


Porsche 962 IMSA






Offset 0.5 motor mount
 16,5 mm rear wheels
 New tail "IMSA 86" shape, new cockpit
 Body weight: 16 g.

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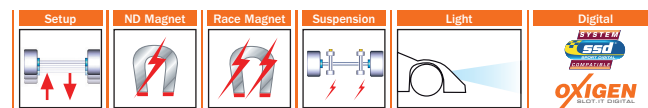
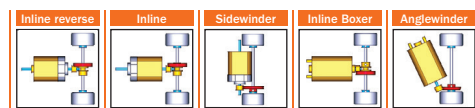
#14 2nd Sebring 1987

 A. Holbert - C. Robinson






CA25b				
 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



Motor mount	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



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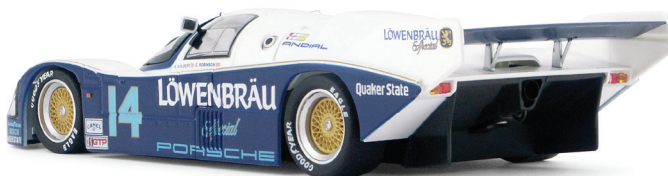


Porsche 962 is a sport-prototype racing car created to replace the already successful Porsche 956, in order to allow its presence in the IMSA and WSC Group C competitions.



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 IMSA 'GTP' regulations required some modification in comparison with Porsches designed for the Group C.

Front axle was shifted 12 centimeters ahead, so that driver's feet could stay behind the wheels hubs. The boxer 6 cylinders engine had a displacement of 3.2 liters, was air-cooled, with only one turbo, 2 valves per cylinder, one single overhead camshaft.

Chip Robinson and Al Holbert finished second at the 1987 Sebring 12 Hours. Holbert, excellent driver but also engineer, was the director of Porsche Motorsports North America. When he was killed in a plane crash, IMSA retired the use of '14', because it was the race number Al had become identified with.

