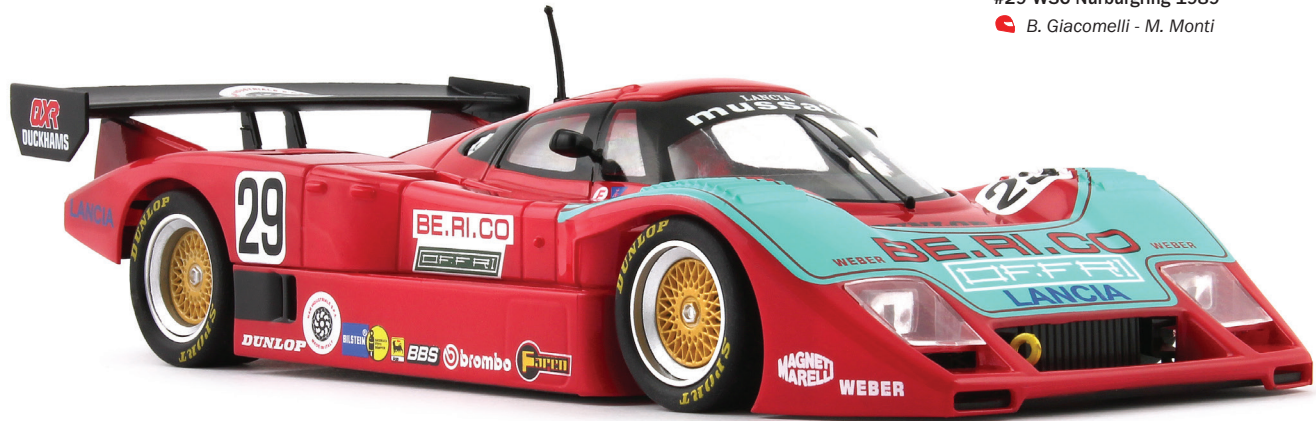


Lancia LC2/85



Lancia LC2

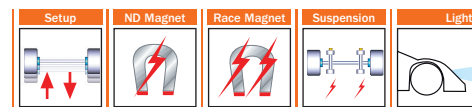
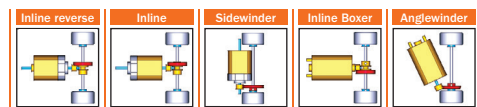
#29 WSC Nürburgring 1989

B. Giacomelli - M. Monti

CA21c				
148mm	30mm	84mm	62mm	68gr

Motor	Pinion/Gear	Front Rims/Tyres	Rear Rims/Tyres
V12/3 21.500 rpm	9/28	15.8x8,2 1159C1	16.5x8,2 1167C1

Scale
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 LC2/85



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.

The last version of LC2 was raced as a factory car in the late '85 and in the early '86; then, the car was raced by private teams until 1991. The most representative of them was Mussato Action Car, that carried on the car development despite a limited budget.

In 1989, the car of the team from Turin was engaged in the World Sportscar Championship with the number 29. In the Nürburgring race, the car was driven by Bruno Giacomelli and Massimo Monti.

