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The Nissan R390 GT1 1/32 model slot car is made under a licence of Nissan Motor Co., Ltd. e Nissan Motorsport International Co., Ltd

# Nissan R 390 Gt1



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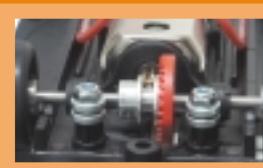
# Nissan R 390 Gt1 Nissan R 390 Gt1 Nissan R 390 Gt1



28 tooth aluminium insert crown gear, aluminium rear wheels, rectified steel axles, V12/2b 25000 RPM motor: the Nissan R 390 Gt1 is fully racing equipped with high performance parts, out from the box.



The Nissan R 390 Gt1 is compatible with all existing motor mounts including the "small crown sidewinder": select the configuration according to your driving style and type of race.



The optional "magnetic suspension" can be fit and tuned to setup the desired stiffness and elongation of the rear suspension.



## Nissan R390 Gt1

The Nissan R390 GT1 raced at Le Mans in 1997 and 1998. The car was jointly developed by NISMO (Nissan Motor Sport) and TWR (Tom Walkinshaw Racing).

Powered by a 3.5 litre, biturbo, load-carrying engine rated at 600 hp, the chassis was a carbon fiber derivation of the TWR designed Jaguar XJR15. In 1997, three cars with #21,



#22, #23 (23 is NiSan in Japanese) were entered by Nissan Motor sport with undeniable serious ambitions.

In fact, the R390 driven by Martin Brundle was the fastest of the whole lot in prequalifying and very fast they were in qualifying too.

The race however turned into an altogether different story and the only surviving car at the end of



the 24 hrs came in 12th overall.

In 1998, however, Nissan was back for vengeance. The R390 was overhauled, with better aerodynamics, a special ABS system, and much improved reliability. Four cars were entered. At the end of the race Nissan Motor sport scored its best ever result in the classic 24 Hours of Le Mans race when the Nissan R390 GT1 driven by Kazuyoshi

Hoshino, Aguri Suzuki and Masahiko Kageyama crossed the finishing line in third place overall. But the results of the 1998 Le Mans 24 Hours brought a double celebration for the Nissan Motor sport team.

All four Nissan R390 GT1 Cars which started the race finished in the top 10 - a real testament to the reliability and the speed of the car.

Road Car

Le Mans Prequalifying 1997

K.Hoshino, E.Comas, M.Kageyama

Le Mans 1997

J.Muller, M.Brundle, W.Taylor

Le Mans 1997

E. Van de Poele, R.Patrese, A.Suzuki

12<sup>th</sup> Le Mans 1997

K.Hoshino, E.Comas, M.Kageyama

Le Mans Prequalifying 1998

K.Hoshino, A.Suzuki, M.Kageyama

