

1973 Datsun 240Z

An immaculate example of a legendary automobile, restored to high specification. Updated with blueprinted 2.8-liter, 5-speed, suspension and brakes. Original 2.4-liter engine and 4-speed transmission also available.



History

No single automobile has been more responsible for establishing a new automaker than the Datsun 240Z in the U.S. Nissan introduced automobiles to the U.S. market badged as Datsuns from 1964 to 1983. Early imports were carefully selected to establish a reputation for high performance, reliability and value, and were derivative of the best examples in their class. The Datsun 1500/1600/2000 was a 4-cyl. sports car in the best British roadster tradition. The Datsun 510 was a fine sport sedan and a rival to the BMW 2002.

But it was the Datsun 240Z that drew an entire generation to Japanese cars for the first time and ultimately changed the American automobile industry forever. Following the lead of its predecessors, the 240Z copied the layout of the Jaguar XK-E—6-cyl. engine, 4-speed transmission, rack and pinion steering, independent rear suspension, two seats and a rear hatch that opened to a large, well-finished luggage area.

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The design of the 240Z was simple and unadorned unlike many of its rivals. The 240Z delivered on the performance promised by its stunning shape with 151hp and 146 ft-lbs. of torque and 0-60 in eight seconds. At an initial cost of \$3,500 the 240Z was priced well below any competitor in the market, and buyers lined up. Later versions reflected increased engine capacity in the 260Z and 280Z as emission restrictions required larger displacement and fuel injection to maintain performance and fuel economy.

The 240Z dominated SCCA C-Production racing with John Morton on the West Coast and Bob Sharp on the East Coast. Later Z-cars continued to dominate IMSA racing driven by Connecticut's own Sharp, Paul Newman and Sam Posey.

Restoration

The combination of sales, racing success and reliability have made the 240Z one of the most popular sports cars in history, with many examples remaining on the road for decades. Finding an unmolested, original car has become increasingly difficult.

The example offered is an original California car, which came to Connecticut in 1997 undergoing a complete restoration by Automotive Restorations Inc. including bare metal refinishing along with a rebuild of all components. Upgrades include a blueprinted 2.8-liter engine, Nissan 5-speed transmission, suspension modifications, brakes and audio. The new engine was made to look identical to the original 2.4-liter unit. The car also features period correct aftermarket American Racing wheels. The car has been driven approximately 3,500 summer miles since restoration.

Extensive maintenance and restoration records are available. The original 2.4-liter engine and 4-speed transmission are also available to be purchased with the vehicle.

Specifications

Chassis: HL53077325

Engine: 2.8-liter, 6-cylinder sohc

Engine Number: n/a

Transmission: Nissan 5-speed manual

Brakes: front disc/rear drum

Color: White/black

Mileage: 195,530 documented

Price: \$27,500

Market Intelligence

1973 Datsun 240Z

Number built:	16,215	1970
	33,684	1971
	52,628	1972
	45,588	1973
	40,172	1974

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