

Jaguar XJR12



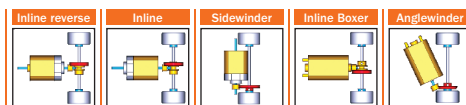
Jaguar XJR12

#35 2nd 24h Le Mans 1991

🏁 D. Jones - R. Boesel - M. Ferté

CA13c







↔ 151mm ↓ 31mm ↔ 85mm ↔ 65mm 🍷 74gr



Motor mount

● [1] ○ ○ ○ ○

Motor	Pinion/Gear	Front Rims/Tyres	Rear Rims/Tyres	Scale
V12/3 21.500 rpm	9/28	15,8x8,2 1159C1	16.5x8,2 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

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



Jaguar XJR12



The Jaguar XJR12 is a sport-prototype racing car, born in 1990 to replace the XJR9.



This model featured a carbon fiber monocoque chassis. The engine was a V12 engine with two valves per cylinder. In 1990, displacement was 6 liters for the IMSA version and 7 liters in the Group C configuration; these values were increased in 1991, becoming 6.5 liters for the American version and 7.4 for the European one, whose weight was respectively 930 and 1000 kg.



The XJR12 was employed by Tom Walkinshaw Racing in particular for the long distance races, such as Daytona, Sebring and Le Mans, as this car was very reliable and regular in race trim.

The car was a superb racer: in 1990, it finished 1st and 2nd in the Daytona and Le Mans 24 Hours races, and in 3rd place at Sebring. Later on, it finished in 2nd, 3rd and 4th place at Le Mans in 1991, and in 2nd at Daytona in 1992.

Car #35, driven by Jones, Boesel, Feré finished 2nd at the 24h of Le Mans in 1991.

