

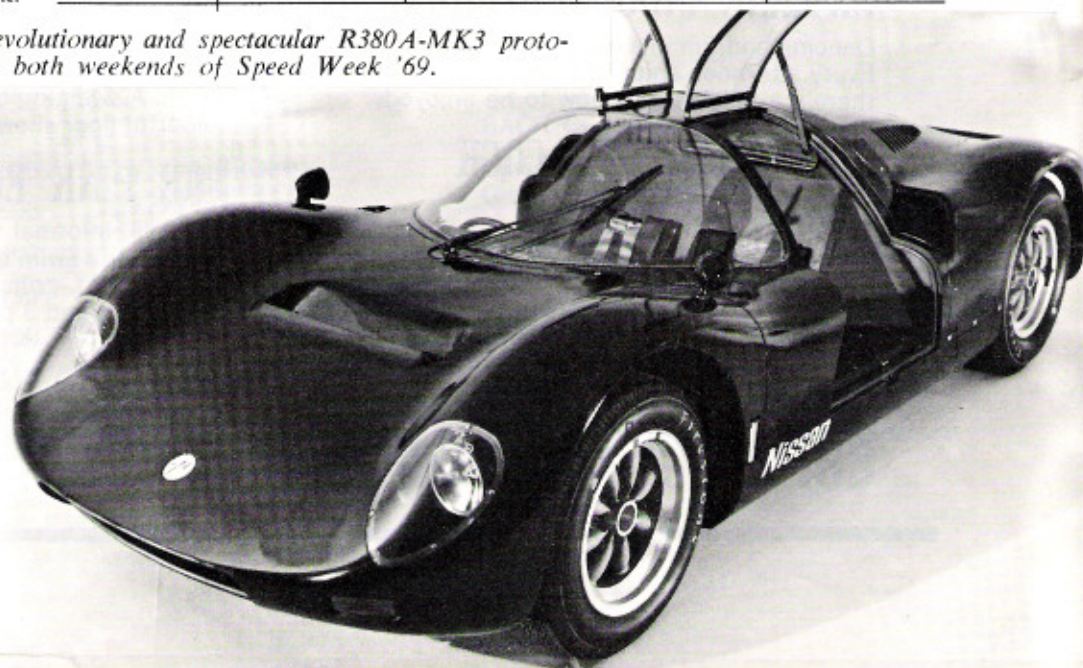
CHEVRON - SURFERS PARADISE 6-HOUR

ENTRANT	DRIVERS	CAR	CAPACITY c.c.
Sports Cars (Over 2000 c.c.)			
1 Rothmans Team Matich	D. O'Sullivan, F. Matich	Matich SR3	5000
2 Don O'Sullivan Racing Pty. Ltd.	D. O'Sullivan	Lola T70 Mk. II	4700
3 Carl Robertson Ford Pty. Ltd.	J. Goss, D. Cribbin	Tornado Ford	2900
4 New Formula Motors	P. Zacka, G. Perry	Holden Torana	4150
Sports Cars (Under 2000 c.c.)			
5 Nissan Motor Co. Ltd.	M. Kitano, M. Kurosawa, K. Takahashi	Nissan R380A-III	1996
6 Nissan Motor Co. Ltd.	K. Takahashi, Y. Sunako, M. Kitano	Nissan R380A-III	1996
7 Wright Ford Motors, Sydney	R. Beasley, B. Davis	Lotus 47	1898
8 John R. Fraser	J. R. Fraser, K. F. Horgan	Lotus Elan	1860
9 Rawlinson's Panel & Paint Racing Team	D. Wilkins, A. Whitchurch	Lolita	1071
10 Ian Hindmarsh Motors	D. Moline, B. Rollinghoff	Elfin	1950
11 Star Service Station — Tamworth	T. H. Winterbourn, G. Cox	Morris Broadspeed	1387
Improved Production Sports Cars (Under 2000 c.c.)			
12 Datsun Racing Team	J. Roxburgh, B. Tapsall, D. Whiteford	Datsun	1997
13 Glyn Scott Motors	G. Scott, Mrs. Ann Thomson, J. Camilleri	Lotus	1558
14 Geoghegan's Sporty Cars	H. Heath, R. Bond	Lotus Europa	1470
Improved Production Touring Cars (Over 2000 c.c.)			
15 McCluskey Ford Pty. Ltd.	L. Geoghegan, J. Bertram	Ford	5800
16 M. Volkers	B. Michelmores	Holden GTS 351	5700
17 D & P Traders Pty. Limited	Mrs. Pat Peck, D. Macarthur	Ford Falcon GTHO	5700
Improved Production Touring Cars (Under 2000 c.c.)			
18 Alec Mildren Qld. Pty. Ltd.	J. French	Alfa Romeo	1779
19 Datsun Racing Team	J. Roxburgh, B. Tapsall, D. Whiteford	Datsun	1595
20 Windmill Star Service Station	B. Jemison, D. Booty	Datsun	1600
21 Friedrich Kohout	Friedrich Kohout	Porsche	1990
22 Canberra Speed Shop	R. Gulson, P. Brown	Alfa Romeo	1779
23 British & Continental Cars Pty. Ltd.	R. Kearns, G. Lister	Volvo	1986
24 British & Continental Cars Pty. Ltd.	D. Seldon, D. Cooke	Volvo	1986
25 Ian Hindmarsh Motors	B. Fanning, B. Holden	Lotus Cortina	1598
26 Terry Friar	T. Friar, J. Hoade	Mazda	1962
Series Production Sports Cars (Over 2000 c.c.)			
27 A. P. Oxley	A. P. Oxley, A. Simmons	Ferrari	3285
Series Production Sports Cars (Under 2000 c.c.)			
28 Keith Williams	K. Williams, A. Hamilton	Porsche	1998
29 New Formula Motors	B. Scoffell, R. Fairley	MGB Mk. II	1798

Results:

		First	Second	Third	Fourth	Fifth
Outright						
Sports Racing	Over 2000 c.c.					
Sports Racing	Under 2000 c.c.					
Sports Improved Production	Over 2000 c.c.					
Sports Improved Production	Under 2000 c.c.					
Sports Series Production	Over 2000 c.c.					
Sports Series Production	Under 2000 c.c.					
Touring Improved Production	Over 2000 c.c.					
Touring Improved Production	Under 2000 c.c.					

The Nissan Motor Company's revolutionary and spectacular R380A-MK3 prototype will compete on both weekends of Speed Week '69.



TOP JAPANESE DRIVERS for DATSUN PROTOTYPES CHEVRON-SURFERS PARADISE 6-HOUR RACE

Surfers Paradise International Motor Circuit is honoured that this circuit was chosen for the first appearance outside of the mainland of Japan of the Nissan Racing Team with the fabulous R380A-MK3 prototypes.

These cars are a development of the original R380A-MK2, which apart from establishing 7 international speed records in October 1967 at the Yatabe Auto test track north of Tokyo, also took third, fourth and fifth places in the 1968 Japan Grand Prix for Sports/Racing cars behind the Nissan flagship, the R381, which won the race.

As a development of the R380A-MK2, the R380A-MK3 is only now reaching the peak of its development which should make for very competitive racing in the Chevron-Surfers Paradise 6-Hour Race. This is the first time the Nissan Company has ventured into international competition with its sports/racing cars.

A complete team of engineers and mechanics will be present at Surfers Paradise along with Nissan's four top works drivers, Team Manager (Mr. H. Hirai) and Interpreter (Mr. Tony Shaw).

As well as competing in the Chevron-Surfers Paradise 6-Hour on November 2, the Nissan team have entered one of the R380A-MK3s in the 15 lap Surfers Paradise Trophy Race for Sports/Racing Cars on October 26.

Each of the R380A-MK3s will have a team of two drivers: The principal driver of the first R380A-MK3 is Kunimitsu Takahashi, who is 29 years old. He started racing motor cycles at the age of 15. In 1961 he was rated fourth in the world of motor racing cyclists. Two of his biggest victories in that year were the German and Ulster Grand Prix. But he wasn't to remain with the bikes. In 1965 the Nissan Motor Company acquired his services as a works driver.

Kunimitsu Takahashi has competed in Australia on three previous occasions. He partnered the class winning Datsun 1300 at Bathurst in 1966, ran again in 1967 and partnered Sunago in a Datsun 1600 for second in class, in 1968.

Takahashi's relief driver is Yoshikayo Sunago, aged 37. He also cut his teeth on motor cycles from 1958 to 1963. In 1966 he turned to racing cars as a works driver for Nissan. In that year he drove a Datsun R380A-MK1 into outright first in the Japan Grand Prix. He was also Japan Touring Car Champion in the same year. In 1968, Sunago co-drove a Datsun 1600 into second place in class, in the Bathurst 500, his first trip to Australia.

The principal driver of the second R380A-MK3 is 28 year old Moto Kitano. He was a veteran motor cyclist in Japan before he turned to racing cars. He is one of the Nissan's top works drivers and has had a major hand in developing the R380A-MK3. In 1968 he won the Japan Grand Prix for Sports/Racing cars in a 5 litre Datsun R381. He was in Australia in 1966 when he co-drove a Datsun 1300 to a Class A victory in the Bathurst 500.

Kitano's relief driver is 28 year old Motoharu Kurosawa, who will make his first trip to Australia. Another motor cyclist, Kurosawa first drove for Nissan in the fourth Japan Grand Prix series of races held at the Fuji International Speedway. In 1967, he won the Grand Prix GT Touring Car race outright in a Datsun Skyline GT. He was also third outright in the 1968 Japan Grand Prix for Sports/Racing cars. He drove the first R380A-MK3 home in that race.

Kunimitsu Takahashi

Yoshikayo Sunago

Moto Kitano

Motoharu Kurosawa



DATSUN RACING RALLY BULLETIN



Datsun Wins More Events Than Any Other Japanese Car in Australia

DATSUN R380A MK III WINS OUTRIGHT AT SURFERS PARADISE

Two Datsun R380A-MK3 Prototype sports racing cars came home in first and second outright positions in the Chevron 6 hour race at Surfers Paradise on November 2.

The two cars, driven by the Japanese Datsun Racing Team, coasted home for an easy victory in their first race outside Japan.

**DATSUN RACING
TEAM USES CASTROL
OILS EXCLUSIVELY**

DATSUN'S RECENT IMPRESSIVE COMPETITION SUCCESSES

DATE	VENUE	RACE	CAR	RESULT
October 1969	Bathurst	Hardie-Ferodo 500	Datsun 1600	1st, 2nd, 3rd, 4th and 5th Class B
"	"	"	Datsun 1000	2nd Class A
"	Calder	Touring Car 11	Datsun 1600 SSS	2nd
"	"	Touring Car 1	Datsun 1600 SSS	2nd
November 1969	Surfers Paradise	Chevron 6 Hour	Datsun R380A-MK3 Prototypes	1st and 2nd Outright
"	"	Improved Production Sports Cars	Datsun 2000	2nd
"	Sandown	Quinton-Hazell Trophy	Datsun 1600	1st
"	Templestowe	Production Touring Cars	Datsun 1600	1st
"	Hill Climb	Sports Cars	Datsun 2000	1st
January 1970	Surfers Paradise	6 Hour race	Datsun 1600	1st, 2nd, 3rd class

ALL RESULTS ARE SUBJECT TO OFFICIAL CONFIRMATION

to the Mark I.

Although general modifications had brought down the weight to approximately 660 kg (1,455.3 lbs.), it was still around 60 kg (132.3 lbs.) heavier than the Porsche, which weighed 600 kg (1,323 lbs.).

In the Japan GP held that year, Tetsu Ikusawa, one of Japan's top racing drivers, who had left the works team after the Prince and Nissan merger, drove a private entry team Porsche. Thus, the previous year's comments over the comparative skill of the works drivers versus private drivers in determining the victory of the R-380-I, took on new significance this year.

In fact, the Carrera Six turned out to be the better car. The R-380-IIs had a bad start, their teamwork dissipated and they found themselves behind the Porsche and chasing after it. Kunimitsu Takahashi of the Nissan works team went into a spin at a high-speed corner and jumped the track, making it obvious that the R-380-II was incapable of negotiating corners like the Porsche. The Carrera Six was faster on the straight stretches too, easily overtaking the

R-380-II. In the final stages of the race, there were two Carrera Sixes in the lead, but one of them jumped the track and so the remaining Carrera Six, the one driven by Tetsu Ikusawa, was victorious.

Subsequently, the R-380-II made another international speed record attempt in an effort to vindicate its reputation. The targets of the attempt were to establish seven new records: 50 km (31.08 miles), 50 miles, 100 km (62.15 miles), 100 miles, 200 km (124.3 miles), 200 miles, and the one-hour record. On October 8th, it succeeded in establishing seven new records all featuring average speeds exceeding 250 kph (155.38 mph), including 256.09 kph (159.16 mph) for the 50 km run.

After this, there is very little worth writing about insofar as the racing history of the R-380 is concerned. By the time it was fitted with Lucas fuel injection, Japan's racing circles had changed to bigger engines. The R-380 was developed for the Japan Grand Prix as a corporate project, and it fulfilled its initial research objectives.

But the legacy of the R-380 was

not only racing car technology and engineering. Its engine served as the prototype for Nissan's stock S-20 engine, equipped with four valves per cylinder and twin camshafts. This engine was first mounted in the Skyline 2000GT-R, creating a high performance super sports sedan, and then in the Datsun Fairlady Z432. The 432 name stands for four valves, three carburetors, and two camshafts, but sales of cars equipped with this engine were limited to Japan, because of servicing considerations.

Subsequently, the R-380 became a test bed for successive machines in Nissan's racing career, including the R-381 (5 to 6-liter engines) and the R-382. It is a well-known fact that the same engineers who worked on these machines are working on the modification and improvement of stock cars.

In this respect, these machines may be considered racing cars for which we have a close affinity. But it is also a sad fact that never again in Japan will a project of this type and scale be sanctioned and carried out to fruition.

