

1970-73 DATSUN 240Z WORKS RALLY

Works ZR Chassis • 1000-1100kg • 2393-2497cc Inline-6 • 200-225 bhp

In 1969, a mere 11 years after the Mobilgas Trial in 1958, Nissan was poised to win it's first International endurance rally at the East African Safari with the 1600SSS. This was an incredible accomplishment by itself, but the Nissan Works team had yet another ace up its sleeve: the all-new S30 240Z.

From 1970 to 1973 the Works team hand-built approximately 40 special-bodied S30s for global rally competitions. The car would be marshalled to compete both in off-road endurance rallies, forest rallies and in the Rallye Monte-Carlo. This represented an entirely new challenge for the Works team, as the diverse styles of terrain and weather required notably different vehicle setups.

CONSTRUCTION

All of the Works cars were constructed using a Works ZR chassis, which was derived from the low-volume Z432-R track car (#2). Batches of a few cars at a time would be welded together on the main assembly line, and then ferried to the Works shop at Oppama for fitment and testing.

Although the Works cars appeared stock, they incorporated many Works-specific performance upgrades (See accompanying diagrams), which a separate Works parts reference helps illustrate (#3). To date, scores of parts been identified and catalogued as Works-specific, including main components such as wiring harnesses, suspensions, engine components, and more.

Dunlop Japan supplied Nissan with specially developed tires, which would greatly aid the car's performance during off-road and snow-covered rally segments. Tires for snow sections of the Monte-Carlo incorporated metal studs (#4).

DEVELOPMENT

The early Works S30s were built to Lightweight specifications, incorporating features such as thinner gauge steel body panels, acrylic windows, and fiberglass doors and hatches. The weight savings was reported to be 200 lbs, most of which was re-gained by the addition of rallying equipment, roll cage, and spare tires. It is believed that as many as 20 cars assembled in 1970 to 1971 were Lightweight Spec. An FIA rules change for the 1972 season banned the use of lightweight vehicle panels, and from 1972 on, Works cars would be built from production gauge steel all-around, in addition to incorporating glass windows in place of acrylic.

Engines were significantly developed over the 4+ years the S30 was campaigned. ECGI (#5), larger displacements, and LY heads aided in bumping power ratings by 25bhp.

PHASE OUT

By 1974, the 1973 Oil Crisis had changed the global market for larger sports cars in favor of smaller, more fuel efficient cars. Although the Works team campaigned the S30 260Z in 1974, further S30 development ceased in favor of the smaller 4-cylinder 160J, and eventually the PA10.



1. 8D 420: 1970 test car in a prototype Monte-Carlo Specification



2. A typical PZR chassis from a Z432-R, showing 100L fuel tank mounts, spare delete

Part No.	Quantity	Price	Price
11821-25160	1	1.67	3.34
25770-84100	1	0.88	0.88
16701-25390	1	1.25	1.25
11821-25280	1	2.78	2.78
25230-89910	1	0.97	0.97
25350-84100	3	0.48	1.44
11821-25410	1	8.83	8.83
11823-25410	6	1.50	9.00
25461-50000	2	1.50	3.00
25462-50000			
25463-50000			
10502-25230			
11821-25950			
25520-13200			
11821-26810			
10956-26360			
Comp switch lighting	1		
Comp switch fog lamp	1		
Comp switch horn	1		
Switch ass'y-w/s washer	1		
Ass'y-switch stop lamp	1		
Comp sw heat glass	1		
Block ass'y-fuse	1		
Block ass'y fuse	1		
Fuse 10A	1		
Fuse 20A	1		
Fuse 30A	1		
Relay ass'y-lower beam	2		
Relay ass'y-fog lamp	1		
Di de Ass'y	1		
Timer ass'y-wiper & washer	1		
Rheostat ass'y	1		
Ass'y-unit flasher	3		
Ass'y-motor w/s wiper	1		
Ass'y-blade w/s wiper	6		
Ass'y-w/s wiper No.1	2		

3. Period Works parts reference, showing Y-prefixed parts numbers (detail in inset)



4. Dunlop-supplied studded snow tires (detail in inset)



5. 1973 LR24 Works engine with ECGI and Navigator control panel (inset)