

Porsche 911 GT1 EVO 98



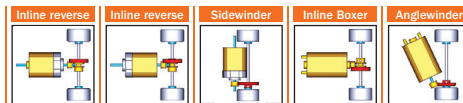
Porsche 911 GT1 EVO 98

#5 FIA GT Donington Park 1998

 A. Hahne - A. Scheld







CA23c

↔ 147mm ↓ 31mm ●↔ 81mm ↔ 63mm 🍷 79gr



Motor mount

○ ○ ○ ○ ● [1]

Motor	Pinion/Gear	Front Rims/Tyres	Rear Rims/Tyres	Scale	
Fiat-6 20.5K	11/28	17.3x8 1159C1	17.3x9.75 1167C1	1:32	
Setup	ND Magnet	Race Magnet	Suspension	Light	Digital
					
●	●	○	○	○	○

● Standard
○ Compatible
X Not Compatible

[1] box stock standard: offset 1 mm



Porsche 911 GT1 EVO 98



The 911 GT1 EVO 98 was designed by Porsche to compete in the GT1 category in 1998, at the Le Mans 24 Hours and in the FIA GT International Championship. In the beginning, the GT1 class was based on GT (Grand Touring) cars prepared for racing, but eventually they became racing prototypes.

The '98 car was a brand new model from Porsche.

This was the first car built by Porsche with a carbon composite monocoque chassis. It came with front and rear double wishbone suspensions with pushrod, 18" wheels, carbon brake discs.



Engine was a six-cylinder, flat, 3.2 litres twin turbo, 4 valves per cylinder, water-cooled, unit, with maximum torque of 630 Nm at 5000 rpm and maximum power of 550 hp at 7200 rpm. Gearbox was six-speed sequential with triple disc carbon fibre clutch. Fuel tank capacity 100 litre.

In 1998, the FIA GT championship was dominated by Mercedes, but Porsche was able to win the Le Mans 24 Hours.

A. Hahne and A. Scheld ran car number 5 In the FIA GT race at Donington Park, UK.

