


Porsche 962C LH


New Motor MX16

Porsche 962C LH



#9 - 24h Le Mans 1990

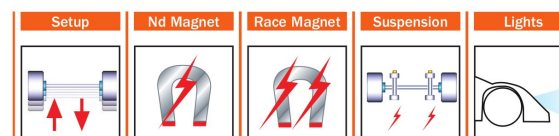
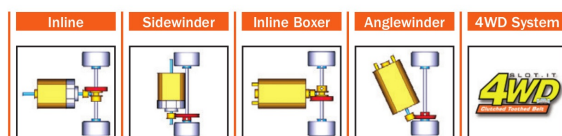
 B. Wollek, L. Krages, S. Dickens



Scale	CA03i	Release Date Sep 2016
1:32	 146mm x 32mm x 84mm x 62mm	68gr

Motor	Pinion/Gear	Front Rims/Tyres	Rear Rims/Tyres
V12/4 23.000 rpm	9/28	15,8x8,2 1159C1	16.5x8,2 1167C1

Digital	Chassis	Cockpit
	<input type="radio"/>	<input checked="" type="radio"/>
	<input type="radio"/>	<input checked="" type="radio"/>
Carrera D132	<input type="radio"/>	<input checked="" type="radio"/>



Motor mount	<input checked="" type="radio"/> [1]	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
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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 Americans 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.

This car raced at Le Mans in 1990 in the blue and white livery of sponsor Mizuno. The car was driven by Louis Krages, Stanley Dickens, Bob Wollek.

