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The Porsche 956 1/32 model slot car is made under a licence of Porsche AG — Graphic by Amazing Slot Slot Car



Porsche 956

Porsche 956 Porsche 956 Porsche 956 Porsche



Porsche 956 Group C

Porsche entered Group C, which had been established by FISA since 1982, with a new design. The car, which was intended to be at the centre of works racing activities, differed in a number of points from its predecessors. It could be described as the fourth generation. The principle always advocated by Porsche of promoting general technical development by means of racing engineering was particularly visible here in the endeavours to reduce consumption and improve



safety. Added to this were increasing demands on lap times and cornering speeds. The 956 is the first Porsche racing car with monocoque chassis and ground effect. Forward-looking electronic injection/ignition systems permit the 2.6 litre turbo engine power and output of around 630 bhp at consumption figures of around 50 litres per 100 kilometres; remarkable for racing cars of this performance class. Away from the drawing-board, only a few weeks after the completion of the first cars, the 956 achieved a sensational 1-2-3 victory in



Le Mans in 1982. From 1983, Porsche also offered the 956 to the public. The series of wins by Porsche's super car continued. Victories in all heats of the Endurance World Championships and in Le Mans, the World Constructors' Championship for Porsche in 1983, 1984 and 1985, wins and the championship title in the German motor racing championships and victories in the Japanese long-distance championships underlined the class and privileged position of this racing machine.

Credits: text taken from Porsche website www.porsche.de



Slot.it 27 tooth aluminium insert crown gear, aluminium rear wheels, and, as standard, a new "race magnet", which can be used in a low or high position, to select more or less magnet traction level - as desired.



The Porsche 956 is compatible with all existing motor mounts and also with the new "small crown sidewinder". Slot.it Porsche 956: more choice than ever.



The optional "magnetic suspension" can be fit and tuned to setup the desired stiffness and elongation of the rear suspension.



The list of decorations below is provided as an example only

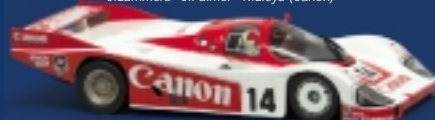
N.21 Le Mans 3rd 1983

M.Andretti - M.Andretti - P.Alliot (Kenwood)



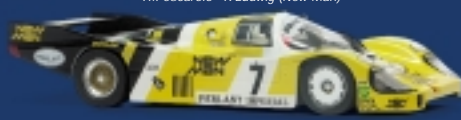
N.14 Le Mans 8th 1983

J.Lammers - J.Palmer - R.Lloyd (Canon)



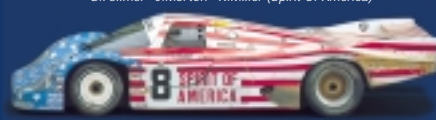
N.7 Le Mans winner 1984

H.Pescarolo - K.Ludwig (New Man)



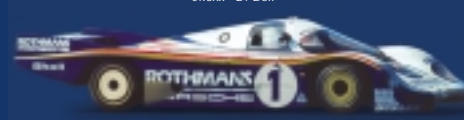
N.8 Le Mans 3rd 1986

G.Follmer - J.Morton - K.Miller (Spirit Of America)



N.1 Le Mans winner 1982

J.Ickx - D. Bell



N.18 Le Mans 7th 1983

J.Laessig - A.Plankenhorn - D.Wilson

