



Nostalgic Hero

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.

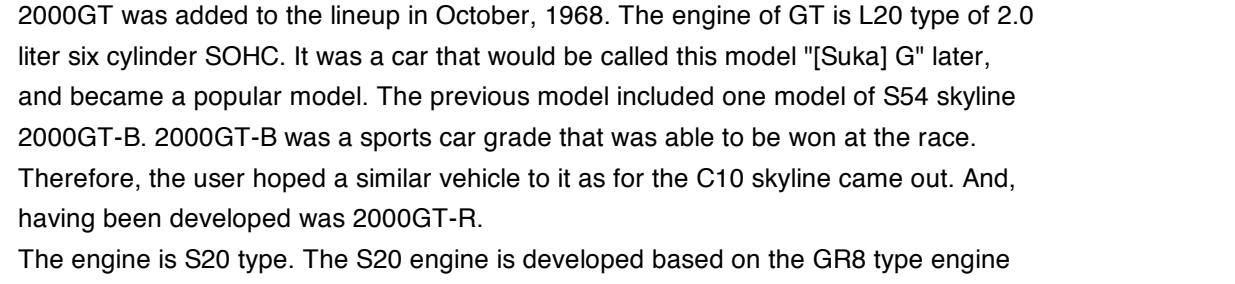
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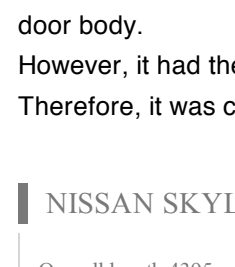
The top issue is built for enthusiast of NISSAN SKYLINE. It covers old and new SKYLINE. The SKYLINE is popular in Japan.

The second issue is small car with cargo space at '60-'80 in Japan. Please enjoy Japanese light commercial vehicle.

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NISSAN SKYLINE 2000GT-R (Chassis Code: PGC10) '70 P010-013



The S50 skyline left the good record by the motor race. The C10 skyline of the third generation appeared as the following model of the S50 in 1968. There are two kinds of bodies. It was a four-door sedan and a van. The engine is G15 type of 1.5 liter four cylinder SOHC.

2000GT was added to the lineup in October, 1968. The engine of GT is L20 type of 2.0 liter six cylinder SOHC. It was a car that would be called this model "Suka" G later, and became a popular model. The previous model included one model of S54 skyline 2000GT-B. 2000GT-B was a sports car grade that was able to be won at the race. Therefore, the user hoped a similar vehicle to it as for the C10 skyline came out. And, having been developed was 2000GT-R.

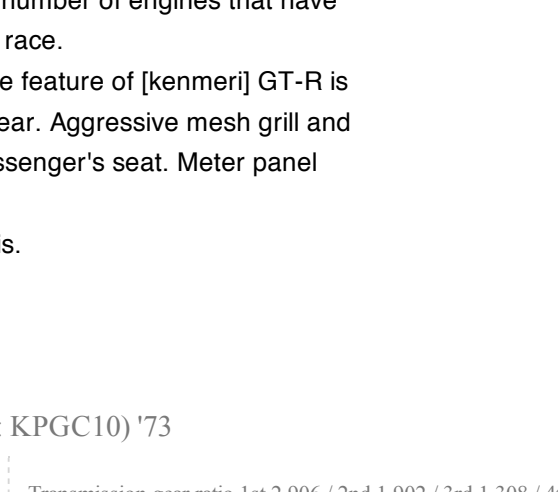
The engine is S20 type. The S20 engine is developed based on the GR8 type engine of six cylinder four valve DOHC of the engine for R380 of the racing machine. 2000GT-R was exhibited to the 15th Tokyo Motor Show in the autumn of 1968. And, it was put on the market on February 21, '69. 2000GT-R is a passenger car of the four-door body.

However, it had the performance that equaled a racing machine. Therefore, it was called, "Wolf that was covered of sheep's skin" from the user.

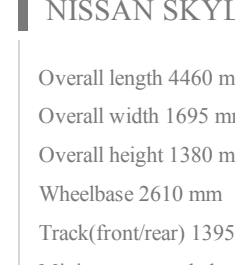
NISSAN SKYLINE 2000GT-R (Chassis Code: PGC10) '70

Overall length 4395 mm
Overall width 1610 mm
Overall height 1385 mm
Wheelbase 2640 mm
Track(front/rear) 1370 mm / 1365 mm
Minimum ground clearance 160 mm
Interior length 1775 mm
Interior width 1300 mm
Interior height 1120 mm
Curb weight 1120 kg
Seating capacity 5 person
Maximum speed 200 km/h
Climbing ability sin θ 0.490
Minimum turning radius 5.3 m
Engine Type S20
Engine Type water cooled, four-cycle, straight six, DOHC
Displacement 1989 cc
Bore × Stroke 82.0 × 62.8 mm
Compression ratio 9.5:1
Maximum horsepower 160 ps / 7000 rpm
Maximum torque 18.0 kg-m / 5600 rpm

Transmission gear ratio 1st 2.956 / 2nd 1.858 / 3rd 1.311 / 4th 1.000 / 5th 0.824 / Reverse 2.922
Total final drive ratio 4.444
Fuel Tank Capacity 100 liter
Steering mechanisms ball nut type
Suspension system (Front/Rear) MacPherson strut / Semi-trailing arm suspension
Braking systems (Front/Rear) Disk brake / drum brake
Tires size (Front/Rear) 6.45 - 14 - 4PR
Price was released 1,500,000 yen



NISSAN SKYLINE HT 2000GT-R (Chassis Code: KPGC10) '73 P014-017



The boast of GT-R has been succeeded from generation to generation. It is PGC10 skyline GT-R first that appeared in February, '69. Next, KPGC10 type of hardtop that appeared in October, '70. And, the KPGC10 type that is put on the market in September, '72 and was called [kenmer]. Because the DNA was S20 type engine of the high performance unit of six cylinder DOHC24 valve developed as an engine for the race. The max power of 160 horsepower is marvelous at that time. It is said that power that exceeded 200 horsepower by the racing tuning was shown. However, it is difficult in the S20 type engine to clear exhaust emissions regulations. Therefore, it is said that [kenmer] GT-R was produced only as for the number of engines that have already been completed. Moreover, it did not enter the race.

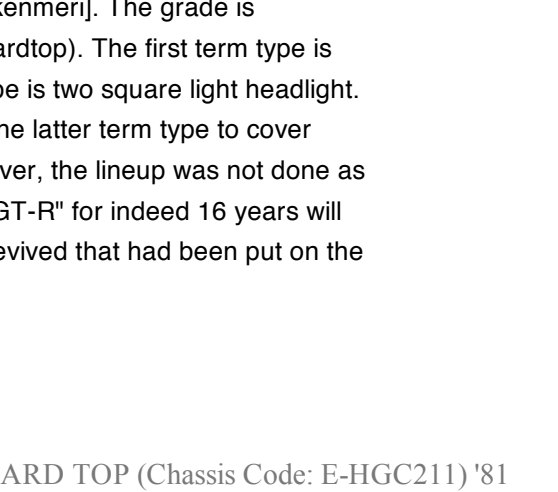
After all, because about 150 was produced, it ends. The feature of [kenmer] GT-R is the following points. It is an over fender in ahead and rear. Aggressive mesh grill and aggressive spoiler. Bucket seat of driver's seat and passenger's seat. Meter panel covered by aluminum.

The equipment only for a lot of GT-R is adopted like this.

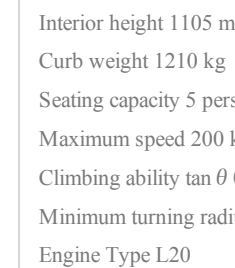
NISSAN SKYLINE HT 2000GT-R (Chassis Code: KPGC10) '73

Overall length 4460 mm
Overall width 1695 mm
Overall height 1380 mm
Wheelbase 2610 mm
Track(front/rear) 1395 mm / 1375 mm
Minimum ground clearance 165 mm
Interior length 1790 mm
Interior width 1340 mm
Interior height 1125 mm
Curb weight 1145 kg
Seating capacity 5 person
Maximum speed 200 km/h
Climbing ability tan θ 0.46
Minimum turning radius 5.2 m
Engine Type S20
Engine Type water cooled, four-cycle, straight six, DOHC
Displacement 1989 cc
Bore × Stroke 82.0 × 62.8 mm
Compression ratio 9.5:1
Maximum horsepower 160 ps / 7000 rpm
Maximum torque 18.0 kg-m / 5600 rpm

Transmission gear ratio 1st 2.906 / 2nd 1.902 / 3rd 1.308 / 4th 1.000 / 5th 0.813 / Reverse 3.382
Total final drive ratio 4.444
Fuel Tank Capacity 55 liter
Suspension system (Front/Rear) MacPherson strut / Semi-trailing arm suspension
Braking systems (Front/Rear) Disk brake / drum brake
Tires size (Front/Rear) 175HR14
Price was released 1,630,000 yen



NISSAN SKYLINE 2000 TURBO GT-E L type HARD TOP (Chassis Code: E-HGC211) '81 P018-021

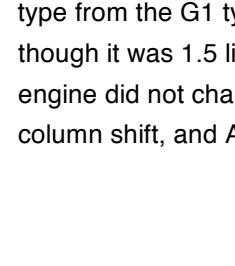


The C210 skyline that appeared in August, '77 is called by the pet name "Japan". This is not a formal name. Predecessor's C110 skyline was called [kenmer] from the promo word "Ken and Mary's skylines".

Similarly, the pet name "Japan" arose from "SKYLINE.JAPAN" that was the promo word of the C210 skyline advertisement at that time. The C210 skyline was a model to whom the output had been limited by intense exhaust emissions regulations. And, it was a model placed between a popular model named [kenmer] and R30. Therefore, the image with an unpopular car is strong now. However, it was a popular car as a high-grade family car or the remodeling base car of the user who liked running at that time. It is the number of sales in history at that time to have proven it. It is the grade

composed of two (the four-door sedan and two door hardtop). The first term type is four round shape light headlight, and the latter term type is two square light headlight. The turbo model and the diesel model, etc. appear in the latter term type to cover incompetent of that. The van model existed, too. However, the lineup was not done as for the grade with the name of GT-R. "Skyline without GT-R" for indeed 16 years will continue here. It was from the R32 skyline that GT-R revived that had been put on the market in 1989.

NISSAN SKYLINE 1500 DELUXE (Chassis Code: S57) '68 P022-025

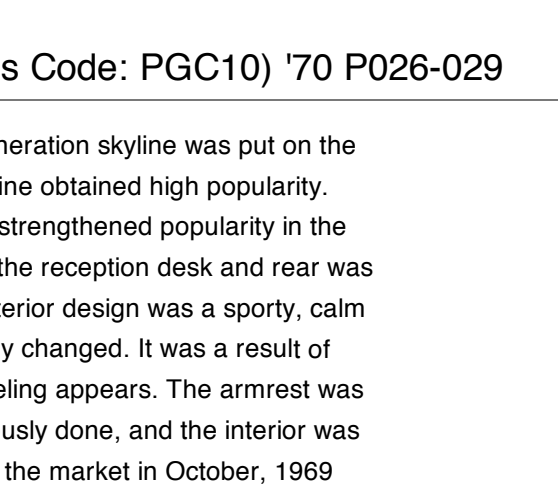


S50 of the second generation skyline was put on the market by the prince in 1963. At that time, the reorganization of the car industry was done by the governmental guidance because it corresponded to the car import liberalization. It amalgamates with the price with Nissan by the flow of the reorganization in 1966. However, a price at that time had given the good record by the race. It was not a declining manufacturer never. Engineers kept having a high boast, and making a wonderful car in a high technology. It was S57 skyline where having given birth had appeared by the engineer in 1967. The engine performance progressed greatly though it was a minor change of the second generation skyline. Five bearings OHC were adopted, and the aluminum head and the combustion chamber were improved. The engine model becomes G5 type from the G1 type, and a quite different engine has been born. It was a high-power though it was 1.5 liters. And, the position of an efficient sedan is established. The engine did not change, these three types were set, MT of the floor shift, MT of the column shift, and AT of the column shift (It was called the space flow).

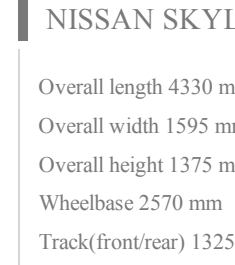
NISSAN SKYLINE 1500 DELUXE (Chassis Code: S57) '68

Overall length 4100 mm
Overall width 1495 mm
Overall height 1425 mm
Wheelbase 2390 mm
Track(front/rear) 1255 mm / 1235 mm
Minimum ground clearance 175 mm
Interior length 1275 mm
Interior width 1675 mm
Interior height 1115 mm
Curb weight 920 kg
Seating capacity 5 person
Maximum speed 160 km/h
Climbing ability tan θ 0.44
Minimum turning radius 4.85 m
Engine Type G15
Engine Type water cooled, four-cycle, straight four, OHC
Displacement 1483 cc
Bore × Stroke 82.0 × 70.2 mm
Compression ratio 8.5:1
Maximum horsepower 88 ps / 6000 rpm
Maximum torque 12.2 kg-m / 4000 rpm

Transmission gear ratio 1st 3.523 / 2nd 2.125 / 3rd 1.355 / 4th 1.000 / Reverse 3.523
Total final drive ratio 4.111
Fuel Tank Capacity 40 liter
Steering mechanisms recirculating ball
Suspension system (Front/Rear) independent strut suspension / Semi-trailing arm suspension
Braking systems (Front/Rear) Disk brake / drum brake
Tires size (Front/Rear) 5.60-13-PR
Price was released 644,000 yen



NISSAN SKYLINE HT 2000GT (Chassis Code: PGC10) '70 P026-029



The hardtop model of the third generation skyline was put on the market in October, 1970. The skyline obtained high popularity. The hardtop model's appearance strengthened popularity in the skyline. The window inclination of the reception desk and rear was changed, and the flowing styling was obtained. The exterior design was a sporty, calm design. The design of the interior panel has been greatly changed. It was a result of improving safety. Interior design with the settlement feeling appears. The armrest was enlarged, and the seat and the lining, etc. were porgously done, and the interior was enhanced. GT-R of the four-door that had been put on the market in October, 1969 was abolished at the same time as the hardtop model's being put on the market in October, 1970. GT-R became only a hardtop model. Results in the race popularity connect directly the hardtop model. Therefore, a sporty impression of the hardtop model was given.

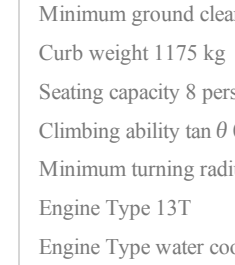
NISSAN SKYLINE HT 2000GT (Chassis Code: PGC10) '70

Overall length 4395 mm
Overall width 1530 mm
Overall height 1375 mm
Wheelbase 2570 mm
Track(front/rear) 1325 mm / 1320 mm
Minimum ground clearance 170 mm
Interior length 1655 mm
Interior width 1325 mm
Interior height 1110 mm
Curb weight 1080 kg
Seating capacity 5 person
Maximum speed 175 km/h
Climbing ability sin θ 0.59
Minimum turning radius 5.2 m
Engine Type L20
Engine Type water cooled, four-cycle, straight six, OHC
Displacement 1998 cc
Bore × Stroke 78.0 × 69.7 mm
Compression ratio 9.5:1
Maximum horsepower 120 ps / 6000 rpm
Maximum torque 17.0 kg-m / 4000 rpm

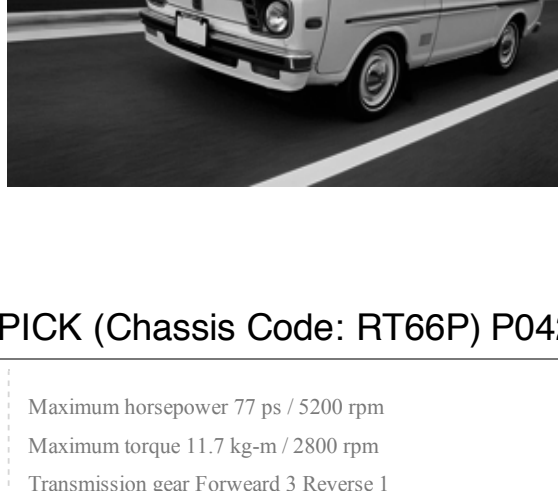
Transmission gear ratio 1st 3.549 / 2nd 2.197 / 3rd 1.420 / 4th 1.000 / Reverse 3.164
Total final drive ratio 3.900
Fuel Tank Capacity 50 liter
Steering mechanisms recirculating ball
Suspension system (Front/Rear) MacPherson strut / Semi-trailing arm suspension
Braking systems (Front/Rear) Disk brake / drum brake
Tires size (Front/Rear) 6.45-14-4PR
Price was released 895,000 yen



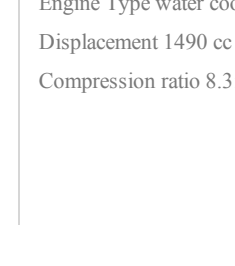
TOYOTA CROWN CUSTUM (Chassis Code: MS52) '69 P036-038



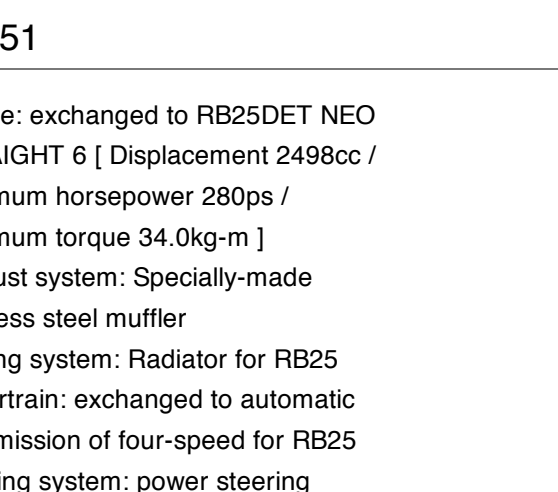
Maximum horsepower 110 ps / 5400 rpm
Maximum torque 16.0 kg-m / 3600 rpm
Transmission gear Forward 3 Reverse 1
Braking systems (Front/Rear) Disk brake / drum brake
Tires size (Front/Rear) 6.95-14-6PR
Price was released 1,041,000 yen



DAIHATSU DELTA WIDE WAGON (Chassis Code: TB15B) '80 P039-041



Maximum horsepower 92 ps / 5000 rpm
Maximum torque 11.7 kg-m / 2800 rpm
Transmission gear Forward 3 Reverse 1
Braking systems (Front/Rear) Disk brake / drum brake
Tires size (Front/Rear) 165SR14
Price was released 1,270,000 yen



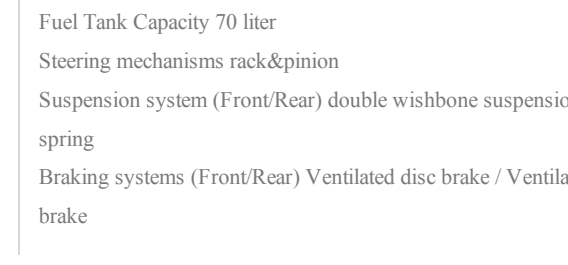
TOYOTA CORONA MARKII DOUBLE PICK (Chassis Code: RT66P) P042-044



Maximum horsepower 77 ps / 5200 rpm
Maximum torque 11.7 kg-m / 2800 rpm
Transmission gear Forward 3 Reverse 1
Braking systems (Front/Rear) Disk brake / drum brake
Tires size (Front/Rear) 5.50-13-6PR
Price was released 597,700 yen



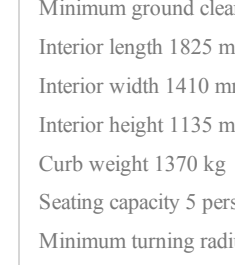
NISSAN FAIRLADY 240ZG '71 P148-151



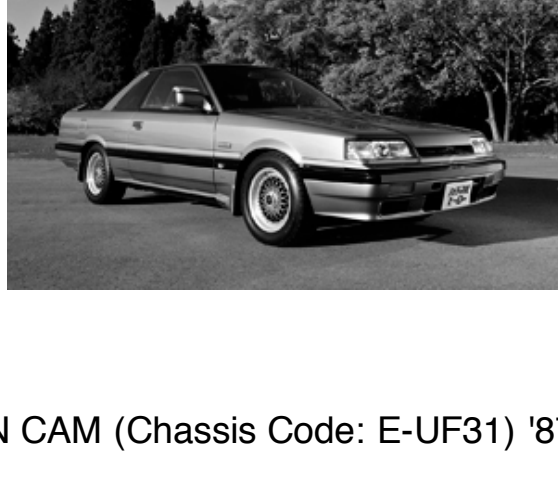
Engine: G [Displacement 2498 cc / Maximum horsepower 280ps / Maximum torque 34.0kg-m]
Exhaust system: Specially-made stainless steel muffler
Cooling system: Radiator for RB25
Powertrain system: Front/rear transmission of four-speed for RB25
Steering system: power steering
Body: The whole has been painted.
Chassis: Frame reinforcement
Interior: Feter panel for R34. Shifter for R34. Paddle shift. Auto air conditioner for R34.
Suspension: Rocky auto original height adjustment type suspension
Braking system: Front four pod fixed caliper for S15 Silvia & slit rotor for Rear drum brake
Wheel: Volk Racing TE37V [silver]

polish) F: 10Jx16 R: 10.5Jx16
Tire: TOYO PROXES T1R F: 225/45ZR16 R: 245/45ZR16

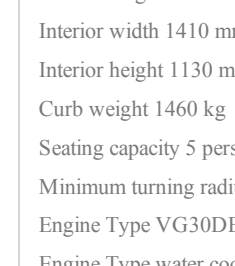
TOYOTA SOARER 3.0 GT AERO CABIN(Chassis Code: E-MZ20-HJPVZ) '89 P167-169



Tires size (Front/Rear) 215/60R15 90H
Price was released 4,309,000 yen



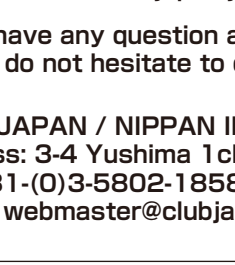
NISSAN SKYLINE GTS AUTECH VERSION (Chassis Code: E-HR31) '88 P167-169



Transmission gear ratio 1st 3.321 / 2nd 1.902 / 3rd 1.308 / 4th 1.000 / 5th 0.838 / Reverse 3.382
Total final drive ratio 4.375
Fuel Tank Capacity 65 liter
Steering mechanisms rack&pinion
Suspension system (Front/Rear) independent strut suspension / Semi-trailing arm suspension
Braking systems (Front/Rear) Ventilated disc brake / Ventilated disc brake
Tires size (Front/Rear) 215/60R15 90H
Price was released 4,360,000 yen



NISSAN LEOPARD ULTIMA V30 TWIN CAM (Chassis Code: E-UF31) '87 P170-172



Transmission gear ratio 1st 2.785 / 2nd 1.545 / 3rd 1.000 / 4th 0.694 / Reverse 2.272
Total final drive ratio 4.083
Fuel Tank Capacity 65 liter
Steering mechanisms rack&pinion
Suspension system (Front/Rear) independent strut suspension / Semi-trailing arm suspension
Braking systems (Front/Rear) Ventilated disc brake / Ventilated disc brake
Tires size (Front/Rear) 215/60R15 90H
Price was released 3,231,000 yen



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