

Porsche 962C 85

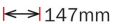




New Motor MX16

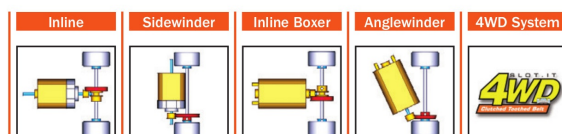
Porsche 962C 85

#4 - 24h Le Mans 1988

 M.Reuter, F.Hunkeler, W.Lechner



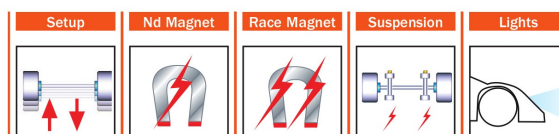
Scale	CA34b	Release date Jun 2016			
1:32	 147mm  29mm  84mm  62mm  67gr				



Motor mount	 [1]				
-------------	---	---	---	---	---

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

Motor	Pinion/Gear	Front Rims/Tyres	Rear Rims/Tyres
V12/4 23.000 rpm	9/28	15,8x8,2 1159C1	16.5x8,2 1167C1



Setup	Nd Magnet	Race Magnet	Suspension	Lights
				

Digital	Telaio	Abitacolo
		
		
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 Brun team at Le Mans in 1988, driven by M. Reuter, F. Hunkeler and W. Lechner and painted in Camel livery.

