

Der Gasser

JANUARY 1997



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President's Message

Warm wishes to you for the New Year!

Porsches are machines. Riesentöter Region, Porsche Club of America is people. The upcoming year holds all the promise to be a banner year for both Porsche and Riesentöter. The first new Porsche model in many years is now a reality with the Boxster. As I write this, I have not yet seen one in the flesh (in the steel?), but look forward to doing so at our January meeting which (by the time you read this) is to have been held at the Philadelphia International Auto Show on Wednesday, January 15. This meeting takes the place of our regular one, which ordinarily is held on the last Wednesday of the month, and it comes to us courtesy of the kind efforts of Riesentöters Saul Kun and Bill O'Connell. Saul owns Fort Buick/Pontiac in Ft. Washington and is the Chairman of the auto show, and Bill is his trusty assistant. Please make it a point to thank these two gents for their hospitality the next time you see them.

Just as the Boxster will no doubt help Porsche through sales, it will also help Riesentöter by bringing new members into our fold. Be a recruiter for Riesentöter, and if you happen upon someone who owns a Boxster (or any other type of Porsche), and they don't already know the benefits of membership in PCA, tell them about Riesentöter. Tell them to call our Membership Chairman John Crowley whose number is listed in the back of this magazine and who can provide a FAX-back-on-demand membership application. The more members we have in our Club, the better it will be for all of us.

Vice President Melissa Plenzick is attempting to line up our full calendar of monthly meetings a full year in advance. Look elsewhere in this issue for her column where she highlights the up and coming, and be sure to save the date of February 26 (the last Wednesday of the month) which will be our New Members' Night at Holbert's Porsche in Warrington. Especially if you have joined Riesentöter within the last year, you will not want to miss this meeting where we will tell all about what goes on in our Club, what it can offer you and where you can pitch in to make it even better. As a topper to what historically has proven to be an outstanding meeting, the kind folks at Holbert's promise to make this meeting a special tribute to the Boxster.

January marks the beginning of my third (and final!) year as President of this great organization we call Riesentöter. In an attempt to define the work cut out for all of us at the beginning of each Club year, I have made it a practice to give each year a theme. In '95 it was "have some fun" because, after all, if being a member of the Porsche Club of America isn't fun, why bother? Lord knows we all work hard. Take some time for fun. In '96 the theme was "enjoy your car, enjoy your Club." We have the cars, we have the Club, enjoy! Such great mechanisms we have in place: cars that are so renowned that there are nearly 1,000 people right here in the Delaware Valley who wish to share their

love for those cars with others of a similar concern through membership in RTR. For '97 the theme is "driving a Porsche is a privilege." Indeed, when we stop and think for a moment about all those less advantaged than us, both abroad and right here in our own community, such a theme perhaps helps to put into perspective the advantage we as Porsche owners and members of RTR/PCA really have. As this new year unfolds for us, let us take some time to have some fun (forgetting about work for a while), to enjoy our cars and our Club (the word Club referring to the people who make up RTR), and to truly appreciate that driving a Porsche is a privilege. As Porsche owners we have made a choice (we could be driving something else without a hint as to what we would be missing). We have earned the privilege. Let us appreciate it responsibly.

Best regards,

John Heckman



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Down The Pike

FEBRUARY

26 Club Meeting, Holbert Motor Cars, Warrington, PA 7:30
Topic: "New Members' Night"

APRIL

13 Autocross School
27 Autocross

MAY

18 Spring Rally and Social (details forthcoming)
25 Autocross

JUNE

15 Autocross

JULY

6 Autocross

AUGUST

10 Autocross

SEPTEMBER

21 Autocross

OCTOBER

19 Fall Rally and Social (details forthcoming)

DECEMBER

13 Holiday Banquet, Doylestown Country Club

1997 TRACK EVENTS

FEBRUARY

14-16 Sebring (Club Race, Host - Gold Coast/Suncoast)

APRIL

12-13 Road Atlanta (Club Race, Host - Peachstate)

25-26 Lime Rock (Club Race, Host - Conn. Valley)

MAY

3-4 Pocono (Driver's Ed, Host - RTR)

17-18 Mid-Ohio (Club Race, Host - Mid-Ohio)

JUNE

13-14 Texas World Speedway (Club Race, in conjunction with the Porsche Parade)

20-22 Watkins Glen (Driver's Ed - RTR)

21-22 Brainerd (Club Race, Host - Nord Stern)

27-28 Summit Point (Club Race, Host - Potomac)

JULY

5-6 Stapleton (Club Race, Host - Rocky Mountain)

12-13 Gingerman (Club Race, in Michigan)

AUGUST

2-3 Portland (Club Race, Host - Oregon)

2-3 Mosport (Club Race, Host - NNJ/Upper Canada)

15 Pocono (Driver's Ed, Host - RTR)

16-17 Pocono (Club Race, Host - RTR)

30-31 Road America (Club Race, Host - Chicago)

SEPTEMBER

6-7 Jefferson Circuit (Driver's Ed, Host - RTR)

6-7 Las Vegas (Club Race, New 2.5 mile FIA Road Course & Tri-Oval)

13-14 Willow Springs (Club Race, Host - Los Angeles)

27-28 Indianapolis Raceway Park (Club Race)

OCTOBER

4-5 Heartland Park (Club Race, Host - Great Plains)

10-11 Summit Point (Driver's Ed, Host - RTR)

TBA Memphis (Club Race)

DECEMBER

6-7 Sear's Point (Club Race, Host - Golden Gate)

TBA Roebling Road (Club Race)

NOTE: The Club Race dates are provisional as of 12/31/96 and are subject to change.

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Club Meeting Info

February

Can we top last year's **New Member Blowout** at Holberts? Well - what about **New Member, New Car (THE BOXSTER!)**, **Not So New Member and Well-Loved Not So New Cars Blowout?** The kind folks at Holberts have asked us back for a fun night at their Warrington, PA auto showroom. Vince Evans promises an upclose look at the new Boxster and some other eye-popping rolling stock. And, to satisfy that inner hunger, we will have some delicious edibles. You'll have an opportunity to hear about the Club's different activities, meet your Executive Committee and mix and mingle with other Porschephiles. The date of the meeting will be Wednesday, February 26th, beginning at 7:30. Mark your calendar!!!!

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Brian Reed's 906 leading the 250LM Ferraris of Jackie Stewart and Paul Hawkins in the 1966 Rothmans International 12-Hour Sports Car Race at Surfers Paradise, Australia. (Photo Courtesy Brian Reed)

**30th Anniversary of the Drive of a Lifetime--
Memories of the 1966 12-Hour International
Sports Car Race at Surfers Paradise, Australia
by Brian Reed**

At 10 AM on Sunday, August 21, 1966, the flag fell to start the feature race of Speed Week at Surfers Paradise, Queensland--the Rothmans International 12-Hour Sports Car Race.

American race fans are probably quite familiar with the IndyCar round at Surfers Paradise these days, but it is run through the streets of the popular resort, whereas back in the '60s the 12-hour race and other car and motorcycle races were contested on the fast, 2-mile motor racing circuit at Surfers. Sadly, the track has fallen into disrepair, although there have been some tentative steps taken in recent years to resurrect it.

Other events that made up Speed Week included drag racing, a round of the Australian Gold Star Championship (our premier open wheeler category), speedboat racing nearby and the usual upmarket social activities.

A top class field had been assembled for the 12-hour race, including Ford GT40, Ferrari P2 and 250 LM, Alfa Romeo, Jaguar, Lola, AC Cobra, Lotus, an Oldsmobile-powered Cooper Monaco, a host of smaller sports cars--and a 1965 2-litre Porsche Bergspyder code-named (appropriately) the "Kangaroo." All up, a field of 42 starters.

Chassis number 906-007 was first tested on the Weissach steering pad in Germany on April 14, 1965. Amazingly, less than 4 weeks later "Kangaroo" finished 2nd in the grueling Targa Florio with Gerhard Mitter and Colin Davis coming in behind the Bandini/Vaccarella 3.3 litre Ferrari.

The experimental Porsche 906 was to have been driven by Jo Bonnier and Graham Hill in the 1965 road race classic in Sicily, but after practicing the ultra-lightweight car and finding it hopped unnervingly over the bumpy mountainous course, they nominated to drive a heavier flat-6 Porsche coupe instead. Two weeks after the Targa Florio success, Mitter crashed the rebodied car during practice for the ADAC Nurburgring 1000 and a stiffened body was fitted to improve the roadholding.

On the weekend following the Nurburgring 1000, Porsche suffered a rare and unexpected defeat in the opening round of the 1965 European Hillclimb Championship and "Kangaroo" was brought in to bolster the factory's entry for Round 2 on June 13 at Rossfeld. Mitter completed his two climbs of the 5.89km course in 6 mins., 20.4 secs. to beat his teammates Herbie Muller and Tony Fischhaber by 7.85 secs. and 10.52 secs. respectively in the works 904 and the Elva-Porsche.

Under the thin-skinned body of the "Kangaroo" were many technical refinements including needle-bearing suspension pivots, and after its Rossfeld success it became the test bed for Porsche's R&D program for the new Carrera 6.

"Kangaroo" was now fitted with a 6-cylinder engine and entered for the final round of the Hillclimb Championship at the Gaisberg in Austria on September 19. Driven by Herbie Muller, "Kangaroo" finished behind Mitter and Fischhaber during practice, but was 9.7 sec. ahead of champion-elect Scarfiotti's Ferrari Dino! In terrible weather conditions, Muller scored a 3rd in class, while outright placings were dominated by 3 customer 904 GTSs which finished 1-2-3.

It seemed appropriate that the "Kangaroo" should finish up in Australia. Alan Hamilton, the Australian Porsche agent, acquired it as well as a new Type 906 spaceframe, chassis and body panels early in 1966. Hamilton's idea was to build a new racing 906 from the two by incorporating the "Kangaroo" suspension and modified Spyder bodywork.

After successfully campaigning the new-look Porsche 906 in circuit events and hillclimbs, Hamilton decided to enter the car for the 12-hour sports car race at Surfers Paradise and asked me to co-drive with him in the event.

Although only 21 years old, Hamilton was already a seasoned businessman working alongside his father, Norman. In spite of his astute approach to business and motor sport, his only stipulation to me was that I had to break 50 secs. around Calder Park Raceway to secure the drive.

I remember the day well, and after sitting in the 906 only once before in the workshop, and never having driven a lefthand drive car in my life, we set off for Calder Park, Melbourne quite late one afternoon for the big test. Calder used to close at 5 o'clock, and this particular day we didn't arrive until around 4 p.m. In those days, the owner Jim Pascoe used to graze sheep in the infield, and after hunting them away (although evidence of their presence remained on the track itself), Hamilton fired up the Porsche and then strapped me in.

My first impressions were the tectonic starkness inside, the uncomfortable driving position, the heavy steering, and--the NOISE! Only a racing Porsche could sound like that! Being wintertime downunder it was becoming quite dark, and after tentatively negotiating the first corners I soon had my first "lose." More were to follow, so feeling rather crest-fallen, I pulled into the pits, the prospects of gaining my biggest break in motor sport fading with the evening light.

Hamilton then went out to see what he could do, and to my great relief, he too went spearing off the track. When he pitted, he remembered he had had an "off" at the Templestowe Hillclimb the previous weekend and had done some nasties to the suspension.

Unable to do any modifications (I don't think we even had a tire gauge!) I had to soldier on, and after a few hairy moments and several more laps I just managed to break the magic 50 seconds. The drive was mine--although hardly sufficient practice for such an important race in such a valuable, but far-from-easy-to-drive car!

A few days before the race, the Porsche 906 was towed from Victoria to Queensland on an open trailer, while Alan and I caught a plane from Tullamarine. At the time I was a teacher's college lecturer in Melbourne so I drove to the airport and parked my car in the long-term carpark. By contrast, the 21-year old Hamilton caught a helicopter from a business meeting which dropped him off on the doorstep. I don't think I had ever seen a helicopter before and couldn't believe the extravagance. As it turned out, the amount I paid to park my car for several days probably equated the helicopter fare!

It was a daunting experience arriving for practice at Surfers Paradise International Motor Circuit knowing that some of the icons of the sport were to take part. There were Formula One star Jackie Stewart and New Zealander Andy Buchanan in a Ferrari 250LM, expatriate Australian Paul Hawkins and Jackie Epstein in another Ferrari 250LM, and the British team of David Piper and Richard Attwood in Piper's Ferrari P2.

Another top overseas entry was the Ford GT40 of England's Peter Sutcliffe, with Bruce McLaren nominated as co-driver. This car was not favorite for outright honors, even when contractual problems kept McLaren from coming to Australia. His place was taken by another formidable driver, Australian champion Frank Match.

Before practice got underway, Paul Hawkins came over to have a look at our car, and in his own inimitable way declared the Porsche should win the race. I informed Hawkins that I was coming to Europe for the following year, and he suggested I seek him out when I arrived. This I did, and we became good friends and spent some memorable times together at the major sports car races on the continent, and back in London. 1967 was to be a very successful year for the colorful Australian, the highlights being a fine win in the Targa Florio with Rolf Stommelen for Porsche, and winning the British Sports Car Championship driving his privately-entered Ford GT40.

But back to the race. At Surfers Paradise the overseas stars soon stamped their authority on practice, and it became apparent that the huge speed differential between the first half dozen cars and the rest of the field would present a major problem--about 35 secs. per lap separated the quickest Ferrari from the slowest production sports cars--and there were 12 hours to negotiate, including night driving!

In spite of conceding lots of cc's in engine capacity, the two-litre, 230bhp Porsche 906 had a proven track record of running reliably under pressure for long distances, and fewer pitstops were anticipated during the race than the Ferraris and the Ford GT40. It was also encouraging late in practice when Alan Hamilton put in a scorcher at 1 min., 22.7 secs., not far behind Hawkins who was setting the pace at 1-21.4 secs., so there was reason for some optimism in our pits, in spite of our relative inexperience.

A Le Mans start got the race underway at 10 a.m. It soon developed into a dogfight amongst the three Ferraris with Jackie Stewart leading from David Piper and Jackie Epstein, with our Porsche next.

After 54 minutes of racing the Piper/Attwood Ferrari P2 was out with a broken gearbox, but Epstein and Stewart still led the way from Tony Osborne's Monaco Oldsmobile.

At half distance Epstein was still ahead but the GT40 had moved up through the field and was holding a strong 2nd place, with Jackie Stewart leading our Porsche and the Alfa Romeo TZ2 of Kevin Bartlett and Doug Chivas next. Then disaster! Hamilton went missing, and word came back that he had left the track at high speed negotiating the very quick right-hand sweeper at the end of the main straight, and had hit the fence in a big way. It seemed an eternity before the car arrived back in the pits looking very much the worse for wear, and Hamilton sadly declared it was the end of our race.

Being mechanically illiterate, to me the car looked drivable (although the bodywork had taken a real battering). After some lengthy persuasion, Alan agreed to try and get the car back on the track, and set about welding up the exhaust manifold and beating various bits back into shape. Forty minutes later we were back in the fray, and set about the task of clawing our way back into the placings--a daunting prospect.

A newspaper report of August 22, 1966 said...

"Of the first six cars the Epstein Ferrari and Hamilton Porsche were the only ones to suffer major trouble but furious driving maintained their positions despite protracted pitstops..."

At 10 p.m. on Sunday, August 21 the checkered flag was given to the Sutcliffe/Match Ford GT40 after completing 976 miles at an average speed of 81.3mph. Twenty-eight cars completed the race, and the Porsche 906 fought back to be 4th outright at the end.

Second on provisional results was the Stewart/Buchanan Ferrari 250LM, with the Bartlett/Chivas Alfa Romeo TZ2 finishing just ahead of our Porsche. Although the results showed the Ford GT40 winning by 4 laps, a protest was lodged by the team manager of the second-place car, and after a protracted hearing and recount of the official lap charts the result was reversed, giving the win finally to Scotland's Jackie Stewart and New Zealand's Andy Buchanan.

Thirty years on, my recollections of the actual race are understandably hazy, except that it was a grueling event, and I can remember being sent out at one stage on odd-size tyres after a pitstop. The "Kangaroo" was hard enough to drive at the best of times!

Really, it was inexperience that beat us in the 12-hour race. We were both relative newcomers to motor sport (especially at this level), but the "Kangaroo" compensated for most deficiencies on our part. As for Alan Hamilton, he was not only lead driver, but chief mechanic and team manager as well--clearly unrealistic expectations of one person at this level of competition.

Two months later at Collingrove Hillclimb in South Australia, Hamilton drove the versatile Porsche to outright 1st place in the 1966 Australian Hillclimb Championship--the first time a sports car had won the title.

I was given a letter of introduction to the Porsche factory by Hamilton, and when I visited the factory in Zuffenhausen, Stuttgart some months later, their team manager, Baron von Hanstein exclaimed "Aah... zee old *Kanguruh!*" when I showed him photographs of our 12-hour race.

Porsche looked after my wife and me during that year in fine style, and we were invited to join in their celebrations following most of the big sports car events that year--Monza, the Targa Florio, Nurburgring, and Le Mans. 1967 was undoubtedly a great year for the marque.

As for the "Kangaroo", I later heard it had been sold to an owner in Singapore. In the mid-1970s it was acquired less engine, but with gearbox and other running gear by a Sydney enthusiast named Pat Burke who set about finding an original Type 771 flat-8 engine in order to restore the 906 back to its original works configuration. Fortunately an engine was located in Stuttgart, a complete restoration followed, and what was described as a "singularly important and unique Porsche factory car" was offered for auction in Monaco in May, 1991.

"Kangaroo's" whereabouts are unknown to me at present. But 30 years on, the memories remain of the 1966 Rothmans International 12-Hour Sports Car Race at Surfers Paradise, Australia.

It would be nice to track down the old "Kangaroo" again, to sit behind the wheel, and to think what might have been.

(Editor's Note: Brian Reed is an automotive journalist, lecturer, radio show host, and vintage racer in his native Australia. He and Riesen-töter Region President John Heckman are good friends.)

1997 Autocross Program

by Nick Betegh
Autocross Chair

Earlier this month, we had a glimpse of a few days of warm Spring weather. Not only were we humans fooled into thinking that Spring was here, but the tulips and daffodils were sprouting. Right away my thoughts went to cleaning and preparing my Porsche for this coming season. This year Bob Wiegand will be assisting me in organizing and running the events. Geoff Ehrman has retired from his post, but indicated to me that he will be willing to help out here and there.

We are hard at work to improve our facilities and equipment for the autocross season. We have acquired a new (used) trailer (previously Philly Region SCCA's), so now the equipment will not have to weather outside. The timing equipment is from the stone age and I am working on putting together a laptop computer with an interface and database to do the timing and scoring. Maybe we'll move up to the 20th Century. We are looking for folding chairs and a table to replace the existing ones.

This year we will follow the same group format as last year:

Novice - Newcomers with little or no experience. It is OK! No one will make fun of you. The more experienced drivers will coach you and give you helping hints. Come on out and see how much fun it is to have your adrenaline running at the starting line. By the way, you will be running against the clock (the only enemy) and the rest of us will be on your side.

Intermediate - Drivers with 2 to 3 years experience and novice drivers who have won the Novice group two (2) times.

Expert - Drivers with 3 to 5 years experience, basically stock cars and those who have won the Intermediate group two (2) times.

Non-Porsche - Yes, you can bring your Yugo or your 1968 VW van or whatever else to compete in this prestigious class! Geoff even brought his kids' bicycles last year. A couple of Beemers seem to show up every time. Come to have fun anyway.

Hot Shoe - Drivers using non-stock cars, Porsche or what you like, SCCA and other experience. These drivers will only be eligible for the FTD award.

NOTE: This year we are introducing the 2-second handicap for cars with non "R"-rated tires to even the playing field a bit for all competitors.

We are interested in forming a Riesentöter Autocross team to compete against other Porsche Clubs and/or BMW, Corvette and the like. If you are interested, please call me or EMail me so that I can make contacts and arrangements. In the next article I will be discussing arrangement for sites, dates for events, season championship point system and whatever will come to mind. See you and hope to hear from you all.

Porsche: A Year 'Round Car

by Erwin Bruder, Northern Ohio Region
(from *The Voice from the Trunk*)

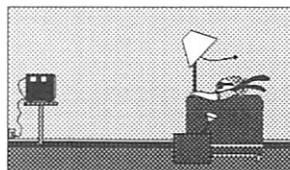
Unlike many Porschefiles, I drive my 928 every day, rain or shine or snow. I love it! It was made to drive...and I drive it. Think about it. There is lots of snow in Germany. They drive their Porsches year round. So do I.

When I bought the car and the salesman learned I was going to drive my new 928 daily, he blanched and offered to toss in a used Toyota for \$500 as a winter "beater." None of his arguments could dissuade me from driving my car as the all-purpose car I wanted.

The car of my desires merely had to be very fast, possess great cornering power, while being reliable and decadently luxurious. In short, able to leap great distances in a single bound with ease and grace. I wanted to be able to drive to Chicago or Baltimore at any time without a concern and arrive not tired. That's easy, cruising at 3200 RPM, 80+ MPH, in total comfort and quiet, reliability never even a passing thought. Then, on a Sunday taking this same automatic transmissioned V-8 3400 pound grand touring/sports car through the pylons of an autocross with times competitive with nearly any other car. Lapping Mid Ohio at a 2-minute pace with street tires and the only modifications being the addition of a few newly accumulated paint chips rounds out the experience. Grinning a smug, self righteous grin when talking to owners of "real Porsches." Did I mention I park at the airport or that the rear seats fold down to carry bulky goods, giving me a very quick delivery van?

In winter time, I put on four snow tires. The 50 - 50% weight distribution makes the car ideal for winter handling. And the limited slip differential makes for great traction. You know the ads that read, "never seen snow, garaged always except for perfect summer days. No rain, no temperatures below 70 degrees or above 75 degrees"? Ha!

This car was made to be driven. Engine spooled up, hard left foot braking. Turn in, accelerator down while easing off the brakes. Explode out of the turn. I enjoy this feeling every day, whether on the track, on an autocross course, or just barely savoring it as I crawl down Mayfield Road through 8 inches of snow-slowed rush hour traffic. Good car. It's winter and I'm driving!



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Porsche Milestones 1990-1996
The '90s - The 911 Moves Into its Fourth Decade,
Better Than Ever
 (from the PCA Editors News Service. Fourth in a
 4-part Series on the history of the Porsche)

1990

The Tiptronic gearbox is introduced on the Carrera 2. This innovative system provides the convenience of a conventional automatic transmission coupled with the sporty performance of a manual transmission.

1991

Porsche introduces a new front-engine model called the 968. Available as a hardtop or convertible model, it offers such features as an optional Tiptronic transmission and Variocam, a variable intake timing mechanism that optimizes the torque characteristics of the 968s 3.0-liter 4-cylinder engine.

Porsche wins the Supercar Championship.

1992

Porsche becomes the first manufacturer to offer an airbag for the driver and front passenger as standard equipment on all models sold in the U.S.

Porsche wins its second consecutive Supercar title.

1993

At the North American International Auto Show in Detroit, Porsche displays a sensational concept car. Called the Boxster, it pays homage to the legendary Spyder and Speedster models of the 1950s. The positive response is tremendous; Porsche immediately begins plans for a production version.

Porsche moves the 911 concept a dramatic step forward with new Coupe and Cabriolet models. Code-named the 993, the new designs artfully evoke past Porsche models while creating an entirely new impression. A radical new rear suspension system heralds a new era in Porsche handling.

Porsche sweeps the world's premier endurance races, winning at The 24 Hours of Daytona, The 12 Hours of Sebring, The 24 Hours at Le Mans, and Spa. The win at Daytona is the fifth for Hurley Haywood, a new record.

1994

The new Carrera 4 is introduced, offering the enhanced traction of all-wheel drive. As validation of the car's capabilities, Jeff Zwart races on to a class win at the annual Pike's Peak Hill Climb.

1995

The new Porsche Turbo, with 400 horsepower and all-wheel drive, debuts as a 1996 model. The new Targa is also intro-

duced. Its power retractable glass roof is a variation of the familiar Targa concept.

Driving a Porsche 911 Turbo, David Murry wins The One Lap of America.

1996

At the Geneva Auto Show in March, Porsche introduces the Boxster in its final production form. Located in front of the rear axle in a mid-engine arrangement, the 2.5-liter 6-cylinder horizontally opposed engine is water cooled and produces 204 horsepower. North American prices are not yet announced.

(Editor's Note: Porsche Milestones courtesy of the official Porsche web page at <http://www.porsche.com>)



1997 Race Schedules (as of 12/7/96)

JANUARY

25 Indy Racing League Orlando ABC

FEBRUARY

1-2 IMSA Daytona 24 Hours
 23 Trans-Am St. Petersburg
 23 SCCA World Challenge St. Petersburg

MARCH

1 Formula Atlantic Homestead
 2 CART IndyCar/Lights Homestead
 9 F-1 Melbourne
 15 IMSA Sebring 12 Hours
 16 FIA-GT Italy
 23 Indy Racing League Phoenix
 30 F-1 Interlagos, Brazil

APRIL

6 CART IndyCar Queensland, Australia
 6 FIA-GT Estoril, Spain
 12 Formula Atlantic Long Beach
 13 F-1 Buenos Aires
 13 CART IndyCar/Lights Long Beach
 13 Trans-Am Homestead
 13 SCCA World Challenge Homestead
 20 IMSA Road Atlanta
 20 Trans-Am Phoenix (tentative)
 20 SCCA World Challenge Phoenix (tentative)
 20 FIA-GT Magny-Cours, France

26	Formula Atlantic	Nazareth
27	CART IndyCar/Lights	Nazareth
27	F-1	Imola
MAY		
3/4	ACO	24 Hours of Le Mans
11	CART IndyCar	Rio de Janeiro
11	F-1	Monaco Grand Prix
11	FIA-GT	Silverstone, GB
18	Indy Lights	Hutchinson Island, Ga.
24	CART IndyCar/Lights	GIR Madison, Ill.
25	Indy Racing League	Indianapolis 500
25	F-1	Barcelona
25	FIA-GT	TBA
26	Trans-Am	Lime Rock
26	SCCA World Challenge	Lime Rock
26	IMSA	Lime Rock
31	Formula Atlantic	Milwaukee
JUNE		
1	Trans-Am	Mid-Ohio
1	SCCA World Challenge	Mid-Ohio
1	CART IndyCar/Lights	Milwaukee
7	Trans-Am	Detroit
7	Indy Racing League	Dallas
8	CART IndyCar/Lights	Detroit
8	IMSA	Watkins Glen
14	Formula Atlantic	Montreal, Quebec
14/15	ACO	24 Hours of Le Mans
15	F-1	Montreal, Quebec
22	CART IndyCar/Lights	Portland
29	Indy Racing League	Colorado Springs
29	F-1	Magny-Cours, France
29	FIA-GT	Nurburgring, Germany
JULY		
6	Trans-Am	Minneapolis
6	SCCA World Challenge	Minneapolis
6	IMSA	TBA
12	Trans-Am	Cleveland
13	Formula Atlantic	Cleveland
13	CART IndyCar	Cleveland
13	F-1	Silverstone, Great Britain
13	FIA-GT	TBA
13	IMSA	Sears Point
19	Formula Atlantic	Toronto, Ontario
20	CART IndyCar/Lights	Toronto, Ontario
27	CART IndyCar	Brooklyn, Michigan
27	F-1	Hockenheim, Germany
AUGUST		
3	Trans-Am	Trois-Rivieres, Quebec
3	SCCA World Challenge	Trois-Rivieres, Quebec
3	Formula Atlantic	Trois-Rivieres, Quebec
3	Indy Lights	Trois-Rivieres, Quebec
9	Trans-Am	Watkins Glen
10	F-1	Budapest, Hungary

10	Formula Atlantic	Mid-Ohio
10	CART IndyCar	Mid-Ohio
16	Trans-Am	Road America
16	SCCA World Challenge	Road America
17	Formula Atlantic	Road America
17	CART IndyCar	Road America
17	IMSA	Mosport, Ontario
24	SCCA World Challenge	Watkins Glen
24	F-1	Spa, Belgium
24	FIA-GT	Suzuka, Japan
30	Formula Atlantic	Vancouver, B.C.
31	CART IndyCar/Lights	Vancouver, B.C.
31	IMSA	Dallas

SEPTEMBER

6	Formula Atlantic	Laguna Seca
7	Trans-Am	Pikes Peak Raceway
7	SCCA World Challenge	Pikes Peak Raceway
7	CART IndyCar/Lights	Laguna Seca
7	F-1	Monza, Italy
7	FIA-GT	Donington, GB
14	IMSA	TBA
21	F-1	Zeltwig, Austria
28	CART IndyCar	Fontana, CA
28	FIA-GT	Spa, Belgium
28	F-1	Nurburgring

OCTOBER

12	F-1	Suzuka, Japan
12	FIA-GT	Spain
18	IMSA	Sebring
19	Trans-Am	Reno
19	SCCA World Challenge	Reno
26	IMSA	TBA
26	F-1	Estoril, Portugal

NOVEMBER

2	FIA-GT	Zhuhai, China
23	FIA-GT	TBA

Notes:

* FIA-GT Championship series is the former BPR series. All dates subject to FIA confirmation not later than 1/31/97.

* Plus three IRL races: Las Vegas, Loudon, and perhaps Charlotte Motor Speedway

* Plus one Trans-Am race: October, Northern California. 5/18/97 Trans-Am at Mosport not on original schedule.

* All IMSA events listed are WSC and EXXON GT races.

* TV coverage not yet established except for CART IndyCar Series and some IRL races.

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68 911 Targa Soft Window, Black/Black interior. Completely orig., all numbers match. 5-spd., interior excellent, strong running. Needs paint & some body work. 68K mi. (3rd owner). **Must Sell!** \$6,250/OBO Ken Pac (610) 469-9322/9005 ^{1/97}

78 911SC Targa, Coco Brown/Saddle leather interior. 3 Ltr, Blaupunkt AM/FM Cassette, 5-spd., A/C, all elec. New clutch flywheel, brakes, starter, battery, tires. Complete tune-up. Needs only lower head bolt replacement. \$7,500 Michael Haase (215) 547-0746 ^{1/97}

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10/96

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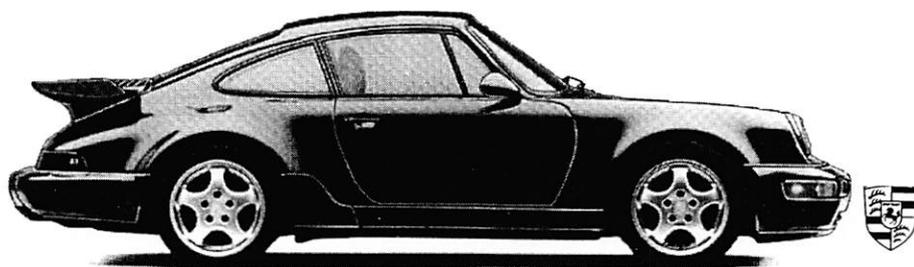
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