

Porsche 962C KH

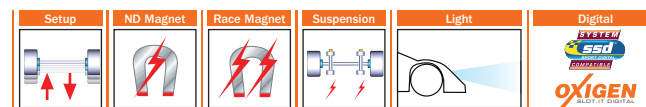
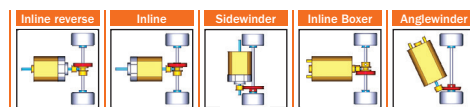
Offset 0.5 motor mount
16,5 mm rear wheels



Porsche 962C KH
WSPC Fuji 1000 km 1988
S. Dickens - H. Okada

CA17c				
↔ 146mm	↓ 32mm	↔ 84mm	↔ 62mm	♣ 67gr

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	<input checked="" type="radio"/> [1]	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input 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



Porsche 962C KH



The Porsche 962 was a sport-prototype racing car, designed to replace the Porsche 956, to race the WSC Group C and Americans IMSA competitions. The main difference from the 956 model was the chassis, modified according to changed FIA safety rules.

This Group C racer from Porsche was one of the most successful racing cars ever, its palmares including:

- World Sport-Prototype Championship: 1985, 1986
- Le Mans 24h: 1986, 1987, 1994
- IMSA GTP Championship: 1985, 1986, 1987, 1988
- Daytona 24h: 1985, 1986, 1987, 1989, 1991
- Sebring 12h: 1985, 1986, 1987, 1988

Two were the versions of this car: “962” for IMSA Championships, “962C” for Group C races.

The Fuji 1000-kilometres October race was part of the 1988 World Sports-Prototype Championship as well as the Japanese Championship series. Thirteen Porsche 962Cs lined up for the race, including the cars engaged in the World Championship and those engaged in the national series. ‘From A Racing’ car number 27, driven by Hideki Okada and Stanley Dickens, crossed the finish line in 4th position. The overall 1988 title in the ‘All Japan Sports-Prototype Championship’ racing series eventually went to the ‘From A’ team, and to driver Hideki Okada.

