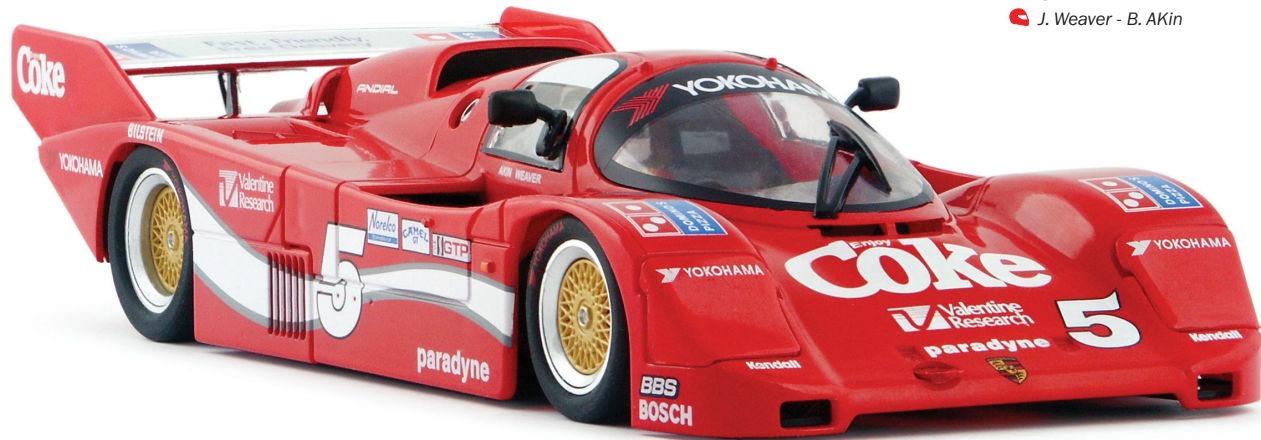


# Porsche 962 IMSA

Offset 0.5 motor mount  
16,5 mm rear wheels  
New tail "IMSA 86" shape, new cockpit  
Body weight: 16 g.



## Porsche 962 IMSA

#5 Daytona 3 Hours 1986

J. Weaver - B. AKin

CA25a				
146mm	32mm	84mm	62mm	68gr

Inline reverse	Inline	Sidewinder	Inline Boxer	Anglewinder

Motor mount	<input checked="" type="radio"/> [1]	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Motor	Pinion/Gear	Front Rims/Tyres	Rear Rims/Tyres	Scale
V12/3 21.500 rpm	9/28	15.8x8,2 1159C1	16.5x8,2 1167C1	1:32

Setup	ND Magnet	Race Magnet	Suspension	Light	Digital

<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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- ☒ Standard
- ☐ Compatible
- ☒ Not Compatible

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



# Porsche 962 IMSA



The Porsche 962 is a sport-prototype racing car designed to replace the Porsche 956, in American IMSA and Group C WSC races.



It was one of the most successful racing cars ever and it won several competitions all over the world:

- World Sport-Prototype Championship in 1985 and 1986
- 24h Le Mans in 1986, 1987 and 1994
- IMSA GTP Championship in 1985, 1986, 1987 and 1988
- 24h Daytona in 1985, 1986, 1987, 1989 and 1991
- 12h Sebring in 1985, 1986, 1987 and 1988



The IMSA 'GTP' regulations required some modification from the Porsche 962 designed for the Group C.

Front axle was moved 12 centimeters forward, to ensure driver's feet would stay behind the center line of the front wheels. The boxer 6 cylinders engine had a displacement of 3.2 liters; it was air-cooled, with only one turbo, 2 valves per cylinder, one single overhead camshaft.

Car was raced by American privateers; Bob Akin's was one of the best known teams, with red car number 5. The team owner himself, together with James Weaver, reached 4th place at the Daytona Finale 3 Hours, in October 1986.

