

# Mazda 787B

**EV06 chassis**

**EV04 chassis, radiator and exhaust included under the base**

**Offset 0.5 mm motor mount**

**16,5 mm rear wheels**

## Mazda 787B

n.202 - 500km Sugo 1991

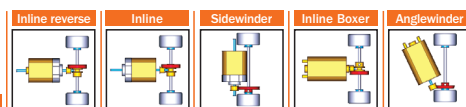
T. Yorino - T. Ota



CA15c

156mm 30,5mm 87mm 62mm 72gr

1:32



Motor mount

STANDARD

OFFSET

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/> 0.5mm	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Setup	ND Magnet	Race Magnet	Suspension	Light	Digital
<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

- Standard
- Compatible
- Not compatible



# Mazda 787B



The Mazda 787, and later 787B, was a Group C racing car built by Mazda to compete in the World Sportscar Championship, All Japan Sports Prototype Championship, and also in 1990 and 1991 in the Le Mans 24 Hours.

The most unusual feature of this car was the rotary Wankel engine that unfortunately, due to rule changes, was banned in 1992.

Developed according to the Group C regulations, the car featured a kevlar and carbon composite monocoque chassis, a 654\*4 cc Wankel rotary engine (equivalent to 4709 cc for a piston engine) and a 5 speeds gearbox. Also the body was made of carbon fibre. Weight: 830 kg.



After the great success at Le Mans 1991, the Mazda 787B was entered also in the All Japan Sports Prototype Championship.

The car running with number 202 at the Sugo 500 km, a race valid for the Japanese championship, had a decoration similar to the Le Mans winner; but the areas painted orange and green were inverted. It was driven by Takashi Yorino and Tetsuya Ota.

