Cobra</b>	<b>Vint Amer</b>	<b>3:21.003</b>	<b>495</b>
5	7	1975 Porsche 911 Carrera	Vint For	3:22.498	490
6	9	1998 Mallett - Chev Corvette	SSGT1	3:22.539	485
7	17	1995 BMW 318 Ti	MidPri Sed	3:23.554	480
8	3	1994 Mercedes Renntech SL600	SSGT1	3:23.627	475
9	14	1993 Mazda RX-7	SSGT1	3:24.548	470
10	48	1967 Lotus 7	Vint For	3:26.682	465

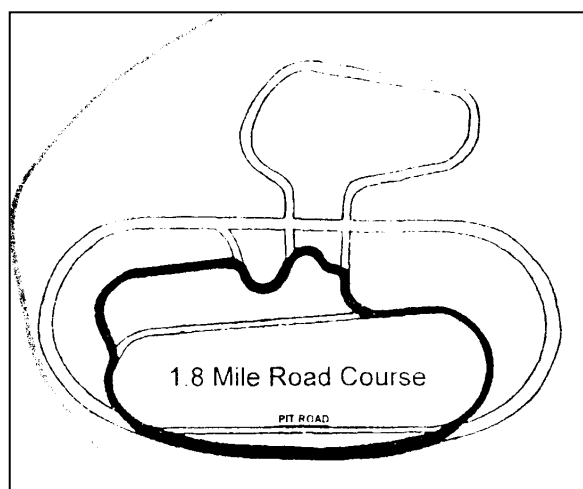
## Overall after Pikes Peak

A pattern was beginning to emerge. Dennis was consistently finishing in the top ten and others are less consistent. After Pikes Peak, the Superformance Cobra was tied for first place.

Position After Pikes Peak	Number	Entrant	Class	Points After Pikes Peak
<b>1</b>	<b>87</b>	<b>1965 Superformance Cobra</b>	<b>Vint Amer</b>	<b>1960</b>
1	7	1975 Porsche 911 Carrera	Vint For	1960
3	10	1998 Lamborghini Diablo	SSGT1	1935
4	17	1995 BMW 318 Ti	MidPri Sed	1895
5	5	1997 Mosler Raptor	SSGT1	1890
6	9	1998 Mallett - Chev Corvette	SSGT1	1860
7	61	1998 Mitsubishi Lancer	SSGT2	1845
8	2	1998 Mallett - Chev Corvette	SSGT1	1845
9	14	1993 Mazda RX-7	SSGT1	1810
10	13	1994 Chevrolet Camaro	SSGT2	1725

No resting on laurels, if fact no rest at all. Texas World Speedway is 862.8 miles away and the next event starts at 8:30 AM. Time to roll out. South to the New Mexico border, then southeast to Amarillo, Wichita Falls, Dallas/Fort Worth, then south again to Waco and College Station.

## Texas World Speedway



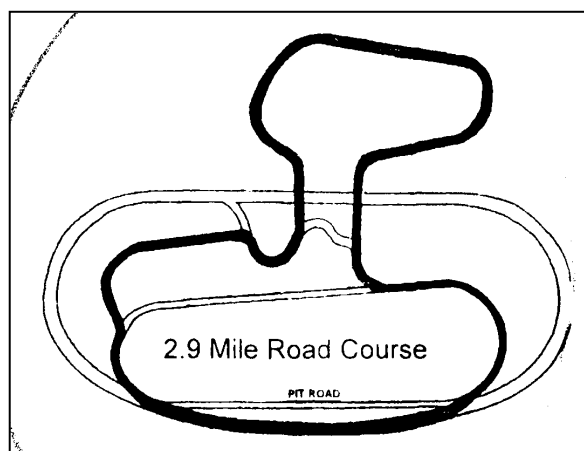
The Texas World Speedway is an older facility in College Station, Texas, about 90 miles southeast of Waco.

Dennis and Doug left Colorado at 3:00 PM and arrived at the Texas track at 3:00 AM. They swapped driving at gas stops, but it was difficult to sleep in the car. Near the track, they checked into a motel for a quick siesta

### Time Trial #1: 1.8 Mile Course

Time trials started at 8:30 AM. The first event was the 1.8 mile road course. The course is fast and included a high percentage of the banked oval. On the third lap, the tires were starting to go away. The car was peaking at 165 mph at 7000 rpm in 4<sup>th</sup>. A shift to 5<sup>th</sup> did not bring much additional speed.

Position	Number	Entrant	Class	Time	Points
1	2	1998 Mallett - Chev Corvette	SSGT1	3:59.130	510
2	5	1997 Mosler Raptor	SSGT1	4:00.215	505
3	7	1975 Porsche 911 Carrera	Vint For	4:05.671	500
4	10	1998 Lamborghini Diablo	SSGT1	4:05.911	495
5	1	1997 Mallett - Chev Corvette	SSGT1	4:08.630	490
<b>6</b>	<b>87</b>	<b>1965 Superformance Cobra</b>	<b>Vint Amer</b>	<b>4:08.907</b>	<b>485</b>
7	17	1995 BMW 318 Ti	MidPri Sed	4:12.448	480
8	3	1994 Mercedes Renntech SL600	SSGT1	4:13.089	475
9	14	1993 Mazda RX-7	SSGT1	4:13.968	470
10	16	1993 Ford Mustang	SSGT2	4:14.822	465



### Time Trial #2: 2.9 Mile Course

After lunch, it was the 2.9 mile road course, 1.1 miles longer and twice the corners - much harder on the tires.

The tires went away on the second lap. Dennis spun the car on the third lap, made a good recovery and finished, but lost about 14 seconds. Our team finished the second time trial in 8<sup>th</sup> place.

Position	Number	Entrant	Class	Time	Points
1	5	1997 Mosler Raptor	SSGT1	6:00.173	510
2	2	1998 Mallett - Chev Corvette	SSGT1	6:06.667	505
3	7	1975 Porsche 911 Carrera	Vint For	6:06.722	500
4	10	1998 Lamborghini Diablo	SSGT1	6:08.167	495
5	17	1995 BMW 318 Ti	MidPri Sed	6:11.574	490
6	33	1999 Chevrolet Corvette	SSGT1	6:24.089	485
7	14	1993 Mazda RX-7	SSGT1	6:24.271	480
<b>8</b>	<b>87</b>	<b>1965 Superformance Cobra</b>	<b>Vint Amer</b>	<b>6:24.422</b>	<b>475</b>
9	3	1994 Mercedes Renntech SL600	SSGT1	6:25.080	470
10	16	1993 Ford Mustang	SSGT2	6:30.078	465

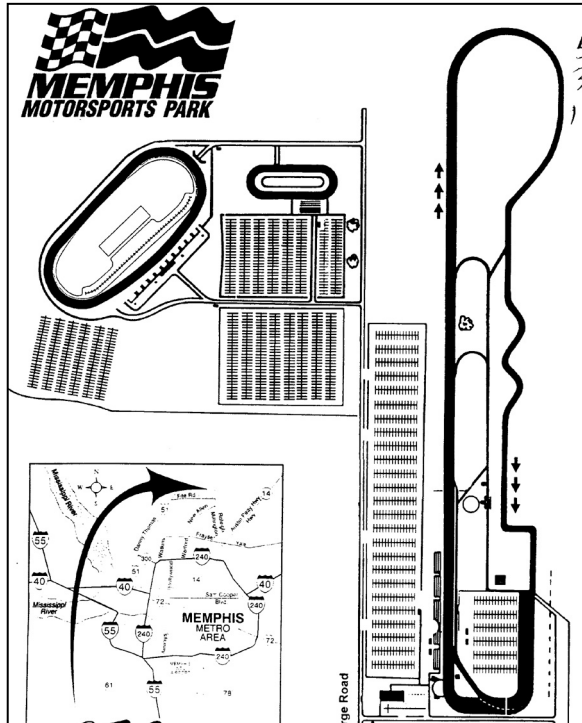
The spin cost some time and allowed the Lamborghini to slip into second place overall. But the excellent recovery and top ten finish kept our boys in third place overall. Still first in class.

### Overall after Texas

Position After Texas	Number	Entrant	Class	Points After Texas
1	7	1975 Porsche 911 Carrera	Vint For	2960
2	10	1998 Lamborghini Diablo	SSGT1	2925
<b>3</b>	<b>87</b>	<b>1965 Superformance Cobra</b>	<b>Vint Amer</b>	<b>2920</b>
4	5	1997 Mosler Raptor	SSGT1	2905
5	17	1995 BMW 318 Ti	MidPri Sed	2865
6	2	1998 Mallett - Chev Corvette	SSGT1	2860
7	61	1998 Mitsubishi Lancer	SSGT2	2765
8	14	1993 Mazda RX-7	SSGT1	2760
9	9	1998 Mallett - Chev Corvette	SSGT1	2735
10	3	1994 Mercedes Renntech SL600	SSGT1	2635

Off to Memphis, 593.2 miles away. Northeast through Tyler to Texarkana, Little Rock, and Memphis.

**Memphis Motorsports Park**



A second time trial was added at Memphis to make up for the one lost to rain, spins, and crashes at Heartland. There would be four events then, two time trials, a drag race and a bracket elimination drag race, a full day for sure.

The time trials were held on the road course - the track to the right in the diagram.

During the time trials, a radar gun was set up at about one third of a mile on the straightaway. The fastest cars at that point were:

- Lamborghini 145 mph
- Porsche 911 141 mph
- Mallet Corvette 139 mph
- Superformance Cobra 139 mph
- Renntech SL600 138 mph
- Mosler Raptor 138 mph

Speed and power are obviously important as these cars dominated the top ten in the first time trials.

**Time Trial #1**

Position	Number	Entrant	Class	Time	Points
1	2	1998 Mallett - Chev Corvette	SSGT1	2:35.504	510
2	10	1998 Lamborghini Diablo	SSGT1	2:36.691	505
3	3	1994 Mercedes Renntech SL600	SSGT1	2:40.552	500
4	7	1975 Porsche 911 Carrera	Vint For	2:40.773	495
<b>5</b>	<b>87</b>	<b>1965 Superformance Cobra</b>	<b>Vint Amer</b>	<b>2:41.662</b>	<b>490</b>
6	17	1995 BMW 318 Ti	MidPri Sed	2:43.030	485
7	61	1998 Mitsubishi Lancer	SSGT2	2:43.863	480
8	5	1997 Mosler Raptor	SSGT1	2:43.901	475
9	13	1994 Chevrolet Camaro	SSGT2	2:45.000	470
10	16	1993 Ford Mustang	SSGT2	2:45.220	465

**Time Trial #2**

In the second time trials, Dennis spun under braking while approaching a low speed corner. He made a terrific recovery and lost little time. Garth Gullekson caught the spin on film and sent them to Doug and to me. His comment says it all.

May 7, 1999

Mike,

Attached are pictures of the Cobra. I was a One Lap '99 competitor (car #53, 1978 Porsche 911), and took the picture about 20 feet away from the road course at Memphis Motorsports park with a Canon ELPH. I love Cobras and was watching the car intently when I saw it go into a spin. In the first picture, the car has just started into the spin. In the second picture, the driver made a phenomenal recovery! The whole crowd cheered at this point. I don't think more than a second was lost in the whole event, as this part of the course led onto a low speed corner.

I'm also happy to send the hard copy photos to either Doug or yourself.

Garth Gullekson  
garth@objectime.com  
(613) 591-3901



In the last newsletter, I made a few lighthearted comments about “practicing spin recovery techniques.” This One Lap event shows how important it really is. Don't hit anything, don't get stuck, don't stall, complete the spin headed in the right direction, and keep going. Difficult, but Dennis has demonstrated that it can be done. His time was only three seconds off the first time trial and he finished in the top ten again.

Position	Number	Entrant	Class	Time	Points
1	2	1998 Mallett - Chev Corvette	SSGT1	2:33.144	510
2	10	1998 Lamborghini Diablo	SSGT1	2:34.462	505
3	7	1975 Porsche 911 Carrera	Vint For	2:36.162	500
4	3	1994 Mercedes Renntech SL600	SSGT1	2:37.634	495
5	5	1997 Mosler Raptor	SSGT1	2:39.118	490
6	9	1998 Mallett - Chev Corvette	SSGT1	2:40.471	485
7	61	1998 Mitsubishi Lancer	SSGT2	2:41.520	480
8	17	1995 BMW 318 Ti	MidPri Sed	2:42.273	475
9	8	1999 Mallett - Chev Corvette	SSGT1	2:43.659	470
<b>10</b>	<b>87</b>	<b>1965 Superformance Cobra</b>	<b>Vint Amer</b>	<b>2:44.361</b>	<b>465</b>

**Drag Race #3**

The third event was a drag race. Points were awarded based on lowest ET. Doug took the helm and turned in a 12.48 for fourth place. Traction was a problem for Doug and other front-engined cars. The first three cars in the drags were either mid-engined or rear-engined. Doug was the first front-engined car. The list of cars he outran is pretty impressive.

Position	Number	Entrant	Class	Time	Points
1	5	1997 Mosler Raptor	SSGT1	0:12.073	510
2	7	1975 Porsche 911 Carrera	Vint For	0:12.354	505
3	10	1998 Lamborghini Diablo	SSGT1	0:12.416	500
<b>4</b>	<b>87</b>	<b>1965 Superformance Cobra</b>	<b>Vint Amer</b>	<b>0:12.480</b>	<b>495</b>
5	70	1989 Lingenfelter Corvette	Vint Amer	0:12.826	490
6	16	1993 Ford Mustang	SSGT2	0:13.209	485
7	46	1995 Dodge Viper	SSGT1	0:13.216	480
8	2	1998 Mallett - Chev Corvette	SSGT1	0:13.224	475
9	8	1999 Mallett - Chev Corvette	SSGT1	0:13.226	470
10	86	1965 ERA 427 SC	Vint Amer	0:13.380	465
11	13	1994 Chevrolet Camaro	SSGT2	0:13.403	460
12	88	1979 Buick Regal	Vint Amer	0:13.452	455
13	29	1997 Dodge Viper	SSGT1	0:13.454	450
14	47	1999 Chevrolet Corvette	SSGT1	0:13.537	445
15	48	1967 Lotus 7	Vint For	0:13.539	440
16	19	1997 Subaru WRX Type RA	MidPri Sed	0:13.546	435
17	17	1995 BMW 318 Ti	MidPri Sed	0:13.668	430
18	30	1998 Chevrolet Corvette	SSGT1	0:13.697	425
19	9	1998 Mallett - Chev Corvette	SSGT1	0:13.720	420
20	54	1978 Porsche 911 SC	Vint For	0:13.729	415

Note that the #17 BMW 318ti is back in 17<sup>th</sup> on this round.

**Bracket Race #4**

The fourth event in Memphis was a bracket race. Dennis was back in the saddle after Doug's fine performance in the first drag round. Dennis dialed in at 12.5 seconds, based on Doug's run in the drags. He won the first round, but broke out in the second round at 12:47 seconds.

Fortunately, the position is based how far you got in the brackets and there are a lot of ties. Making the second round was good for a 23 way tie for 7<sup>th</sup> spot and 480 points. With so may ties, there are actually 12 cars in the top ten. This is the first event that our team did not finish in the top ten, but they earned solid points anyhow.

The #7 BMW won the bracket event. His times were not that good, but he drove well and didn't break out.

Position	Number	Entrant	Class	Points
1	17	1995 BMW 318 Ti	MidPri Sed	510
2	32	1999 Chevrolet Corvette	SSGT1	505
3	83	1999 Chrysler 300 M	MidPri Sed	500
4	89	1991 Nissan Sentra SE-R	Econo Car	495
4	75	1990 Honda Civic	Econo Car	495
4	5	1997 Mosler Raptor	SSGT1	495
5	74	1987 Acura Integra	Vint For	490
5	50	1993 Chevrolet Camaro SS	SSGT2	490
5	13	1994 Chevrolet Camaro	SSGT2	490
5	39	1981 BMW Hartage H3	Vint For	490
5	3	1994 Mercedes Renntech SL600	SSGT1	490
5	2	1998 Mallett - Chev Corvette	SSGT1	490
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<b>7</b>	<b>87</b>	<b>1965 Superformance Cobra</b>	<b>Vint Amer</b>	<b>480</b>

## Overall after Memphis

After Memphis, Dennis and Doug remained in a strong fourth position overall. They were still first in their class as they had been throughout the event. The #7 Porsche, #10 Lamborghini, and #5 Raptor held the point lead, but the points gap between first and fifth was only 85 points after 10 of the 14 events. The gap from fifth to sixth, the #17 BMW, was another 80 points. It was still a tight race with four events to go.

Position After Memphis	Number	Entrant	Class	Points After Memphis
1	7	1975 Porsche 911 Carrera	Vint For	4935
2	10	1998 Lamborghini Diablo	SSGT1	4920
3	5	1997 Mosler Raptor	SSGT1	4875
<b>4</b>	<b>87</b>	<b>1965 Superformance Cobra</b>	<b>Vint Amer</b>	<b>4850</b>
5	2	1998 Mallett - Chev Corvette	SSGT1	4845
6	17	1995 BMW 318 Ti	MidPri Sed	4765
7	9	1998 Mallett - Chev Corvette	SSGT1	4565
8	61	1998 Mitsubishi Lancer	SSGT2	4535
9	14	1993 Mazda RX-7	SSGT1	4525
10	3	1994 Mercedes Renntech SL600	SSGT1	4520

Back in the car and off the Atlanta, a trip of 452.3 miles - a short leg! Southeast through Tupelo to Birmingham, then east through Anniston to Atlanta and Braselton.

## Road Atlanta



Road Atlanta is near Braselton, about 40 miles northeast of Atlanta, just north of I-85. It was a comfortable trip and Doug and Dennis arrived around 10:30 PM. The senior Olthoffs and a number of other members of the Superformance family were on hand. There was time for dinner and a few cold beers before retiring.

The #7 Porsche, the #10 Lamborghini, and the #5 Raptor had recovered from early mistakes and were running well and running consistently. The #2 Mallet Corvette and #17 BMW were close behind.

The choice was to turn up the wick, go for the leaders, and risk a major spin and disaster - or to continue to turn in a solid consistent performance and hope someone else made a mistake. Doug and Dennis decided to stay with the strategy that had worked so well so far - a solid consistent performance without heroics.

## Time Trial #1

Position	Number	Entrant	Class	Time	Points
1	10	1998 Lamborghini Diablo	SSGT1	3:24.536	510
2	2	1998 Mallett - Chev Corvette	SSGT1	3:24.663	505
3	5	1997 Mosler Raptor	SSGT1	3:26.049	500
4	7	1975 Porsche 911 Carrera	Vint For	3:30.640	495
5	17	1995 BMW 318 Ti	MidPri Sed	3:31.228	490
<b>6</b>	<b>87</b>	<b>1965 Superformance Cobra</b>	<b>Vint Amer</b>	<b>3:33.207</b>	<b>485</b>
7	29	1997 Dodge Viper	SSGT1	3:36.107	480
8	15	1993 Mazda RX-7	SSGT1	3:36.623	475
9	3	1994 Mercedes Renntech SL600	SSGT1	3:36.873	470
10	4	1992 BMW 325i	MidPri Sed	3:38.212	465



**Time Trial #2**

Position	Number	Entrant	Class	Time	Points
1	10	1998 Lamborghini Diablo	SSGT1	3:22.404	510
2	2	1998 Mallett - Chev Corvette	SSGT1	3:23.622	505
3	5	1997 Mosler Raptor	SSGT1	3:24.134	500
4	17	1995 BMW 318 Ti	MidPri Sed	3:31.820	495
5	3	1994 Mercedes Renntech SL600	SSGT1	3:32.990	490
<b>6</b>	<b>87</b>	<b>1965 Superformance Cobra</b>	<b>Vint Amer</b>	<b>3:34.914</b>	<b>485</b>
7	61	1998 Mitsubishi Lancer	SSGT2	3:36.224	480
8	4	1992 BMW 325i	MidPri Sed	3:38.388	475
9	9	1998 Mallett - Chev Corvette	SSGT1	3:38.493	470
10	7	1975 Porsche 911 Carrera	Vint For	3:38.570	465

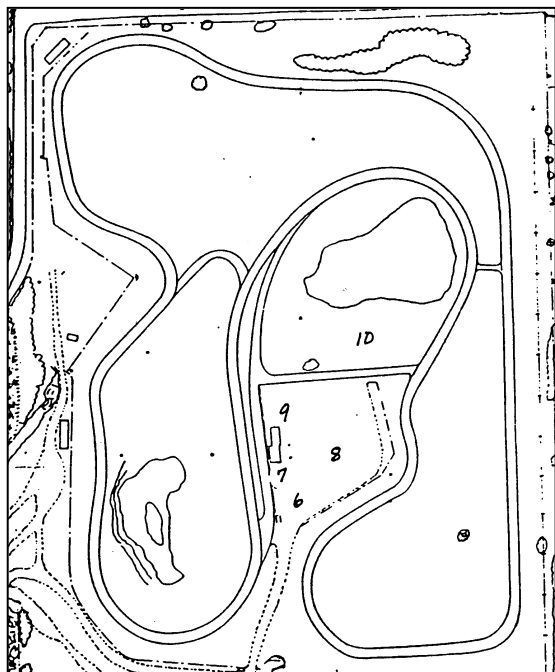
**Overall after Atlanta**

The #10 Lamborghini continued to be strong. The #2 Mallet Corvette gained 40 points over our team to pull into fourth place overall. The #17 BMW gained 15 to tighten things up in sixth place.

Position After Atlanta	Number	Entrant	Class	Points After Atlanta
1	10	1998 Lamborghini Diablo	SSGT1	5940
3	7	1975 Porsche 911 Carrera	Vint For	5895
2	5	1997 Mosler Raptor	SSGT1	5875
4	2	1998 Mallett - Chev Corvette	SSGT1	5855
<b>5</b>	<b>87</b>	<b>1965 Superformance Cobra</b>	<b>Vint Amer</b>	<b>5820</b>
6	17	1995 BMW 318 Ti	MidPri Sed	5750
7	3	1994 Mercedes Renntech SL600	SSGT1	5480
8	61	1998 Mitsubishi Lancer	SSGT2	5475
9	9	1998 Mallett - Chev Corvette	SSGT1	5470
10	14	1993 Mazda RX-7	SSGT1	5390

The contest would be decided at Waterford with the first six cars being within 190 points. A serious mistake, a change in circumstances, could decide the outcome. And, as it turned out, it would.

**Waterford Park**



Road Atlanta to Waterford Park is 737.6 miles. Northeast out of Road Atlanta to Greenville, northwest past Asheville to Knoxville, then north to Lexington, Cincinnati, Dayton, Toledo, and Ann Arbor. Dennis and Doug made it to Ann Arbor by 1:15 AM, just in time for a few quick shots and some shuteye. They got up the next morning and drive the 40 miles to Waterford. It was raining as they drove. It was raining at the track. No a good sign.

**Time Trial #1**

A serious mistake knocked out the #7 Porsche 911. In first overall entering Atlanta, he broke a rocker arm pressing the red line in the second run at Atlanta. While the other top competitors were battling the rain, the Griffiths were comfortably asleep in their hotel room in Ann Arbor. This was not to be their year.

And a change in circumstances. By now Dennis was running consistently in the second group out. The first two groups ran in heavy rain. Then the weather broke, a strong wind dried the track out rather quickly, and the rest of the groups ran under much better conditions. The early track conditions added 30 to 40 seconds to the leaders' times. Not one single car that was in

the top ten overall after Atlanta was in the top ten in the first run at Waterford. Not even in the top twenty.

Position	Number	Entrant	Class	Time	Points
1	39	1981 BMW Hartage H3	Vint For	4:17.030	510
2	54	1978 Porsche 911 SC	Vint For	4:17.661	505
3	52	1998 GMC Sonoma	S U V	4:19.738	500
4	55	1998 Nissan Altima	MidPri Sed	4:21.997	495
5	34	1994 Chevrolet Corvette	SSGT1	4:24.241	490
6	50	1993 Chevrolet Camaro SS	SSGT2	4:25.098	485
7	77	1997 Dodge Neon	Econo Car	4:25.261	480
8	70	1989 Lingenfelter Corvette	Vint Amer	4:25.703	475
9	43	1992 BMW 325is	MidPri Sed	4:26.022	470
10	33	1999 Chevrolet Corvette	SSGT1	4:26.048	465

The top ten were so far back that their positions are worth noting.

Position	Number	Entrant	Class	Time	Points
25	61	1998 Mitsubishi Lancer	SSGT2	4:31.780	390
37	5	1997 Mosler Raptor	SSGT1	4:35.617	330
45	17	1995 BMW 318 Ti	MidPri Sed	4:38.496	290
49	14	1993 Mazda RX-7	SSGT1	4:38.891	270
60	10	1998 Lamborghini Diablo	SSGT1	4:41.850	215
66	2	1998 Mallett - Chev Corvette	SSGT1	4:43.228	185
<b>83</b>	<b>87</b>	<b>1965 Superformance Cobra</b>	<b>Vint Amer</b>	<b>4:57.016</b>	<b>100</b>
84	3	1994 Mercedes Renntech SL600	SSGT1	4:57.420	95
87	9	1998 Mallett - Chev Corvette	SSGT1	5:03.279	80
90	7	1975 Porsche 911 Carrera	Vint For	DNS/DNF	0

The best finish for a top 10 car was 25<sup>th</sup> for the #61 Mitsubishi Lancer, making the most of the four wheel drive traction in the rain - and a truly gonzo in-the-wet driving style. The Raptor's huge wing helped it find traction amidst the hydroplaning to come in 37<sup>th</sup>. The relatively narrow tires of the BMW found some pavement to cling to. But the wide tires and light weight of the Cobra conspired to turn it into a hydroplane at speed. Dennis showed remarkable skill and restraint in staying on the track.

Worse yet, what was typically a 50 point spread top to bottom for the top 10 was now a 300 point spread. In this one run, the #17 BMW gained 190 points on Doug and Dennis. The #2 Mallet Corvette gained 85.

## Time Trial #2

The second run, on a much improved surface track, produced better results for the leaders. Except for the #2 Mallet Corvette, who exited the track at high speed and broke a wheel. He was out.

Position	Number	Entrant	Class	Time	Points
1	5	1997 Mosler Raptor	SSGT1	4:00.831	510
2	1	1997 Mallet - Chev Corvette	SSGT1	4:04.392	505
3	10	1998 Lamborghini Diablo	SSGT1	4:06.837	500
4	9	1998 Mallett - Chev Corvette	SSGT1	4:08.642	495
5	29	1997 Dodge Viper	SSGT1	4:09.601	490
6	14	1993 Mazda RX-7	SSGT1	4:09.929	485
7	48	1967 Lotus 7	Vint For	4:10.053	480
8	3	1994 Mercedes Renntech SL600	SSGT1	4:11.119	475
9	4	1992 BMW 325I	MidPri Sed	4:11.542	470
<b>10</b>	<b>87</b>	<b>1965 Superformance Cobra</b>	<b>Vint Amer</b>	<b>4:11.637</b>	<b>465</b>

**Final Results**

The overall standings changed quite a bit at Waterford. The #5 Raptor, 3<sup>rd</sup> after Atlanta, posted two good runs (relative to the other top 10) and slipped into 1<sup>st</sup> place. The #10 Lamborghini, 1<sup>st</sup> after Atlanta, moved back into 2<sup>nd</sup> place. The #17 BMW, based on a “better than competition” run in the first Waterford run moved from 6<sup>th</sup> to 3<sup>rd</sup>. The #2 Mallet Corvette, 4<sup>th</sup> after Atlanta, did not complete the second Waterford run and fell back to 9<sup>th</sup>.

**And our guys, our team, the Superformance family of fine folks with fast cars, came in a stunning 1<sup>st</sup> in class and 4<sup>th</sup> overall. An incredible victory for two first time out guys in a first time out car!**

Overall Position	Number	Entrant	Class	Overall Points
1	5	1997 Mosler Raptor	SSGT1	6715
2	10	1998 Lamborghini Diablo	SSGT1	6655
3	17	1995 BMW 318 Ti	MidPri Sed	6490
<b>4</b>	<b>87</b>	<b>1965 Superformance Cobra</b>	<b>Vint Amer</b>	<b>6385</b>
5	61	1998 Mitsubishi Lancer	SSGT2	6305
6	14	1993 Mazda RX-7	SSGT1	6145
7	3	1994 Mercedes Renntech SL600	SSGT1	6050
8	9	1998 Mallett - Chev Corvette	SSGT1	6045
9	2	1998 Mallett - Chev Corvette	SSGT1	6040
10	48	1967 Lotus 7	Vint For	6000

The top ten list of top ten finishes tells the story. Dennis and Doug finished in the top ten in 12 of the 14 events, tying the winning #5 Raptor for most top ten finishes.

Overall Position	Number	Entrant	Class	Top Ten Finishes
1	5	1997 Mosler Raptor	SSGT1	12
<b>4</b>	<b>87</b>	<b>1965 Superformance Cobra</b>	<b>Vint Amer</b>	<b>12</b>
2	10	1998 Lamborghini Diablo	SSGT1	11
7	3	1994 Mercedes Renntech SL600	SSGT1	11
14	7	1975 Porsche 911 Carrera	Vint For	11
3	17	1995 BMW 318 Ti	MidPri Sed	10
9	2	1998 Mallett - Chev Corvette	SSGT1	10
8	9	1998 Mallett - Chev Corvette	SSGT1	6
5	61	1998 Mitsubishi Lancer	SSGT2	5
6	14	1993 Mazda RX-7	SSGT1	5
13	16	1993 Ford Mustang	SSGT2	5
71	1	1997 Mallet - Chev Corvette	SSGT1	5

Back to Ann Arbor for awards, then back home. Dennis and Doug split up in Cincinnati, Doug heading south for New Orleans with the truck and trailer and Dennis heading southeast for Salisbury in the Cobra.

Now that's my idea of the ideal high performance car. Fast and beautiful. Drivable and reliable. Win at the track and drive it home.

SECOND STRIKE VOLUME 2, NUMBER 3
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This issue has been dedicated to the Superformance effort in the One Lap of America 1999. **Bits & Pieces, Feedback, Upcoming Events**, and the **SCORE** update will return next issue along with reports on SAAC-24 and Run and Gun.

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



June 17, 1999

Bob & Dennis Olthoff  
Olthoff Racing, Inc.  
6515 Mooresville Re. (Hwy. 150)  
Salisbury, NC 28147

Dear Bob & Dennis:

It looks like you put together a winning combination! I saw the newsletter from **Second Strike**. Your car looks great. Dennis, it sounds like you did a super job of driving. Congratulations on winning in class.

It appears as if you're selling lots of Cobras. I hear from people every now and then that have purchased an Olthoff Superformance Cobra and they seem to be quite happy so that's great! I'm glad you two are enjoying them.

I wish you all the best.

Sincerely,

Robert L. Bondurant  
President

RLB/dm

Official Products of the Bob Bondurant School of High Performance Driving  
**FORD, LINCOLN-MERCURY AND SAAB**  
Additional Sponsors: Goodyear, Performance Equipment, American Racing Equipment, Monroe, Firestone  
P.O. Box 51980 Phoenix, AZ 85076-1980  
http://www.bondurant.com

Bob Bondurant's extensive Cobra racing history was the feature article in the last issue of **Second Strike** (Volume 2, Number 2).

Bob Bondurant and Bob Olthoff, Dennis' father, raced Cobras together in Europe in the 1960's.

**N B Hulme Autoracing**

Stubbins, Down Park, Crawley Down, West Sussex RH10 4HU Tel: 01342 712774 Fax: 01342 718182



FAX TRANSMISSION

TO OLTHOFF RACING INC  
001 704 647 9925.

FROM NIGEL HULME.

MESSAGE.

JUST HEARD THE NEWS OF THE EXCELLENT RESULT IN THE LAP OF AMERICA FOR DENNIS & DOUG REED IN THE SUPERFORMANCE 396 cums, REALLY WELL DONE EXCELLENT I KNOW HOW HARD THESE EVENTS ARE HAVING RECENTLY COMPETED IN THE TOUR AUTO (TOUR OF FRANCE). I ONLY MANAGED 20TH AND SIX IN CLASS!

BEST REGARDS

NIGEL

Nigel Hulme was featured in **Second Strike** (Volume 1, Number 3) last year.

He is the current owner of CSX2131, one of the cars that Bob Olthoff raced for the Willment team.

Photo credits: Doug Reed, Dr. Frank Cellenga, Garth Gullekson, Mike Stenhouse, Julius A. Carozza.