

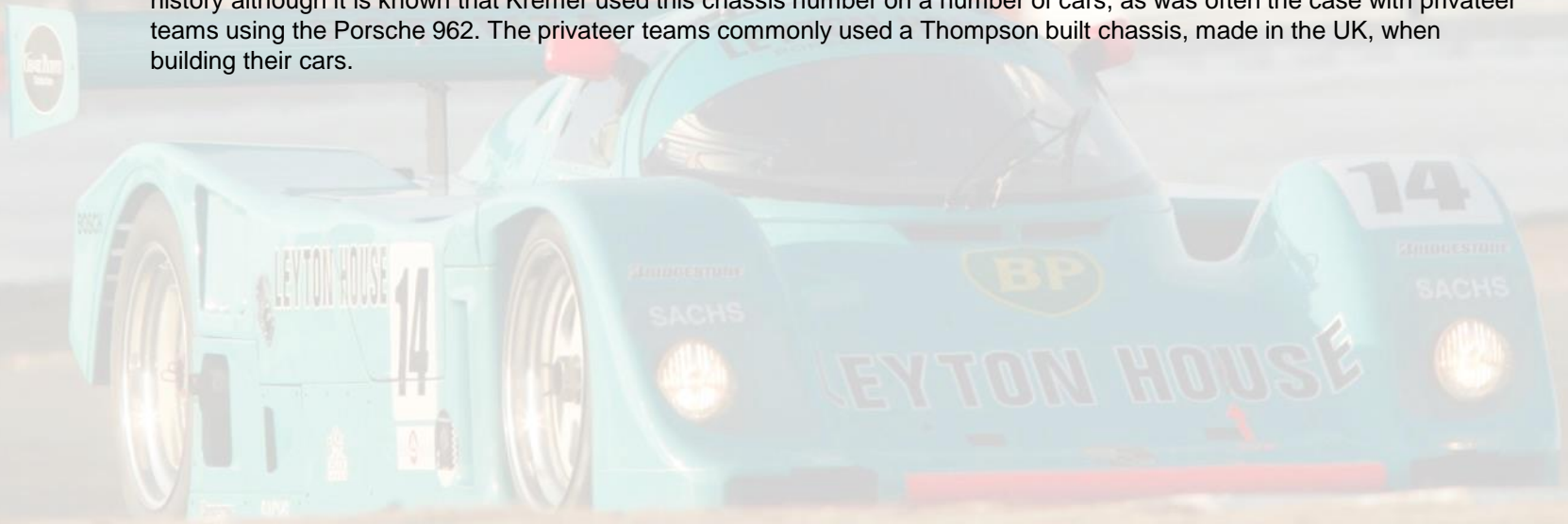


Porsche 962

Chassis 118

Group C Series

The Porsche 962 was built by Porsche as the successor to the infamous 956, together these Group C cars had arguably the longest frontline international career in motorsport history totally dominating an era of Group C racing that is still talked about and fondly remembered today. The reason for the introduction of the 962 was to allow the car into IMSA racing in the States as the 956 was banned as the drivers feet were ahead of the front axle centre line. Hence the 962 was made with a longer tub to bring the drivers feet further back. The championships won by teams campaigning the 962 included the World Sportscar Championship title in 1985 and 1986, the IMSA GT Championship every year from 1985 to 1988, the Interserie championship from 1987 until 1992, all four years of the Supercup series (1986 to 1989), and the All Japan Sports Prototype Championship. During the early years of the career of the 962, the car was one of the most dominant cars in motorsport. The championships won by teams campaigning the 962 included the World Sportscar 1985 until 1989. The 962 also won the 24 Hours of Le Mans in 1986 and 1987 as well as later winning under the Dauer 962 badge in 1994. The presence of strong factory teams, such as Jaguar, Mercedes-Benz, Nissan, and Toyota, competing against privateer 962s eventually led to the car becoming less successful in the later 1980s. Despite the presence of new cars and manufacturers, 962s would continue to win races into 1993. **Technical Specifications:** Chassis: Bonded and riveted aluminum monocoque. Composite Carbon and Kevlar body panels. Engine: 3.0 litre, water cooled, six cylinder boxer. Four valves per cylinder. Twin turbochargers. Over 850 bhp. Transmission: Fully synchronized 5 speeds plus reverse. Brakes: Brembo vented dual circuit discs with dual calipers. Dimensions: Length – 193.0”, Width 78.7”, Height – 39.2”, Wheelbase – 108.3” Performance: Top Speed – over 220 miles per hour. This particular chassis is numbered **118** which has a huge history although it is known that Kremer used this chassis number on a number of cars, as was often the case with privateer teams using the Porsche 962. The privateer teams commonly used a Thompson built chassis, made in the UK, when building their cars.



962 – 118 History



Period

5/1/86 24 HOURS LE MANS, Gartner/Merwe/Takahashi, Kremer-KENWOOD #10, DNF Written off and re-tubbed by Kremer with a Thompson chassis using the 962-118 Thompson chassis plate 1-2/8/87 –Wunstorf, Interseries, Kris Nissen, Race 1 – 3rd, Race 2, 2nd Sponsored by SAT – car no.16

3/4/88 – Hungaroring, Kris Nissen, Pole, Fastest Lap, Race 1, 1st. Race 2, 9th. Car no. 10

24/4/88 –Hockenheim, Interseries – Kris Nissen, Pole Position, Fastest Lap and Race winner. Sponsored by Yokohama, car no. 10

24-6-88 – Norisring, 200 Mile Nurnberg - Kris Nissen, DNS, accident in qualifying. Sponsored by Aeroscope

Recent highlights

3rd in 2013 Group C1 Championship, Tommy Dreelan

1st in Classic Daytona 24 hour 2014, Tommy Dreelan and Aaron Scott

2nd in Group C1 Championship 2015, Tommy Dreelan

1st Overall at Monza Group C race, 2015

Current livery

Leyton House

A Japanese real estate company

Cesare Paciotti

Online Italian boutique

Sachs

Dampers

BP

Fuel / lubricants

Bridgestone Potenza

Tyres

Ownership history

The car was originally raced by Kremer Racing in 1987 and 1988. However after an accident at Norisring the team stripped the car back to a tub which was later sold to Fresinger Motorsport for Richard Eyre.

Richard Eyre rebuild the car using the Thompson tub and parts supplied by Tony O'Neill.

Richard Eyre raced the car in Group C before selling the car to Tommy Dreelan in 2012, who has raced the car since in Historic Group C .

The car has an original technical Wagenpass from Kremer with period spec and result history.