

Porsche 962 IMSA



Porsche 962 IMSA
#10 - 24h Daytona 1987

J. Hotchkis Jr., J. Adams, J. Hotchkis

Scale	CA25d	Release Date Dec 2015			
1:32	↔ 146mm	↓ 32mm	↔ 84mm	↔ 62mm	🔴 68gr

Motor	Pinion/Gear	Front Rims/Tyres	Rear Rims/Tyres
V12/3 21.500 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"/>

Inline	Sidewinder	Inline Boxer	Anglewinder	4WD System	Setup	Nd Magnet	Race Magnet	Suspension	Lights

Motor mount	<input checked="" type="radio"/> [1]	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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🔴 Standard
 ○ Compatible ✗ Not Compatible

[1] box stock standard: offset 0.5 mm



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



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



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 modifications in comparison with Porsches designed for the Group C.



This car, driven by John Hotchkis, Jim Adams, John Hotchkis Jr, they reached 5th place at the 1987 Daytona 24 Hours racing for the Hotchkis Racing Team.