

Juan & Cindy Lopez-Bonilla
Louisville, KY

STREET ROADSTER



S P E C I A L

PART-2 : AT HOME IN THE USA

COMING ALIVE
MKIII SPO 2891



SPO 2891
HOME
AT LAST



MY DEALER
STATESIDE

Dynamic
MOTORSPORTS

 Superformance®



What happens when your car arrives from South Africa?
The Superformance Dealer Network World-Wide Takes Over.
Nothing But The Best!

Who is Dynamic MotorSports?

Dynamic has been my Superformance dealer in Ohio for over 5 years. But they are not just a dealer, to them you are #1 always. Their headquarters is nestled in the outskirts of Cincinnati, Ohio in the town of Ross. In this unlikely setting you will find the largest replica showroom in the world.

Team Dynamic MotorSports has sold over 60% of the Superformance worldwide production to date. They take great pleasure in fulfilling dreams; their customers are their best sales people. They take great pride in welcoming each and every one of their customers as friends and family members.

Their dedicated sales team has over 130 years of combined experience in the custom specialty car field. In addition, their sister company, Snakebite Performance Inc., has a combined parts and service experience in the same industry of over 50 years. They are perfectly located to service their valued and future customers throughout the nation.

Go visit them in Cincinnati, and let them show you their hospitality and incredible products first hand and you will see the Dynamic MotorSports difference.

Juan & Cindy Lopez-Bonilla
Louisville, KY

STREET ROADSTER



S P E C I A L

PART-2: AT HOME IN THE USA - DRIVETRAIN



These are the finest factory built rolling chassis available, and they are the only replicas licensed by Carroll Shelby!

...A FEW WORDS OF CAUTION...

YOU WILL BE SNAKE BITTEN ONCE YOU VISIT, FOR SURE!!!



NEXT: MY CAR AT DYNAMIC!



2008
SPO 2891
MKIII ROADSTER

Juan & Cindy Lopez-Bonilla
Louisville, KY

STREET ROADSTER



S P E C I A L

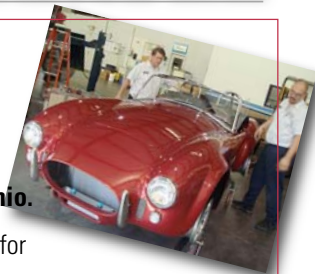
PART-2: AT HOME IN THE USA - DRIVETRAIN

HOME
AT LAST

Dynamic
MOTORSPORTS

Arrival at Dynamic Motorsports, Ross, Ohio.

Below the car is being offloaded and readied for prepping and drive train installation.



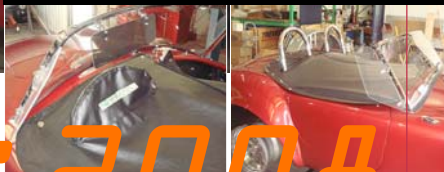
*My journey
continues its trek in
the USA.*

*You too can embark
on such a journey
once you are...*

*... "Bitten By The
Snake"*

*Follow mine as we
get SPO 2891 Road
and Track ready.*

TONNEAU COVER LOOKS GREAT



07:21:2008

Juan & Cindy Lopez-Bonilla
Louisville, KY

STREET ROADSTER



S P E C I A L

PART-2: AT HOME IN THE USA - DRIVETRAIN



SPO 2891 came in as beautiful as it left South Africa. Here the car will begin its trek towards becoming a functional Beauty/Beast. Dynamic will prep the car by making all the necessary adjustments necessary for the car to be road/track worthy. The car will then be sent to my choice of engine builder and transmission installer to get my MKIII ready for the road.

REPORTING FOR DUTY SIR!



The dealership network that Superformance has in place through out the world is second to none in customer service and expertise in product knowledge .

Your Ride Will Be Safe and Sound!

07:22:2008

2008

SPO 2891

MKIII ROADSTER

NEXT, ENGINE BAY PLEASE!





THE BEAST COMES ALIVE



The drive train for a Cobra is not just "An Engine".

With that in mind I set the criteria for selecting the drive train to live as the heart of SPO 2891. There are many choices for the new Cobra owner as far as engines go. You may select a "Crate Motor", that is, an engine already built supplied to you by manufacturers like Ford Racing, Keith Craft Engines, two among many, ready to install and run in your Cobra. That is a choice that quite a few Cobra owners make and is satisfactory for them as well as economical.

My wishes were that:

- the engine be custom built by a reputable builder whom I trusted and that stood behind his work 100%, and that was close to me geographically. Erick Hinderberger, at Performance Engineering in Ross, Ohio, was chosen based on my previous experience with his engine shop over the years, his solid reputation and the recommendations from many past and present customers of Performance Engineering.
- a Ford small block engine be chosen and stroked to 331 cu. inches.
- be quick revving and light weight.
- it be reliable on the street as a daily driver as well as tough on an occasional jaunt to the racetrack.
- the horsepower rating be between 475 and 500 horsepower on the engine dyno. (*At the flywheel.*)
- the transmission used be a Tremec 5-speed.
- the differential used is supplied with the car from South Africa, a Dana 3.42 ratio.

After discussing the above criteria with Eric we both agreed that the way to go was to custom build a 331 cubic inch stroker motor using a 1969 seasoned ford 302 block plus all the items discussed in the following pages and pictures



Why Performance Engineering?

Performance Engineering has 19 years of high performance automotive and racing experience with 80 years of combined experience. They build record holding engines and are a former IHRA Record Holder (A- Dragster). PE performs virtually all types of high performance machine work, specializing in engine building for all types of racing and performance applications. Ford, Chevy, or Mopar, Gas or alcohol big blocks, blown hemis, performance marine engines... They handle it all.

PE also specializes in premium packages for the kit car industry (with an emphasis on the Cobra body style), producing crate motors for any high performance kit car application as well as completely installed, dyno tested, engine & drive train packages. Their shop services include Balancing and Blueprinting, Cylinder Head porting and Flow Testing, and complete Block prep, assembly and testing. PE also offers pre-built engine (delivered to us complete) installation & comprehensive testing.

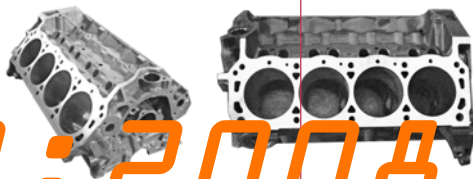
ON THE DYNO / THE PROOF IS IN THE PUDDING!!



Eric at Performance Engineering has the ability to dyno-tune your engine both in the dyno stand and on the chassis dyno. Today I was able to hear mine for the first time... *NASTY!!!*

My engine block started out as a seasoned 1969 Ford 302 block. Below.

IT ALL STARTS WITH THE BLOCK



07:23:2008

2008
SPO 2891
MKIIROADSTER

Juan & Cindy Lopez-Bonilla
Louisville, KY

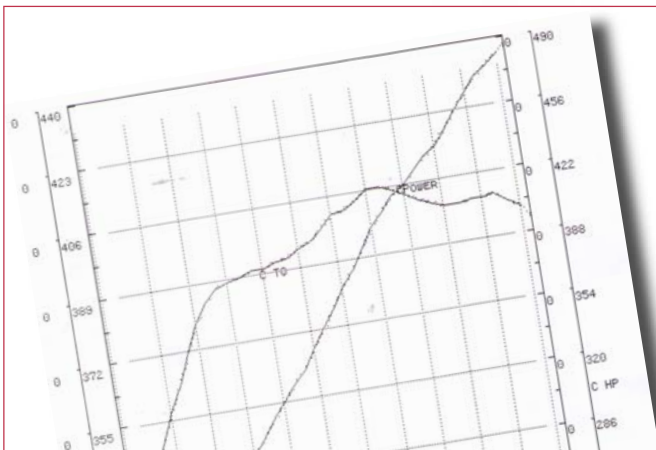
STREET ROADSTER



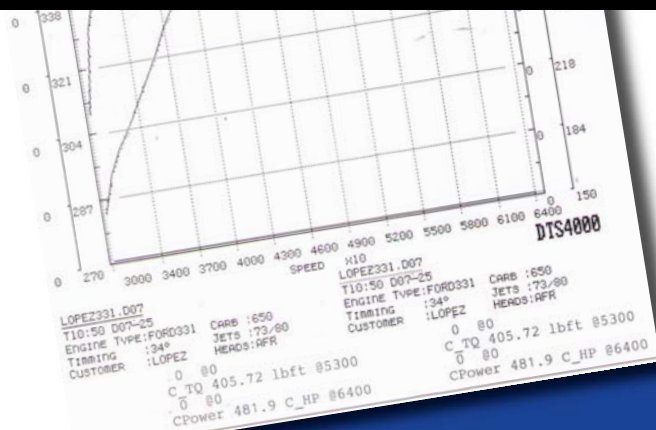
S P E C I A L

PART-2: AT HOME IN THE USA - DRIVETRAIN

SPO 2891 2008 MKIII ROADSTER



HERE ARE THE NUMBERS AND SPECS!



IN THE ENGINE DYNO ROOM



302 Stroker (331 C.I.D.)

1969 Block, Aligned
Honed with DSS Girdle
and True Decked

Eagle Forged Steel
3.250 Crankshaft

Forged Pistons 10.25 :
1

Eagle H beam full floated 5.40
forged steel rods

Comp Cams Custom Grind
Camshaft

Full roller stainless steel rockers
AFR 185 CNC Aluminum heads

07:29:2008

Juan & Cindy Lopez-Bonilla
Louisville, KY

STREET ROADSTER



S P E C I A L

PART-2: AT HOME IN THE USA - DRIVETRAIN



COMP
CAMS

PART # 35-000-8RF SN#: 0 1411-08
ENGINE: FW FORD 351W HR RETRO-FIT
PERFORMANCE ENGINEERING LLC
GRIND#: FW 3318T/ 3319S HR12RF
SPC INSTR 1: PERFORMANCE ENGINEERING
SPC INSTR 2:

VALVE ADJUSTMENT	INTAKE	EXHAUST
GROSS VALVE LIFT	HYD	HYD
DURATION @	.600	.618
VALVE TIMING		
@ .050		

INTAKE	305	
EXHAUST		52
BTDC		11
ABDC		
BTDC	52	
ABDC		
BTDC	11	
ABDC		
BTDC		
ABDC		

THESE SPECS ARE FOR CAM CENTER LINE
@ 108.0 INTAKE EXHAUST
DURATION @ .050 INTAKE EXHAUST
LOBE LIFT 248 254
LOBE SEPARATION .3750 112.0 .3860

2008
SPO 2891
MKIII ROADSTER

Edelbrock Performer Air
Gap Intake Manifold

650 CFM Mighty Demon
Carburetor

Canton Road Race T-Sump
Oil Pan

MSD Ignition System

March pulley set

Exhaust system consists
of:

Ceramic coated silver long
tube headers

2-1/2" diameter pipes and
mufflers are ceramic
coated black

07:29:2008

Juan & Cindy Lopez-Bonilla
Louisville, KY

STREET ROADSTER



S P E C I A L

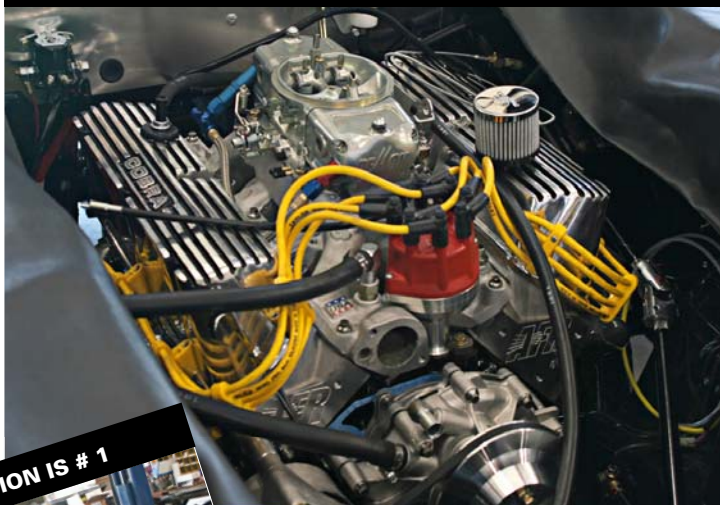
PART-2: AT HOME IN THE USA - DRIVETRAIN

2008
SPO 2891
MKIII ROADSTER



My experience with Eric goes back about 5 years. He custom built a 427 Windsor Stroker motor for my first Superformance. After 5 + years the engine is going strong with the owner I sold the car to in Nebraska. Best engine he has ever had. 566 hp and 557 lbs ft of torque.

IT'S IN THERE...



PROTECTION IS # 1



As the build progresses you can almost feel becoming a part of the car. You want it to be just right...

...I do believe also that your right foot begins to tingle with anticipation.

07:29:2008

Juan & Cindy Lopez-Bonilla
Louisville, KY

STREET ROADSTER



S P E C I A L

PART-2: AT HOME IN THE USA - DRIVETRAIN



2008
SPO 2891
MKIII ROADSTER

The engine for SPO 2891, while not as raw and brutal as the one in my first Superformance, will be able to stack up pretty well against the big boys. I've learned that if you have waited this long to get your dream machine, don't skimp on the quality of your parts. Get them right from the beginning *YOU WILL EVENTUALLY.*

...IN THE THE DETAILS!



The carburetor Eric chose for me is a Mighty Demon 650cfm, the ignition is a complete MSD System. I like the yellow sparkplugs, make the engine sparkle.

EXHAUST IS NEXT



07:29:2008



2008
SPO 2891
MKIII ROADSTER



Eric recommended that the under-car exhaust be as good as the car and the engine within. So, we had a custom made exhaust system 2-1/2" diameter all the way from the header collector through the mufflers and all the way to the tail pipes. The system will now be taken apart and sent to the coaters where it will be ceramic coated flat black, in and

WANT TO CHECK OUT MY PIPES.....?



Notice how neat and tight is the fit of the custom made exhaust system.

The sound is awesome.

EXHAUST IS NEXT



08:06:2008

Juan & Cindy Lopez-Bonilla
Louisville, KY

STREET ROADSTER



S P E C I A L

PART-2: AT HOME IN THE USA - DRIVETRAIN



...THEY HELP THIS BABY BREATHE!



2008
SPO 2891
MKIII ROADSTER

NEXT: WIRES PLEASE!

331 Stroker
495hp / 440lbs.ft of
torque.

08:06:2008



IT ALL COMES DOWN TO THE DETAILS



The look of the car is made complete by the wheels you choose.

As a very young man, in high school, I loved the look of the slab side Cobra and its classy stance accentuated by the gorgeous wire wheels it rode on. That was the look I wanted to recreate with SPO 2891.

Since that time the world of wire wheel manufacturing at the highest level has been dominated by our very own Dayton Wire Wheels out of, you guessed it, Dayton, Ohio. In my opinion and that of many others they are perhaps the best manufacturer of wire wheels in the USA.

1916 was the year that Dayton Wire Wheels was established in Dayton, Ohio and would become the premier designer and manufacturer of wire wheels for the next ninety years and beyond.

From the beginning, Dayton Wire Wheel set a high quality standard for the automotive industry. The Wright Brothers depended on Dayton Wire Wheel, Henry Ford chose Daytons, as did Charles Lindburgh for the Spirit of St. Louis. Auburn, Cord and Duesenberg rode on Daytons, along with nearly thirty other makes. Dayton Wire Wheels were also put to the test for thirty years of racing in the Indianapolis 500. Today, this heritage of quality and durability still lives in every wire wheel that leaves the plant in Dayton, Ohio.

British and Italian sports car owners choose Daytons and the Lowrider crowd hops and dances on Daytons. Street rod designers and builders have discovered Daytons and Harley-Davidson owners ride on American Wire Wheels made by Dayton. Over the years, Dayton Wire Wheels have evolved through the incorporation of new technology and superior materials, changing with the times without compromising the classic styling.

After the above brief history of Dayton Wire Wheels how could I choose anything but a Dayton Wire Wheel for SPO 2891?

Juan & Cindy Lopez-Bonilla
Louisville, KY

STREET ROADSTER



S P E C I A L

PART-2: AT HOME IN THE USA - DRIVETRAIN

Why Dayton Wire Wheels?

"Quality You Can Count On Since 1916."

Stainless steel spokes which can't rust and have twice the strength of chrome plated spokes.

Four layer nickel chrome plating in their own modern facility. Thicker plating than any other wheel on the market.

100% pressure leak testing of every tubeless wheel.

Perma-True™ Technology—Dayton Wire Wheels™ are designed



ONE OF MY DAYTONS / I CALL THEM...WHITE GOLD!!

retightening.



2008
SPO 2891
MKIII ROADSTER

*My Dayton's are
the first ever custom
made for a
Superformance MKIII*

FIRST CLASS OPERATION...



...EVERY WIRE, PERFECT!



Juan & Cindy Lopez-Bonilla
Louisville, KY

STREET ROADSTER



S P E C I A L

PART-2: AT HOME IN THE USA - DRIVETRAIN

THE LOOK OF WIRE WHEELS



08:20:2008

Juan & Cindy Lopez-Bonilla
Louisville, KY

STREET ROADSTER



S P E C I A L

PART-2: AT HOME IN THE USA - DRIVETRAIN



2008
SPO 2891
MKIII ROADSTER

*The timeless and
Classic beauty of
the Dayton Wire
Wheels
complement that of
the Superperformance
MKIII Street
Roadster.*

08:20:2008

Juan & Cindy Lopez-Bonilla
Louisville, KY

STREET ROADSTER



S P E C I A L

AT HOME IN THE USA



*Today I took
delivery of
SPO 2891.*

*Words are not
adequate
enough to
describe the
feeling of
being in front
of this beauty.*

***When are
you
embarking
in your
journey?***

08:23:2008

Juan & Cindy Lopez-Bonilla
Louisville, KY

STREET ROADSTER



S P E C I A L

AT HOME IN THE USA



*I hope you
have enjoyed
taking this
journey with
us.*

*You too can
take the same
journey once
you are*

***"Bitten By
The Snake"***

. Juan & Cindy

08:23:2008

Juan & Cindy Lopez-Bonilla
Louisville, KY

STREET ROADSTER



S P E C I A L

AT HOME IN THE USA



08:23:2008