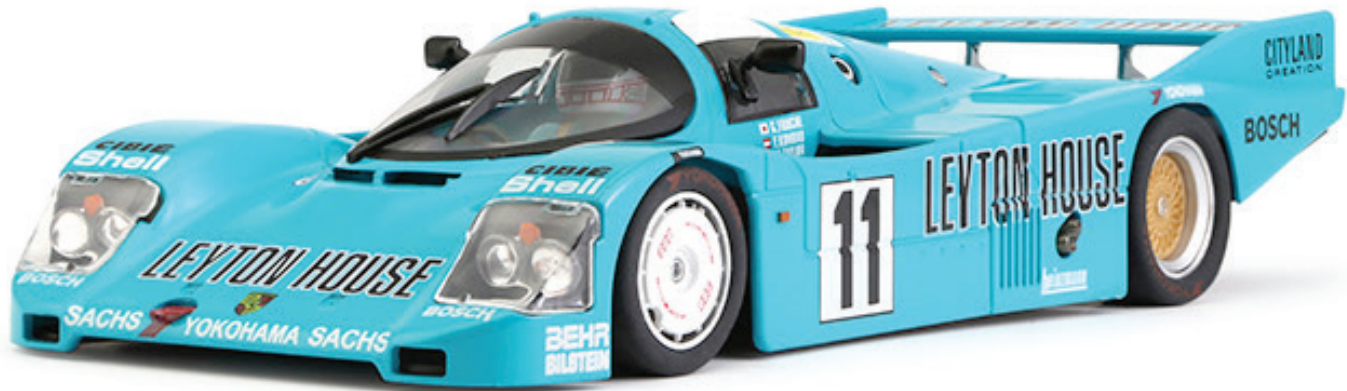

















# Porsche 962C 85

## Porsche 962C 85

#11 - 24h Le Mans 1987






 G. Fouché - F. Konrad - W. Taylor





Scale	CA34a		Release Date September 2015		
1:32	 147mm  29mm		 84mm	 62mm	 67gr
					
Motor mount	 [1]				

[1] box stock standard: offset 0,5 mm

Motor	Pinion/Gear	Front Rims/Tyres	Rear Rims/Tyres
V12/3 21.500 rpm	9/28	15,8x8,2 1159C1	16.5x8,2 1167C1

Setup	Nd Magnet	Race Magnet	Suspension	Lights
				
●	●	○	○	○

Digital	Chassis	Cockpit
	○	×
	○	×
Carrera D132	○	×

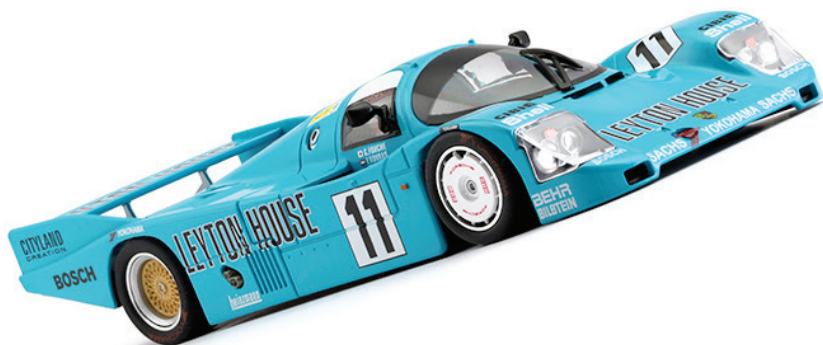
● Standard  
 ○ Compatible      × Not Compatible



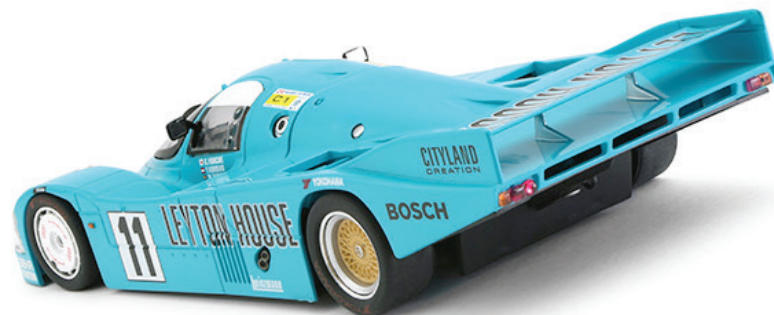
# Porsche 962C 85



The Porsche 962 is a sport-prototype racing car which was designed to replace the all-conquering Porsche 956, in order to comply with the updated Americans IMSA and WSC Group C rules which mandated a different positioning of the driver's feet.



The Porsche 962's body and aerodynamics were routinely modified by various private teams during the racing season. For this reason, Porsche 962 came often with modified nose and tail, as well as with custom wheel arches, air intakes and wings.



Almost all private Porsche 956 were converted to 962 specification between 1985 and early 1986.

The '962C' appeared for the first time at Le Mans in 1985. The engine was a liquid cooled, 6 cylinders boxer unit, with two turbos, 4 valves per cylinder and double overhead camshaft.

This car raced for Kremer team at Le Mans in 1987, driven by F. Konrad, G. Fouche and W. Taylor and painted in Leyton House livery.

