



Group C

CA8f

Lancia LC2

1984 - Brands Hatch

#6 - P. Martini, P. Barilla, B. Wollek





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 GT0; its electronic engine management was highly advanced for that time. 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. 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 No.6 took part to the qualifying for the 1000 km of Brands Hatch in 1984, driven by Pierluigi Martini, Paolo Barilla and Bob Wollek. These drivers entered the race on cars No.4 and No.5











LANCIA MARTINI

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MAGNETI
MARELLI

MAGNETI
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La LC2 è la vettura creata dalla Lancia per partecipare alle gare Sport-Prototipo dopo l'entrata in vigore dei regolamenti del Gruppo C. Scese in gara per la prima volta nel 1983. Progettata da Dallara, l'auto aveva un motore Ferrari con testata derivata dalla 288 GTO e una gestione elettronica molto sofisticata per l'epoca. Era un 3 litri V8 a 90°, con due turbocompressori che potevano lavorare a una pressione massima di 3 bar, distribuzione a 4 valvole per cilindro e doppio albero a camme in testa, raffreddamento a liquido, con potenza massima di 840 CV a 7000 rpm. Cambio Hewland a 5 rapporti. Il diametro dei cerchi era 15" all'anteriore e 17" al posteriore. Il telaio era in alluminio e magnesio con carrozzeria in fibra di carbonio. Il peso a vuoto era 850 kg. Le Lancia impensierirono spesso le Porsche in termini di prestazione pura, ma sulla distanza erano messe fuori causa da problemi di affidabilità. Questa vettura con il numero 6 fu iscritta alla 1000 chilometri di Brands Hatch nel 1984 partecipando alle prove guidata da Pierluigi Martini, Paolo Barilla ed Bob Wollek. Questi piloti corsero con le LC2 numero 4 e 5.





vara speedline BILSTEIN



slot.it

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144 mm

30 mm

97 mm

62 mm

72 g

INLINE

MOTOR: V12/4 - 23K

PINION/
GEAR: 9/28

FRONT
RIMS/
TYRES: 15.8x8.2x1.5
1159C1

REAR
RIMS/
TYRES: 15.8x8.2x1.5
1167C1