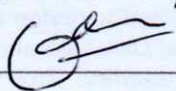


TECHNICAL WAIVER REQUEST FORM

Applicant	E. JOHN ROSE	Application Date	17 th MARCH 2021
On behalf of	E. JOHN ROSE	Single vehicle or generally applicable waiver request	GENERALLY APPLICABLE
<i>NOTE - All information YOU add below will reflect YOUR entry form and homologation paper data and correspond with information as listed to the document found at http://www.fia.com/list-previously-homologated-cars</i>			
Vehicle Manufacturer	NISSAN	Production date	1979/1980
Model	VIOLET GT HA 10	Variant	V06/07
Homologation Paper ID #	667-4	Homologation Group	4
Original homologation date	01 JAN. 1980	FIA App K 'Period' classification	

Waiver request : TO USE NISSAN FJ20 MOTOR IN PLACE OF LZ20B MOTOR.

Waiver request justification IT IS IMPOSSIBLE TO FIND AND ACQUIRE A NISSAN LZ20B MOTOR OR CYLINDER HEAD. THE TECHNICAL DETAILS, BORE, STROKE AND POWER OF THE TWO MOTORS ARE ON THE ATTACHED SHEET AND IT CAN BE SEEN THAT APART FROM LACK OF AVAILABILITY, THE FJ20 MOTOR IS OF SLIGHTLY LESS POWER.  E. JOHN ROSE.

Chief Scutineer note(s)

EAST AFRICAN SAFARI RALLY LTD.
P. O. Box 14910 - 00800
NAIROBI, KENYA

Signed  Date 31/05/2021

Website publication date Provisional approval date

Competitors or their representatives are invited to submit comments for the Chief Scrutineers consideration in the instance of objecting to this request.
In the instance where neither comment nor objection is received this request will be deemed accepted and valid 14 days after first posted to the EASCR website.
In the instance of an objection being received this application will be deemed suspended until the Chief Scrutineer has concluded his investigations

When complete mail this document to the event secretariat info@eastafricansafarirally.com.
The Rally Office will send forward this document to the Chief Scutineer for consideration preparatory to posting to the event website for general consideration and comment.

Original FIA Homologation Reference : Nissan Violet GTS-002.

FIA Recognition Number: 667-4.

FIA homologated cylinder head for LZ20B, FIA papers. These cylinder heads are extremely rare and most of those that may be available are beyond repair.

Comparison of Nissan LZ20B and FJ20 engines.

	LZ20B	FJ20
Engine c.c.	1,952cc	1,990cc
Stroke	86mm	89mm
Bore	85mm	80mm
Inlet valve size	33mm std	34mm std
Exhaust valve size	29.5mm std	30mm std
Block material	cast iron	cast iron
Cylinder head material	cast aluminium	cast aluminium
Manufacturer	Nissan Motor Co	Nissan Motor Co.
No. of valves	16	16
Carb size	Solex 50 PHH	EFI street/ 45-50 Weber
Max Power	230 bhp (works 2lt)	150bhp street, 220bhp tuned

Difference between the two engine constructions:

The LZ20B twin cam cylinder head was a Nissan optional race unit to use on the L series engine block in combination with all other optional parts.

Dry sump and pump, gear driven titanium valves; crankshaft, pistons, rods, flywheel, pulleys. The LZ20B had a close valve angle, the cam shafts closer together than those of the FJ20. Both engines have sprocket and chain driven cams.

The LZ20B engines were used in Nissan-Datsun series 710, PA10 Violet, Violet GTS HA10, Silvia 110, until 31.12.1982.

The FJ20 engines were used in Nissan Skyline DR30, S110 Silvia, Gazelle S12 DOHC, S12 Grand Prix. All these have 150bhp in street versions, with EFI (electronic fuel injection). When tuned with available parts, still being produced by the Japanese companies, the output is around 220 bhp . The Nissan FJ20 engine is a like for like replacement for the very rare Nissan LZ20B engine.

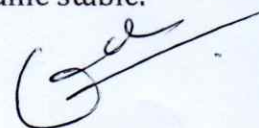
The FJ20 engine is mounted in the car at a 12 degrees angle, just as the LZ20B is and fits onto the Nissan gearbox without modifications.

There is no performance advantage to be had by using an FJ20 engine in place of the unavailable original LZ20B engine. They are indeed remarkably similar, which is not surprising, their origins being from the same stable.

E. John Rose. March, 2021. Entrant, EASCR 2021.

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TECHNOLOGY

Nissan Datsun Violet GT group 4 (1981)

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1981: [Datsun Violet GT](#)**Development level**[Group 4](#)
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[Drawings](#)Also called **Nissan Violet HA10 GT**

Specifications

<i>Group/Class</i>	4	Homologation number: 667	
<i>Years active</i>	1980-1981	Homologation start: 1/1/1980	
Engine			
<i>Type</i>	L720B , straight 4cyl, 4 stroke		located front longitudinal
<i>Capacity</i>	1952 cc		WRC: 1952 cc
<i>Bore x Stroke (mm)</i>	85.0 x 86.0		
<i>Compression ratio</i>	10.8:1		
<i>Output power - torque</i>	215 - 230 HP/ 7600 rpm		22.5 kgm (221 Nm) / 5600 rpm
<i>Main bearings</i>	5		
<i>Materials</i>	block: cast iron, 227.45mm deck height (285.5mm from top to bottom oil pan), bore spacing 96.5mm between cylinders 1-2 and 3-4, and 98mm between cylinders 2-3		cylinderhead: cross flow aluminium alloy with hemispherical combustion chambers
<i>Cams/valves</i>	2 overhead camshafts (DOHC), chain driven		4 valves/cyl. - 16 valves total. 33mm inlet valves diameter, 29.5mm exhaust valves diameter
<i>Aspiration</i>	natural, 2 x twin choke Weber 48 DCOE or Solex 50PHH carburetors		
<i>Ignition</i>	electronic, firing order 1-3-4-2		
<i>Cooling system</i>	jacketed watercooled with pump, radiator, fan and thermostat		
<i>Lubrication system</i>	dry sump		
Transmission			
<i>Type</i>	rear wheel drive		5 speed manual gearbox
	<i>European gravel:</i> constant: 1.409/1 (31/22) 1st: 2.348/1 (30/18)	<i>Safari,</i> constant: 1.409/1 (31/22) 1st: 3.321/1 (33/14)	<i>Tarmac,</i> constant: 1.409/1 (31/22) 1st: 2.818/1 (32/16)

Gearbox ratios	2nd: 1.601/1 (25/22) 3rd: 1.296/1 (23/25) 4th: 1.138/1 (21/26) 5th: 1.000/1 (-) R: 3.382/1 (23/15 x 36/23)	2nd: 2.270/1 (29/18) 3rd: 1.601/1 (25/22) 4th: 1.240/1 (22/25) 5th: 1.000/1 (-) R: 3.382/1 (23/15 x 36/23)	2nd: 1.973/1 (28/20) 3rd: 1.470/1 (24/23) 4th: 1.192/1 (22/26) 5th: 1.000/1 (-) R: 3.382/1 (23/15 x 36/23)
Differential ratio	3.545/1 (39/11), 3.700/1 (37/10), 3.889/1 (35/9), 4.111/1 (37/9), 4.375/1 (35/8), 4.625/1 (37/8), 4.875/1 (39/8), 5.143/1 (36/7), 5.429/1 (38/7)		hypoid bevel gears limited slip rear differential
Clutch	dry, double AP disk		
Chassis-body			
Type	Steel monocoque A10 chassis with roll-cage, 4 door saloon steel bodysell with extended plastic wheel arches, polypropylene rear spoiler and steel/rubber bumpers		
Front suspension	macpherson strut with 1 lower transverse arm, 1 lower trailing link (30°), coil springs, telescopic gas shock absorbers and antiroll bar		
Rear suspension	live axle with 2 lower radius arms, 2 upper 45° links, panhar rod, coil springs and telescopic gas shock absorbers		
Steering system	Recirculating ball		
Brakes	front ventilated disks 241/265 mm diameter with 4 aluminium piston calipers. Rear ventilated disks 261mm diameter with 4 aluminium piston calipers		dual circuit with servo, adjustable ratio split front to rear
Dimensions			
length: 4.080 m (160.6 in)	width: 1.600 m (63.0 in)	height: 1.390 m (54.7 in)	
wheelbase: 2.400 m (94.5 in)	front track: 1.335 m (52.6 in)	rear track: 1.330 m (52.4 in)	
Rims - tires	6" x 14"	front: 175SR14 (DL SP52R), rear. 195/70SR14 (DL SP52R)	
Weight	1050 - 1080 kg		
Fuel tank	50 lt		

Results in WRC

Statistics

	1981	1982	1983	Total
<i>Works</i>				
Races /wins	11/2	5/1		16/3
Entries/finishes	17/10	5/2		22/12 (54.5%)
<i>Others</i>				
Races		+2	1	3
Entries/finishes	2/2	5/1	1/0	8/3 (37.5%)
Total WRC results				
Races/wins	11/2	7/1	1	19/3
Entries/finishes	19/12	10/3	1/0	30/15 (50%)
Total points	73	21		94 (4.947 per race) (3.133 per entry)

Races

Works team: Nissan/Datsun Team Europe

		1981	1982	1983										
Season					Rally event									
Entry	Driver	Team	M.C	(SVE) Entry list	POR	KEN	TdC	GRE	ARG	(BRA)	FIN	S.R	CdI	RAC
	Rauno Aaltonen Kevin Gormley/ Lofty Drews	works*	13th			2nd								
	Timo Salonen	works*			acci		fuel starv	eng	tran smis		4th	12th	1st	eng