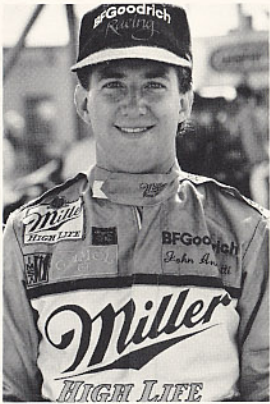


The Miller High Life/BFGoodrich Porsche 962 1989 Champion 24 Hours of Daytona



John Andretti

Birthdate: March 12, 1963

Marital Status: Married

Nationality: American

Residence: Indianapolis, Ind.

Hobbies: Snowmobiling,
water sports

Racing History

In 1986, BMW chose Andretti as one of its lead drivers. In a season fraught with mechanical frustrations, there was but a single bright light—BMW's lone win at Watkins Glen in September, scored by Andretti and Davey Jones.

Last summer, the Porsche factory asked John to partner his uncle, Mario, and cousin, Michael, at Le Mans in one of three factory Porsche 962s entered by Weissach. John helped nurse a sick machine, suffering the loss of one cylinder, to the finish—quite an achievement.

In 1987, John ran Mike Curb's Indy car five times on the CART PPG tour, placing sixth in his initial outing, at Road America. Eventually, he wound up 17th in the standings. Last year, he qualified Curb's car for the first time at Indy and was classified 21st when the engine expired.

He ended the year on a high note, though, winning the special USA/USSR Go-Kart Challenge at Peoria, Ill.



Bob Wollek

Birthdate: November 4, 1943

Marital status: Single

Nationality: French

Residence: Strasbourg, France

Hobbies: Skiing, tennis

Racing History

Began racing as a member of the highly respected French National ski team, moving over to automobiles in 1967. Since then, three Daytona 24-Hour wins, one Sebring 12-Hour victory, three German sports car titles, six Porsche cups and the 1983 European Endurance crown, plus other numerous individual triumphs.

Considered by many to be the finest Porsche driver of the decade. Since being added to the factory roster several years ago, Wollek has been a contender everywhere, and might well have won Le Mans in 1988 if a faulty turbo system had not put him out of the race while leading, just past the halfway point.

Helping the Busby organization produce the consistently fastest Porsche in the Camel GT Series last year, Wollek also helped the Goodrich engineers develop what may be the best tire in GTP racing today.



Derek Bell

Birthdate: October 31, 1941

Marital Status: Single

Nationality: English

Residence: Pagham, England

Hobbies: Tennis

Racing History

Began his career in 1964, becoming one of the better single-seater pilots of the late Sixties and early Seventies—narrowly missing the Formula 2 Championship in 1969, before moving on to Formula 1. Won the 24 Hours of Le Mans five times. When his three triumphs in the Sunbank 24 Hours of Daytona are added in, he becomes the leading driver in history in great day-long endurance grinds.

Raced as a member of the Porsche factory team since 1981 and is known for his accomplishments at Daytona and Le Mans. Claims two World Endurance Championships, in 1985 and 1986. No matter what the odds, Bell always seems to be there at the finish. It was this which made Bell such a valuable teammate to the late Al Holbert in Holbert's successful quest for the last two of his five Camel GT Series driving championships.

In 1989, Bell again plays a supporting role, this time as young John Andretti seeks his first IMSA crown.

Miller High Life/ BFGoodrich Porsche 962 Specifications

Chassis

Porsche 962
Honeycomb monocoque

Engine

Porsche, six cylinder, horizontally opposed, turbocharged, fuel-injected, intercooled

Maximum power (approximate):

680 hp @ 7800 rpm

Maximum torque (approximate):

495 lbs./ft. @ 5500 rpm

Displacement: 3.0 liters

Compression ratio: 8.0:1

Fuel injection: Bosch Motronic

Turbocharger: Single or dual

AirResearch-on watercooled engine

Lubrication: Dry sump

Cooling system: Air-cooled or

water-cooled

Ignition system: Bosch electronic

Alternator: Bosch 12 volt

Transmission

Porsche, five-speed, synchromesh

Steering

Rack and pinion, 1.5 turns

lock-to-lock

Front Suspension

Independent, unequal-length A-arms

Titanium coil springs

Penske coil-over gas shock absorbers,

adjustable for bump and rebound

Single-blade anti-sway bar

Rear Suspension

Independent, unequal-length

A-arms with top rocker for shock

operation

Titanium coil springs

Penske coil-over gas shock

absorbers, adjustable for bump and

rebound

Single-blade anti-sway bar

Tires

BFGoodrich T/A® Radials

Front: 335/30ZR17

Rear: 405/35ZR17

Wheels

BBS, three-piece modular, alloy

Front: 17 x 13.0 in.

Rear: 17 x 14.5 in.

Brakes

Brembo, 14.5 x 1.2-inch outboard

ventilated discs with cooling ducts,

one caliper per rotor

Fuel System

Capacity for IMSA events: 120.0 liters

Reserve capacity: 5.0 liters

Fuel-pump system: Bosch, two

low-pressure feeder pumps,

two high-pressure pumps, one

reserve

Lights

Hella, quartz-halogen,

two special 962 long-range

driving lights, two special 962

cornering lights

Clutch

Sachs, single-plate, competition-type

Safety Equipment

Six-point Autoflug safety harness

Halon fire extinguishers:

5.0 kg. for cockpit

2.5 kg. for engine

Dimensions, Weight

Front track: 65.0 in.

Rear track: 61.1 in.

Wheelbase: 104.3 in.

Height: 41.3 in.

Length: 187.8 in.

Width: 78.3 in.

Weight: 2100 lbs.

Radio

FM, two-way

Body

Multi-piece, Kevlar/carbon fiber

Polycarbonate windshield

Single, full-sweep Bosch

wiper/washer

