

Toyota 88C

New chassis:
CS19t-60b






Toyota 88C

#45 - WEC Fuji 1000 Km 1988

 S. Andskar - A. Gilbert-Scott








Scale	CA19e	Release Date July 2015
1:32	↔ 154mm ↓ 30mm ↔ 84mm ↔ 62mm 🍷 70gr	

				
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Motor mount	<input checked="" type="radio"/> [1]	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
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[1] box stock standard: offset 0.5 mm

Motor	Pinion/Gear	Front Rims/Tyres	Rear Rims/Tyres
V12/3 21.500 rpm	9/28	15,8x8,2 1159C1	16.5x8,2 1167C1

				
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<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Digital	Chassis	Cockpit
	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>
Carrera D132	<input type="radio"/>	<input type="radio"/>

Standard
 Compatible Not Compatible



Toyota 88C



The Toyota 88C is a sports car prototype designed by Toyota in 1988, according to the Group C specifications.



The car, designed by Dome, was an evolution of the 87 model. It was powered by a 2.1 litre, water cooled, 680-hp, 4 cylinder turbocharged engine unit, named "3S-GT", with 16 valves driven by double over head camshaft.



The chassis was an aluminium monocoque, whose composite bodywork was made of carbon fibre and kevlar. Team Toyota Auto Beauxreux Motorsport raced the 1988 WEC 1000 Km of Fuji with a Toyota 88C, sponsored by STP, bearing race number 45. The car was driven by Andrew Gilbert-Scott and Steven Andskar.

