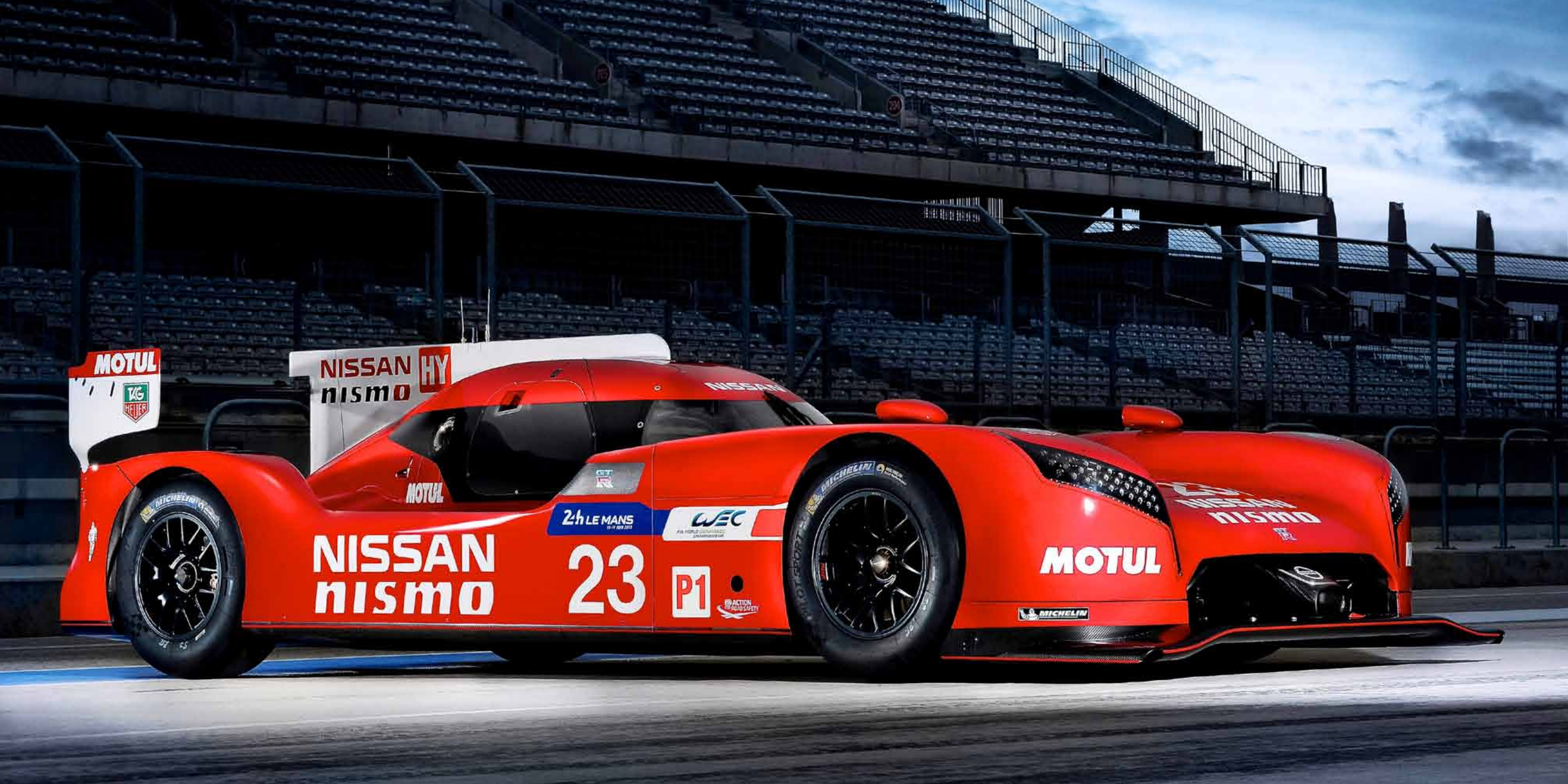
NISSAN GT-R LM NISMO

NISSAN
nismo


MOTUL
NISSAN
nismo
HY
NISSAN
MOTUL
24h LE MANS
WEC
NISSAN
nismo
23
P1
MOTUL
MICHELIN

NISSAN

REVEALS LE MANS CHALLENGER

Nissan today declared itself ready to take on the world's best sports car manufacturers after revealing a glimpse of its Le Mans challenger – the Nissan GT-R LM NISMO – during the commercial break for Super Bowl XLIX.

Last year's Super Bowl was the most watched television programme in US television history with over 110 million viewers. The 2015 game was therefore the perfect opportunity for Nissan's "With Dad" commercial to air for the first time, revealing the much-anticipated Nissan GT-R LM NISMO, the car that will take on the best in the world in the race to glory at the Le Mans 24 Hours.

In a bold move, the Japanese manufacturer has interpreted the sport's technical regulations in an innovative way, producing a front-engined, front wheel drive car that is powered by a V6 3-litre twin turbo petrol engine and a kinetic energy recovery system.

"It gave us great pride to reveal the Nissan GT-R LM NISMO during the Superbowl," said Roel de Vries, Global Head of Marketing and Brand Strategy at Nissan.

"The combination of the Super Bowl and the Le Mans 24 Hours – two of the most watched sporting events in the world – presented us with a unique opportunity to showcase our most ambitious motorsport programme in recent times.

"The GT-R is our flagship road car," he continued. "This, the ultimate GT-R, continues a sporting bloodline that goes back three decades with NISMO, the motorsport and performance arm of Nissan. Le Mans drives innovation so success on the track will lead to greater innovation in our road car range. We are the new kids at Le Mans; our opponents are the best in the world but we are ready."

The new car will contest the LM P1 class of the FIA World Endurance Championship, the highest category in world sports car racing. Starting at Silverstone, UK on 12 April the series travels around the world to Spa in Belgium, onto the Le Mans 24 Hours and Germany's Nurburgring, before going global with races in the US, Japan, China and the Middle East.

The FIA World Endurance Championship is the ultimate proving ground for automotive companies as technological gains on the track can carry through to road cars.

Racing car engineers are facing the same challenges as road car engineers as the spotlight falls on energy efficiency. With more technical freedom than Formula 1, the LM P1 engineers have ample opportunity to innovate.

"This is innovation that excites," said Shoichi Miyatani, President of NISMO.

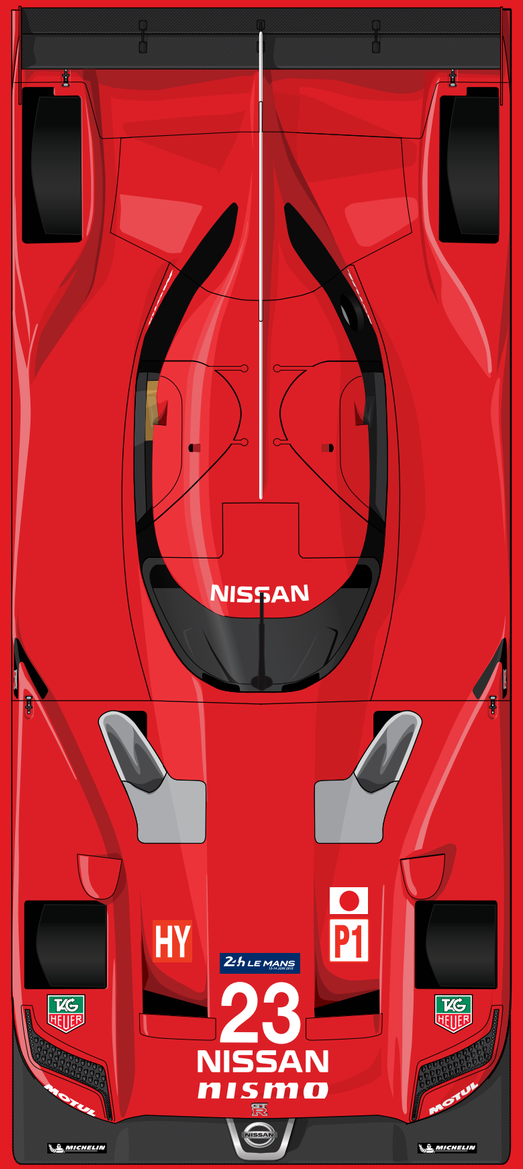
"Sustainability is at the top of our agenda and the technical regulations for Le Mans give us the freedom to pursue new ideas in this area.

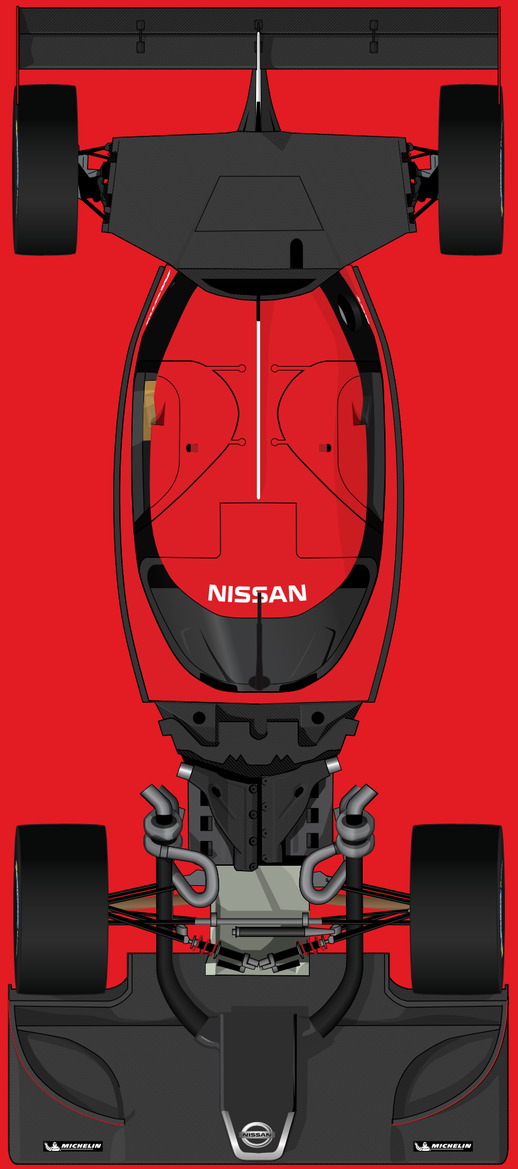
"Our record at Le Mans is third place overall so we have unfinished business there. We want to win and we have the knowledge to do that – for our customers, our employees and our fans. The competition is exceptionally strong and we are excited by the challenge."

"Our LM P1 programme makes the connection between NISMO on the road and NISMO on the track, showcasing our brand DNA to a global audience," explained Darren Cox, Global Head of Brand, Marketing & Sales, NISMO.

"We are taking motorsport to the masses, telling tales of technical innovation but also human stories via all of the exciting communications channels that are open to us now. We will innovate off the track as well as on it so you can be assured that this is just the beginning of the story."

The intensive test programme for the Nissan GT-R LM NISMO that began in Arizona last year continues this week at the Circuit of the Americas in Texas, where the team is making the most of the warmer climate of the Southern US. Nissan's LM P1 drivers will be revealed soon.





THE 2015
NISSAN GT-R LM NISMO

The Nissan GT-R LM NISMO is the ultimate Nissan GT-R, the purest expression of innovation that excites. Competing in LM P1, the premier class of world sports car racing, Nissan's Le Mans car is like no other car before it.

A truly global effort, the GT-R has been created by a team of carefully selected experts in Japan, the US and Europe. Unlike other LM P1 cars, the GT-R's V6 3-litre twin turbo petrol engine sits in the front of the front-wheel-drive car, while the hybrid power is harvested from the front driveline to augment acceleration.

The man best placed to describe Nissan's innovative LM P1 car is Ben Bowlby, Nissan's LM P1 Team Principal and Technical Director.

Q: Is it true that the Nissan GT-R LM NISMO could become the most powerful car on the grid in 2015?

A: We're up to around 1250bhp with 550+ from the petrol engine and around 700+ from hybrid power and those are relatively conservative figures. We can't speak about our rivals but this is definitely an arms race and this is just phase one.

Q: Can you explain where all of that power is coming from?

A: We have a very modern but conventional V6 3-litre twin turbo petrol engine. This is a very efficient engine so it produces a large amount of power – around 550bhp – using the allotted fuel flow limit. The fuel flow limit is one of the new regulations at Le Mans – we're not limited by the engine capacity or the boost pressure or the RPM of the engine – we're limited by how many grammes of fuel per second we can burn. So the more efficient you make the engine the more power you have

because you are still burning the same amount of fuel whether you are efficient or inefficient so if you can make a very efficient engine you get a lot of power. We are burning a smaller amount of fuel, around 30% less than was used by a petrol engine at Le Mans in 2013, for example.

So we have a petrol engine efficiently producing around 550bhp and then in addition to that we are using a kinetic energy recovery system (ERS). The car is a mass, travelling at velocity and as we slow it down for the upcoming corner we harvest that kinetic energy.

We can then deploy that stored energy to accelerate the car out of the corner and because the energy recovery system can release the stored energy very quickly it makes it very powerful.

Energy divided by the speed you release that energy = power. Think about a stick of dynamite. That's actually quite a small amount of energy but it is released in a spilt second so it makes a very big bang.

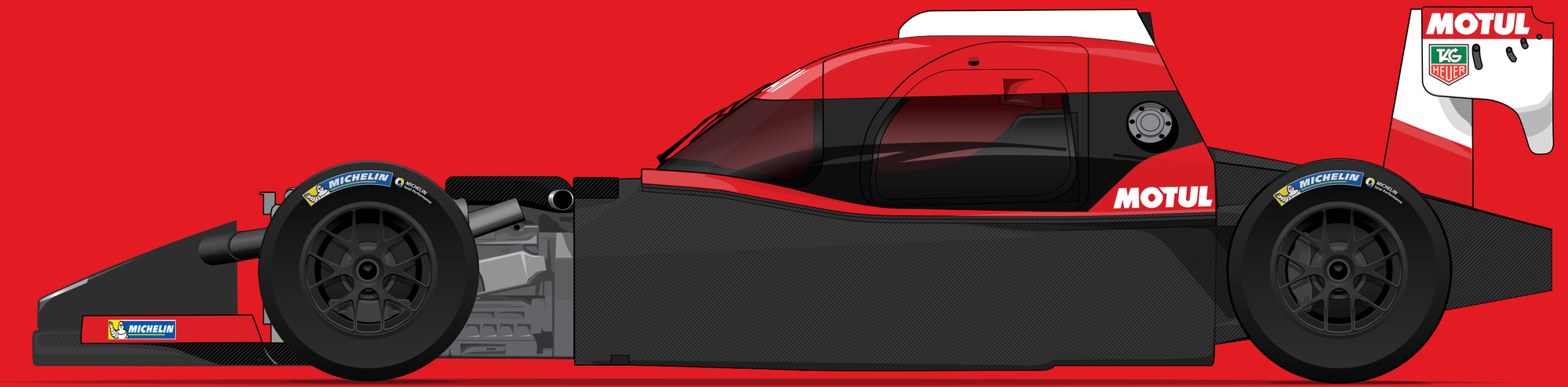
The same amount of energy released over a day would hardly even manage to power a light bulb. So it's all about how fast you release the energy.

We want to release the energy very quickly to get the car back up to speed very quickly because it's nice to spend lots of time at high speed!

The key is to store the energy and then release it very quickly and that's what makes our system very competitive, providing us with 700+bhp from the ERS, which we can add to the internal combustion engine's driving power to create a 1,250bhp racing car.

Q: Is the GT-R a front-wheel-drive car?

A: The Nissan GT-R LM NISMO is in automotive-speak a front-engined, front-wheel-drive car. The internal combustion engine drives the front wheels and the energy recovery system harvests energy from the front wheels. We've used the relatively low-powered internal combustion engine to drive the front wheels and then we add power from the ERS to augment acceleration.



Q: If the GT-R has all this power, will it be faster than the other manufacturer's LM P1 cars?

A: The LM P1 regulations for manufacturers have four hybrid powertrain options, defined by how much hybrid energy is released from the ERS per lap of Le Mans (the Le Mans track is used as the baseline circuit). You can go in the 2 megajoule class where you can deploy up to 2MJ of energy during one lap of Le Mans and also use quite a lot of fuel.

You can go in the 4MJ class and get a little less fuel, the 6MJ class with less still and then there's the 8MJ class where you get the least fuel of all but the most recovered energy for deployment and there's no limit on how powerful the system is, just on how powerful it is so you can either have an awful lot of power for a very short time or a small amount of power for a very long time.

The fuel energy you have, which again can be viewed as megajoules, gets cut in proportion to the amount of megajoules you get from your ERS. The way it is worked out by the governing body – the FIA and the ACO – is that if you choose to recover more energy and deploy that you actually end up with more total energy, even though your fuel energy has been cut slightly.

The more megajoules you have the faster you go. Each megajoule is worth an amount of time per lap so if you are an 8MJ car compared to a 2MJ car you should be faster over the course of a lap.

There are however some very big challenges, one of which is that you have to get the car down to the minimum weight because every 10-12 kilos is about half a second a lap around Le Mans so if you have more weight in the car that slows you down pretty significantly.

The challenge is to package a big, powerful energy recovery system without going over the weight limit and that is very hard to do. We're going to be really challenged to make our weight target of 880 kilos for 2015 when half of the weight of the car is the powertrain: engine, ERS and the driveline - so that's a very big challenge.

Q: What about the tyres? The rears look narrower than the front tyres!

A: The front tyres on the Nissan GT-R LM NISMO are bigger than the rear tyres – 14 inch wide front vs. 9 inch rear. This is due to the way that mass is distributed in the car. We have moved the weight bias forwards to give us traction for the front-engined, front-wheel drive. We've also moved the aero forwards so we've moved the capacity of the tyres forward to match the weight distribution. So the aero centre of pressure, the mass centre of gravity and the tyre capacity are all in harmony and that means we have bigger tyres at the front than the rear.

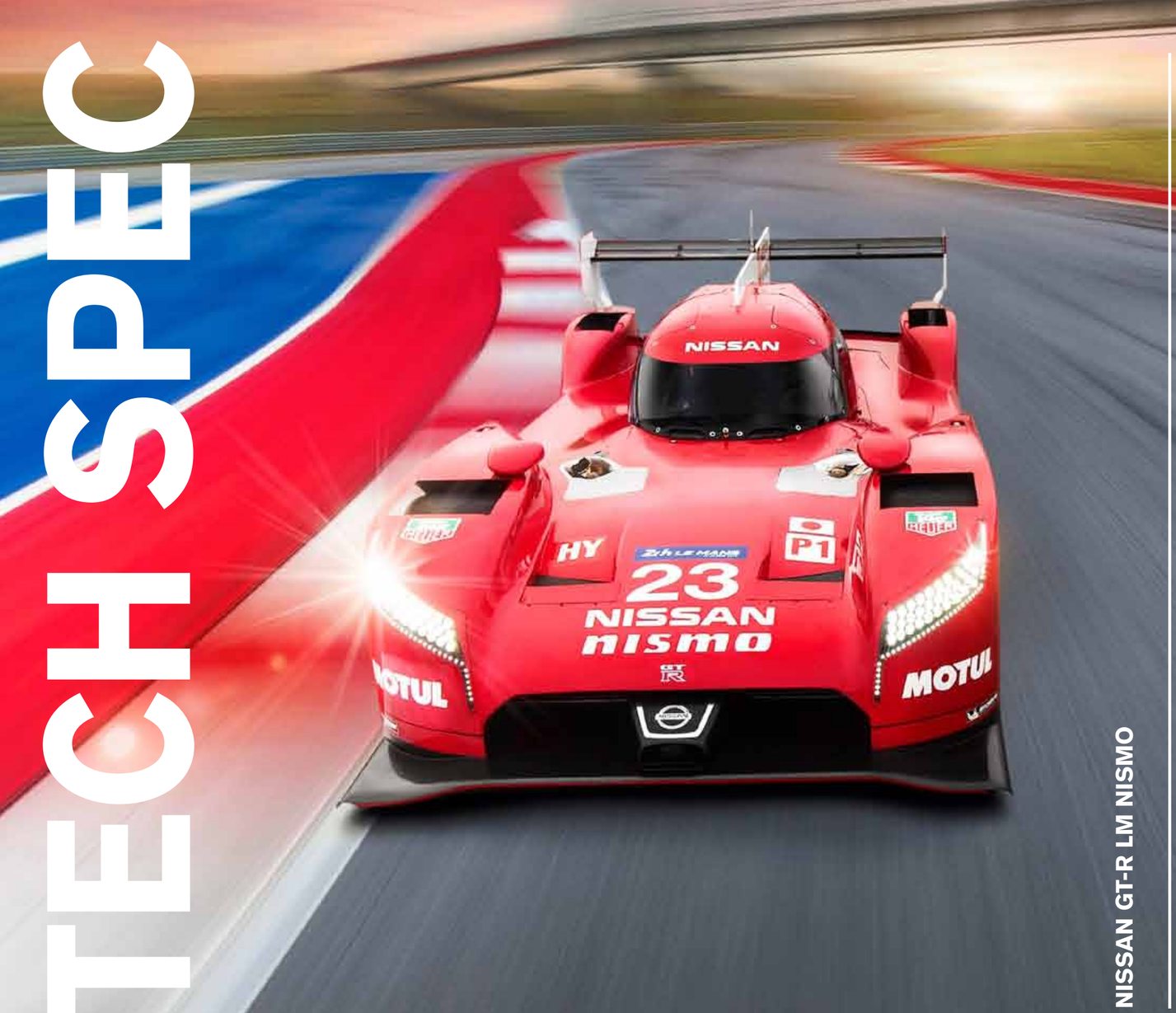
Q: Has the unique configuration of the GT-R allowed you to innovate with the aerodynamics of the car?

A: Yes, we have an interesting aerodynamic innovation. We have used the fact that there is no engine driving the rear wheels to allow us to have a through duct aerodynamic solution. We duct the air that comes from underneath the front splitter – underneath the nose of the car – all the way through to come out above the diffuser at the back of the car. That's a solution that is very efficient in terms of low drag so rather than dump the air out sideways - you've seen all those louvres on the sides of the other LM P1 cars that let the air out from underneath the front of the car to the sides – we don't do that because it's a bit draggy so we duct it all the way back and dump it out over the top of the diffuser at the back.

Q: Why doesn't the Nissan GT-R LM NISMO look like the other manufacturer's LM P1 cars?

A: The regulations have allowed us the freedom to create a significantly different looking car. Nissan are bold challengers who are prepared to innovate in order to get a high performance outcome so we've turned the whole concept of the conventional LM P1 car of 2014 on its head. The result is that our car looks different as the cockpit has been moved significantly rearwards to accommodate the engine at the front of the car.

TECH SPEC



NISSAN GT-R LM NISMO

Configuration:

Front engine. Front-wheel-drive

Engine:

Nissan VRX 30A NISMO: 3.0 litre, 60 degree V6, direct injection gasoline twin-turbo

Transmission:

5-speed + reverse sequential gearbox with pneumatic paddle shift system. Epicyclic final drive reduction with hydraulic limited slip differential. Tilton 4-plate carbon clutch assembly

Chassis:

FIA Homologated weight: 880 kg. Right-hand driving position
68 litre capacity FT3 fuel tank featuring electric lift and feed pumps. ERS housed ahead and beneath driver's feet in self-contained module.

Bodywork:

Carbon-composite body panels. Polycarbonate windscreen with hard coating CFD and full scale wind tunnel developed ultra high efficiency bodywork geometry, adjustable rear wing.

Suspension:

Penske dampers with four-way adjustment front and rear, hydraulic rear anti-roll bar system.

Brakes:

6-piston front and 4-piston rear calipers. NISMO Brake-by-Wire active brake ERS blending. Driver adjustable brake bias.

Wheels:

BBS centre-lock, magnesium forged 16"x13" front and 16"x9" rear

Tires:

Michelin 31/71-16 front, 20/71-16 rear radials

Electrical:

Cosworth engine control unit featuring: Engine control, gearbox control; Driver adjustable traction control, Anti-lag system control, Brake-by-wire, lift-and-coast fuel conservation, Drive-by-wire throttle control and ERS deployment strategy control

Interior:

NISMO 5-point harness Lifeline lightweight extinguisher system

Data / display system:

Cosworth Electronics with NISMO steering wheel mounted LCD

Dimensions:

Length:	4.645m
Width:	1.9m
Height:	1.03m
Minimum weight:	880kg
Full tank capacity:	68L

MARC GENE

The first driver of Nissan's Le Mans challenger, the Nissan GT-R LM NISMO, has been revealed as Marc Gene. The Spanish ace has an exemplary record in LM P1 racing with eight LM P1 Le Mans 24 Hours races under his belt. Gene's experience is much in demand and he has been test driver at Scuderia Ferrari since 2005.

Gene will provide Nissan NISMO with a firm foundation of experience in its driving squad. He describes Le Mans as "the best race in the world" and already knows how it feels to win the great race outright after doing just that in 2009.

"We said at the start of our driver search that we wanted an established LM P1 driver who could provide the extra knowledge and experience that can only be gained by having 'been there and done it'," said Darren Cox, Global Head of Brand, Marketing & Sales, NISMO.

"In Marc we have found a Le Mans winner, who has raced for two LM P1 works teams and can provide a guiding hand for the other drivers who are stepping up to LM P1. We are very happy to welcome Marc to Nissan and look forward to the development of a successful relationship."

2009 LE MANS 24 HOURS WINNER

2010 SEBRING 12 HOUR WINNER

2012 6 HOURS OF SPA WINNER

2013 LE MANS THIRD PLACE

2014 LE MANS SECOND PLACE

FERRARI FORMULA 1 TEST DRIVER

Q: How important do you think it is for a new team to have an experienced driver like yourself?

A: "Nissan NISMO is a great team already. From the very beginning I have experienced a very good atmosphere in the team. The mechanics and engineers are all very professional and most have Le Mans experience. From my side, my experience in works teams will definitely help Nissan as I have already faced the challenge we are all now facing. Our goal is to reach the podium and ultimately win Le Mans. However we are all aware that at Le Mans there are no shortcuts and we will only achieve our goals with time and hard work, especially now that it is probably the most competitive Le Mans ever with four different manufacturers."

Q: What does it feel like to win Le Mans?

A: "Winning Le Mans was the most intense feeling I have ever had as a racing driver. I was lucky to be in the car for the final stint and on that long last lap, with all the marshals congratulating me and with more than 200,000 spectators cheering, it was impossible to contain my feelings. Then came the podium and all you can see is this huge crowd, thousands of fans who have followed the race from the beginning."

Q: You will compete in the full FIA World Endurance Championship season. What are your expectations for the year ahead?

A: "This season we should just focus on learning about and improving the car every time we head out onto the track, whether for testing or racing. Making it to the finish would already be an achievement on it's own. I hope we can show that the car is competitive, especially at Le Mans."

Q: What can you tell us about the Nissan GT-R LM NISMO from a driver's perspective?

A: "I like the aggressive look of the car, which is a consequence of a well-thought and different design, not seen before at Le Mans. From the very first laps I felt very comfortable. I could feel the very powerful engine and high efficiency of the aerodynamics."

Q: Are you happy to become a Nissan driver?

A: "I am delighted and very excited to drive for Nissan. I have always looked closely at Nissan and it's motorsport programmes, especially at the GT-R activities and of course it's road car models. Now to be competing with Nissan in the LM P1 GT-R in the most demanding and prestigious race in the world is something I am very proud of."

MARC GENE

CAREER HIGHLIGHTS

2014
- Second place at the Le Mans 24 Hours with Audi
- Winner of the 6 Hours of Spa (WEC) with JOTA
- Ferrari F1 Test Driver (2005-present day)

2013
- Third place at the Le Mans 24 Hours with Audi
- Third place in the 6 Hours of Spa (WEC) with Audi

2012
- Fifth place at the Le Mans 24 Hours with Audi
- Winner of the 6 Hours of Spa (WEC)

2011
- Fourth place in the Le Mans 24 Hours with Peugeot
- Second place in the Sebring 12 Hours with Peugeot

2010
- Winner of Sebring 12 Hours with Peugeot
- Le Mans 24 Hours with Peugeot – DNF in 22nd hour whilst running second

2009
- Winner of the Le Mans 24 Hours with Peugeot – first Spanish winner

2008
- Second place at the Le Mans 24 Hours with Peugeot
- Runner-up in European Le Mans Series with Peugeot
- Winner of 1000kms of Spa with Peugeot

2007
- Third place in European Le Mans Series with Peugeot – Winner at Monza, Silverstone and Interlagos
- Le Mans 24 Hours with Peugeot – DNF after 22 hours

2005 - present day
- Ferrari F1 Test Driver

2001 - 2004
- BMW WilliamsF1 Team test and reserve driver (fifth place at 2003 Italian GP)

1999 - 2000
- FIA Formula 1 World Championship with Minardi – Sixth place in 1999 Nurburgring F1 GP

1998
- Open Fortuna by Nissan Champion

1997
- International F3000

1996
- Golden Cup Superformula Champion

1994-1995
- British F3 – Rookie of the Year in '94

1993
- European Formula Ford - Second place European Championship and Formula Ford Festival

1992
- Spanish Formula Ford

1987-1991
- Two-time Spanish Karting Champion (88 and 90)

DRIVER PROFILE

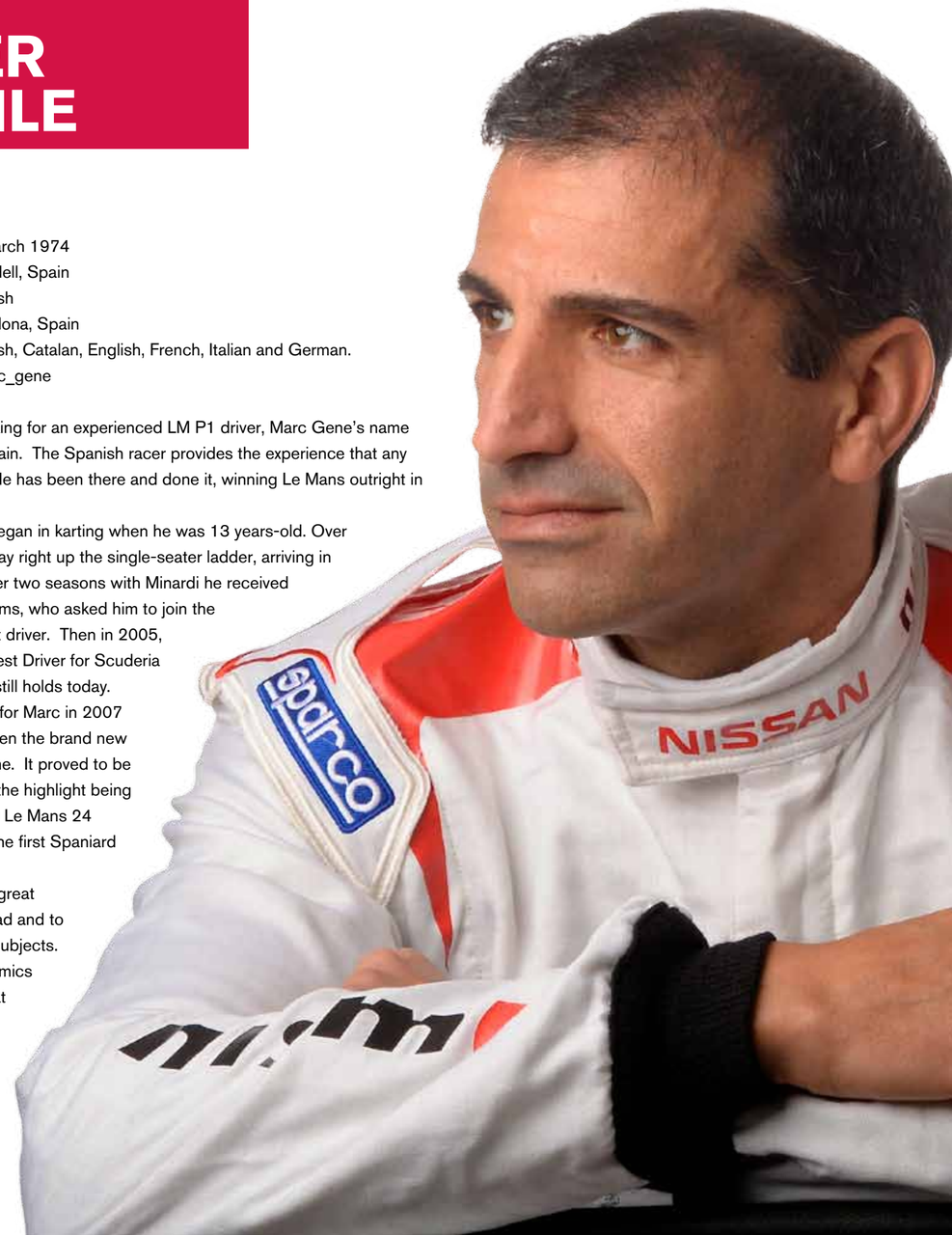
Date of birth: 29 March 1974
Place of birth: Sabadell, Spain
Nationality: Spanish
Lives: Barcelona, Spain
Languages: Spanish, Catalan, English, French, Italian and German.
Twitter: @marc_gene

When Nissan was looking for an experienced LM P1 driver, Marc Gene's name came up over and over again. The Spanish racer provides the experience that any new LM P1 team needs. He has been there and done it, winning Le Mans outright in 2009.

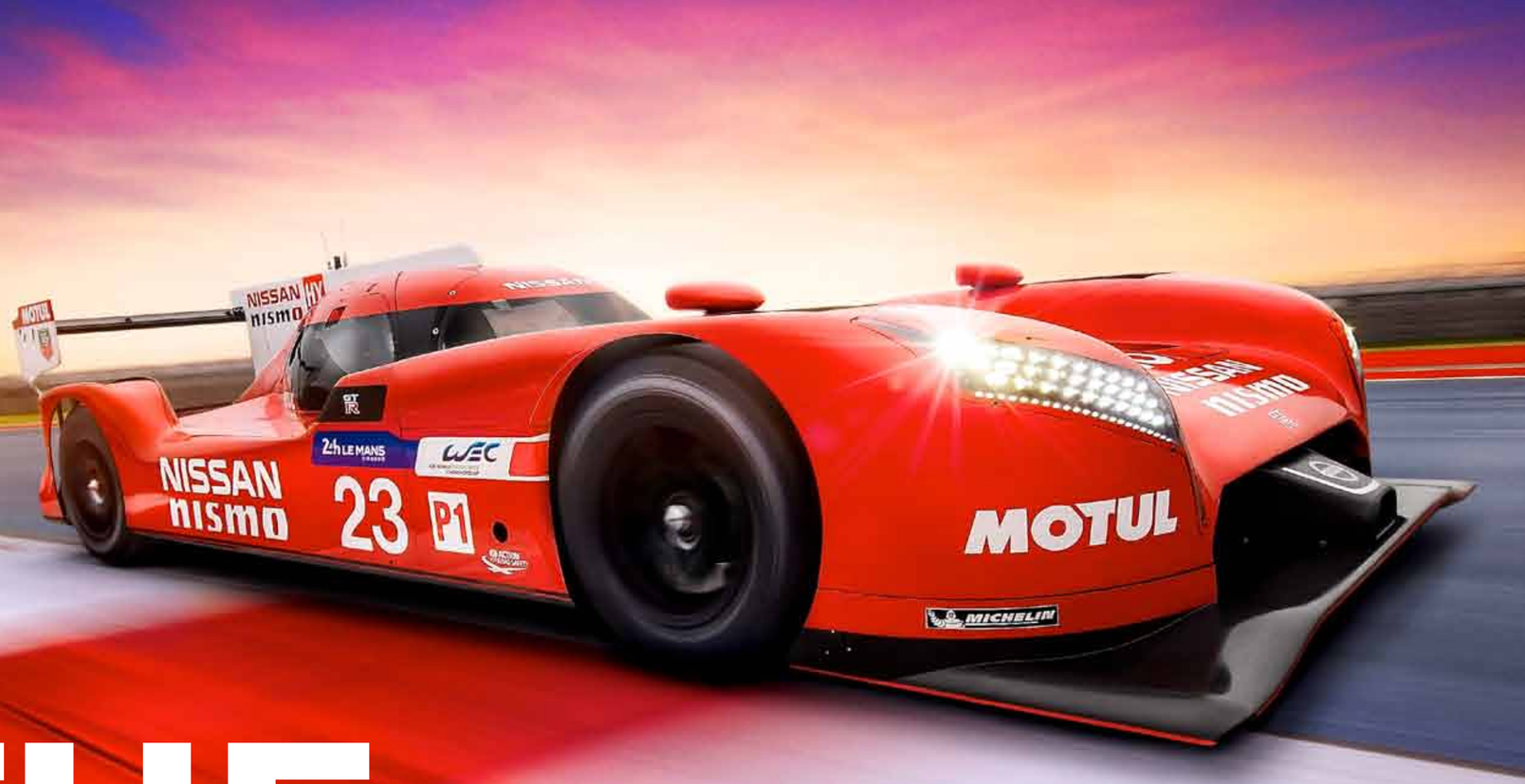
Marc's racing career began in karting when he was 13 years-old. Over the years he worked his way right up the single-seater ladder, arriving in Formula One in 1999. After two seasons with Minardi he received a call from Sir Frank Williams, who asked him to join the Williams F1 team as a test driver. Then in 2005, Marc took up the role of Test Driver for Scuderia Ferrari, a position that he still holds today.

Sports cars beckoned for Marc in 2007 and he joined what was then the brand new Peugeot LM P1 programme. It proved to be a successful relationship, the highlight being Marc's victory at the 2009 Le Mans 24 Hours, when he became the first Spaniard to win the great race.

Multi-lingual Marc is a great academic who loves to read and to learn about all manner of subjects. He has a degree in Economics and was once an auditor at PricewaterhouseCoopers.



THE CHALLENGE



In 2015 Nissan will enter the Nissan GT-R LM NISMO into the full FIA World Endurance Championship, marking a return to the premier class at the Le Mans 24 Hours for the Japanese manufacturer. Nissan will challenge for victory with an innovative approach and with a truly exciting product that represents the next generation of the Nissan GT-R.

"We are excited to be going head-to-head with the best sports car racing manufacturers in the world," commented Roel de Vries, Global Head of Marketing and Brand Strategy at Nissan.

"LM P1 is a proving ground for technological innovation, especially when it comes to the power sources of the future. In 2014 three different manufacturers using three different powertrain combinations won races. If you ever needed proof that LM P1 is the sharp end, this is it."

Nissan might have been absent from the top class at Le Mans for 16 years but the company has been very active in other categories, building an envied sports car ladder that runs from the new LM P3 category, through a world-beating engine supply programme in LM P2, and onto the top step to LM P1 via the ACO's clever 'Garage 56' programme, a unique class at Le Mans reserved for innovative technology that falls outside of the normal regulations

"Our LM P3 engine supply programme is a new venture for us but if it is nearly as successful as our LM P2 programme we will be very proud of our achievements, said Shoichi Miyatani, President of NISMO.

"Our LM P2 engine has powered teams to championship victories and class wins at Le Mans. Our Garage 56 projects have led us to LM P1 and the innovations that we have employed. Enormous lessons were learned from the very heavy hybridisation of the Nissan ZEOD RC and we've carried those lessons over into this project."

LM P1 cars are the most extreme sports cars in racing today so, for Nissan and NISMO, the opportunity to innovate at the highest level could not be missed.

"These cars represent the pinnacle of current racing technology: huge energy recovery systems, super fuel-efficient engines and wild aerodynamics, creating extremely fast cars for their weight and endurance, said Nissan's LM P1 Team Principal, Ben Bowlby.

"LM P1 is a proving ground for technological innovation, especially when it comes to the power sources of the future"

"These are 24-hour racing cars that cover practically a whole Formula One season in one Le Mans race. It's a very different challenge to F1 and much more relevant to what's going on in road cars. If you drive from say London to Edinburgh you expect the car to get through the miles and be fast, stable, comfortable and safe and provide the handling and grip you might need if you have to come off the motorway and take some back roads – that's the sort of challenge that Le Mans represents. It's all about having a fast, efficient and safe car."

The FIA World Endurance Championship provides manufacturers with the opportunity to develop new technologies for its road car range. With energy-efficiency being the key, there is

no greater test for technology than a 24-hour endurance race where the gap between first and second place can be a matter of seconds after 24 hours of racing.

"It is firmly our intention that technology developed on the LM P1 car will transfer to Nissan road cars," said de Vries.

"We are developing ultra-efficient V6 twin turbo of the configuration and lineage of the Nissan GT-R. This is a more efficient but equally powerful direct injection solution so it's a potential forerunner to future GT-R engines. Also the kinetic energy recovery technology that we're developing through racing could indeed have potential for future road car applications."

Nissan is a global car manufacturer so it makes sense that the LM P1 programme is a truly global project.

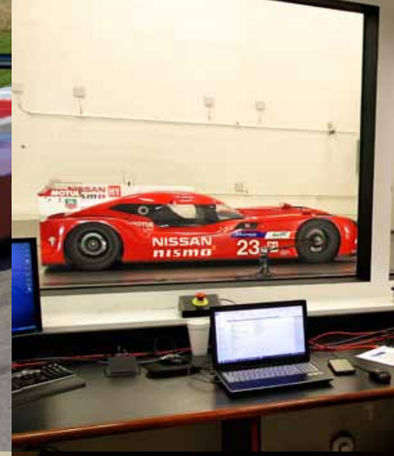
"The car was built in the US and will complete its initial test programme there before moving to Europe for the start of the FIA World Endurance Championship season," explained Miyatani.

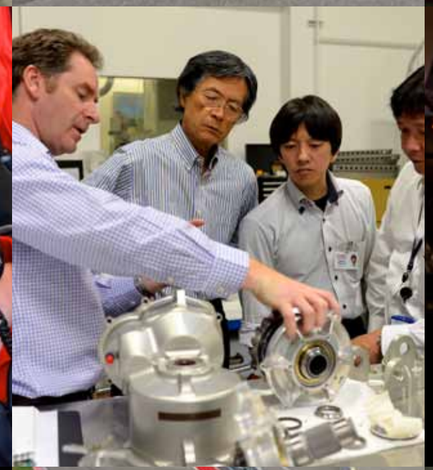
"Engineers and mechanics from Japan has been fully integrated into the programme and, just like any race team nowadays, we have selected our personnel from all over the world."

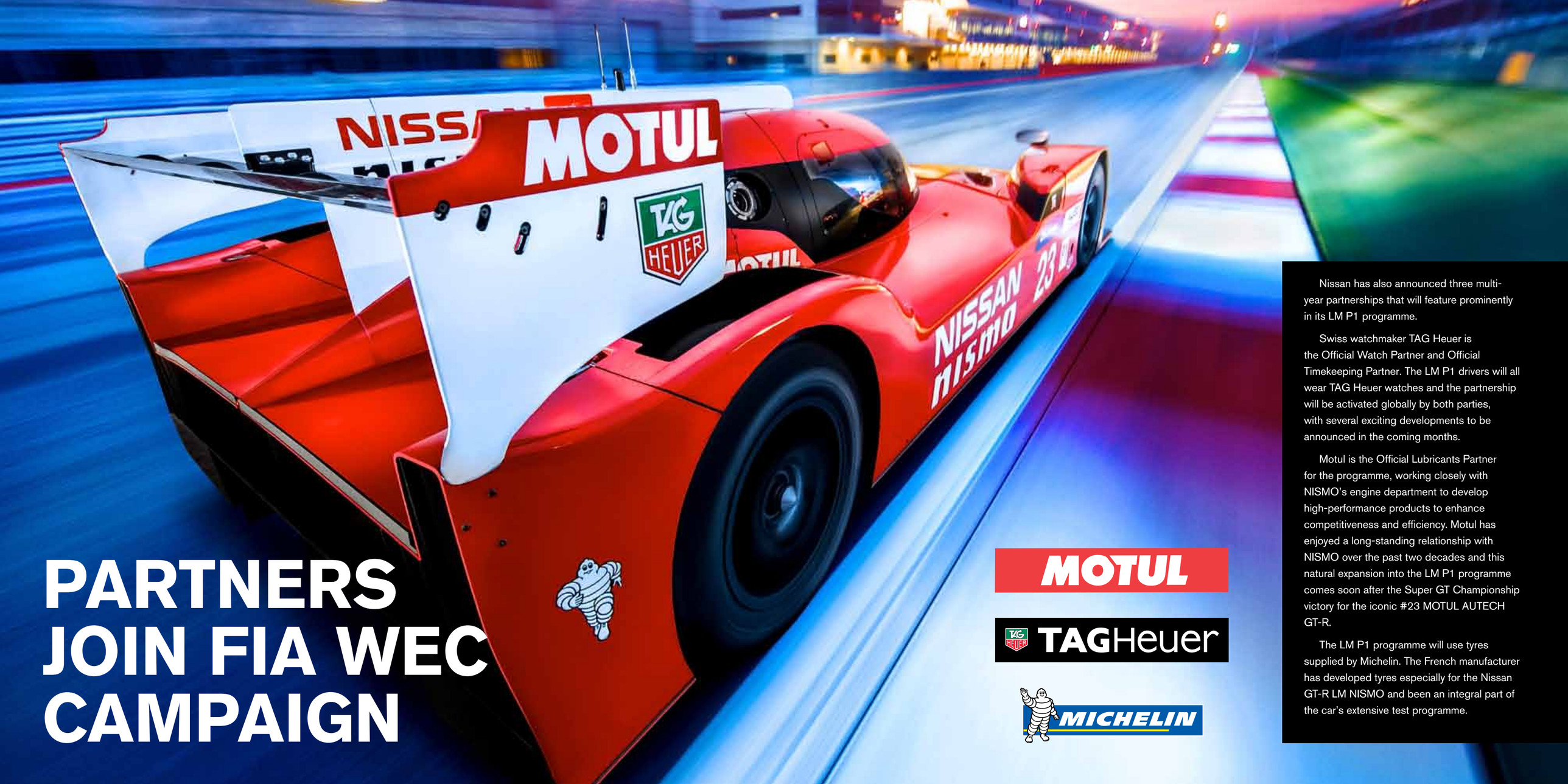
Taking on the best in the world and competing to win is a daunting task for Nissan. The competition is well-established and the racing in the FIA World Endurance Championship is ultra-close but this is a challenge that Nissan has accepted and the Nissan NISMO team will fight to get onto the top step of the podium like it has never fought before.

"All I want is to be sure that the team did its best," said Darren Cox, Global Head of Brand, Marketing & Sales, NISMO.

"What we're aiming for is to have executed to the best of our ability and that's what we're focusing on. There's a lot we can't control, for example, we don't know where our rivals are going to be when we get to the first race. If we've all done our best I'll be delighted and good results will come if we continue to do our best. So our goals and targets are simply to do our best. I think that, as a group, our best will lead to some great results."







PARTNERS JOIN FIA WEC CAMPAIGN

Nissan has also announced three multi-year partnerships that will feature prominently in its LM P1 programme.

Swiss watchmaker TAG Heuer is the Official Watch Partner and Official Timekeeping Partner. The LM P1 drivers will all wear TAG Heuer watches and the partnership will be activated globally by both parties, with several exciting developments to be announced in the coming months.

Motul is the Official Lubricants Partner for the programme, working closely with NISMO's engine department to develop high-performance products to enhance competitiveness and efficiency. Motul has enjoyed a long-standing relationship with NISMO over the past two decades and this natural expansion into the LM P1 programme comes soon after the Super GT Championship victory for the iconic #23 MOTUL AUTECH GT-R.

The LM P1 programme will use tyres supplied by Michelin. The French manufacturer has developed tyres especially for the Nissan GT-R LM NISMO and been an integral part of the car's extensive test programme.

AMAZING KICKOFF FOR TAG HEUER AND NISSAN NISMO

“Nissan NISMO is the perfect challenger, a pioneer regarding the technology of the car and regarding its way to communicate specifically with the young through their massive presence on social media”

PRESS RELEASE FROM OUR PARTNER:

TAG Heuer becomes the Official Timekeeper and Official Watch Partner of Nissan NISMO for their arrival in the mythical Le Mans 24 and the FIA World Endurance Championship (WEC) in the LM P1 category. First sight of the partnership came on the 1st of February, during the Super Bowl, no less!

Super Bowl adverts have become a cultural phenomenon in recent years: the commercials are greatly prized and watched by over 100 million people in the US and potentially 1 billion around the world.

Not surprising then that Nissan chose this striking moment to present its brand new GT-R LM NISMO - that will be racing in the WEC in the highest category, LM P1 - as its strategy of communication is based on a disruptive, aggressive and bold attitude.

The red car was gleaming on the screens, as well as TAG Heuer’s logos, to be seen on the car and on the drivers’ overalls. A stunning touchdown for the Swiss brand!

Jean-Claude Biver, CEO of TAG Heuer and President of Watch division of LVMH group, explains the reasons for this alliance: “TAG Heuer’s legitimate ties to endurance races in motor sports are without rival. I wanted an innovating partner to come back on these tracks.

“Nissan NISMO is the perfect challenger, a pioneer regarding the technology of the car and regarding its way to communicate specifically with the young through their massive presence on social media.” He added “Motor racing is a fascinating universe, we need to educate today’s youth to love it. Look at the car, it’s powerful, outstanding and disruptive.”

In fact Nissan NISMO arrives with key technological innovations, with a front-engined, front wheel drive car that is powered by a V6 3-litre twin turbo petrol engine and a kinetic energy recovery system.

TAG Heuer will assist Nissan for its first season in the LM P1 category of the FIA WEC as their Official timekeeper and watch, a great challenge for both.

TAG Heuer has a long history at Le Mans starting back in the 70s with Ferrari and then with 5 consecutive wins, with Peugeot Sport in 2009 and with Audi Sport from 2010 to 2013. Let’s hope this is a good omen for the GT-R LM NISMO!

“We are delighted to welcome TAG Heuer to the Nissan NISMO team,” said Darren Cox, Global Head of Brand, Marketing & Sales, NISMO.

“The TAG Heuer brand is synonymous with success at Le Mans and we will do everything we can to continue this tradition of success. We share many values with TAG Heuer, not least our passion for motorsport and the recognition of what it can do for a brand. It’s great to have them on the team as we begin this new global challenge.”

Marc Gené has been announced as their 1st driver, his experience will be of great help: he was part of the Peugeot Sport winning adventure in 2009 at Le Mans and with Audi Sport in 2012, 2013 and 2014.

The drivers will have the chance to wear a Monaco chronograph, a tribute to Steve McQueen, and to the legendary movie, Le Mans. The blue-eyed icon was wearing the blue-squared chronograph, which then became an iconic piece of TAG Heuer. A new page of this history is about to be written!

MOTUL AND NISSAN PARTNERSHIP GOES GLOBAL

PRESS RELEASE FROM OUR PARTNER:

MOTUL

One of the most keenly anticipated motorsport launches will soon be seen across the world, and the famous red Motul logo will be featured globally as a result.

The lubricant of choice for many top sports prototype and GT teams at the 24 Hours of Le Mans has been confirmed as the official lubricant partner of the new Nissan LM P1 hybrid programme in the FIA World Endurance Championship, which includes the legendary French endurance classic.

Launched today, the new and innovative Nissan GT-R LM NISMO has been built in North America in close co-operation with Motul. The French-headquartered company has worked with the Japanese marque on the development of the LM P1 Hybrid which will compete against Audi, Porsche and Toyota in the WEC, and which will exclusively use Motul lubricants for the gearbox and engine.

President of the Management Board at Motul, Monsieur Hervé Amelot, expressed the enthusiasm felt by everyone at the advent of this new prototype due to compete from 2015 onwards at the highest level of international sportscar racing: "We are extremely happy and proud to be returning to the top class of competition at Le Mans.

"What's more it's with Nissan NISMO, maintaining the excellent working relationship we have had together for the last 11 years and with whom we share a culture of innovation and ingenuity.

"The technical choices made by Nissan NISMO are proof of that. We can't wait to see the Nissan GT-R LM NISMO being let loose on Les Hunaudières at full speed!"

"We are delighted to welcome Motul to our LM P1 programme," commented NISMO President, Shoichi Miyatani.

"Motul is a brand that we trust after working together for over a decade in Super GT. We have just celebrated the 2014 Super GT Championship win for the #23 MOTUL AUTECH GT-R so it is a proven and successful partnership. LM P1 is going to be our toughest challenge yet so we need partners we can rely on. Motul was the obvious choice for us."

One of the world's leading motorsport lubricant specialists, Motul has a long-standing and extremely successful technical relationship with Nissan and its motorsport and performance arm, NISMO, which stretches back to 2003.

"Motul is a brand that we trust after working together for over a decade in Super GT"

As a partner to the official factory team in Japan's sportscar championship, Super GT, Motul last year celebrated its 100th race alongside NISMO Motul Autech. The season culminated in a further Championship title for Motul to add to the seven already achieved over the last 11 years with both factory and private teams competing in Super GT.

Tsugio Matsuda and Ronnie Quintarelli lifted the Champions' trophy not only due to their talent behind the wheel, but also thanks to the performance and reliability of the specialist Motul lubricants used in Super GT in the Nissan GT-R NISMO GT500s – "NISMO Competition Oil by Motul".

This range is also available for GT-R owners via the NISMO parts catalogue.

Motul has, of course, an even more historic association with the world's most famous sportscar race, the 24 Hours of Le Mans, as can be seen from grainy black and white photos which date back to 1953!

For more than 60 years the iconic Motul logo has not only been seen on track-side advertisements and banners, but more significantly on more than 200 cars which have enjoyed great success at La Sarthe. The most recent technical partners to have claimed class victories are Greaves Motorsport in 2011 and JOTA Sport in 2014, both in the LMP2 category and powered by Nissan NISMO engines.

The new LM P1 challenge for 2015 is one that has been accepted and embraced by everyone at NISMO and Motul, and represents for the lubricant company a technical pinnacle which will reflect all the expertise and experience gained during the successful years of competition to date.

The official pre-season test sessions for the World Endurance Championship, The Prologue, will take place on 28/29th March at Circuit Paul Ricard in the South of France, and this will be the first time that the LM P1 Nissan will be seen on the same track at the same time as all of its opponents.

NISSAN
nismo

FURTHER INFORMATION:

Lindsay Morle
Global Motorsport Communications
LM P1 PR Manager
Phone: +44 7971 481078
Email: lindsay@nismosupport.com

OTHER CONTACTS:

Jane Johnstone
Global Motorsport Communications
LM P1 PR & Marketing Director
Phone: +44 7979 710646
Email: Jane.Johnstone@Nissan.co.uk

Paul Ryan
Global Motorsports Communications
LM P1 Marketing Manager
Phone: +1 678 644 0404
Email: paul@nismosupport.com

Tim Scott
Commercial Director
Nissan Global Motorsports
Phone: +44 1327 856016
Email: tim@nismosupport.com