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The Porsche 956-1/32 model slot car is made under a license of Porsche AG. Graphic by Amazing Slot Slot Car

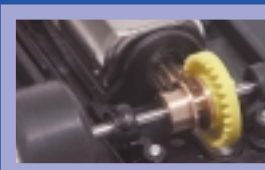


Porsche 962

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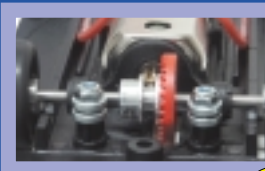
The list of decorations above is provided as an example only



28 tooth aluminium insert crown gear, aluminium rear wheels, rectified steel axles, V12/2b 25000 RPM motor: the Porsche 962 is fully racing equipped with high performance parts, out from the box.



The Porsche 962 is compatible with all existing motor mounts including the "small crown sidewinder": select the configuration according to your driving style and type of race.



The optional "magnetic suspension" can be fit and tuned to setup the desired stiffness and elongation of the rear suspension.



Porsche 962 Group C

The 962 is, under the direction of Norbert Singer, initially created for Porsche customers in the USA where it is intended for the IMSA racing series. The 956 serves as the basis. The IMSA regulations stipulate that the drivers' feet must not be further forward than the mid-front axle. In response, Singer increases the wheelbase to 2.77 metres, resulting in modifications to the monocoque and downsizing of the front overhang in order not



to increase the overall length. The aerodynamics are modified accordingly. A 2,869-litre two-valve unit with just one turbo charger proves to be the best permissible engine option. In this specification the minimum weight is 850 kilograms. Gearbox and clutch as well as suspension can be taken from the 956, though springs and dampers are adjusted to the new vehicle. The capacity of the fuel tank is increased to 120 litres. For competition in the World



Endurance Championship and in Le Mans Porsche prepares a version with a 2.65-litre engine, two turbochargers and a water-cooled cylinder head. The green light for the 962 project is received mid-October 1983. On 17 October the sketches begin for the new monocoque. On 23 December the monocoque is ready, the first test engine is fitted. On 24 January the first 962 is ready to drive, one day later tests begin on the Paul Ricard circuit. In the

evening 450 kilometres at racing speed are completed. On 27 January the first 962-001 leaves Stuttgart for Florida where it makes an honorable debut by posting pole position. In the following years Porsche builds 91 more 962 vehicles. Over the next decade the 962 will become the most successful sportscar in history, which in the IMSA series alone notches up 54 victories, 40 of which are between 1985 and 1987.

N.8 24h Le Mans 3th 1988
J. Winter - F. Jelinski - S. Dickens

N.17 24h Le Mans 1989
O. Larrauri - W. Brun - J. Pareja

N.9 Le Mans 3th 1989
H. Stuck - B. Wollek

N.19 Le Mans 6th 1988
Mario Andretti - Michael Andretti - John Andretti

N.15 Le Mans 10th 1990
H. Huysman - M. Sigala - B. Santal

N.1 Le Mans winner 1986
D. Bell - A. Holbert - H. Stuck

