

1979 NISSAN FAIRLADY 280Z RALLY



The Nissan S130 is a [sports coupé](#) produced by [Nissan](#) in [Japan](#) from 1978 until 1983. It was sold as the [Datsun 280ZX](#), [Nissan Fairlady Z](#) and [Nissan Fairlady 280Z](#), depending on the market. In Japan, it was exclusive to [Nissan Bluebird Store](#) locations. It was the second generation [Z-car](#), replacing the [Nissan Fairlady Z \(S30\)](#) in late 1978. The 280ZX was the first time the "by [Nissan](#)" subscript was badged alongside the [Datsun](#) logo, along with [Nissan](#) trucks. The 280ZX was [Motor Trend's import car of the year](#) for 1979. The 280ZX was replaced by the [Nissan 300ZX](#) in 1984.



The 280ZX was a complete redesign, retaining only the [L28 inline-six](#) engine and other driveline components from the [280Z](#). Both two-seat and four-seat (2+2) designs were offered. Compared to the more overtly sporting earlier models, the 280ZX was a much softer, heavier car, with less focus on driving and more on driver comfort and refinement.^[1] Softer suspension, better sound insulation, more comfortable seats, and ample equipment including high-end audio systems defined the new ZX. In the spirit of the times, emissions controls and aerodynamics were markedly improved over the first generation [Z-cars](#), while weight was down somewhat as long as the buyer did not pick much from the very long options list.^[2] The exterior design was evolutionary, less rounded and with better integrated safety bumpers. Many parts, including the rear-axle and the power steering came from the [Datsun 810](#) luxury sedan.^[2] Most of the design effort went into the entirely different and much more modern interior.^[3] The car became a grand tourer rather than a sports car, particularly in the plush Grand Luxury versions.

The 280ZX adopted suspension similar to that of the concurrent [Bluebird 910](#), with [MacPherson struts](#) in front and [semi-trailing arm independent suspension](#) in the rear. The wheelbase was up from its predecessor (90.7 in or 2,304 mm) to 91.3 in (2,319 mm) for the two-seater.

The 280ZX's body was redesigned with aerodynamics in mind. By closing in the open grille of the first generation [Z-car](#) and through other improvements taken from wind-tunnel testing, the [drag coefficient](#) was reduced from 0.467 to 0.385, and the [lift coefficient](#) from 0.41 to 0.14. The new design had a lower center-of-gravity and nearly 50/50 weight distribution in both the two-seater and 2+2 designs. The rear of the car was stretched to accommodate a larger 80 L (21.133 US liquid gallons) fuel tank. Overall, the new body design gave better fuel economy and high-speed stability (one of the known issues from the first generation Z-car).

The 280ZX initially offered either unassisted rack-and-pinion steering or a [Datsun 810](#)-derived recirculating-ball with power assistance. Neither came in for much appreciation in period road tests.^[3] A new power-assisted rack-and-pinion steering replaced the recirculating-ball steering system for the 1981 turbo, becoming available on the naturally aspirated models the following year.

It is a common misconception that the 280ZX's [L28](#) engine is less powerful than the [L24](#) engine of the 1970 [240Z](#) or the [L26](#) engine of the [260Z](#); the difference is due to [Nissan](#) adopting the [SAE](#) net standard of power measurement, which resulted in lower power ratings than the earlier gross figures and added emissions. However, [Nissan](#) designers deliberately sacrificed raw acceleration for improved fuel economy in the 280ZX, so the early 1979 models rated at 135 hp (101 kW) actually had slower acceleration than the [240Z](#), largely due to increases in weight and taller gearing, as well as power losses to emissions controls. This overall performance deficit was not addressed until the release of the 280ZX Turbo in 1981.

The 280ZX was branded in the North American and Australian markets as the "[Datsun 280ZX](#)"; and in the local Japanese market as the "Fairlady Z". For the 1979 model year, in the American market, it was co-branded "[Datsun](#) by [Nissan](#)" through the 1983 model year. These were considered transitional years, as [Nissan](#) began to phase in their new global brand under the [Nissan](#) name.

The Japanese market got both 2.0 L and 2.8 L engines. The 2.0 [L-engine](#)d Fairlady 200Z used the [L20](#) engine common in [Nissan](#) family cars of the same era. The smaller engine was offered so that it would comply with Japanese government [dimension regulations](#), while models with the larger engine were regarded as the top-level luxury model in Japan. Export markets all got the [L28](#)-powered version. In Japan the Fairlady was joined by a [Nissan Skyline](#)-derived sedan and coupé, called the [Nissan Leopard](#) TR-X, available at Nissan Japanese dealerships called "[Nissan Bluebird Stores](#)".

Two trim levels were offered in North America, with a no-frills two-seater and a fully equipped 2+2 GL. The GL package was also available for the two-seater, carrying the full equipment list.^[4] Leather seats were optional, and an optional digital instrument cluster was introduced in 1982. The T-bar roof was available on both bodystyles, but only in combination with the GL package. A "Blackout" package, without most of the chrome brightwork, was available for the standard two-seater.

Early reviews of the 280ZX were mixed. Some lamented the transformation the Z-car had made to a grand tourer, while others appreciated the improvements in refinement, comfort, and overall market appeal. The sales figures soon proved the [Nissan](#) designers right, with the 280ZX becoming a sales success.

In 1979 Datsun homologated a high-downforce "whale-tail" type spoiler for the Datsun 280ZX by producing 1,001 280ZX-R cars; this allowed for use of this aerodynamic aid in [IMSA](#) and [SCCA](#) racing.^[5] These cars also had distinctive body decals and ZX-R logos. These cars were identical to the other cars of this year with the exception of the spoiler and decal package. Successful IMSA racer Don Devendorf was involved in the development of the spoiler.^[6]

From 1980 onwards, the 280ZX was available with a T-bar roof (on both the two-seater and 2+2 body styles). The T-bar roof panels could be removed and stored in bags in the rear of the car.

In 1980, a limited edition "10th anniversary" car was released. Available in either black and gold or black and red two-tone paint, these cars came with leather seating, and other special trim features. A total of 3,000 of these cars were built - - 2,500 in black and gold, and 500 in red and black.

A [turbocharged](#) model, using the [L28ET](#) engine rated at 180 bhp (134 kW; 182 PS) at 5,600 rpm and 203 ft•lbs (275n•m) of torque at 2,800 rpm, was introduced to the US export market in 1981. At the same time the Japanese domestic market received [L20ET](#) (2 L turbo) in both manual and automatic transmissions. Nissan's concerns about the reliability of their own five-speed transmission when combined with the additional torque of the 2.8 L turbo engine, meant that no manual transmission was offered with the L28ET engine for the 1981 model year. Other export markets (Europe and Australia) continued to receive only the normally aspirated 2.8 L engine with manual or automatic transmission. This engine was considered too powerful to receive type approval by Japan's Ministry of Transportation, who would only allow turbochargers to be installed in sub 2 litre-engined cars, and it was therefore never sold in its homeland.^[7]

The turbocharged 280ZX used a single [Garrett AiResearch](#) TB03 turbocharger with an internal wastegate, and no [intercooler](#). Nissan's design philosophy at the time led to boost being limited to 6.8 psi (0.47 bar), despite the lowered compression of the turbo engine (7.4:1 with dished, cast aluminum pistons). Additional changes over the naturally aspirated engine included a higher volume oil pump, an oil cooler on automatic models, and Nissan's Electronic Concentrated Control System (ECCS).

At the time of its release into the US market, the 280ZX turbo was the fastest Japanese import on the American market. The turbocharged 280ZX with a three-speed automatic delivered 0–60 mph (0–97 km/h) times of 7.4 seconds^[8] and a very respectable quarter mile time of 16.6 seconds, at a top speed of 130 mph (210 km/h).

One criticism of the early 280ZX was a reduction in spring rates, giving a softer ride and making the car rather difficult to drive hard through corners without transient oversteer, which was a feature of trailing-arm rear suspensions. The release of the turbocharged model in 1981 saw the introduction of a revised rear suspension, which Nissan continued to use in the 1982 and 1983 turbos, as well as the non-turbo from mid-1982 onward. [Car and Driver](#) had another complaint of the 280ZX turbo: in a 1981 comparison of several performance cars, they decided that while the

acceleration was on par with other sports cars of the era, the braking system was prone to fading away completely before a lap could be completed on their test track.

[Nissan](#) gave the 280ZX a facelift in 1982, with revised [NACA ducting](#) in the hood, new alloy wheels (14-inch six-spoke alloys for non-turbo models, and 15-inch four-spoke alloys for turbo models), a revised B-pillar garnish, new pin-stripe style tail-lights, and rubber bumper over-riders replaced the earlier model's chrome and rubber items. The bumpers were now also body coloured and wrapped around further. Interior changes were minor but included new seat trim styling. The 1982 model also was the first to offer the popular voice warning system, which warned the driver when the headlights were left on after the vehicle was turned off, if the parking brake was on while the vehicle was in motion, and many others.

This facelifted model has since come to be called the "Series II" 280ZX.

Power steering became standard equipment with a new rack-and-pinion system, rather than recirculating ball. Changes were made to the rear suspension layout, which also meant the exhaust pipe now exited from the left, rather than right-hand side. The rear brake calipers and rotors were also changed and the drive shafts (half shafts) were upgraded from universal joints to constant velocity joints on certain models.

As in 1981 both turbo and naturally aspirated engines were offered, but non-turbo cars now used the uprated [L20E](#) for the Japanese market or the [L28E](#) for the export market, which on the 2.8 L version, due to increased compression, were rated at 145 hp (108 kW) rather than the earlier engine's 135 hp (101 kW). The naturally aspirated 1982 Datsun 280ZX boasted a 0-60 mph time of 9.1 seconds, 1.2 seconds slower than the Corvette of the same year. The 280ZX Turbo manual had a 0-60 mph time of 7.4 seconds while the automatic managed to turn out 7.1 seconds. That compares to the Aston Martin Volante, which had a 0-60 mph time of 8.9 seconds at almost seven times the cost and the Ferrari 308GTSi which had a 0-60 mph time of 7.9 seconds. The only US-market car in 1982 to beat the Turbo ZX' acceleration figures was the Porsche 911SC, which was considered by most to be an exotic car. This information can be referenced in the *R&T Guide to Sports & GT Cars* (1982).

The (US market only) 280ZX Turbo was offered with a [Borg-Warner T-5](#) 5-speed [manual transmission](#). This was one of the first [Nissan](#) and Japanese car in general which used a non-Japanese transmission; the T-5 was also used in the [GM F-bodies](#) and [Ford Mustang](#) in addition to numerous other American domestic vehicles. The T-5 was only available in 1982 and 1983 after which Nissan USA phased in the use of local automotive components - the 1981 Turbo had only been available with an automatic. Hitherto mainly sold in the US, in the second half of 1983 the 280ZXT Turbo also became available in Germany. It was the fastest, most expensive, and most powerful (with 200 PS or 147 kW) Japanese car offered to that point in Germany.

Spring rates and sway bars were revised, which largely addressed the handling nervousness of the early 280ZX Turbo, and reviews confirmed that the 1982 280ZX Turbo was the most sporting Z-car since the original 240Z of 1970.

The 280ZX proved successful in various classes of racing, particularly in the US. Significant results include:

- 1979 SCCA C Production Category (Bob Sharp Racing 280ZX)^[5]
- 1979 and 1980 [IMSA GTU Championship](#) (Electramotive Datsun 280ZX)
- 1982 and 1983 [IMSA GTO Championship](#) (Electramotive Datsun 280ZX Turbo)

The 1983 Electramotive 280ZX Turbo produced over 700 hp (522 kW), and reached a terminal speed of 140 mph (230 km/h) in the standing quarter mile.

The most notable driver to be associated with the car was actor [Paul Newman](#), who raced with the Bob Sharp Racing team. He also helped to promote the car and starred in a series of commercials. (Wikipedia)



WRC Rally-Spec Fairlady 280Z

In 1978, Nissan transitioned from the Fairlady S30 series to a luxury GT car, introducing the S130 series. During the S30 series era, Nissan continued to compete in International Rally with the 240Z from 1970 to 1974, achieving a remarkable 1-2 finish in the Safari Rally in 1971 and winning the Swedish Rally. However, due to changes in sales strategy, Nissan opted to shift its focus from the Fairlady to Rallying with the Violet.

This decision sparked rumors that the S130 series Z car would be withdrawn from motorsports. Contrary to these speculations, numerous race cars from the S130 series participated in American IMSA races and achieved significant victories. Notably, Paul Newman also raced in this model.

Masaaki Kawahara, who had previously competed in domestic Rallies in Japan with the S30 series, quickly adapted the S130 into a Rally car and expressed his intention to participate in International rallies. In 1978, Kawahara had competed in the 1000 Lakes Rally with a Toyota Celica 2000GT and decided to enter the new S130 series Z for the upcoming season. Kawahara's policy regarding Rally was to participate with aesthetically pleasing cars rather than focusing solely on winning. This philosophy resulted in the development of the 280Z Rally specification, and the vehicle was subsequently prepared for the 1000 Lakes Rally.

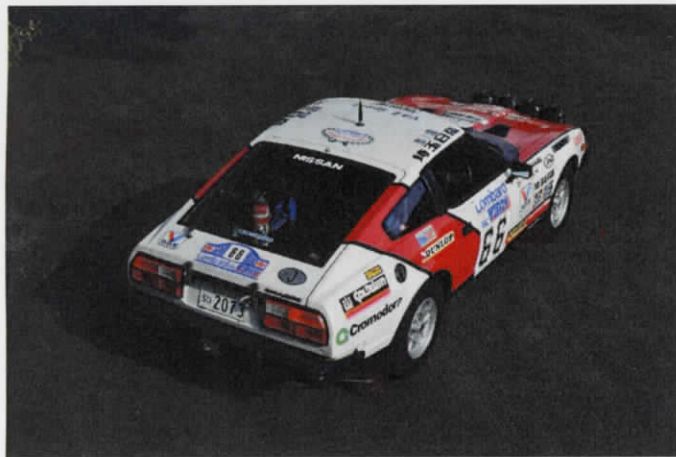
This car was manufactured by APEX, a specialist shop for Rally cars located in Gifu Prefecture. The S310 series vehicle, which had been converted into a luxury GT car, was quite heavy; therefore, all unnecessary components and coatings were removed, resulting in a total weight of -85 kg.

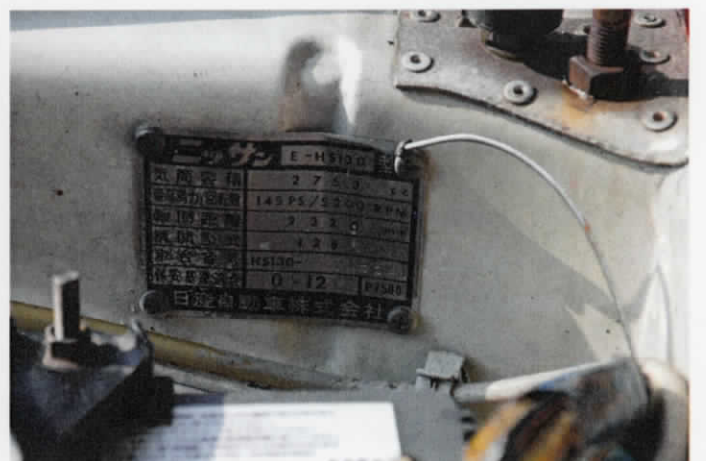
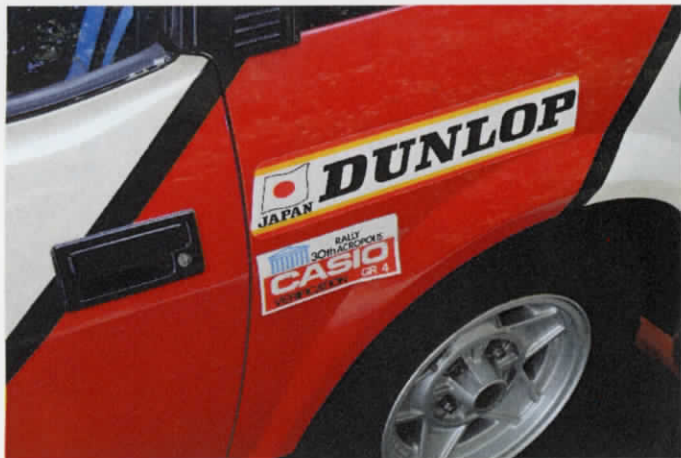
The suspension was fully reinforced, and a six-point roll cage was installed to enhance body rigidity, ensuring that it far exceeds the rigidity of the 240Z.

The shocks were equipped with low-pressure, height-adjustable gas shocks manufactured by TOKIKO. The spring rate was increased by 30% over the standard, and the rear base was reinforced. The engine compression ratio was set to 10.8, and the Electronic Gas Injection (EGI) system was removed from the carburetor, which was replaced with a 44 Solex. Additional modifications included port polishing, a custom camshaft, an oil cooler, and an oil pump. All other optional parts were installed.

The seats are the Mexico GT, a seat belts are KLIPPAN, the radio is an Icom, and the trip computer is a Halda. The underguard is custom-made from duralumin, and the rear is also protected from the differential to the gas tank. Four CIBIE Oscar Plus lights are mounted on the front bumper, and the headlights have been upgraded to Z-beam H4.

This 280Z Rally is one of a very few genuine WRC Rally car built in a period and very rare opportunity to find one. Competed 8 times WRA Rally Championship by Mr.Z of Rally driver Masaaki Kawahara.





1979 RAC & 1000 LAKES Rally



1983 RAC RALLY



SPECIFICATIONS

Oveall length / Width / Height	4320 / 1690 / 1295 mm
Wheelbase	320 mm
Weight	1300 kg
Engine	L28 2753cc Straight 6
Power / Torque	250PS / 7000 rpm
Transmission	Direct 5 Speed Supercross 71B Option 1
Suspension(Front / Rear)	Strut / Semi Trailing Arm
Brakes	Ventilated Discs
Tires	205 / 70-14
Wheel	Watanabe 7J-14

1989 LANCIA DELTA HF 4WD INTEGRALE 16V



The first Delta (*Tipo 831*) was a five-door [hatchback](#), designed by [Giorgetto Giugiaro](#) and released in 1979. Between 1980 and 1982, it was also sold in Sweden, Denmark and Norway by [Saab Automobile](#), [badged](#) as the "Saab-Lancia 600" to replace the retired [96](#) model. The Delta was voted the 1980 [European Car of the Year](#).

A special *Delta HF Integrale* version was a [four-wheel drive hot hatch](#) with a [turbocharged petrol engine](#). Modified versions of the HF dominated the World Rally Championship, scoring [46 victories overall](#) and winning the [Constructors' Championship](#) a record six times in a row from [1987](#) to [1992](#), in addition to [Drivers' Championship](#) titles for [Juha Kankkunen](#) (1987 and [1991](#)) and [Miki Biasion](#) (1988 and [1989](#)).

The [Lancia Delta S4](#), which the works team ran immediately prior to the HF 4WD and Integrale models' world championship careers from the season-ending [1985 RAC Rally](#) until the end of the [1986 season](#), while sharing the same name and appearance, was a [Group B](#) race car designed and built specifically for [rallying](#), and was entirely different from the mass-produced consumer versions. (Wikipedia)



The 16v integrale was developed for rallying, introduced at the [1989 Geneva Motor Show](#),^[35] and made a winning debut on the 1989 [San Remo Rally](#).

It featured a raised centre of the bonnet to accommodate the new 16-valve engine, as well as wider wheels and tyres and new identity badges front and rear. The torque split was changed to 47% front and 53% rear.

The turbocharged two-litre Lancia 16v engine produced 200 PS (147 kW; 197 hp) at 5,500 rpm, for a maximum speed of 137 mph (220 km/h) and 0–100 km/h (0–62 mph) in 5.7 seconds. Changes included larger injectors, a more responsive Garrett T3 turbocharger, a more efficient intercooler, and the ability to run on unleaded fuel without modification.

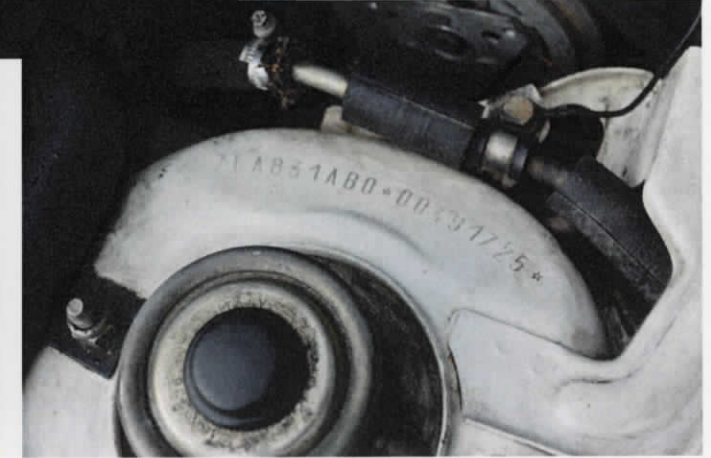
Alongside the 16v Lancia introduced an eight-valve variant equipped with a three-way catalytic converter—which reduced output to 177 PS (130 kW; 175 hp) — intended for those European markets where such emission control equipment was mandatory.

In the summer of 1990 some small updates were made to all Delta sports models, with the integrale receiving new upholstery materials.^[27] Like on the HF turbo, the combination of light grey Alcantara and multicolour stripe cloth used since 1986 was replaced by dark grey Alcantara with diagonal stripe velour. If the Recaro optional seats were ordered, the buyer could choose either full dark grey or green embossed Alcantara upholstery, or extra-cost perforated black leather.(Wikipedia)











SPECIFICATIONS

Engine type - Number of cylinders : **Inline 4**

Engine Code : **831D5.000**

Fuel type : **Petrol**

Fuel System : **MPI - Weber-Marelli IAW**

Engine Alignment : **Transverse**

Engine Position : **Front**

Engine displacement : **1995 cm³ / 121.7 cu-in**

Bore x Stroke : **84.0 x 90.0 mm**
3.31 x 3.54 inches

Number of valves : **16 Valves**

Aspiration : **Turbo + Intercooler**

Compression Ratio : **8.0**

Horsepower : **200 PS / 197 HP / 147 kW**
@ 5500 rpm

Maximum torque : **310 Nm / 228 lb-ft**
@ 3000 rpm

Drive wheels - Traction - Drivetrain : **AWD**

Transmission Gearbox - Number of speeds : **5 speed Manual**

9.9 L/100 km

Fuel Consumption - Economy - Combined: **29 MPG UK**
24 MPG US

Range : **575 km / 357 miles**

57 L

Fuel Tank Capacity : **15.1 US gallons**
12.5 UK gallons

Top Speed : **220 km/h / 137 Mph**

Acceleration 0 to 100 km/h (0 to 62 mph) : **5.7 s**

Front Brakes - Disc dimensions : **Vented Discs**

Rear Brakes - Disc dimensions : **Discs**

Front Tyres - Rims dimensions : **205/50 R15**

Rear Tyres - Rims dimensions : **205/50 R15**

Front Suspension : **Independent McPherson**

Rear Suspension : **Independent McPherson**

Body Style: Compact Hatchback

Doors: 5

Seats: 5

Cargo Space: 260-940L

Weight: 1250kg

Gross Weight: 1700kg

Length: 3898mm

Width: 1620mm

Height: 1365mm

Wheelbase: 2479mm

Front Track: 1409mm

Rear Track: 1404mm

Major maintenance service in August 2024

- *Refresh 4 Injectors
- *New oil filter
- *New Air filter
- *New battery
- *New Fuel pump
- *New Map sensor
- *New Water pump
- *New Fuel elbow
- *New Fuel hose, in-tank
- *New Black map sensor
- *New Distributor
- *New Rear brake caliper seals
- *New Brake caliper bleed nipple
- *New Front brake hose
- *New Rear brake hose
- *New Front caliper kit
- *New Relays (Fuel pump, ECU, Headlight, Heater, Aircon, electric window)
- *New Oil pressure sender unit
- *New Throttle position sensor
- *New Ignition Amplifier
- *New Distributor cap and arm
- *New Cam timing belt
- *New Auxiliary Drive belt
- *New Front brake pads
- *New Fuel filter with washers
- *New spark plugs
- *New Engine sump plug
- *New clutch master cylinder
- *New Clutch slave cylinder
- *New Brake master
- *New Rear differential drain plug
- *New ignition lead cables
- *New Roof aerial
- *New Tailgate strut
- *New Side, rear, sill, wheel centre and tailgate badges
- *New Cam belt idler bearing and tensioner
- *New balance shaft belt tensioner bearing
- *New Water pump gasket
- *New Amplifier + Ignition coil