

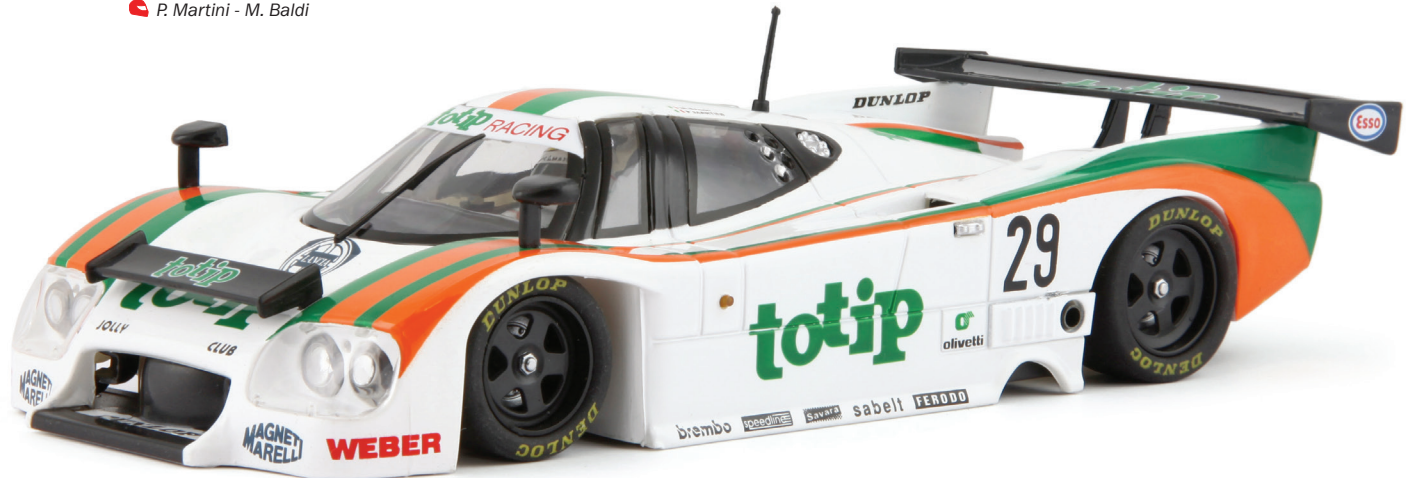
# Lancia LC2






Lightened cockpit 19,5g body  
Offset 0.5 motor mount  
16,5 mm rear wheels

## Lancia LC2

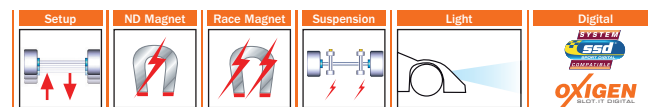
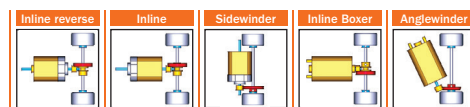
#29 Imola 1000 km 1984

 P. Martini - M. Baldi






CA08d				
				
144mm	30mm	84mm	62mm	72gr

Motor	Pinion/Gear	Front Rims/Tyres	Rear Rims/Tyres	Scale
V12/3 21.500 rpm	9/28	15,8x8,2 1159C1	16.5x8,2 1167C1	1:32



Motor mount	Inline reverse	Inline	Sidewinder	Inline Boxer	Anglewinder	Setup	ND Magnet	Race Magnet	Suspension	Light	Digital
											

-  Standard
-  Compatible
-  Not Compatible

[1] box stock standard: offset 0,5 mm



# Lancia LC2



The LC2 was created by Lancia to race in the Sport-Prototype category, according to the Group C regulations. It was engaged for the first time in 1983.

Designed by Dallara, it was powered by a Ferrari engine, with head derived from 288 GTO; electronics was highly advanced for that time. The engine was a 3 liters V8 90°, liquid-cooled, with two turbochargers, that could work at a maximum pressure of 3 bars; the four valves per cylinder were driven by double over head camshaft. The maximum power was 840 hp at 7000 rpm. Hewland gearbox, 5 gears. The wheels diameter was 15 inches at the front and 17 at the rear.



Chassis was made of aluminum and magnesium; body material was carbon fibre composite. The overall weight was 850 kg. Often, Lancias were as competitive as Porsches in pure speed, but then suffered troubles at longer distances.

During 1984, the Martini Racing factory team was sometimes joined by Jolly Club, a private team which had a strong relationship with Lancia in the 'rally' competitions, as well as Endurance. The Milanese team entered a Lancia LC2 with number 29 in the 1984 Imola 1000 kilometres, which was driven by Mauro Baldi and Pierluigi Martini.

