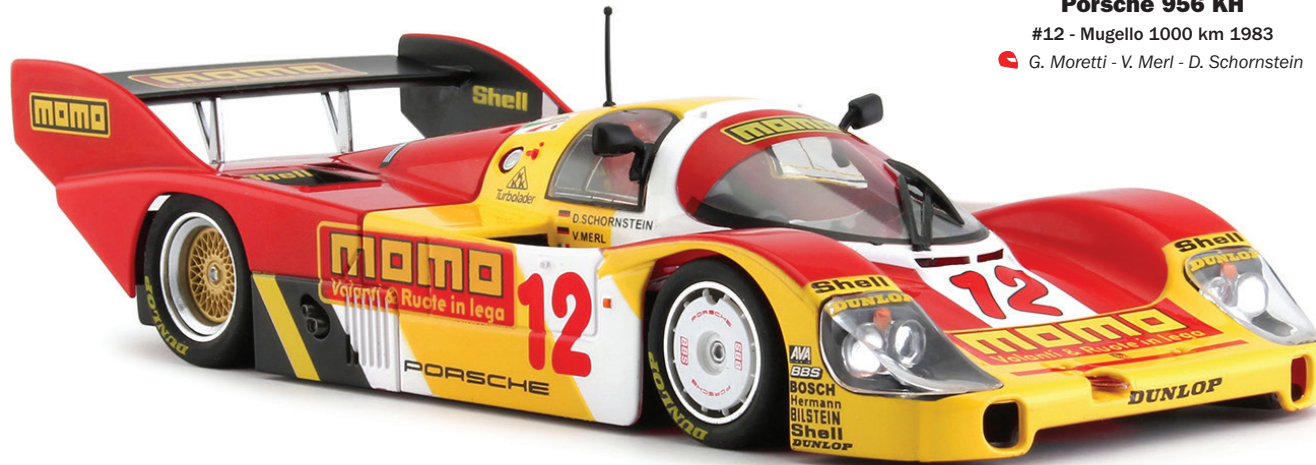


Porsche 956 KH

New chassis:
CS02t-60b



Porsche 956 KH

#12 - Mugello 1000 km 1983

G. Moretti - V. Merl - D. Schornstein

Scale	CA09f		Release Date March 2015		
1:32	↔ 149mm	↓ 29mm	↔ 84mm	↔ 62mm	🔴 74gr
	Inline	Sidewinder	Inline Boxer	Anglewinder	4WD System
Motor mount	🔴 [1]	○	○	○	X

[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
	○	X
	○	○
Carrera D132	○	X

🔴 Standard
○ Compatible X Not Compatible



Porsche 956 KH



The Porsche 956 and later 962 models could be assembled with two different rear wing configurations: “low downforce”, used mostly in Le Mans where the 6.5 km Hunaudières straight required a very low drag at the expense of downforce, and “high downforce”, for twistier circuits.



Regardless of the configuration, Porsche 956 and 962 cars were the cars to beat in any Group C competition in the early 80's. Gianpiero Moretti prepared and led a team with a Porsche 956 (chassis No.105) to race the 1000 km of Mugello in 1983, the

classic New Man livery was camouflaged with extensive use of red adhesive tape to reproduce the Momo livery. After obtaining the seventh place in qualifying, the race ended when the body of the car, running sixth, was damaged following a puncture. In addition to Moretti, No.12 car was driven by German pilots Dieter Schornstein and Volkert Merl.

Model CA09f comes with a new Porsche 956 KH body, weighting only 17.5g.

