

# Porsche 911 GT1 EVO 98



## Porsche 911 GT1 EVO 98

#26 1st Le Mans 1998

S. Ortelli - A. McNish - L. Aiello

### CW13

↔ 147mm   ↓ 31mm   ●↔ 81mm   ↔ 63mm   ♣ 79gr

Motor	Pinion/Gear	Front Rims/Tyres	Rear Rims/Tyres	Scale						
Flat-6 20.5K	11/28	17.3x8 1159C1	17.3x9.75 1167C1	1:32						
Inline reverse	Inline reverse	Sidewinder	Inline Boxer	Anglewinder	Setup	ND Magnet	Race Magnet	Suspension	Light	Digital
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/> [1]	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

[1] box stock standard: offset 1 mm

- Standard
- Compatible
- ✗ Not Compatible



# 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 cars were Grand Touring cars modified for competitions, but in the last years they got more and more similar to racing prototypes.

The '98 Porsche GT1 was a brand new car, the first ever built by Porsche with a carbon composite monocoque chassis.

It came equipped 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. Six-speed gearbox type was sequential with triple disc carbon fibre clutch. Fuel tank capacity 100 litres.

In 1998, the FIA GT championship was dominated by Mercedes, but Porsche was able to win the Le Mans 24 Hours. Mercedes and Toyota were faster on the single laps, but the cars from Zuffenhausen were able to finish 1st and 2nd, thanks to their better reliability.

