

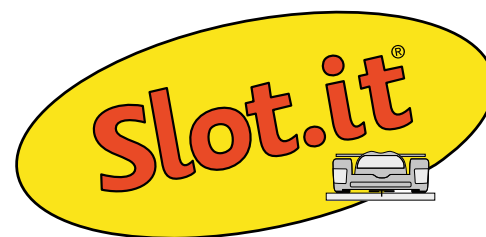
GT LMP

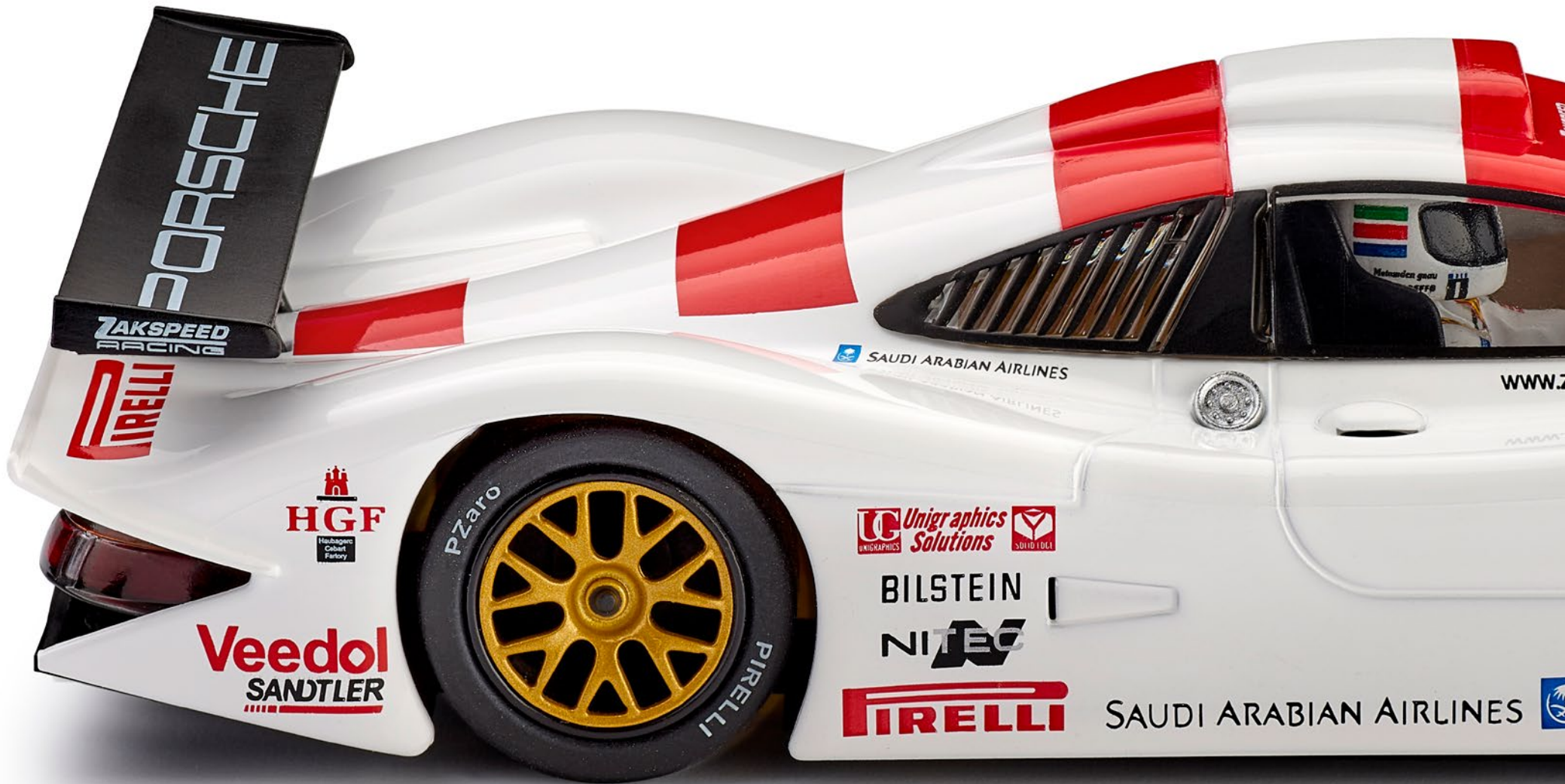
CA23f

# Porsche 911 GT EVO 98

1998 - FIA GT

#5 - A. Grau, A. Scheld





PORSCHE

ZAKSPEED  
RACING

PIRELLI

HGF  
Haugerup  
Cabart  
Factory

Veedol  
SANDTLER

PZaro

SAUDI ARABIAN AIRLINES

Unigraphics  
Solutions

SOLID EDGE

BILSTEIN

NITEC

PIRELLI

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WWW.Z

# Porsche 911 GT EVO 98







PORSCHE

PIRELLI

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ZAKSPEED RACING

WARSTEINER

A. GRU A. SPOED

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PORSCHE

GT 5 GT

SAUDI ARABIAN AIRLINES

HGF

PIRELLI

HGF

Veetol

Veetol

The 911 GT1 EVO 98 was the car created by Porsche to compete in the GT1 category in 1998, at the Le Mans 24 Hours and in the FIA GT international championship. At the beginning, the GT1 were Grand Touring cars modified for the competitions, but in the last years they got more and more similar to racing prototypes. Porsche had already run in GT1 the years before, but the '98 car was a brand new model. This was the first car built by Porsche with a carbon composite monocoque chassis. Front and rear suspensions double wishbones with pushrod. Wheels diameter 18 inches; carbon brake discs, calipers with 8 pistons at front and with 6 pistons at rear axle. Six-cylinder flat engine, 3.2 litres twin turbo, 4 valves per cylinder, water-cooled, maximum torque 630 Nm at 5000 rpm, maximum power 550 hp at 7200 rpm. Six-speed gearbox with sequential change, triple disc carbon fibre clutch. Fuel tank capacity 100 litres. In 1998, the FIA GT championship was dominated by Mercedes, but Porsche was able to win the Le Mans 24 Hours. In the race at Silverstone, Alexander Grau and Andreas Scheld ran the car number 5 of the German team Zakspeed Racing.





www.zakspeed.de

A. GRAU  
A. SCHELD

FIA CHAMPIONSHIP  
CAURIONJOIP  
5  
FIA CHAMPIONSHIP  
CAURIONJOIP

SAUDI ARABIAN AIRLINES

Unigraphics  
Solutions

PZaro

PZaro







PORSCHE



SAUDI ARABIAN AIRLINES



PIRELLI





La 911 GT1 EVO 98 è un'auto creata dalla 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 arri varono 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, con pinze a 8 pistoni all'anteriore e 6 al posteriore. 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 comunque a vincere alla 24 Ore di Le Mans. Nella gara di Silverstone, Alexander Grau ed Andreas Scheld corsero con la macchina numero 5 del team tedesco Zakspeed Racing.

w.zakspeed.de

A. GRAU  
A. SCHELD

GT FIA CHAMPIONSHIP CAAURIONJOIP

**5**

GT FIA CHAMPIONSHIP CAAURIONJOIP



PIRELLI  
PZARO

PIRELLI

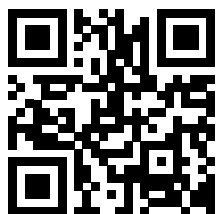
PZARO

H&R

Veedol








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
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## Porsche 911 GT EVO 98


1998 - FIA GT

#5 - A. Grau, A. Scheld

 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