

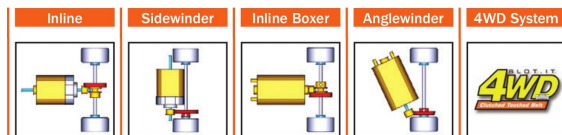
BMW McLaren F1 GTR



McLaren F1 GTR
#27 - FIA GT Donington 1997
 C. Goodwin, G. Ayles

CA10I Release date June 2018

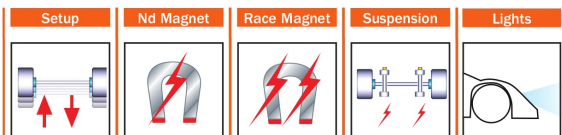
149mm 30mm 83mm 63mm 81gr



Motor mount	Inline	Sidewinder	Inline Boxer	Anglewinder	4WD System
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/> [1]	<input checked="" type="radio"/>

[1] box stock standard: offset 1 mm

Motor	Pinion/Gear	Front Rims/Tyres	Rear Rims/Tyres
Flat-6 20.5K	11/28	17.3x8 1159C1	17.8x10 1167C1



Setup	Nd Magnet	Race Magnet	Suspension	Lights
<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Digital	Chassis	Cockpit
OXIGEN SLOT-IT DIGITAL	<input type="radio"/>	<input type="radio"/>
SYSTEM SSD COMPATIBLE	<input type="radio"/>	<input type="radio"/>
Carrera D132	<input type="radio"/>	<input type="radio"/>

● Standard
 ○ Compatible
 X Non Compatibile



BMW McLaren F1 GTR



Production of McLaren F1 GTR, directed by former Formula 1 engineer Gordon Murray, began in 1992 and ended in 1998.

At that time, it was the fastest car ever built. The F1 GTR raced in Le Mans for the first time in 1995, winning outright, with 5 cars reaching the finish line in 1st, 3rd, 4th, 5th and 13th position.

The car featured a monocoque carbon – fibre chassis and a BMW 5990 cc V12 engine.

In 1997, the F1 GTR was developed into the Long Tail version. Number 27 raced in Donington, driven by Chris Goodwin and Gary Ayles.

