

# Porsche 962C LH

EV06 chassis

New cockpit

Totally new tail, 1988 'LH' shape

Body overall weight: 17 g

## Porsche 962C LH

#19 24h Le Mans 1988

 M. Andretti - M. Andretti - J. Andretti














CA03q Release 7-2013

↔ 146mm    ↓ 32mm    ●↔ 84mm    ↔ 62mm    🍷 68gr

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

Inline reverse	Inline	Sidewinder	Inline Boxer	Anglewinder	Setup	ND Magnet	Race Magnet	Suspension	Light	Digital
										
● [1]	○	○	○	○	●	●	○	○	○	○

- Standard
- Compatible
- ✗ Not Compatible

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



# Porsche 962C LH



Porsche 962 is a sport-prototype racing car created to replace the already successful Porsche 956, in order to allow its presence in the IMSA and WSC Group C competitions.



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 '962C' appeared for the first time at Le Mans in 1985.

The engine was a boxer, 6 cylinders, with two turbos, liquid-cooled, 4 valves per cylinder, double overhead camshaft.

On the 3 factory cars engaged in the '24 Hours' in 1988, displacement had been increased at 3 liters. Even the tail had been updated. In those years, cars used 'long' shaped tails to have the less possible drag on the 'Les Hunaudières' straight.

During qualifying, the works 962C reached a maximum speed of 391 kph.

Car number 19 was driven by three Andrettis: Mario, former Formula 1 World Champion and Indy 500 winner, his son Michael and John, the son of Mario's twin brother.

