



PORSCHE

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Mr. Kim John Crumb
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Ihre Zeichen Ihre Nachricht vom

Unsere Zeichen, Durchwahl, Tel

Fax

Datum

E..4/Ffdi
++49-711-911-4060

++49-711-911-2333

April 2, 1998

Dear Mr. Crumb,

You have been waiting now for some time for information on the 928 racing version. This is a subject upon which nobody in Europe has been working for years. I took the information I was able to obtain with me to Springfield, but unfortunately you did not attend the TechTactics meeting.

The attachments, much to my regret, are all in German. Most of the information was gathered from Mr. Knuth Mentel. In case you would like to get into contact that will be fine with him. His phone numbers are:

++49 -2191- 50025 business
++49-5232-87100 private

*E. saw guy, as
your earlier story -*

Attachment 1 shows suspension settings.

Attachment 2 gives information on how to reduce the amount of oil in the crankcase.

Attachments 3, 4 and 5 show unibal suspension mountings.

Attachment 6 shows camber and toe-in variations found to be favourable.

Regarding engine parts, special pistons and cylinders from Mahle were used on which, unfortunately, we do not have any information.

It would probably be very useful to contact Knuth Mentel to talk about those things in detail.

I sincerely hope that this will be of help to you. I wish you continued success and lots of good luck for your further racing commitments.

Yours sincerely

Prof. Helmut Flegl
Director Advanced Engineering

Attachments

928 Gr.H Einsatzgebiet Nürburgring

A Kontaktadresse Besitzer Knuth Mentel geschäftl Tel. +49 2191 50025
 privat Tel. +49 5232 87100

B Versch. tech. Details (soweit noch findbar)

		front	rear	
1. Federraten <i>an Feder</i>	Nürburgring	235	140	N/mm
	Daytona	350	200	N/mm
2. Stabilisatoren	Rohr	30 x 5	20,5 x 3,5	mm
3. Übersetzungsverh. Feder => Rad		0,5	0,82	
4. Stoßdämpfer Bilstein	Nürburgring	450/350 N	340/180	Zug/Druck bei 0,52m/sec
	Daytona	600/450	520/225	
5. Radstellungen	Vorspur	+5' total	+30' total	Goodyear Dunlop
	Sturz	-1°55'	-1°30'	
	Caster	-3°20'	-3°	
6. Sturzänderung		max.		
6. Sturzänderung		12'/10mm	19'/10mm	Federweg

7. Ölvolumentreuz. Zyl.Kopf siehe Anlage

8. Kurbelgehäuseentlüftung muß eine Ölrückführung wegen der hohen Durchblasmenge haben

9. Starre Stützlager an den Dämpfern VA u. HA sind notwendig (wenn Serienabstimmung verlassen wird)

10. Unibal Baumöglichkeiten VA u. HA für die Querlenker siehe Skizzen

The Nürburgring specs look a lot like
 what I developed over the years -- so
 I put this away, as a mere contribution
 Oh, the Goodyears are brass-pleg, the Dunlops
saebels -- hence the long distance in alignment
 Obviously the Daytona specs are for dealer
 with the extra load of steep banking.