

## PERFORMANCE AND ECONOMY

"With massive torque, and gearing as intelligent as this, it was hardly surprising that the standing-start acceleration times were good. We found the actual start no problem at all; the clutch was let in smartly at 4,000 rpm and the car leapt off the line, leaving a few yards of rubber on the road. Juggling with rears and clutch engagement produced no improvement on the 0-30 mph time, which stayed obstinately at 3 sec. From here on, progress was rapid indeed. We found it worth hanging on to each gear as long as possible with the result that 60 mph was reached in 8 sec exactly while still in second gear, and third gear, taken just before 70 mph, whisked the car to 80 mph in under 15 sec, past the quarter-mile mark in under 16 sec, and on to 100 mph in less than 26 sec. We reckon that any kilometre time under half a minute is the mark of a fast car," the Datsun managed to pass it in 27.7 sec, doing 102 mph." *Autocar*

"If anything, performance is better than one would expect for the stated output of the engine. Two factors which help to make it so are the engine's splendid torque curve, and the excellently chosen ratios in the five-speed box. It proved possible to trickle the car along in fifth gear at 10 mph or so, which was an enormous help in town driving. Full throttle could be applied in this gear from 20 mph without any protest from the transmission, and the stepless nature of the torque curve can be seen from the way the 20 mph increments in fifth are less than a second apart until 80 mph is reached. Even then, there is no suggestion of a sudden limit to the car's powers of acceleration." *Autocar*

"This performance was accompanied by excellent fuel economy, the 31.2 mpg touring fuel consumption being outstanding for a car of this capacity. Over 17 mpg was obtained even when cruising at around 110 mph, while despite their lead-footed driving our testers managed to average 25.7 mpg during more representative motoring in Britain. The average owner should therefore obtain nearly 30 mpg which will give him a range of well over 400 miles from the 15.5 gallon tank." *Motor*

**TRANSMISSION**  
"Datsun's light and easy-to-use five-speed gearbox is one of the best in the business."

A careful and intelligent choice of ratios — intermediate speeds at 6000 rpm are approximately 37, 60, 84 and just over 110 mph — enables the engine to be kept in its power band without frantic revving; changing up at 5500 rpm into third, for instance, produces a drop of only 1300 rpm into fourth. Fifth and fourth gears are particularly convenient for high-speed motorway running, the extra power in fourth for overtaking and the relaxed cruising in fifth being most noticeable." *Motor*

## HANDLING AND BRAKES

"We have become used to the sight of 240Zs in rallies cornering with truly amazing amounts of opposite lock, but such tail-out attitudes are a tribute to the feel and balance of the car rather than to its behaviour on proper surfaced roads. For the 240Z is a car which gives confidence to a driver at once because it always clearly telegraphs its intentions, partly through the seat of the pants and partly through the excellent feel provided by the light and direct rack and pinion steering." *Motor*

"On dry roads cornering is extremely good, with initial understeer at first, eventually giving way to final oversteer. The behaviour through esses and tight, winding roads is particularly satisfying, partly because there is little roll even at the limit. At high speeds straight-line stability is excellent, and the car is little affected by side winds helped, no doubt, by spoilers at front and rear." *Motor*

"Datsun have actually achieved very consistent handling characteristics which remain just on the understeer side of neutral as long as the driver restrains his right foot. Aside from the even weight distribution, the very low roll angles must help to make this consistency possible. Driven smoothly, the car can be cornered very fast indeed." *Autocar*

"There was, of course, quite enough torque available to provoke oversteer, especially in second or third gear (which were used far more than the others in fast driving along secondary roads). The tail could thus be pushed along way out of line without actually sliding in the full sense, and with the car still under full control." *Autocar*

"The car corners very fast with extremely little roll, the sensitive steering giving a wonderful feeling of control on wet roads. For ideal handling, the steering should be sufficiently light and high-g geared to give a suspicion of kickback over the worst bumps, which is exactly how the Datsun is arranged; it is this steering which lifts its head and shoulders above its competitors." *Autosport*

"The brakes are powerful and fade-free, the independent suspension allowing them to be used to full advantage." *Autosport*

## COMFORT AND CONTROLS

"There was sufficient adjustment for the tallest (6ft. 5in.) of our test drivers, while other staff members who often complain bitterly of being too close to the pedals found that with the seat fully back they couldn't even touch them. This tremendous range of adjustment, together with adequate lateral support and good lumbar support, gave a driving position that nearly everyone found comfortable even at the end of a long journey." *Motor*

"One of the car's outstanding virtues is the excellent design of both major and minor controls — and their almost ideal placing. Worthy of special mention are the pedals laid out for easy heel and toe changes, a rest for the clutch foot (which is a considerable help in bracing oneself against lateral forces) and the combination control stalk on the left of the steering column. This puts the washer, wipers and lights under fingertip control. All these features make the car extremely safe and easy to drive under adverse conditions." *Motor*

"For odds and ends there is a locker and a small tray behind the gearlever plus spaces between the seats and the luggage compartment as well as the toolbox and further oddments box set into its forward edge. An additional little pocket is set into the driver's sun visor, but there is no mirror on the passenger's. The luggage platform itself is huge: big enough to take an adult sitting crossways for short journeys or no less than 11.4 cu. ft. of our suitcases, safely held in position by the retaining straps provided and without in any way obscuring rear vision." *Motor*

"For sheer driving enjoyment, I place this sports car very high indeed. Though it is a thoroughly practical fast tourer, nothing has been done to blunt its sporting character, and therein lies its charm. To the fat tycoon, who drives as he works out his next big deal, the 240Z has nothing to offer, but to the man who still regards driving as a pleasure and an art, it promises unending enjoyment." *Autosport*

Extracts from Autocar Road Test and Motor Road Test 11.12.71 and Autosport 24.2.72.

**DATSUN UK LIMITED, DATSUN HOUSE • BRIGHTON ROAD • WORTHING • SUSSEX**

Telephone: Worthing (0903) 204441 [10 Lines]

**DATSUN**