

GT LMP

CA23e

Porsche 911 GT EVO 98

1998 - FIA GT

#7 - Y. Dalmas, A. McNish





WARSTEINER

KÖNIG UNTER DEN KÖNIGEN

Mobil 1

KÖNIG UNTER DEN KÖNIGEN

WARSTEINER

BILSTEIN

3D SYSTEMS

HAZET

Carls Glaci

HERR

BBS

SANTLER



MICHELIN

Pirelli

MICHELIN

Porsche 911 GT EVO 98







WARSTEINER

WARSTEINER

PORSCHE

WARSTEINER

Mobil

WARSTEINER
BILSTEIN



Mobil

Mobil

Mobil

Mobil

MICHELIN

MICHELIN

The 911 GT1 EVO 98 was designed by Porsche to compete in the GT1 category in 1998, at the Le Mans 24 Hours and in the FIA GT International Championship. In the beginning, the GT1 class was based on GT (Grand Touring) cars prepared for racing, but eventually they became racing prototypes. The '98 car was a brand new model from Porsche. This was the first car built by Porsche with a carbon composite monocoque chassis. It came with front and rear double wishbone suspensions with pushrod, 18" wheels, carbon brake discs. Engine was a six-cylinder, flat, 3.2 litres twin turbo, 4 valves per cylinder, water-cooled, unit, with maximum torque of 630 Nm at 5000 rpm and maximum power of 550 hp at 7200 rpm. Gearbox was six-speed sequential with triple disc carbon fibre clutch. Fuel tank capacity 100 litre. In 1998, the FIA GT championship was dominated by Mercedes, but Porsche was able to win the Le Mans 24 Hours. A. McNish and Y. Dalmas ran car number 7 In the FIA GT championship





Mobil 1

E
Y. Dalmas
A. McNish

FIA GRAND TOURING
CHAMPIONSHIP
7
FIA GRAND TOURING
CHAMPIONSHIP

WARSTEINER

DIE KÖNIGIN
UNTER DEN BIEREN

SAUTER
EBS

DIE KÖNIGIN





PORSCHE



WARSTEINER

Mobil

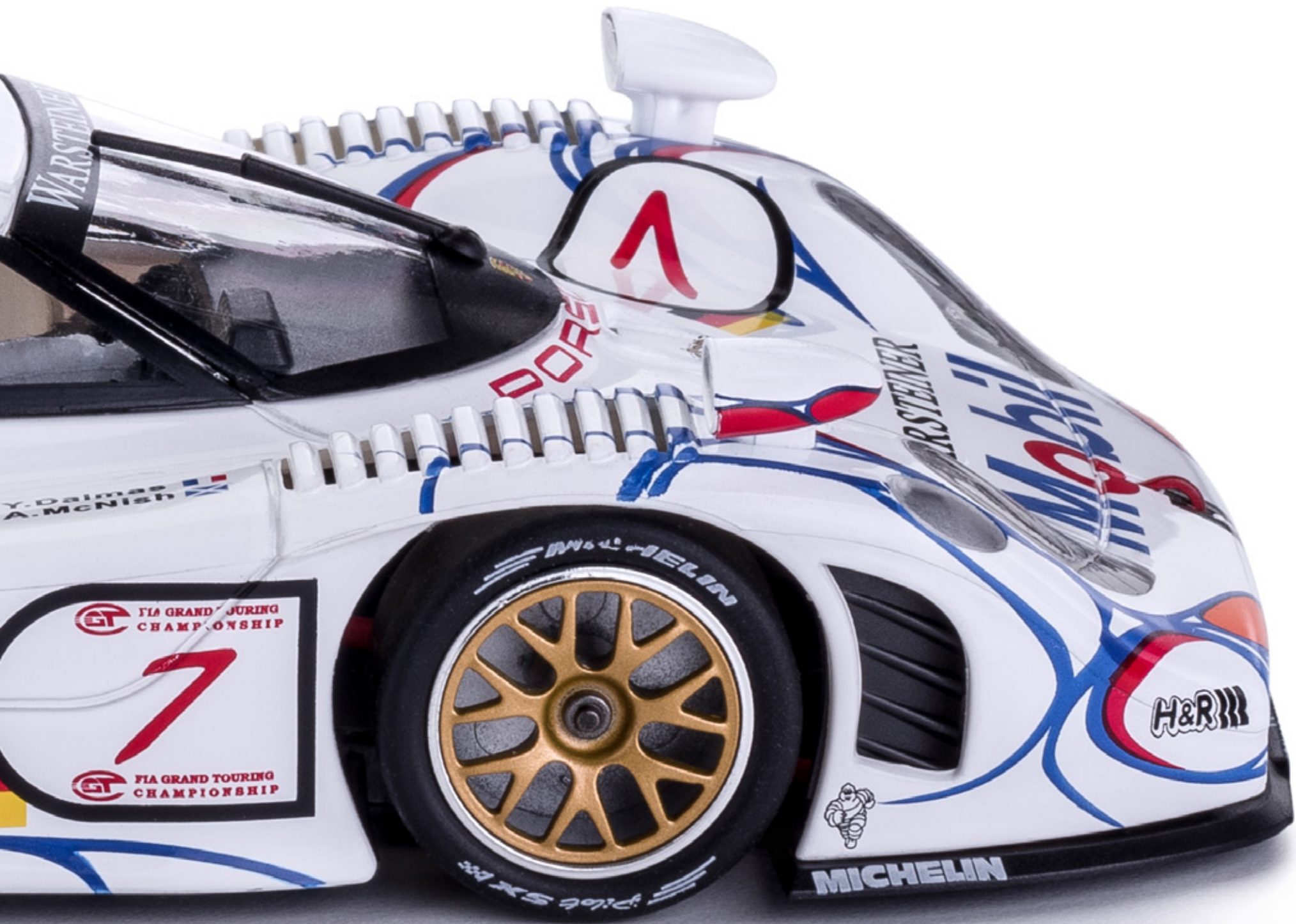
H&R

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La 911 GT1 EVO 98 è un'auto progettata da Porsche nel 1998, per competere nella categoria GT1 alla 24 Ore di Le Mans e nel campionato internazionale FIA GT. Le GT1 dovevano essere auto Gran Turismo stradali modificate per le corse, ma negli ultimi anni arrivarono ad assomigliare sempre più a dei prototipi. Porsche aveva già corso in GT1 negli anni precedenti, ma quella del '98 era un'auto completamente nuova. Fu la prima macchina costruita da Porsche con monoscocca in carbonio. Le sospensioni anteriori e posteriori erano a doppio wishbone con schema pushrod. Cerchi da 18 pollici; freni a disco in carbonio. Motore 6 cilindri, 3.2 litri boxer biturbo, 4 valvole per cilindro, raffreddato a liquido, coppia massima 630 Nm a 5000 rpm, potenza massima 550 CV a 7200 rpm. Cambio sequenziale a 6 marce, frizione a triplo disco in carbonio. Serbatoio benzina di capacità 100 litri. Nel 1998, il campionato FIA GT fu dominato dalla Mercedes, ma Porsche riuscì tuttavia a vincere alla 24 Ore di Le Mans. Nel campionato FIA GT, A. McNish e Y. Dalmas corsero con la macchina numero 7.







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Porsche 911 GT EVO 98

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 147 mm

 31 mm

 102,6 mm

 63 mm

 79 g

 ANGLEWINDER

MOTOR: FLAT-6 20,5K

PINION/
GEAR: 11/28

FRONT
RIMS/
TYRES: 17.3x8.2x2.5
1159C1

REAR
RIMS/
TYRES: 17.3x9.75x1.5
1167C1