

The origin of the NISSAN program in IMSA GT

The origins of Nissan's success in the United States go back to the beginning of 1985. That year, Nissan sees in the IMSA GT Championship an opportunity to shine and make its models better known. So the Japanese turned to Lola to produce a brand new car. The T810 goes on track, and quickly becomes the Nissan GTP ZX-Turbo, for obvious marketing reasons. A way to evoke in a clever way the Nissan 300ZX of series, with which it shares its V6 turbo. The program is crowned with success in 1988 with a series of 8 races without defeat and the title of IMSA GT champion for Nissan and Geoff Brabham. Ditto in 1989. It is a great demonstration of strength for Nissan, while Jaguar, Toyota, Chevrolet, and a horde of Porsche 962 were fighting for the title. Behind these successes we find Electramotive, the structure created by Don Devendorf. Engineer and radar designer during the week, he drives on weekends. This brings to Datsun (brand of the Nissan group) a real notoriety in the 70s and 80s. His commitment is so strong that he quickly climbs the ladder to become the logical choice of Nissan to launch the official program in 1985. In 1989, Nissan bought Electramotive Engineering and brought more stability to the structure. Rumor has it that Nissan injected 25 million dollars annually into the program. Stability and means! While the contracts were in the past renewed every year, Nissan wants to have a more solid base. It therefore renamed the whole Nissan Performance Technology Inc (NPTI). In workshops with the point of technology, NPTI develops the replacement of the GTP ZX-Turbo which had won the IMSA GT Championship in 1989, which will become the NPT-90.



The Nissan NPT90 a brand new car designed by Yoshi Suzuka

Yoshi Suzuka who had brought many aerodynamic improvements to the LOLA T810 to make the GTP ZX-T can give free rein to his creativity, by starting from a blank sheet. Thus, he completely rethinks the air flow and positions this time the water radiator at the front with a large air intake just above the splitter to evacuate the hot air in front of the windshield. In order to increase the aerodynamic charge and to limit to the maximum the disturbance of the air flow by mechanical elements, it redesigns the front and rear suspensions and optimizes the air intakes feeding the intercoolers and the turbos. The position of the engine is also the subject of a specific treatment serving aerodynamics: the propulsion block is slightly tilted upwards in order to leave enough space under the car for large tunnels that allow a better ground effect. On the engine side, we find the Nissan VG30-GTP 3 liters Bi turbo coupled to the Hewland VGC 6 speed gearbox. Initially equipped with 12 valves, it will be evolved into 24 valves. The chassis is built in aluminum honeycomb, much more rigid than the GTP ZX-T, while both chassis are the same weight. Throughout the Nissan GTP program, the chassis will remain unchanged.

The Nissan NPT90 wins the IMSA GT Championship in 1990 and 1991

The IMSA GT season is already well underway when the NPT-90 makes its debut in 1990 at Topeka. Quickly, the performances are up to the expectations. Victory for the 500 km of Mid-Ohio, idem at Watkins Glen, new success at Road America.



Nissan NPT-90-11

After Nissan had wound down the works program, Matrix Motorsport, whom had involvement with NPTi at the time, brought up all remaining parts stock.

Chassis #11 was born from new spare parts, benefiting from the latest chassis and suspension components, Aswell as the latest 6 speed gearbox.

It was known as the 'Black Car'. And made appearances at Laguna Seca, Daytona, Sebring amongst other prominent historic events.

The car went on to race in the 2000's with RM Motorsport running the car and Rudy Junco driving, Including taking pole position in 2006 at Daytona.



In 2020, the current owner brought the car to Raceworks Motorsport in the UK to begin the lengthy process of completely restoring the car.

The car was completely stripped to a bare tub, with every aspect of the car refurbished or replaced as necessary.

The engine was handed over to Nicolson McLaren for a complete rebuild, which included sourcing many new parts, including a new engine block.

The car benefits from an updated Life Racing engine management system, mil-spec wiring harness, New Garrett Turbos, Full exhaust system, Ohlin Dampers, New AP Racing Carbon/Carbon Brakes and updated spec FIA fuel cell.

After consultation with Group C regulators, the decision was made to repaint the car in the Nissan Works Blue, white and Red livery, Which was carried out by renowned paint specialists Normandales in the UK.

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