



Our passion is classic competition cars

1990 - Nissan R90CK



Make:	Nissan
Model:	R90CK
Year:	1990
Chassis Number:	07
Drive:	RHD
Competition Ready:	Yes
FIA HTP:	Yes
Exterior Color:	Yellow

Key Features

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Description

We are proud to offer this Nissan Group C car, built on chassis R90C-07, which is the only example of the type R93CK and represents the final development of the Nissan R89/90C line of which this car is the last of. Lola built 13 chassis for Nissan over two years of competition starting with six T89/10 chassis in 1989 built to R89C spec.

For 1990, seven T90/10 chassis were built, six of them to R90CK spec, with one tub, R90C-07 being set aside unbuilt as a spare. The very last of the 13 Lola tubs, it was built up in December 1990 by Nova Engineering of Japan to R90CK spec. Painted yellow with From-A sponsorship, R90C-07 raced throughout 1991 in the Japanese domestic series in the hands of A.Nakaya and Volkert Weidler who finished second first time out in the Fuji 500 Kms. They then finished second twice again that year, in the Fuji 1000 Kms and the Sugo 500 Kms. R90C-07's only race appearance outside Japan was in 1992 at the Daytona 24 Hours where Weidler, Mauro Martini and Jeff Krosnoff brought the car home 8th. It was the only time R90C-07 raced that year as Nova switched to their spare car, chassis R90C-06 on loan from Nissan, for the remainder of the '92 season and which was returned them at the end of the year.

In 1993 the car was uprated to R93CK spec, the only one of the thirteen chassis to be built or uprated to this spec. It raced once in 1993, finishing 2nd in the Suzuka 1000 Kms with Mauro Martini, and young up and coming German hotshot Heinz-Harald Frentzen. This would be the only race appearance for the type R93CK, for by then Group C racing was basically dead with the category collapsing after the cancellation of the World Sportscar Championship at the end of 1992. Apart from Japan, and Le Mans with its restricted boost and fuel allowance, there really was nowhere to race a Group C sports racing car.

After it was retired from active competition, R90C-07 was placed in dry storage until bought by McLaren/Trojan registrar and Supersports organiser Charlie Agg via Mike Gue of Essex Racing. Charlie raced the car in the new Group C Historic series both in Europe, and in the USA where Charlie took part in the HSR Endurance events at Daytona and Sebring in 2002, and at the Le Mans Legends in 2004. Charlie sold R90C-07 to George Purdie in 2008 whose son Andy took part in the Goodwood Festival of Speed that year and raced the car in historic until 2010 when the car sold to its current owner, who has raced the car successfully in Group C historic since then including a return to Le Mans for the legends event in 2012.

This Nissan R90CK is one of the few cars which - in the right hands - can beat the Sauber Mercedes. The car is well documented and is fully on-the-button with everything being fresh and current. It needs nothing and comes with an enormous spares package comprised of moulds, bodywork, several engines, etc.. Enough to run the car without the need to buy anything for a good number of years !



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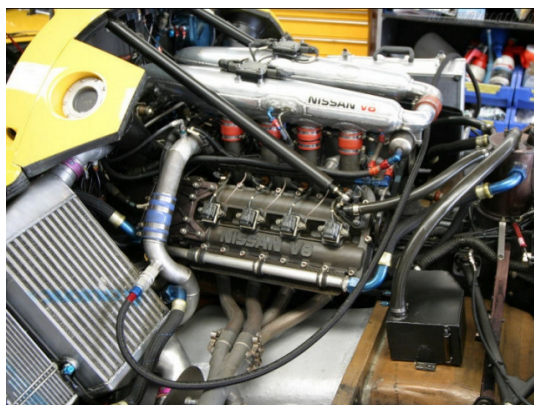
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This is a rare opportunity to buy one of the 3 Nissan R90's in private hands and to be at the front in the increasingly popular Group C racing scene.

History

13/12/90: Nova Engineering, Shizuoka Prefecture Sunto-gun, Tajikarawono, Japan • built on Lola spare chassis T90/10-07 • built to R90CK spec by Nova • sponsored by From-A • painted yellow • raced 1991 Japanese Sports Car Championship • raced 1992 Daytona 24 Hours • uprated to R93CK spec in '93 • only Group C Nissan uprated to this spec • raced only once 1993 Suzuka 1000 Kms • retired from active competition • placed in dry storage 2001: Charlie Agg, UK • purchased via Mike Gue, Essex Racing, UK • raced in Group C historics 2008: George Purdie, UK • raced in Group C historics by Andy Purdie 08/10: current owner • raced in Group C historics

Pictures (For size reasons, we have limited the PDF-file to 10 pictures)





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