

# BMW McLaren F1 GTR

*New lighter cockpit  
Body weight: 21 g  
Shifted up pickup  
to improve cornering*



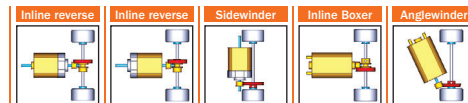
## McLaren F1 GTR

#76 3rd Motegi 2002

 N. Hattori - E. Tajima

### CA10a

↔ 149mm    ↓ 30mm    ↔ 83mm    ↔ 63mm    🍷 81gr









### Motor mount

○ ○ ○ ○ ● [1]

[1] box stock standard: offset 1 mm

Motor	Pinion/Gear	Front Rims/Tyres	Rear Rims/Tyres	Scale
Flat-6 20.5K	11/28	17.3x8 1159C1	17.3x8 1152C1	1:32

Setup	ND Magnet	Race Magnet	Suspension	Light	Digital
					
<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

● Standard  
○ Compatible  
X Not Compatible



# BMW McLaren F1 GTR



The McLaren F1 GTR production, 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.



In 1995, the F1 GTR gave its first performance at Le Mans and won, bringing to the finish line five cars that ended 1<sup>st</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup> and 13<sup>th</sup>. The car featured a monocoque carbon – fibre chassis and a BMW 5990 cc V12 engine.

Team Hitotsuyama Racing entered an F1 GTR in the All Japan GT Championship 'GT500' class. The McLaren was one of the few competitive European cars in this category, usually dominated by the Japanese makes. In 2002, drivers Naoki Hattori and Eiichi Tajima finished third at Motegi on the McLaren number 76.

