


Lancia LC2










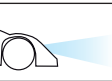

Updated body
compatible only with
CS08t-60

Lancia LC2

#6 WEC Fuji 1000 km 1985

 A. Nannini - H. Pescarolo



CA08e	Release Date Dec 2014				Motor	Pinion/Gear	Front Rims/Tyres	Rear Rims/Tyres	Scale	
↔ 144mm ↓ 30mm ↔ 84mm ↔ 62mm 🚗 72gr					V12/3 21.500 rpm	9/28	15.8x8,2 1159C1	16.5x8,2 1167C1	1:32	
Inline	Sidewinder	Inline Boxer	Anglewinder	4WD System	Setup	Nd Magnet	Race Magnet	Suspension	Lights	Digital
										
● [1]	○	○	○	X	●	●	○	○	○	○

- Standard
- Compatible
- X Not Compatible

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

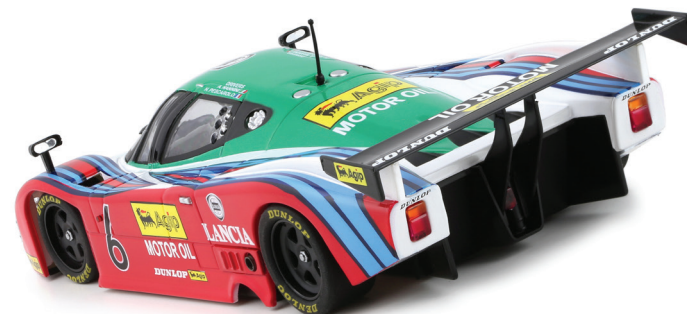
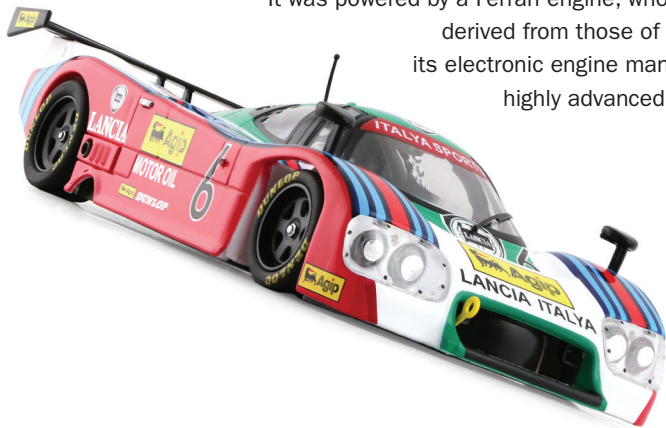


Lancia LC2



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

It was powered by a Ferrari engine, whose head were derived from those of the 288 GTO; its electronic engine management was highly advanced for that time.



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. As long as it raced with official factory backing, the Lancia LC2 was possibly the only car which could compete with the Porsche 956 in terms of pure speed, but it lacked the necessary reliability on long distances.

This car, driven by Alessandro Nannini and Henri Pescarolo, raced the 1000 kilometers of Fuji in 1985. As far as we know, it is being reproduced for the first time ever.

The engine itself was a 3 liters V8 90°, liquid-cooled, with two turbochargers, that could work at a maximum pressure of 3 bars, with four valves per cylinder driven by double over head camshaft.

The maximum power was 840 hp at 7000 rpm. It was coupled to a Hewland gearbox with 5 gears.

