



LOOK OUT, SUPER





COLOR PAGE: Typical of other Honda products, Z is beautifully finished and waterproofed and just wouldn't stop in extended test over wet period — even when water was running to the wheelarch tops. Below: Interior is immaculately appointed for the price and size of the vehicle, and even tall drivers are comfortable.

HERE COMES ZOT

A TINY PRICE, incredible fuel economy, spunky city performance, ultimate "parkability" and low running costs are the practical considerations — but this hot little Z-Car will probably win more sales for its cheeky good looks and its race-driver interior.

EIGHT and a half thou' — they've got to be kidding!" They're not. The Honda Z 360's tach is red-lined at 8500 rpm and the red sector runs to 10,000 — above that and the engine is literally in the laps of the gods.

Passer-by reaction to the Z-machine is always a mixture of amused incredulity but when they poke inside it and see the tach they do a big double take. First of all the looks grab them, then the paint job and finally the interior.

The inside looks like a real GT — black reclining bucket seats, a no-nonsense dash with a three-spoked steering wheel and finally the tach. It seems to scream at you *eight thousand five hundred revs per minute* — as high as a Formula One car. But the secret is Honda's ability to drag every last horse out of 360cc.

The little donkey is producing 31 horses — nearly one horse per 10cc. About the same ratio as a standard Holden 202 CID donk producing more than 300 horses. Really wild.

But for all that, it's still the most economical car we've tested so far. An incredible 63 mpg for city running was the best we recorded for the little car!

As all constant MODERN MOTOR readers know, the Honda Z is basically the Scamp with a groovy body. All the internal mechanical parts are the same — just the passenger compartment has been redesigned.

The Scamp is a cheeky little bomb but the new Z-machine takes the impudence stakes by a long nose.

Even the dealers selling them do so with a smile on their face. They are known within the companies as "Z cars".

This is probably nothing more than an easy designation for the machine. Remember, Honda are really big bike makers, and the name "car" is used to differentiate the product from the usual two-wheelers they sell.

But one does suspect the old TV series title is being used in vain.

It is easy to get carried away with the Z's looks when it is standing still. On the move, however, the fact that it is

only 360cc does sometimes get pressed home rather hard.

After the car had been to the test strip for acceleration figures the fact was firmly embedded. Well not too firmly because as the traffic got thicker our estimation of the Z went up proportionately.

The Z-machine thrives in traffic jams, it loves traffic lights and the nose has a parking-space-seeking mechanism. In these conditions all you need is 360cc. It provides more than enough performance for the job.

We were aware of the Z's ability to handle traffic but decided to check anyway. All MM's tests come with the fullest performance figures but they weren't complete enough for this job. Our lowest acceleration figure is 30 mph, and we found you just don't reach 30 mph most of the time in the traffic.

The Honda Z will hit 30 in 7.1 seconds which is pretty slow, but more than enough for city traffic. We went out in the traffic, caught as many red lights as we could and measured the

acceleration time of the pack to 30 mph from the time it moved off.

The best Sydney traffic could come up with was 8.5 secs. to 30 and it often took 30-40 seconds to reach that figure. The average "quick start" from the lights was 12.8 secs. — hardly a shattering time and no trouble for the Z to beat.

Several times we were at the front of the traffic lane and dragged off the pack with ease. Anybody not buying a Z for its supposed lack of performance in the city certainly has no reason. The Honda Z is a lot better than the fastest of city traffic streams.

It doesn't work too well in the country however, because 360cc is just too small for tackling hills, trucks etc. Planting your foot at 60 mph produces nothing. It will slowly gather speed from there on but it is very slow.

It's OK in Sunday traffic with a fairly slow speed and no opportunities to pass anyway, but otherwise it bombs out on the open road for passing manoeuvres.

Used strictly for commuting or

HONDA Z

shopping, the Z is a winner. The back window opens upwards like a station wagon giving access to a spacious boot (once the back seat is folded down) which makes it a very good shopping car.

The Honda will take two people in great comfort together with a lot of luggage or groceries at a good speed all over the city with excellent economy. In other words it is a City Tourer, or CT for short.

Like the GT, the Honda Z CT fulfills its design purpose perfectly. It is a

fairly nominal two-plus-two with room in the back seat for two children or an adult sitting sideways. Stuffing four adults in is a fairly cramped business for all concerned.

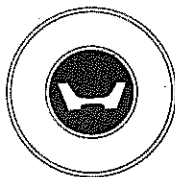
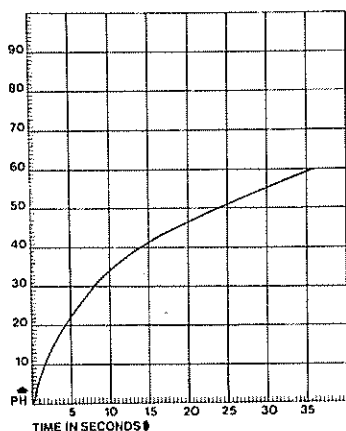
With two in, the situation changes completely. Both people can adjust the seatbacks into comfortable positions, have lots of legroom and settle down in comfort for the traffic jams. An average sized driver can adopt a semi-racer position with straight arm driving.

Once comfortable, the driver has everything within reach with the seatbelts done up. The washer/wipers are on a stalk to the left of the wheel,

the indicators/dipper in a stalk to the right and the light switch on the dash just inches forward of the wheel.

The choke is on the left a little lower down and the ventilation controls just to the left of it. Beside the ventilation controls, (which consists of two slide knobs) is a two speed blower. The only real stretch is to reach the heater lever which is in the passenger's footwell. The driver can reach it by slipping out of the diagonal belt but it is too far away for comfort and safety.

Because the engine is air-cooled, turning on the heater provides instant heat. Considering the price of the car, it is a wonder there is a heater



WARRANTY, INSURANCE, MAINTENANCE, RUNNING COSTS

Registration:

Including third party (\$40.15) and stamp duty \$62.30

Insurance:

Quoted rates are for driver over 25 with 60 percent no-claim bonus, and where the car is under hire purchase. This is the minimum premium level -- decreasing rates of experience and lower age groups may have varying excesses and possible premium loadings.

Non-tariff companies \$55.56
Tariff companies \$61.10
NRMA \$69.80

Warranty:

Six months or 6000 miles. Covers all parts and labor charges for defective materials, components or workmanship. Includes components from outside suppliers such as batteries etc.

Service:

A Service Free
This covers the first 600 miles (960 km) and includes lubrication and maintenance service. Materials (oils and lubricants) are chargeable.

1-10 Services

These are lubrication and maintenance services covering the period from 3000 miles (4800 km) to 30,000 miles (48,000 km). These are fully chargeable including labor, materials and replacement parts.

Approximate costs are:

Labor \$16.00-\$23.00 (2.5 hours to 3.5 hours) plus parts.

Oil change every 3000 miles (4800 km)

No chassis lubrication

Spare Parts Cost Breakdown:

Clutch plate \$13.74
Brake pads \$2.53
Windscreen -- laminated \$75.00
Muffler \$26.88
Inner and outer front wheel bearings \$2.96
Shock absorber front \$30.24
Shock absorber rear \$17.59

Tail lamp assembly \$28.94
Headlamp assembly \$8.56

Color range (upholstery colors in brackets)

Tack White (black), Pale Blue (black), Pop Orange (black), Poplar Green (black), Caroline Yellow (black), Light Crimson (black).

Minimum garage width:

Measured car width, 7 ft. 3.5 in. (221.2 cm)
plus one fully open door

ROAD TEST DATA - SPECIFICATIONS

Manufacturer Honda Motor Co. Ltd., Tokyo, Japan
Make/Model Honda Z 360
Body type 2-door Coupe
Capacity 354 cc (21.6 cu.in.)
Pricing: as tested \$1799
basic \$1799
Test car supplied by: Bennett Honda Pty. Ltd., 286 Princes Highway, Banksia and Brian Collins Motors Pty. Ltd., 82 Church Street, Parramatta.
Mileage start/finish 50/200, 900/1100, 11/210

ENGINE

Cylinders Two, in line
Bore x stroke 2.46 in. x 2.28 in. (62.5 x 57.8 mm)
Capacity 354 cc (21.6 cu.in.)
Compression 8.5 to 1
Aspiration Single sidedraft
Fuel pump Electric
Fuel recommended 100 Octane
Valve gear OHC
Max. power (gross) 31 bhp @ 8500 rpm
Max. torque 24 lb.ft. (3.3 kg.m) @ 5500 rpm

TRANSMISSION

Type/locations Four speed manual, all synero, dash-mounted
Clutch type sdps
Gear Direct Ratio Overall Ratio MPH/1000 (KPH)
1st 2.47 22.2 2.6 4.1
2nd 1.565 14.04 4.1 6.5
3rd967 8.703 6.6 10.5
4th675 6.075 9.5 15.2

although it is law. Unfortunately it has only two heats, off and on. On is very hot — enough in fact to make people with bare feet uncomfortable. Turning on the blower lessens the intensity of the heat.

You get electric windscreen washers which is also amazing considering the price. So are the reclining seats and face level fresh air. All these little extras add up to the making of quite a luxurious little car.

We drove four examples of the Z — three had annoying rattles from the plastic dash (something loose) and the fourth had almost no interior noise. But the engine is quite noisy when

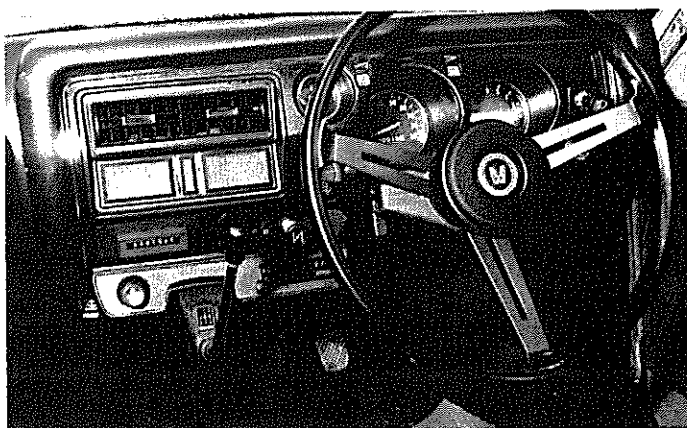
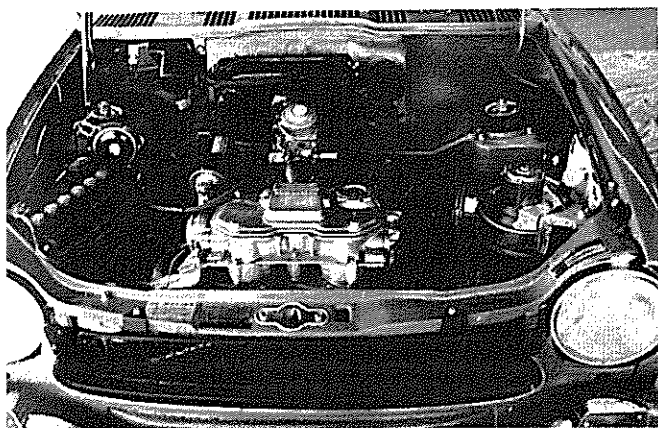
revved hard. Because it is all-alloy you can hear almost everything.

The Z-machine is only 11 inches longer than the *wheelbase* of the HQ Kingswood which means there is a fair degree of pitch in the car over rough roads. On our toughest roads, the bonnet bobs up and down like a small dingy in a rough sea but that is the penalty for being small.

On corrugated surfaces, the suspension occasionally runs out of travel. It does handle very rough conditions well though. It has good ground clearance and the front wheel drive does its usual haul-you-through-anything thing.

Handling manners all around are good with the lack of power limiting your cornering speeds. It understeers gently in most conditions with only an odd tendency to run straight ahead in very extreme circumstances. This is accentuated by the very hard Japanese tyres fitted to the car.

Nobody is ever going to accuse the Z of being run-of-the-mill. Somebody goofed in ordering the cars because the first few months after their arrival you couldn't get one for love or money. During our test we saw only three others on the road; this resulted in waving, horn tooting and general *olde time sports car antics*.



CHASSIS AND BODY

| | |
|-------------------------|-----------------------|
| Type | Unitary |
| Distribution front/rear | 64 percent/36 percent |
| Kerb weight | 1157 lb (525 kg) |

SUSPENSION

| | |
|-----------------|--|
| Front | McPherson struts with coil springs and anti-sway bar |
| Rear | Rigid axle, semi elliptic leaf springs |
| Shock absorbers | Telescopic |
| Wheels | 5.20 x 10 |
| Tyres | Nitto 4PR x 10 |
| Pressures | 23 lb front/17 lb rear |

STEERING

| | |
|-------------------------------|------------------------|
| Type | Rack and pinion |
| Turns lock to lock | 3 |
| Wheel diameter | 14.75 in. (37.5 cm) |
| Turning circle, between kerbs | 30 ft. 8 in. (9.5 m) |
| between walls | 31 ft. 10 in. (10.2 m) |

BRAKES

| | |
|------|---------------------|
| Type | Drum front and rear |
|------|---------------------|

DIMENSIONS

| | |
|------------------|---------------------------|
| Wheelbase | 78.74 in. (199.9 cm) |
| Track, front | 45.87 in. (116.6 cm) |
| rear | 44.29 in. (112.5 cm) |
| Overall length | 10 ft. 2.8 in. (311.9 cm) |
| width | 4 ft. 2.9 in. (129.49 cm) |
| height | 4 ft. 2.2 in. (127.50 cm) |
| Ground clearance | 6 in. (15.2 cm) |
| Overhang, front | 22.5 in. (57.2 cm) |
| rear | 19.5 in. (49.5 cm) |

EQUIPMENT

| | |
|----------------|----------------------|
| Battery | 12 V 35 AH |
| Headlamps | 12 V 50/40 W |
| Jacking points | Four points on axles |

CAPACITIES

| | |
|--------------------------------------|-------------------------|
| Fuel tank | 6.9 gallons (26 litres) |
| Engine sump (including transmission) | .5 pints (2.81 litres) |

PERFORMANCE

| | |
|--|----------------------------|
| Test conditions for performance figures; Weather | Overcast |
| Wind | 3-7 mph |
| Humidity | 60 percent |
| Max. Temp. | 60 degrees |
| Surfaces | Dry hot/mix |
| Top speed, average | 74.1 (indicated) (118 kph) |
| best run | 75 (indicated) (120 kph) |
| Standing Quarter Mile, average | 25.4 secs. |
| best run | 24.8 secs. |
| 0-30 mph | 7.9 secs. |
| 0-40 mph | 13.7 secs. |
| 0-50 mph | 24.2 secs. |
| 0-60 mph | 36.0 secs. |

Speed in gears:

| Gear | Max. mph | (Kph) |
|------|----------|-------|
| 1st | 20 | 32 |
| 2nd | 32 | 51.2 |
| 3rd | 51 | 81.6 |
| 4th | 65 | 104.0 |

Acceleration holding gears:

| | 3rd | 4th |
|------------------|--------------------|------|
| 20-40 | 10.6 | 26.4 |
| 30-50 | 10.9 | 25.0 |
| 40-60 | — | 30.3 |
| Fuel consumption | (See text) | |
| Average for test | 40 mpg (14.2 kpl) | |
| Best recorded | 63 mpg (22.2 kpl) | |
| City average | 58 mpg (20.06 kpl) | |

Braking: Five crash stops from 60 mph.

| Stop | G | Pedal |
|----------|-----|--------|
| 1 | .80 | 80 psi |
| 2 | .80 | 70 psi |
| 3 | .90 | 90 psi |
| 4 | .90 | 85 psi |
| 5 | .90 | 80 psi |
| 30-0 mph | | 1.5 |
| 60-0 mph | | 3.4 |

Calculated Data:

| | |
|-------------------------|-------------------------|
| Bhp/ton | 60 bhp/ton |
| Piston speed at max rpm | 3230 ft/min (984 m/min) |

Speedo Corrections:

| | 30 | 40 | 50 | 60 |
|--|------|------|------|------|
| | 27.6 | 35.4 | 44.0 | 53.8 |

HONDA Z



BIG tail-gate gives good access to rear "boot" and back seat — making it an ideal shopping car. Tiny spare stows away in neat compartment with jack handle clipped in lid.

Very few tests cars have attracted as much attention as the Honda Z. In one case three long hairs started cheering. So if you want to be inconspicuous don't get a Z.

Many people expressed doubts about the life of the engine. According to Max Short, a mechanic at Brian Collins, who races the Honda engines in midjets, thrashing the 360cc from day one and giving it hell as often as you can, the minimum life will be about 25,000 when all you will need is a new set of rings!

Driven in a sane fashion this \$50 bill won't come until 40,000 — 50,000. The maintenance bill should come to about \$5 per 1000 miles which is pretty good.

The biggest money savings will come from the fuel economy. In a 200 mile run between tank fills we recorded slightly better than 40 miles to the gallon. These miles included our exhaustive performance testing which usually knocks the economy figures way down.

The Japanese are getting very concerned about pollution and are working hard on keeping the levels down. They found that keeping a high pressure up in the fuel lines to the carb ensures a more accurate injection of fuel so they generally fit either a two-way system as on the Datsun 240C or a very high pressure one-way line — the Z has the latter.

Unfortunately for us at MM this means the carb is set to operate only on these high pressures and our testing gear does not provide the necessary pressure. This totally eliminated our constant speed fuel checks. Instead, we resorted to accurate single gallon consumption tests.

We ran all our tests in the city where we went for 63 miles on one gallon of gas. The average speed was 23 mph in Saturday afternoon traffic. In normal week-day conditions this dropped to 58 mpg — hardly uneconomical!

If you were really careful, you could probably get 70 miles out of a gallon because on several points in the drive we had to resort to pulling up long hills at 7000 rpm in second to avoid causing a traffic jam. It is on hills that the 360cc becomes noticeable when you may be reduced to crawling up it in first.

This doesn't aid economy. Normal running should produce a figure of 45 — 50 mpg without any strain.

Buying the car on the normal minimum deposit of about \$350 you will have to pay \$14 per week over three years which includes registration insurance (based on a first-time owner), pre-delivery and stamp duty. Your running costs will be for running 250 miles a week:

| | |
|---------------------------|--------|
| Gas | \$2.50 |
| Routine Maintenance | \$1.25 |
| Tyre wear | \$1.22 |
| Depreciation | \$3.80 |
| Total | \$8.87 |

This brings the total costs-per-week for the first year to \$22.87 per week or \$1187 per year or roughly nine cents per mile based over 12,000 miles.

(Tyres were assumed to run 12,000 miles for four at \$11 each, and depreciation at about \$300. We also assumed no mechanical break-downs after the first 6000 miles when the warranty ran out).

From now on, all MM tests will be including a cost break-down and we will bet that the Honda will be the standard for economy for a long time to come.

It may seem a lot of money to pay, but motoring costs are a lot higher than most people think.

For your money, you do get a very good shopping car, city commuter or simple economy fun car.

Happiness is surely a Honda.

STOP PRESS

WATERCOOLED HONDA Z

— from Jack Yamaguchi in Tokyo.

WE thought we could relax — now that the "show" is over. A call from Honda broke our tranquility. A friendly voice on the other side of the line casually informed me that his company was updating the Scamp Z.

The Scamp Z? My God, the car hasn't been with us that long. I rushed over to one of many Honda garages in town.

They didn't look very different from the cheeky coupe as we knew it, except for a larger grille.

The grille hid a *water radiator*, and the watercooled plain bearing twin, transplanted from the Life sedan/wagon range!

Yes, the Z is now watercooled, except for the export Z600 version. You may remember that the Life engine features a forged single piece crankshaft supported by three plain bearings, cogged timing belt, novel dynamic balance shafts, and is mated to an "in-line" transmission which consists of single dry plate clutch and four-speed all-synco gearbox.

The watercooled Z engine comes in two stages of tune, single two-barrel downdraft carburettor version putting out a mild 31 bhp at 8500 rpm, and twin CV sidedraft carb unit with a wilder camshaft pumping out 36 bhp at 9000 rpm.

The former GS model has been replaced by the new GTL, which gets a new five-speed gearbox with synco on the upper four ratios, but has forsaken front disc brakes (the new Z inherited drums from the Life sedan.)

Front suspension is straight from the Life sedan, and its MacPherson struts are located by transverse links, tension rods and anti-roll bar. An automatic transmission is also offered in the new Z range.

A brief ride in the single carb Custom model confirmed that the new Z was quite a pleasant and agile runabout. Its engine revved quite happily to its maximum power rpm — 8500 — without fuss.

4-DR SCAMP HERE!

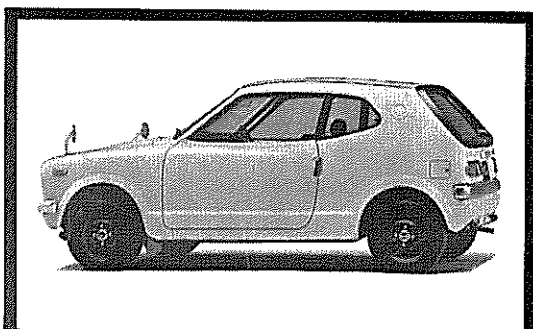


ON the local scene, MODERN MOTOR has just spotted a four-door Scamp — the Life — here in Australia. We believe it's under evaluation for our market and may be here by mid-year (1972). If it comes, it could revolutionise the small car market. It's the watercooled version of course.

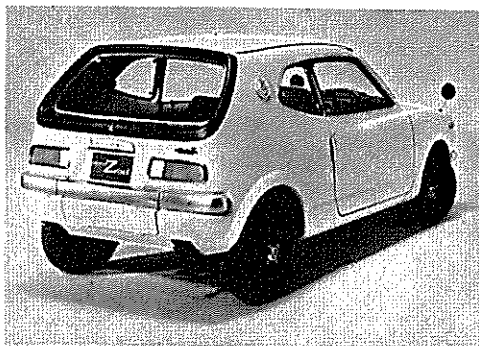


HONDA Z

**wild NEW trendsetter from
the hottest auto engineers
in the world!**



The NOW car — all new — designed expressly for quick moving fun-lovers . . . ZOT by Honda. Not just a swept up, dolled up version of a straight car — but a car that moves in your world . . . ZOT, zaniest shape on wheels . . . ZOT with all the goodies built in as standard . . . ZOT, the scene stealer is here now! Come and see the wild one . . . test drive HONDA Z (the ZOT car).



■ Fully adjustable, reclining front bucket seats ■ Rear bench seat folds for extra luggage space ■ Balanced rear window lifts and stays up for long loads — surfboards etc. ■ All synchromesh 4 speed gear box ■ Front wheel drive ■ Waterproofed, aircooled, overhead-camshaft 4 stroke engine ■ Fully instrumented dash ■ 2 speed wipers/washers ■ Heater demister ■ Seat belts. ■ In fact every "extra" is standard on Honda Z.

Test drive HONDA Z now...and feel what it's like to Zot past ordinary cars...enjoy sophisticated fun at your Honda dealers now!

NSW Distributors
Bennett Honda Pty. Ltd., 286-298
Princes Highway, Banksia; 599 4666
127 William Street, Sydney; 31 0700
31 5183. 330 Parramatta Road, Burwood;
74 6113.

QLD Distributors
Bennett Honda Pty. Ltd.
Bickham and Bridge Street,
Valley; 51 5403. 814-824

VIC Distributors
Honda Australia Pty. Ltd.,
292 Johnson Street,
Abbotsford, 419 2525