



# Nostalgic Hero

クラシックカー 愛する人へ  
Impressive Classic Car Magazine

Nostalgic Hero magazine is edited for enthusiasts interested in the Japanese vintage car.

Its feature material includes Japanese cars produced since 1950 to 1980, styling and engineering details, impressions of vintage car, race, restore and maintenance, modifying, equipment and accessory buyers guides.

The content of magazine is written just in Japanese. So we introduce Nostalgic Hero magazine for overseas people by English in this site.

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## Nostalgic Hero vol.141 (10/2010)

This issue is built for enthusiast of FAIRLADY Z. It covers S30, S31, S130, and the carbon Z!! In Japan, Old Fairlady Z is popular still now. Many people enjoy this car with own style at Japan. The magazine introduce their life style and the car. The other contents are Prince Skyline, Hino Contessa, ISUZU 117 coupe, M50 Crown, etc. One of race event coverage is Japanese classic car association's big event "Thukuba meeting". Many classic car modified special sports machine run in the circuit. And this time, Nostalgic Hero magazine include a special DVD you can watch the preview of DVD at <http://www.youtube.com/watch?v=Tu2igW0gMhY> ). Table Of Contents: chapter(1) Classic car race "Thukuba meeting". chapter(2) In car camera with s30 fairlady Z. chapter(3) S30 carbon Z test drive review. chapter(4) Japanese racer's interview.

## NISSAN FAIRLADY 240ZG (Chassis Code: HS30) '71 (P.8-11)

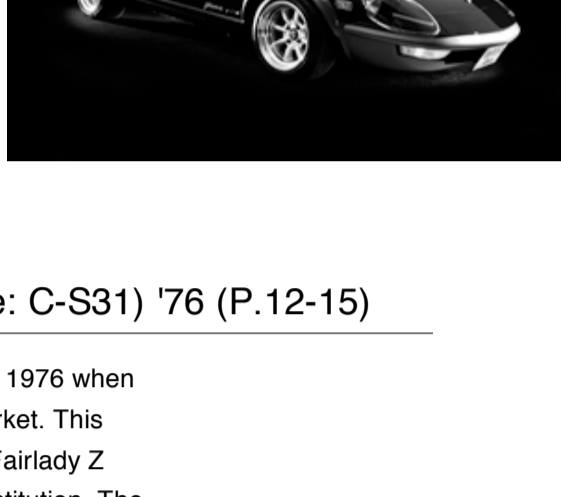
The first Fairlady Z which called Fairlady 240ZG was a debut at 1969 in Japanese market, and it had been to sell after 9 years such as long period to appear at market. 240ZG is still popular in the world even in now because it had diverted basic components which produced by Nissan. Also this form had deep impressions.

The shape of G nose and the over fender of 240ZG is only forms at successive series of Fairlady Z. We published interview of Hitoshi Uemura who designed Fairlady Z in Nostalgic Hero vol.141. He talked stories to adopt G nose for 240ZG at our brand new edition of magazine.

The G nose is longing for classic car fans; therefore, many based model Fairlady Z installed G nose. G nose is not only diverted by genuine parts for Fairlady Z, and also diverted by after parts which can't lack to build up original Fairlady Z now. However the formal 240ZG have proof to appear the original model. The original model has plate which appears vehicle numbers "HS30". The original Nissan factory issued "H" number for their original product, so "H"number has big value to evaluate the model.

### NISSAN FAIRLADY 240ZG (Chassis Code: HS30) '71 (P.8-11)

Overall length 4305mm	Transmission gear ratio 1st 3.321 / 2nd 1.902 / 3rd 1.308 / 4th 1.000 / 5th 0.864 / Reverse 3.382
Overall width 1690mm	Total final drive ratio 3.900
Overall height 1285mm	Fuel Tank Capacity 60liter
Wheelbase 2305mm	Steering mechanisms rack&pinion
Track(front/rear) 1355mm/1345mm	Suspension system (Front/Rear) MacPherson strut / MacPherson strut
Minimum ground clearance 160mm	Braking systems (Front/Rear) Disk brake / Leading trailing drum brake
Interior length 835mm	Tires size (Front/Rear) 175HR-14 / 175HR-14
Interior width 1390mm	Price was released 1,500,000 yen
Interior height 1070mm	
Curb weight 1010kg	
Seating capacity 2person	
Maximum speed 210km/h	
Climbing ability tan90.467	
Minimum turning radius 4.8m	
Engine Type L24	
Engine Type water cooled, four-cycle, straight six, SOHC	
Displacement 2393cc	
Bore × Stroke 83×73.7mm	
Compression ratio 8.8:1	
Maximum horsepower 150ps/5600rpm	
Maximum torque 21kg-m/4800rpm	



## NISSAN FAIRLADY Z-T (Chassis Code: C-S31) '76 (P.12-15)

The last series of S30 model was developed for S31 in 1976 when was 2 years before from S130 series appeared for market. This model started to adopt fuel injection system. In 1975, Fairlady Z adopt fuel injection system to clear for amend the Constitution. The first model to adopt this type of system was S30 which called A-S30. Therefore, the first model to adopt fuel injection system appeared a year before from S31 appear for market. From S30 model to S31 model, the shape of wing mirror was changed. Other hands, any parts weren't changed shape and model to develop S31 except a part of emblems just changed shapes.

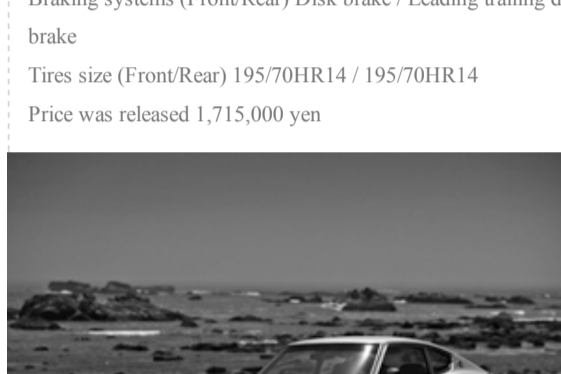
The characteristic points to develop for S31 was evolved interior decorations such as stopped device for head lights.

When S31 appeared for market, also Z-T which was the highest grade splendid model was appeared. This normal model was equipped wheel which equip for deluxe car, wind mirror which controlled by electrical system, and electric windows. S31 model impressed development from sports type model to deluxe type model.

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### NISSAN FAIRLADY Z-T (Chassis Code: C-S31) '76

Overall length 4115mm	Transmission gear ratio 1st 3.321 / 2nd 2.077 / 3rd 1.308 / 4th 1.000 / 5th 0.864 / Reverse 3.382
Overall width 1630mm	Total final drive ratio 4.375
Overall height 1295mm	Fuel Tank Capacity 65liter
Wheelbase 2305mm	Steering mechanisms rack&pinion
Track(front/rear) 1355mm / 1345mm	Suspension system (Front/Rear) MacPherson strut / MacPherson strut
Minimum ground clearance 150mm	Braking systems (Front/Rear) Disk brake / Leading trailing drum brake
Interior length 820mm	Tires size (Front/Rear) 195/70HR14 / 195/70HR14
Interior width 1390mm	Price was released 1,715,000 yen
Interior height 1075mm	
Curb weight 1135kg	
Seating capacity 2person	
Climbing ability tan90.46	
Minimum turning radius 4.8m	
Engine Type L20	
Engine Type water cooled, four-cycle, straight six, SOHC	
Displacement 1998cc	
Bore × Stroke 78.0×69.7mm	
Compression ratio 8.6:1	
Maximum horsepower 130ps/6000rpm	
Maximum torque 17.0kg-m/4400rpm	



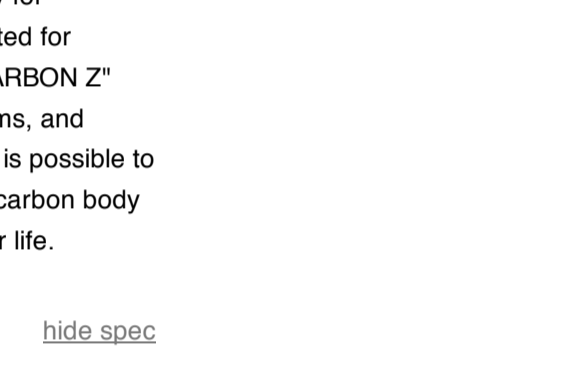
## NISSAN FAIRLADY Z "30 Carbon Z" (Chassis Code: S30) '74 (P.16-19)

The car turning shop "Rocky Auto", which performed car turning engine completely, build up "30 CARBON Z" based on S30. "Rocky Auto" had build up C10 which adopt power steering system; therefore they had many experience to create new type of car turning style. This "30 CARBON Z" is their brand new type of car turning model car. They are following to create not only for comfortable car, but also today's driving systems adopted for classic cars. Even this car based on classic car, "30 CARBON Z" adopt today's new running gear, air conditioning systems, and strength of floor and body. Therefore, "30 CARBON Z" is possible to enjoy classic car life, even hot summer time. The light carbon body and attractive car turning are fascinating our classic car life.

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### NISSAN FAIRLADY Z "30 Carbon Z" (Chassis Code: S30) '74

Body: Rocky Auto original carbon part (Bumper, Over fender, Front spoiler, Front fender, Headlight Bezel, Cowl top, Bonnet, Rear hatch, Rear garnish, Door miller) Carbon finish (Roof, Rear fender, Door) Frame: Front pipe flame, sub frame, reinforce flame, reinforce body with spot welding	Suspension system: adjustable suspension kit, Hyper rubber bushing, original aluminum billet suspension member, lower arm bar
Curb weight 1040kg	Braking systems: Front NISSAN 4 pot brake system, Rear NISSAN 2 pot brake system
Engine Type modified RB30 (RB30 block + RB26DETT twin cam head with 270° cam)	Interior: BRID full bucket seat, MOMO steering, roll cage, extra meter, Sabelt harness
Engine Type water cooled, four-cycle, straight six, DOHC	Wheel: Volk Racing TE37V Front 9Jx15 Rear 10Jx15
Displacement 2960cc	Tires: TOYO TRAMPIO Front 205/50R15 Rear 225/50R15
Intake & exhaust: Solex50mm, φ48mm stainless Exhaust manifold 6 to 1, Stainless muffler	
Ignition: CDI	
Fuel system: resinous fuel tank for STAGEA M35, fuel pump operated by electricity inside tank	
Drive system: OS GIKEN 3 speed cross mission, reinforced carbon clutch, CUSCO LSD	



## NISSAN FAIRLADY Z T BAR ROOF TURBO (Chassis Code: S130) '82 (P.20-22)

S130 Fairlady Z was succeeded former style of Fairlady Z series. This model developed more safety, comfortable, and low contamination. Nissan released August 1978, and then Nissan announced "brand new 80's sports car" title for S130. S130 was followed "attractively to drive" and "enjoy spending car life". S130 adopted independently suspension and disc brake system, so engine performance became modern system. S130 evolved more comfortable such as development anti-vibration system and made option audio system. At October 1982, the brand new model which adopted turbo engine systems; therefore S130 impressed new type of sporty model. At September 1983, Fairlady Z S130 succeeded to the 3rd model of Fairlady Z which called Z31.

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### NISSAN FAIRLADY Z T BAR ROOF TURBO (Chassis Code: S130) '82

Overall length 4420mm	Transmission gear ratio 1st 3.592 / 2nd 2.057 / 3rd 1.361 / 4th 1.000 / 5th 0.813 / Reverse 3.627
Overall width 1690mm	Total final drive ratio 3.900
Overall height 1295mm	Fuel Tank Capacity 80 liter
Wheelbase 2320mm	Steering mechanisms rack&pinion
Track(front/rear) 1395mm / 1390mm	Suspension system (Front/Rear) MacPherson strut / trailing arm
Minimum ground clearance 150mm	Braking systems (Front/Rear) Ventilated disc / disk
Interior length 805mm	Tires size (Front/Rear) 215/60R15 / 215/60R15
Interior width 1420mm	Price was released 2,386,000yen
Interior height 1070mm	
Curb weight 1225kg	
Seating capacity 2person	
Climbing ability tan90.48	
Minimum turning radius 4.9m	
Engine Type L20E・T型	
Engine Type water cooled, four-cycle, straight four, DOHC6気筒 OHC	
Displacement 1998cc	
Bore×Stroke 78.0×69.7mm	
Compression ratio 7.6 : 1	
Maximum horsepower 145ps/5600rpm	
Maximum torque 21.0kg-m/3200rpm	



## NISSAN FAIRLADY Z-L 2by2 (Chassis Code: GS31) '77 (P.23-25)

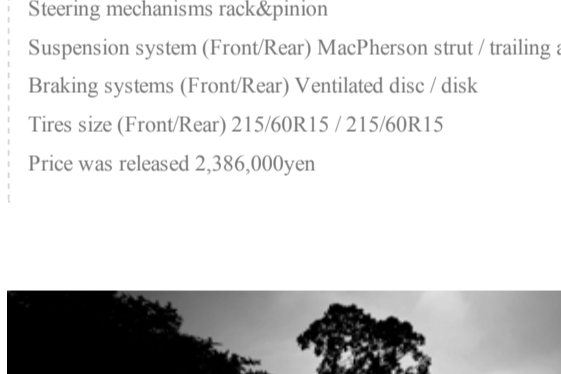
In 1969, Fairlady Z S30 was debut for market, then Nissan just made 2-seater model. However, the North American market and Euro market requested 2by2-seater model. In 1974, 2by2-seater model had appeared for market, and this model was 310mm longer than 2-seater model and added the rear seat was set up for this new model which called "GS30". In July 1976, new model S31 was debut for 1975's amend the Constitution, 2by2-seater model called "GS31".

When 2-seater model to 2by2-seater model, new model added several parts of specific parts, and changed the shape of body style. For example; from face to doors were same with late model, however roofing panels, rear fender, and etc was created for this 2by2 model. Also upholstery was made more new model of parts than exterior decor of this 2by2 model. And transmission was appeared same with 2-seater models which were 4MT and 5MT models, and added 3AT model were created for this 2by2-seater model.

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### NISSAN FAIRLADY Z-L 2by2 (Chassis Code: GS31) '77

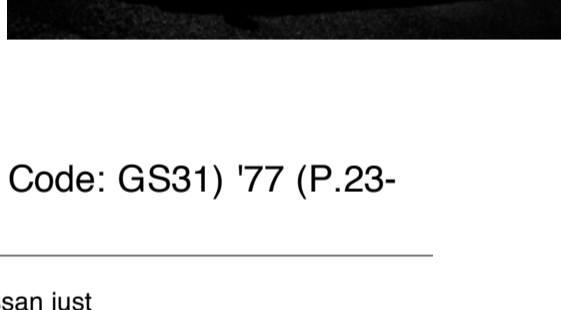
Overall length 4425mm	Transmission gear ratio 1st 3.321 / 2nd 2.077 / 3rd 1.308 / 4th 1.000 / 5th 0.864 / Reverse 3.382
Overall width 1650mm	Total final drive ratio 4.375
Overall height 1290mm	Fuel Tank Capacity 65 liter
Wheelbase 2605mm	Steering mechanisms rack&pinion
Track(front/rear) 1355mm / 1345mm	Suspension system (Front/Rear) MacPherson strut / MacPherson strut
Minimum ground clearance 155mm	Braking systems (Front/Rear) disk / Leading trailing drum brake
Interior length 1500mm	Tires size (Front/Rear) 6.45H-14-4PR / 6.45H-14-4PR
Interior width 1345mm	Price was released 1,897,000yen
Interior height 1075mm	
Curb weight 1205kg	
Seating capacity 4person	
Climbing ability tan90.48	
Minimum turning radius 5.1m	
Engine Type L20E	
Engine Type water cooled, four-cycle, straight six, SOHC	
Displacement 1998cc	
Bore×Stroke 78.0×69.7mm	
Compression ratio 8.6:1	
Maximum horsepower 17kg-m/4400rpm	
Maximum torque 17kg-m/4400rpm	
Fuel injection NISSAN E.G.I.	



## PRINCE SKYLINE 2000GT-B (Chassis Code: S54B-3) '67

Overall length 4235mm  
Overall width 1510mm  
Overall height 1405mm  
Wheelbase 2590mm  
Track(front/rear) 1265/1255mm  
Minimum ground clearance 155mm  
Interior length 1675mm  
Interior width 1255mm  
Interior height 1115mm  
Curb weight 1095kg  
Seating capacity 5person  
Maximum speed 180km/h  
0-400m 17.0 second  
Climbing ability tan90.47  
Minimum turning radius 5.25m  
Engine Type G7  
Engine Type water cooled, four-cycle, straight six, SOHC  
Displacement 1988cc  
Bore×Stroke 75.0×75.0mm  
Compression ratio 9.3 : 1  
Maximum horsepower 125ps/6000rpm  
Maximum torque 17.0kg-m/4400rpm

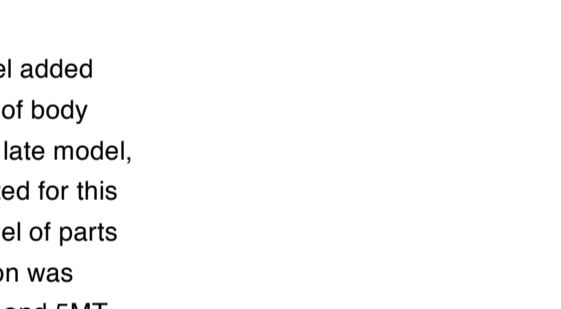
Transmission gear ratio 1st 3.70 / 2nd 1.854 / 3rd 1.378 / 4th 1.000 / 5th 0.810 / Reverse 3.564
Total final drive ratio 4.444
Fuel Tank Capacity 99 liter
Steering mechanisms recirculating ball
Suspension system (Front/Rear) double wishbone suspension / rigid axle
Braking systems (Front/Rear) disk / Leading trailing
Tires size (Front/Rear) 5.60-13-6PR / 5.60-13-6PR
Price was released 940,000



## HINO CONTESSA 900S (Chassis Code: PC10) '64

Overall length 3805mm  
Overall width 1475mm  
Overall height 1415mm  
Wheelbase 2150mm  
Track(front/rear) 1210mm/1200mm  
Minimum ground clearance 205mm  
Interior length 1600mm  
Interior width 1230mm  
Interior height 1175mm  
Curb weight 770kg  
Seating capacity 5person  
Maximum speed 120km/h  
Climbing ability sin90.33  
Minimum turning radius 4.3m  
Engine Type GP  
Engine Type water cooled, four-cycle, straight four, SOHC  
Displacement 893cc  
Bore×Stroke 60×79mm  
Compression ratio 8.0:1  
Maximum horsepower 40PS/5000rpm  
Maximum torque 6.7kg-m/2800rpm

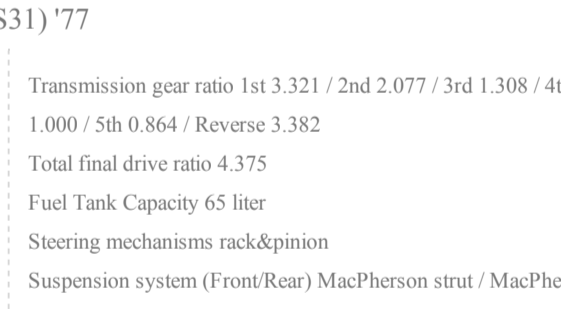
Transmission gear ratio 1st 3.70 / 2nd 2.27 / 3rd 1.50 / 4th 1.04 / Reverse 3.70
Total final drive ratio 4.556
Fuel Tank Capacity 32 liter
Steering mechanisms rack&pinion
Suspension system (Front/Rear) double wishbone suspension / swing axle
Braking systems (Front/Rear) leading trailing / leading trailing
Tires size (Front/Rear) 5.50-14-2PR / 5.50-14-2PR
Price was released 648,000yen



## ISUZU 117 Coupe (Chassis Code: PA90) '70

Overall length 4280mm  
Overall width 1600mm  
Overall height 1320mm  
Wheelbase 2500mm  
Track(front/rear) 1325/1310mm  
Minimum ground clearance 180mm  
Interior length 1675mm  
Interior width 1290mm  
Interior height 1070mm  
Curb weight 1050kg  
Seating capacity 5person  
Maximum speed 190km/h  
0-400m 16.8 second  
Climbing ability sin90.482  
Minimum turning radius 5.2m  
Engine Type G161W  
Engine Type water cooled, four-cycle, straight four, DOHC  
Displacement 1584cc  
Bore×Stroke 82×75mm  
Compression ratio 10.3 : 1  
Maximum horsepower 120ps/6400rpm  
Maximum torque 14.5kg-m/5000rpm

Transmission gear ratio 1st 3.467 / 2nd 1.989 / 3rd 1.356 / 4th 1.000 / Reverse 3.592
Total final drive ratio 4.100
Fuel Tank Capacity 58 liter
Steering mechanisms recirculating ball
Suspension system (Front/Rear) double wishbone suspension / Leaf spring suspension
Braking systems (Front/Rear) disk / leading trailing
Tires size (Front/Rear) 6.45H-14-4P / 6.45H-14-4P
Price was released 1,720,000yen



## TOYOPET CROWN SEDAN (Chassis Code: MS50) '70

Engine: 1JZ-GE (Engine conversion)  
Engine displacement: 2491cc  
Maximum horsepower: 180ps  
Maximum torque: 24.0kg-m  
Exhaust: center for 130 CROWN + muffler for MS50  
Engine cooling: radiator for 130 CROWN + electric fan & controller  
Drive system: transmission for 130 CROWN + propeller shaft + differential gear  
Steering mechanisms: rack&pinion for 130 CROWN  
Body: Original color with gunmetal, chrome plating(bumper, grille, side mole, window mole, wiper arm), Chevrolet Camaro style miller <GT069T>  
Body: reinforced frame + sandblasting, engine & reinforced mission mount  
Interior: 7/3 separate bench seat, repaired carpet, 130&MS50 hybrid speed meter

Suspension system: 130&MS50 hybrid, short coil & reinforced shock
Braking systems: system for 130 CROWN
Wheel: MOON EYES SPEED MASTER 7Jx17
Tires: DUNLOP LE MANS F.215/45R17 R.225/45R17



## NISSAN FAIRLADY Z-L with Panasport Racing

