

Special Edition

NISSAN PEOPLE

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A Nissan Motor Corporation in U.S.A. Employee Newsletter

Three Years In A Row



Carson, Ct. — Winning, doing something better than anyone else, is what makes a champion. Consistently proving that you are a champion — by beating all challengers and by setting new records in the process — are the kinds of things that turn a champion into a dynasty.

These are the types of thoughts, about Datsun, that must have crossed many of the minds of the 1500 individuals attending the 28th annual speed trials at Bonneville, Utah last month. For the third year in a row our Bonneville team captured the record they had set out to break, giving them a total of four separate land speed records accumulated during these last 36 months. Not only did they substantially shatter all existing records in these particular speed classes, they did it convincingly, while earning the respect of competitors and spectators alike. Their feats have also made them well known throughout the entire automotive racing industry.

What is not well known is the fact that Datsun's Bonneville team is entirely made up of Nissan U.S.A. employees. They devote about a month and a half of their own time every year in preparing and building the cars that make these successful speed runs. And with the help of Nissan U.S.A., who supplies them with

the car, parts, and finances, a Datsun racing dynasty is being talked about at Bonneville.

The building of a champion began in 1974 when employees of our Technical Center, Competition Department, Service Center, and Service Department grouped together and decided to build a Datsun B-210 Hatchback to capture the "I" Production Class land speed record at 122 mph. They not only captured the record, they broke it easily. Their record still stands.

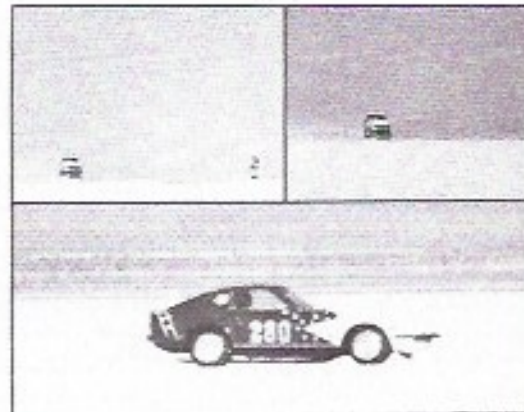
In 1975 our Datsun crew built a 280Z 2+2 (with two separate engines) and went after two more, but separate speed records in the "F" and "G" production classes, one of which seemed impossible to beat. The impossible was achieved and the team returned from the Salt Flats with two more records 164.6 and 164.3. The champion became stronger.

This year, the record they wanted was in the "F/GT" class. By this time the Bonneville crew had diminished, for various reasons, from twelve to six employees: Bob Stockman, Milan Micka, Tom O'Connor, Frank Honsowitz, Roy Carreon, and Max Jones. All are members of Nissan U.S.A.'s Technical Engineering staff, with O'Connor being assigned to our Competition Department.

On the Salt Flats with the new "F/GT" champion are, left-right: Frank Honsowitz, Matt Borneyasz, Milan Micka, Tom O'Connor, Bob Whitehead, and Bob Stockman. Matt is the Technical Center's Operations Manager and Bob Whitehead, National Service Manager, is the man who originated the Bonneville idea at Nissan U.S.A. in 1974.

The car they chose to race this year was a 240 Z updated. As in the past, the cars donated by Nissan U.S.A. were vehicles that have served their usefulness to the company and are scheduled to be scrapped.

Preparation for this year's Bonneville run began in January. Tom O'Connor, one of last year's record-breaking drivers, was responsible for building the engine. Milan Micka's responsibilities included building the car's body and suspension system. Milan, the other record-breaking driver of last year's team, was also responsible for painting the vehicle. Frank Honsowitz, Roy Carreon, Bob Stockman, and Max Jones divided their time between helping Tom and Milan. Bob Stockman, team manager and project coordinator (he's the guy that makes sure everyone had what they needed when they needed it), was this year's record-breaking driver. Among this crew is 65 years of collective racing experience.



Running on the salt at 166.037 mph... the "F/GT" Champion, Datsun's 240 Z. The old record, 153 mph was held by a Mercedes 300 SL.

Datsun Is A Bonneville Champion For The Third Consecutive Year

They Did It Again

The third week in August, "Speed Week," is when the land speed trials are held at Bonneville. This year, our crew arrived on a Saturday and had the car inspected by Bonneville officials. On Sunday they qualified the car so it could make its record-breaking run the next day. However, it rained later that day and the next day - Monday. On Monday the Salt Flats filled by the rain water, looked like a lake that speedboats would race over rather than a land speed record track for automobiles.



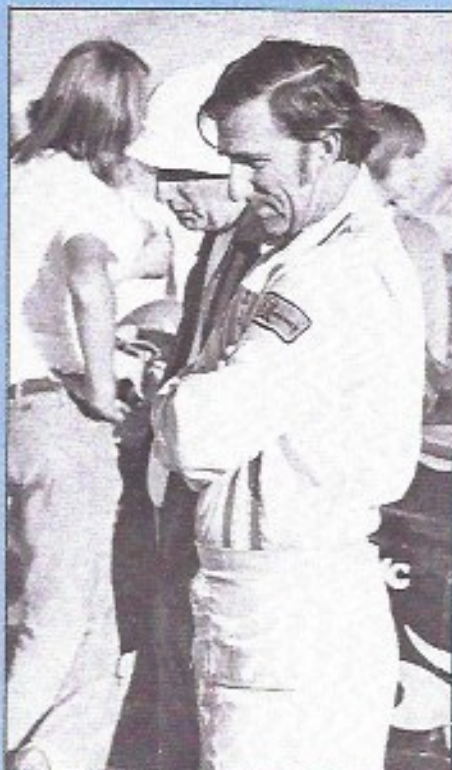
Prior to making the record-breaking run, the Z car is fueled and sealed by Bonneville officials so no special fuel additives can be added. The car is immediately checked after the run is made.

Tuesday was spent watching other competitors attempt to qualify, but on Wednesday it was a different story. The Flats were dried by the hot Utah sun and the Z car roared over the salt to break the existing "F/GT" class land speed record by more than 13 mph. The new record in this class is now 166.037 mph. The champion is still unbeatable.

Back in the Technical Center, after this successful run at Bonneville, the crew was talking about running a 200 mph Z car on the Salt Flats and what would have to be done in order to build a car that would go that fast. They decided it could be done and that they could do it if the appropriate chance presented itself.

"Many people ask us why we do this on our own time," says Bob Stockman, "and all I can say in response is we do it because we love it. We love the challenge and we enter different classes every year so we can see how well the cars perform under various circumstances."

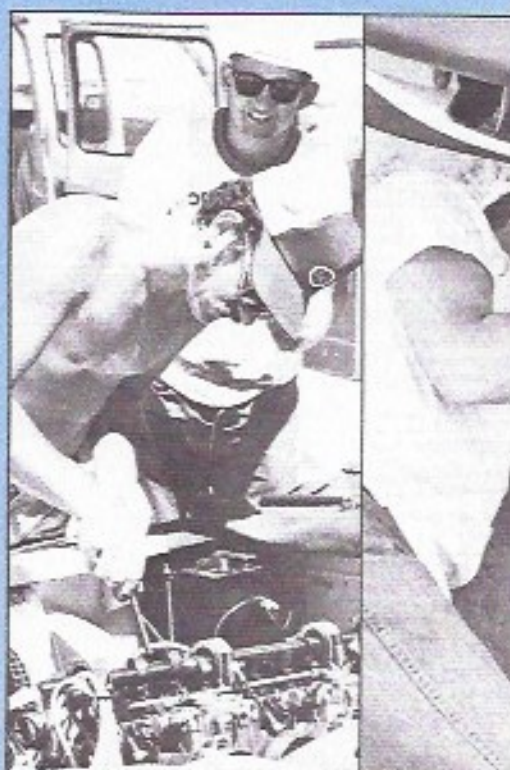
"By entering different classes every year," comments Milan Micka, "we also get the chance to test our own skills. The engines, suspensions, tires, safety regula-



Bob Stockman, a Nissan U.S.A. field engineer, gets his thoughts together before making the run and adds his construction talents to this project during the building of the car.



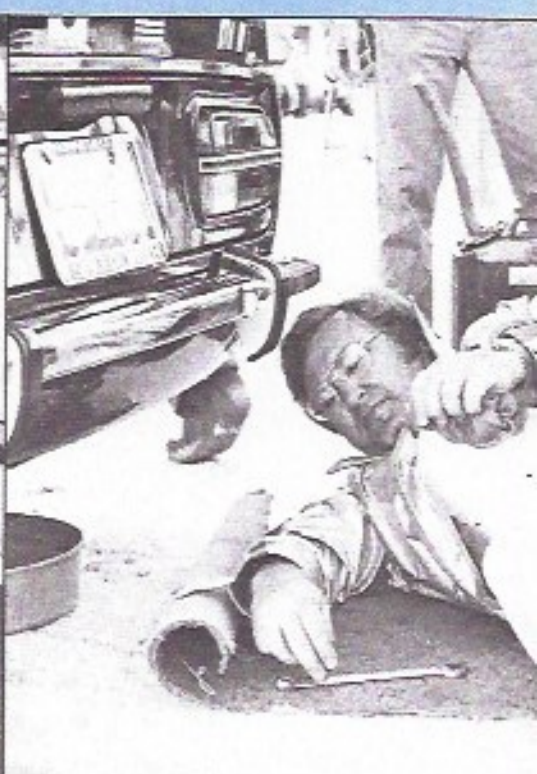
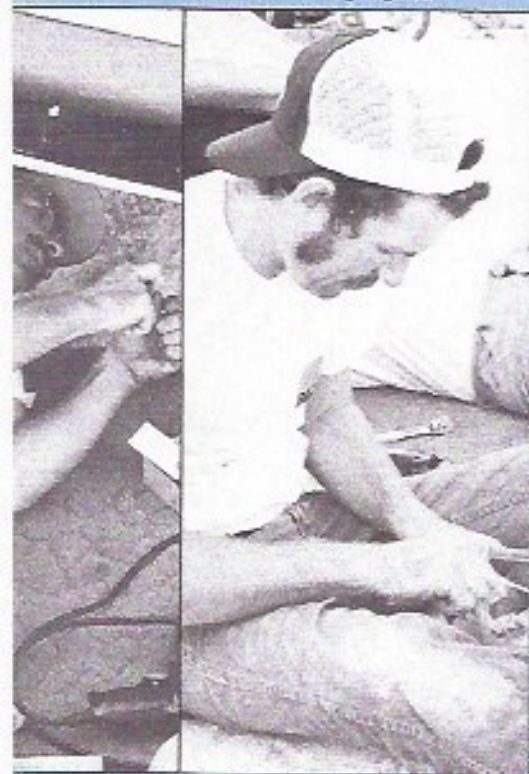
Max Jones, Emission Control, didn't go to Bonneville, but his work on the vehicle made it possible for the car to get there in tip-top fashion.



Discussing the rules, planning strategy, and waiting for their turn on the course - in their temporary track home - was how this week at Bonneville was spent. "We either had nothing to do or too much to do," says Frank Harnowitz.

One of the main reasons this car went fast is Tom O'Connor. He has built all of Datsun's Bonneville racing engines.

The car's body, suspension system, and paint were prepared by Milan Micka. His same talents were applied to Bonneville cars in 1974 and 1975. "It even looks like it goes fast," were the comments on the Salt Flats.



Technician Frank Honsowitz is the man who photographed this story. Frank has also worked an endless amount of hours during the last three years on the Bonneville cars and strongly believes that a Z car can do 200 mph on the Salt.

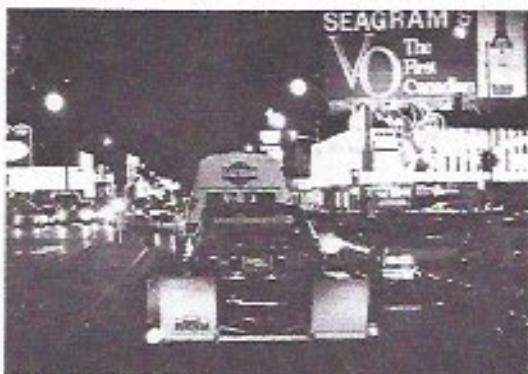
Roy Carreon, a technician in our Technical Center, has worked on the Bonneville project since 1974. Roy has over 20 years of racing experience and has the overall building knowledge needed to prepare a vehicle like this one.

tions and systems are all different for each class. Things like the drive shaft, cams, headers, roll bars, and even seat belts have to be designed to get the best performance allowable. It's a lot of work, an interesting challenge, and very satisfying when we achieve what we set out to accomplish."

As you can surmise, the entire Bonneville team is grateful to Nissan U.S.A. for extending them the opportunity to compete every year. In return, the team brings back world records which gives good exposure to our product and its capabilities while also making Datsun a household name, and a name in racing.

After each Bonneville record is set, the cars go on tour throughout the country (car shows, mall exhibitions, etc.) and pass on the good word of Datsun's success on the Salt Flats. The record breaking B-210 and 2+2 have not been back to their place of birth (the Technical Center) since they set their records in 1974 and 1975. They will be joined on the tour this year by another champion, the 240 Z "F/GT" land speed record champion.

"The Company's return each year on this investment is incredible," says Guy Bunting, the Technical Center's Project Manager. "They build an exceptional race car, establish world records, receive valu-

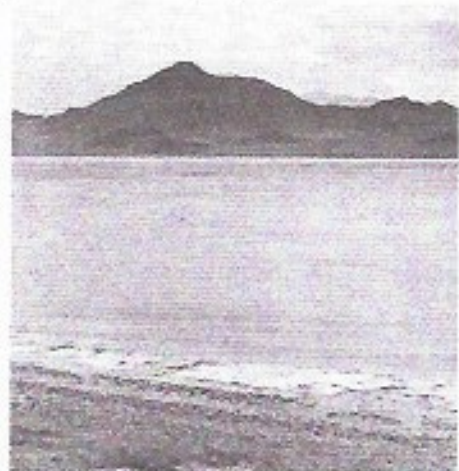


On the way to Bonneville — via Las Vegas.

able media coverage and publicity up to 24 months after the record is set. All of this is really quite an accomplishment, and it's something to really be proud of."

In reality, it actually does look like the beginnings of a Bonneville racing dynasty for Datsun. Not only is Datsun a success on the Salt Flats every year, but we're champions on the competition circuit, too, thanks to Dick Roberts and Nissan U.S.A.'s Competition Department.

In these arenas of competition, winning is the name of the game, and it's a game we seem to play very well.



Two days of rain transformed the Salt Flats into a temporary lake.



Datsun Is Number One, Again



Carson, Ca. — With approximately one half of the rally year yet to go, Datsun has already cinched the SCCA National Rally Manufacturer's Championship. This is the sixth consecutive year that Datsun has captured this honor and we did it very convincingly. Here are the SCCA top point totals to date: Datsun, 114; Toyota, 16; Chrysler, 15; Capri, 12; Mazda, 11; and Porsche, 9.

At the mid-Ohio IMSA Camel GT 3 hour race last month, Brad Frisselle won

the GTU class in his Datsun Z and finished an incredible 5th overall against the much bigger engined BMW's, Porsche's and Monza's. By winning this race, Brad Frisselle has won the 1976 IMSA GTU Drivers Championship.

At Lime Rock on September 1, Elliott Forbes-Robinson won his races in a 280Z and in a 610, while Bob Henderson in a B-210 won the C Sedan competition.

Datsun's Bonneville Speed Championships



1974 Champion



1975 Champion

Year	Class	Car	Record	Driver
1976	F/GT	240 Z	166.037 mph	Bob Stockman
1975	F Production	280 Z 2+2	164.6 mph	Tom O'Connor
1975	G Production	280 Z 2+2	164.3 mph	Milan Micka
1974	I Production	B-210 Hatchback	121.8 mph	Mike Jones