

# **FIA Group C – 1982 -1993**

## **(Including IMSA GTP)**

The FIA's attempt at becoming more politically conscious in the European Union was to try out a new racing 'formula' based on the idea of overall fuel consumption. The rest of the rules would be a little looser, but the means to the end was to produce engines of more efficiency (i.e turbo) and less mass. It was also part of the usual ritual to cut speeds and costs, which, as also 'usual', it did neither!

Main Contenders:

<b>Porsche 956</b>	
<b>Porsche 962</b>	
<b>Porsche 962 IMSA</b>	<b>(Slot.it)</b>
<b>Aston Martin AMR-1</b>	<b>(Resin – n/a)</b>
<b>Chevrolet Corvette GTP</b>	<b>(Resin – n/a)</b>
<b>Cougar C-12/C-24</b>	<b>(Resin – n/a)</b>
<b>Dome R8</b>	<b>(Unknown)</b>
<b>Eagle-Toyota 88C</b>	<b>(Slot.it)</b>
<b>Toyota 88C</b>	<b>(Slot.it)</b>
<b>Eagle HF-89</b>	<b>(Unknown)</b>
<b>Nissan ZXT</b>	<b>(Unknown)</b>
<b>Ford C-100</b>	<b>(unknown)</b>
<b>Zakspeed C-100 Ford</b>	<b>(unknown)</b>
<b>Jaguar XJR-5 IMSA</b>	<b>(resin – n/a)</b>
<b>Jaguar XJR-7 IMSA</b>	<b>(resin – n/a)</b>
<b>Jaguar XJR-6/8/9/10/11/12</b>	<b>(Slot.it)</b>
<b>Jaguar XJR – 14 TWR</b>	<b>(LeMans Miniatures)</b>
<b>Joest Porsche 936C</b>	<b>(unknown)</b>
<b>Kremer Porsche CK 5</b>	<b>(Fly Slot)</b>
<b>Lancia LC 2</b>	<b>(Slot.it)</b>
<b>Lancia LC 4</b>	<b>(Slot.it)</b>
<b>Lola T-600 GTP</b>	<b>(unknown)</b>
<b>Lola T-616</b>	<b>(unknown)</b>
<b>March 84G (Porsche/Chevy)</b>	<b>(Monogram)</b>
<b>Mazda 767B</b>	<b>(Slot.it/Mr.Slotcar)</b>
<b>Mazda 727/737</b>	<b>(Slot.it)</b>
<b>Nimrod Aston-Martin</b>	<b>(resin- n/a)</b>
<b>Nissan R-88c</b>	<b>(unknown)</b>
<b>Peugeot 905C</b>	<b>(LeMans Miniatures)</b>
<b>Rondeau M-379C</b>	<b>(LeMans Miniatures)</b>
<b>Sauber – BMW</b>	<b>(unknown)</b>
<b>Sauber- Mercedes C-9</b>	<b>(Slot.it)</b>
<b>Sauber- Mercedes C-11</b>	<b>(unknown)</b>
<b>Spice – Ford</b>	<b>(unknown)</b>
<b>Toyota 85C/87C</b>	<b>(unknown)</b>
<b>WM-Peugeot</b>	<b>(unknown)</b>

IMSA in the USA, adapted the basic Group C regulations in 1985 As the IMSA GTP Class - with a few additional restrictions included footbox regulations (resulting in the Porsche 962) and the air intake, resulting in the use of only single-turbo chargers in most cars.