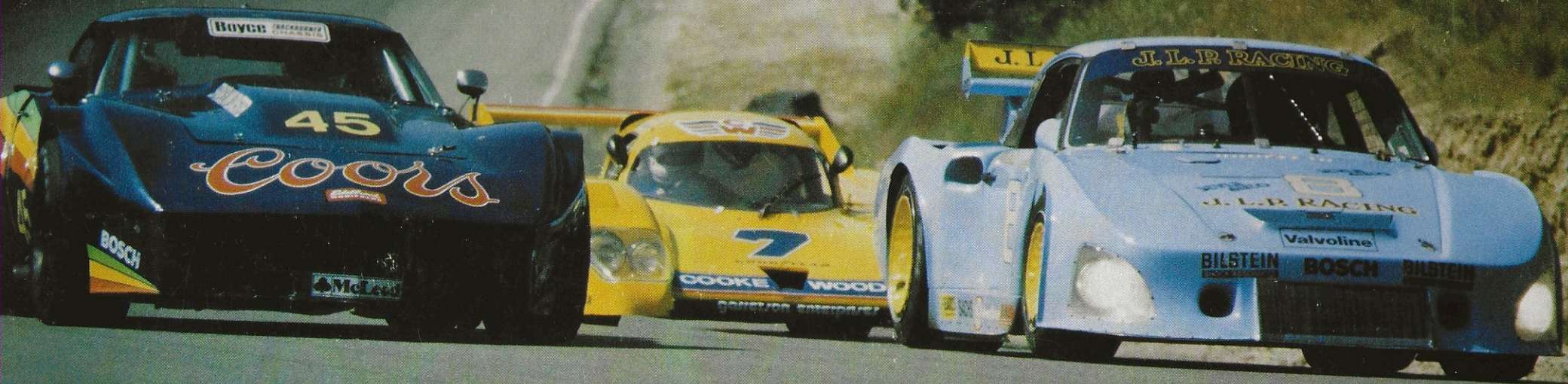


# DATSUN MONTEREY TRIPLE CROWN



**MAY 1 and 2, 1982**  
**LAGUNA SECA RACEWAY**

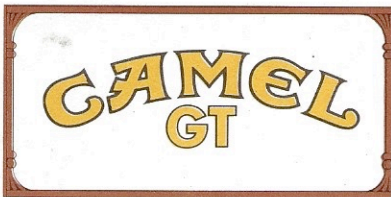
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CAMEL GT, CAMEL GTU, CHAMPION SPARK PLUG CHALLENGE  
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DATSUN MONTEREY TRIPLE CROWN

Numerical Entry List

CAMEL GT

Laguna Seca Raceway

May 2, 1982

Car No	Driver/hometown	Entrant	Car
00	Danny Ongais/Santa Ana, CA	Interscope Racing	Porsche Turbo/ Chev Lola T-600
0	Ted Field/Los Angeles, CA	Interscope Racing	Porsche Turbo
4	Chris Cord/Beverly Hills, CA Jim Adams/Los Angeles, CA		Chevrolet Lola T-600
8	John Paul Jr/Atlanta, GA		Chev Lola T-600
10+	TBA	Oftedahl Racing	Pontiac Firebird
11+	Dennis Aase/Orange, CA	Charles Kendall	BMW M-1
13+	Rene Rodriguez/Miami, FL		Chevrolet Corvette
14+	Bruno Beilcke/Los Angeles, CA		BMW M-1
16	Kevin Cogan/Redondo Beach, CA	Zakspeed Roush	Ford Mustang Turbo
18	John Paul Sr/Atlanta, GA		Porsche Turbo
21+	Joe Crevier/Santa Ana, CA		BMW M-1
22	John Fitzpatrick/San Diego, CA		Porsche Turbo
27	Rich Sloma/Cupertino, CA		Chevrolet Corvette
29	Jamey Mazzotta/Bella Vista, CA		Chev Lola T-600
43+	Bob Gregg/Newport Beach, CA		Porsche Carrera
46	Bobby Rahal/Columbus, OH	Michelob/GarretsonDev	Chevrolet March 82G
48+	Frank Leary/Santa Clara, CA		Datsun ZX Turbo
61+	Ardie Oji/Woodland, CA		Chevrolet Monza
71+	Larry Park/Milpitas, CA		Chevrolet Corvette
75+	Les Lindley/Anaheim, CA		Chevrolet Camaro
76	John Chamberlain/Tigard, OR		Chevrolet Corvette
77+	Larry Stephens/Modesto, CA		Chevrolet Corvette
79+	Tom Winters/Tucson, AZ Bob Bergstrom/Woodland Hills, CA		Porsche 924 Carrera
83+	Don Devendorf/Los Angeles, CA	Electramotive	Datsun ZX Turbo
89+	Walter Benson/Sonoma, CA		Chevrolet Camaro
96+	Al Thomas/Columbia, CA		Porsche 911SC
05+	Tico Almeida/Miami, FL		Ford Mustang

+ = GTO division

# RACE OFFICIALS

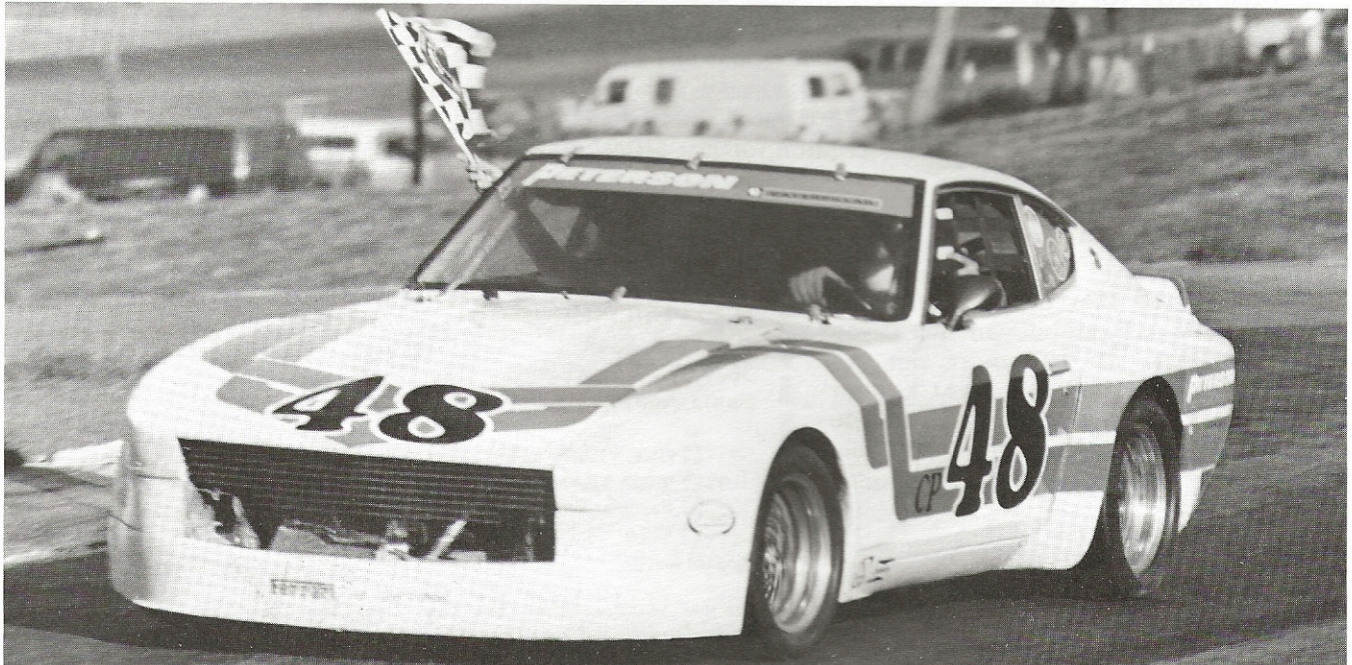
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Competition Director/Chief Steward .....	Charlie Rainville
Public Relations Director .....	Dic Van der Feen
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**DATSUN 280Z 1980/1981 PCRRRC Champion**

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# Making Up For Lost Time Electramotive, Leary Head Datsun Win Hopes



Don Devendorf

Don Devendorf and the Electramotive Datsun racing team won't have to do much to top last year's performance here at the Monterey Triple Crown edition of the Camel GT.

In fact, just showing up would suffice, since the team didn't appear here last year.

It wasn't for lack of interest, however.

"We were in the midst of a furious building and development program to make the Datsun 280ZX competitive in a whole new arena—the GTO class," said Devendorf. "We weren't ready for this race last year and it wasn't until the Mid-Ohio round in late May that the car was completed."

As the season progressed the seeds of hope were planted, although the tangible rewards were few. The car proved its enormous power potential, setting several race lap records and winning several pole positions. Finishes, however, were far and few between.

With the benefit of a year of development work, the Electramotive team will be present this weekend with an all new car and one goal in mind—winning the GTO championship.

Making that goal somewhat more complicated are an armada of BMW M1s and Porsche Carreras as well as some GTO rule changes that require a chassis that is 400 pounds lighter and a single turbocharger configuration as opposed to last year's twin turbo setup.

Despite the changes, the car is still

one of the most sophisticated in the GTO class with an advanced electronic fuel injection system designed by Electramotive that is one of the first applications of such a device in racing.

Electramotive has also pioneered a number of different electronic testing devices to aid in setting up the car. These include sensors which monitor heat at over a dozen different locations. Other sensors monitor air flow around the car to aid in aerodynamic adjustments.

Much of the credit for the level of sophistication in the car must go to Devendorf himself, an engineer with Hughes Aircraft in El Segundo, California. Devendorf and John Knepp, the founder of Electramotive, have had a long and successful history together, having won the RS championship in 1977 in a Datsun B210 and the GTU championship in 1979 in a 280ZX.

The team made the transition to GTO last year and is now poised to start winning races.

Joining Devendorf in the GTO class is another Datsun runner who should be very familiar to the fans at Laguna Seca—Frank Leary. Leary will be back again this weekend with the same Datsun 280ZX Turbo he ran here last year painted once again in the colors of Peterson Tractor. The car is actually a converted GTU car and will be doing double duty this year, also running in the SCCA Trans-Am series.

Leading the Datsun forces in GTU should be the Raytown Datsun 280ZX of Frank Carney. The Kansas City native who has been teaming up with Dick Davenport in the endurance races, will be driving an ex-Electramotive car crewed by Don Preston. The car has been substantially updated for this season, having been lowered and lightened in weight. The results seem to have paid off.

"We proved we were quick at the Daytona 24-hour," said Carney. "We were gridded fourth in the class, but

took the lead after only two laps. It was a lead we held for nine and one-half hours until we went out with a transmission failure."

Although Carney and Davenport feel their strength lies in the enduros, they will be running as many sprint races this year as money permits.

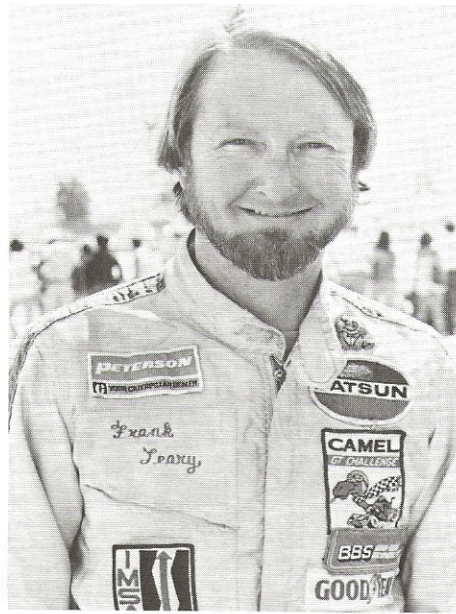
Also running under Datsun colors in GTU will be Casey Mollett and Frank Honsowetz, both of Los Angeles. Mollett will be in a 280ZX while Honsowetz will be in a 280Z. Although the two paired up at the Riverside Los Angeles Times Six-Hour last weekend, they'll be facing off against each other this weekend.

## Datsun Sets Racing Pace

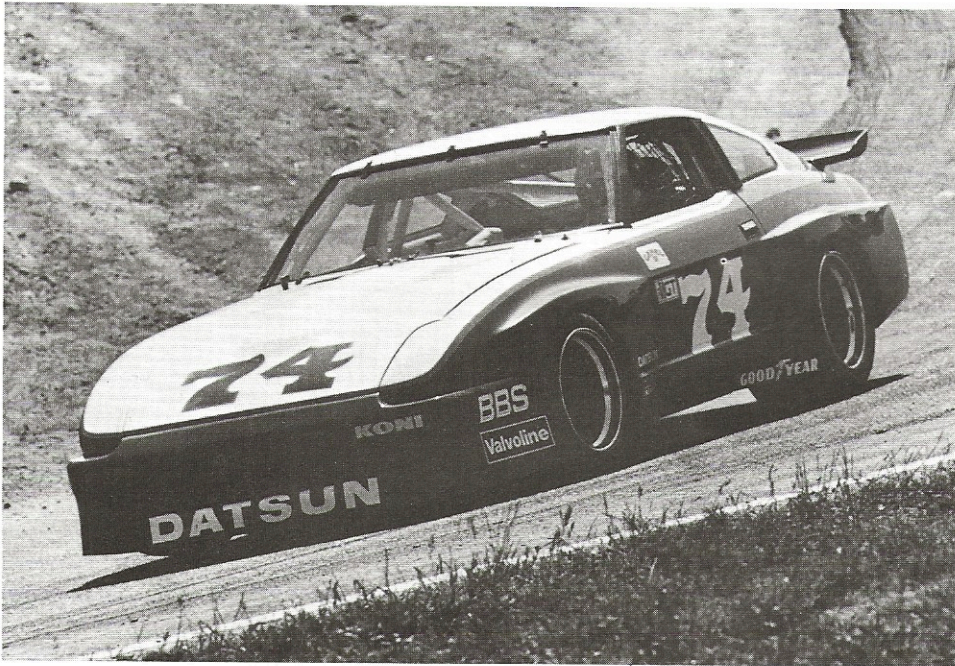
Leading an impressive display of Camel GT machinery around the 1.9-mile Laguna Seca track will once again be a Datsun 280ZX Turbo. The pace car is in stock trim, the only additions being BBS wheels and Goodyear NCT tires. Power comes from the 2.8-liter overhead cam six that has powered a generation of Z cars. Providing new breath from the engine, however, is a Garrett AirResearch turbocharger coupled to a Bosch electronic fuel injection system. This combination produces a power output of 180 HP at 5,600 RPM and 202 lbs. ft. of torque at 2,800 RPM, all of which pushed the ZX from 0 to 60 MPH in 7.5 seconds. Like all Z cars, the Laguna pace car has the standard four-wheel independent suspension system and four-wheel vacuum-assisted disc brakes. The car was delivered to Laguna Seca Raceway for this season's events by Monterey Datsun, #2 Geary Plaza, Seaside—the Monterey Peninsula Auto Center.



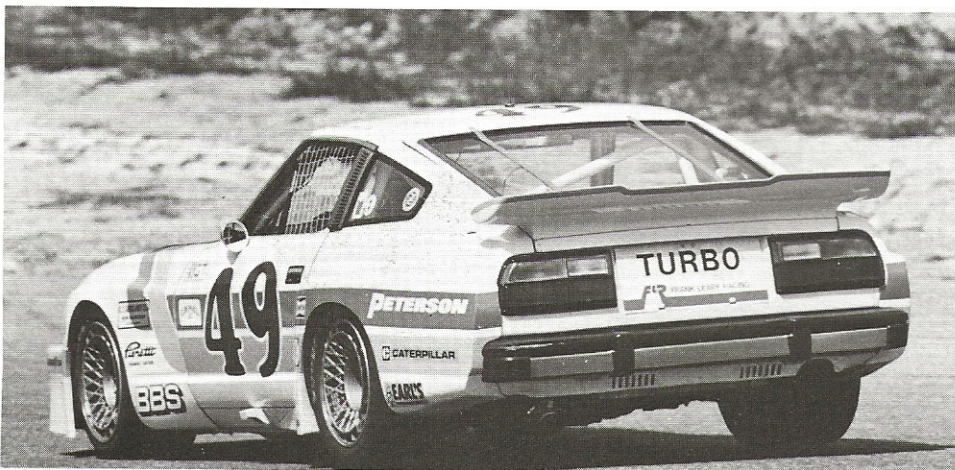
Casey Mollett



Frank Leary

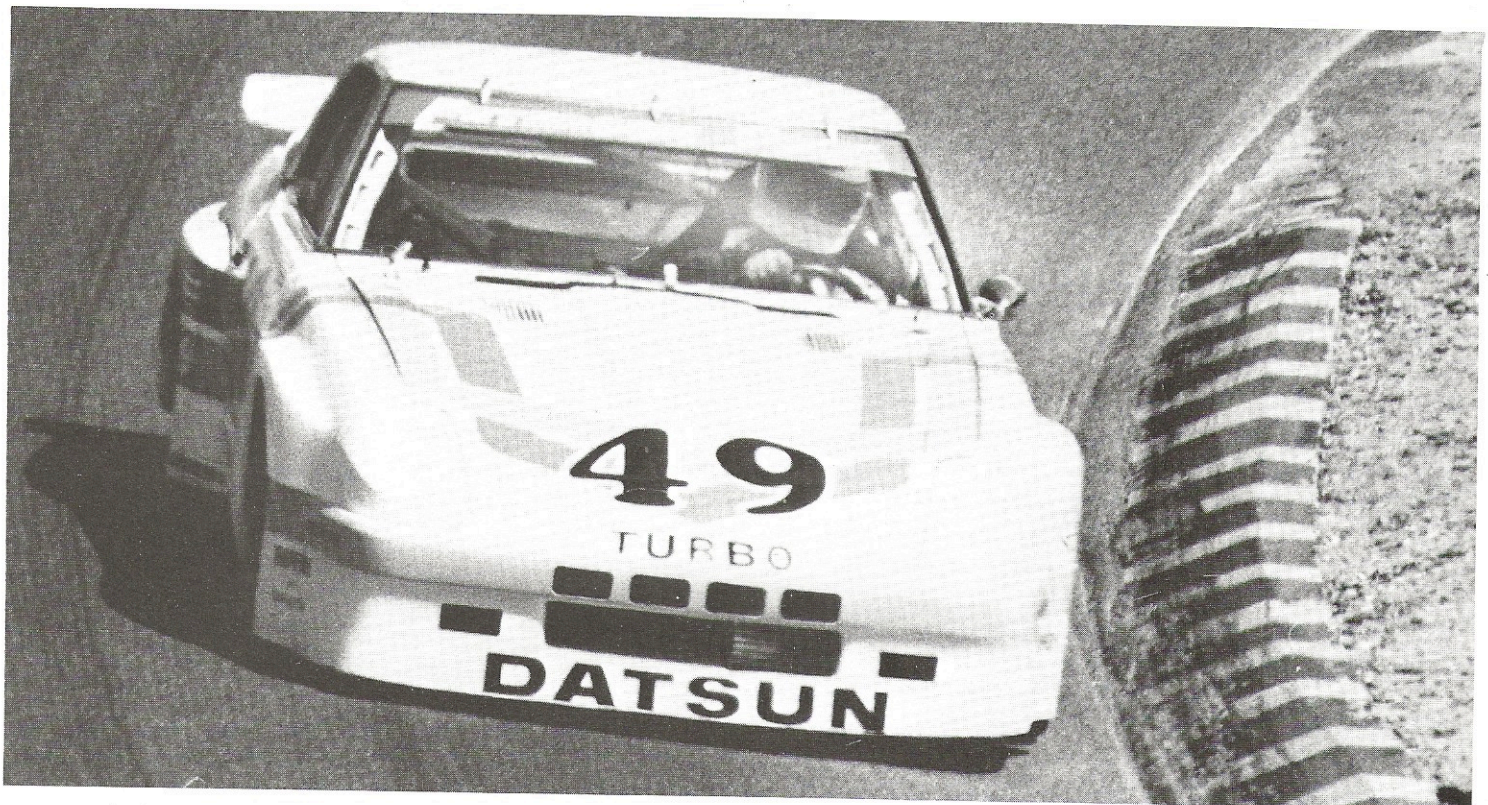


COMING AND GOING — In spite of limited success here last year, the Datsun 280ZX is a good looking race-car, either coming (Casey Mollett, 74) or going (Frank Leary, 49).



THE OFFICIAL CAR OF LAGUNA SECA RACEWAY

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ON THE MOVE—Frank Leary's turbo Datsun is caught here at speed during last year's IMSA Camel GT at Laguna Seca. Further development could make the car a possible contender wherever it appears in 1982. Dennis Ashlock Photo

## A Look Inside Leary's Turbo Datsun 280ZX

By Ed Mills

In April of last year, the Datsun 280ZX Turbo was being readied for its showroom debut. Approximately a month earlier, Frank Leary began to construct a racing version of the new 280ZX Turbo. With Leary's background in building winning Datsun Z cars, it seemed a natural extension to develop a six-cylinder Datsun Turbo motor and install it in the new 280ZX which had done so well at Laguna Seca in its Trans Am debut. The effort would be accomplished by Frank and his mostly volunteer crew with principal sponsorship coming from Peterson Tractor Co. of San Leandro (Caterpillar).

With virtually no racing technology existing for Nissan's six-cylinder turbo engine, Frank and team manager Woody Edmiston began their research. The target was a reliable 400 Horsepower motor to power the 2300 pound Datsun 280ZX chassis. This could be done with a single Airesearch turbocharger and be competitive in both IMSA's Camel GT series and in SCCA's CRC Chemicals Trans Am series with only minor

changes in configuration such as wheel widths and weights.

A Hilborn mechanical fuel injection system was chosen for its simplicity. The basic manifold design was derived from Datsun 6 cylinder engines used in off shore boat racing. Constant flow nozzles are used resulting in a few surprises for cars following the first Datsun Turbo thru turn 6 or turn 9 at Laguna Seca.

The pressurized air is forced through an air-to-air intercooler via a specially designed manifold system and then into a plenum which feeds the fuel injection manifold. In addition to the intercooler, a larger radiator and oil cooler were required due to the extreme heat generated in the racing engine.

A design target of 15 psi boost with a maximum of 20 psi was established to assure reliability. A compression ratio of 7:1 was established and the internal components were selected accordingly. Because both IMSA and SCCA use an equivalence factor for turbocharged engines (1.7 for Trans Am and 1.4 for GTO), a displacement

of 2.35 liters was used. It was felt that the additional weight penalty for a larger engine would compromise the Datsun's handling and braking advantages.

Preliminary dyno work confirmed the power and the new engine and its many new components were installed into the 280ZX for its first race. Despite running on the narrower 10 inch wide Trans Am wheels, and being somewhat overweight due to the additional plumbing and cooling systems, the car accounted well for itself, running a strong 3rd before throttle linkage problems dropped it to 6th at Laguna Seca last year. It was determined that the redistribution of weight from the turbo and the intercooler and the associated plumbing over the front wheels was affecting the handling, but with only 2 weeks before the first Trans Am race at Charlotte, North Carolina, only suspension setting changes were practical. At Charlotte things were going well until a camshaft broke.

Continued on Next Page

# An Inside Look At The Leary Datsun

Due to the development nature and the lead times, a spare turbo engine was not yet ready, so a normally aspirated engine was used.

Development progressed on the engines and the car and at Sears Point, the timing was right to provide some local exposure for Peterson Tractor Co. at the IMSA Camel GT race. This time the car ran flawlessly and finished 3rd in its 3rd race as a Turbocharged car. Time passed with successful efforts to qualify the second Frank Leary Racing Datsun driven by Bill Doyle for the National Championship Races in SCCA's "C" Production class.

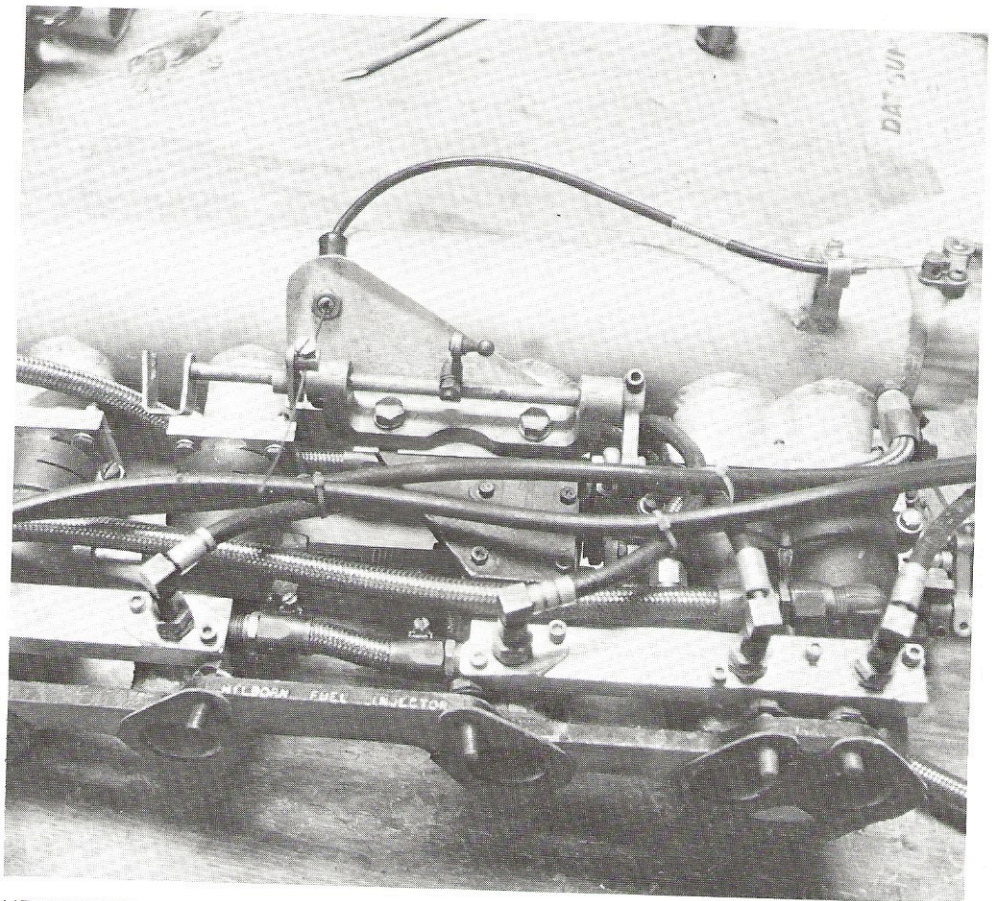
Additional dyno development work and a new header design gave a significant decrease in exhaust back-pressure and temperature and improvements in weight distribution were implemented for the Laguna Seca Trans Am race in October. With five months evolution, the new car was now really competitive, a full two seconds a lap faster than when it debuted in May.

In what has to be the tightest field in recent history, Frank qualified 5th in a field which had the top 10 cars within less than a second off the pole winning time. The car had finally proven its capability among the best of the CRC Chemicals Trans Am competitors including Corvettes, Camaros, Firebirds, V12 Jaguars, Mustangs, 924 Turbos, 911's, including the defending Trans Am Champion, and the 1981 champion-to-be. With an early pass, Frank had moved the 280ZX Turbo up to 4th and closing on 3rd when a slick spot on the track sent him off course to retire on lap 34.

Now with seven months more to refine the new car and get ready for Laguna Seca's IMSA Camel GT, the car should be still faster. Weight has been removed and new, wider Inter-mag/BBS wheels will be used this year. Without doubt, the 280ZX Turbo should be at least as fast as the M-1's were here last year.



JIGSAW PUZZLE???—This is a prototype exhaust header, made from stainless steel to withstand the higher operating temperatures required with turbocharging. Ed Mills photos



HEART OF THE MATTER—The Plenum (top) is fed with turbocharged air, which helps inject the fuel through the six lines pictured . . . Your one-minute tech lesson for the day.

# CAMEL GT ENTRY LIST

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+ - GTO division