

# Nissan R390 GT1



## Nissan R390 GT1 #31 - Le Mans 1998

J. Lammers, E. Comas, A. Montermini

CA14e				
143mm	32mm	83mm	64mm	83g

Motor	Pinion/Gear	Front Rims/Tyres	Rear Rims/Tyres	Scale
Flat-6 20.5K	11/28	17.3x8 1159C1	17.3x10 1167C1	1:32

	Inline reverse	Inline	Sidewinder	Inline Boxer	Anglewinder	Setup	ND Magnet	Race Magnet	Suspension	Light	Digital
Motor mount											
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

- Standard
- Compatible
- Not compatible



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The Nissan R390 GT1 was a racing car built to compete in the Le Mans 24 Hours in 1997 and 1998; it was developed by Nismo and Tom Walkinshaw Racing.



The 1997 model was modified for the 1998 race to generate more downforce, thanks to a longer tail. All four Nissan R390 GT1 finished the race, in 3rd, 5th, 6th, and 10th position.

Tony Southgate, chief designer of the R390, commented that this was not the fastest GT1, but rather the most reliable.

The car featured a carbon monocoque chassis. The braking system was equipped with ABS.

As the Nissan was racing with a minimum weight of 1000 kg, it could use an air restrictor with a diameter of 35mm. The engine was a twin turbo V8, with a displacement of 3496 cc. The gearbox featured an X-Trac carter, with Nissan-made gears.

For car number 31 Nissan chose 3 former Formula 1 drivers: Frenchman Erik Comas, Italian Andrea Montermini and Dutch Johannes Lammers. Car number 31 finished 6th.

