

**GREAT LAKES  
HISTORIC AUTOMOBILE CLUB, Inc.**

# EXHAUST NOTES

July 2021

**MOTORFEST 2021 Edition**



**2005 Nissan 350Z**

**Motorfest 2021 Wrap-up  
Pictures  
Trophy Winners  
Sponsors**

**Also in this issue:**

- **VFACTS May21**
- **Nissan Z Car History**
- **Powering the Campervan**



**1946 Ford Coupe**

# EXHAUST NOTES

The magazine of the Great Lakes Historic Automobile Club, Inc.  
BOX 53, TUNCURRY. 2428      glhac@outlook.com

## Management Team for 2021

|                         |                                |             |
|-------------------------|--------------------------------|-------------|
| President *             | Ron Pulling                    | 0407 993499 |
| Vice President *        | Duncan McDiarmid               | 0427 718899 |
| Secretary * / Treasurer | Brian Mills                    | 0427 311823 |
| Committee * plus        | Arthur Broadley                | 0423 383596 |
|                         | Dick Fancourt                  | 6559 3451   |
|                         | Ross Humphries                 | 6555 2293   |
| <b>Events</b>           | Brian & Avril Mills            | 0427 311823 |
|                         | Keith & Mary Simmons           | 0409 316794 |
|                         | Kevin Barnard & Dianne Tipping | 0422 188442 |
| Registrar               | John Amato                     | 0401 937964 |
| Editor                  | Ron Pulling                    | 0407 993499 |
| Regalia                 | Brian Payne                    | 0422 307120 |
| Publicity               | Brian Payne                    | 0422 3071   |
| Program Manager         | Ron Pulling                    | 0407 993499 |
| Public Officer          | Secretary                      |             |

**Magazines LINK** <https://jmp.sh/jYkEZhG>

## Disclaimer

Articles appearing on our website & in our magazine reflect the views of the contributor and not necessarily The Club or the Editor. The Great Lakes Historic Automobile Club Inc. and its committee accept no liability for transactions resulting from adds in this magazine.

## Life Members

Chris Goodsell , Ross Humphries, Ray Sonter , Peter Darbin

## MEETINGS & BANKING

1st Wednesday of month at Tuncurry Beach Bowling Club, Tuncurry , starting at 7pm.

Club Bank ; BSB 062-669 Account 2801-1055Ref ; Your Name & reason for payment  
*Example ; R Pulling, M/Ship 2021*

**Club Vehicle Display  
Boards on Sale \$60 + GST  
+ freight if req' urgently**



## Club Regalia.

Brian Payne; 0422 307 120

|                    |         |
|--------------------|---------|
| Car Badges         | \$ 25   |
| Club caps          | \$ 20   |
| Key Rings          | \$ 7.50 |
| Cloth Badges       | \$ 7.50 |
| Windscreen Banners | \$ 15   |

# Great Lakes Historic Automobile Club Inc.

PO Box 53. Tuncurry. 2428

glhac@outlook.com



All Events start at Rockpool carpark to depart 9.30am, unless notified

## GLHAC EVENTS TO NOVEMBER 2021

Please advise if going direct: to **Brian Mills 0427 311 823, Keith Simmons 0409 316 794, Kevin Barnard 0422 188 442, or Albert Waldock 0407 291 124**

**PLEASE DO NOT ATTEND IF YOU HAVE ANY FLUE LIKE SYMPTOMS**

### July 2021

- Sat 3 **10.00am** Go direct to Kafe Biru for a coffee and chat.  
Tues 6 BYO m/tea at Johns River, lunch at Beechwood Cafe via Wauchope  
Wed 7 7.00pm Meeting at Tuncurry Beach Bowling Club Auditorium.  
Wed 14 Metz Cafe m/tea, Lunch at Krambach Hotel  
Thur 22 Metro Cafe Taree for m/tea, supplied Pizza lunch at Forster Baths  
Fri 30 BYO M/tea at Tinonee Orchids, bring chairs then tour Orchid farm

### August 2021

- Wed 4 7.00pm Meeting at Tuncurry Beach Bowling Club Auditorium.  
Sat 7 **10.00am** Go direct to Kafe Biru for a coffee and chat.  
Wed 11 **11.00am** depart Rockpool for lunch at the Roundabout Inn, Gloucester  
Thur 19 **11.00am** depart Rockpool for lunch at Abundance Garden Centre, 274 Rawdon Island Road, Sancrox then visit to Vickers Fudge Factory  
Mon 23 **11.00am** depart R/pool for club supplied BBQ lunch at Bulahdelah Park, BYO drinks  
Tues 31 Greenhouse Cafe Nabiac for m/tea

### September 2021

- Wed 1 7.00pm Meeting at Tuncurry Beach Bowling Club Auditorium.  
Sat 4 **10.00am** Go direct to Kafe Biru for a coffee and chat.  
Tues 7 11.00am depart rockpool for Bonny Hills Garden Centre for lunch  
Sat 11 **8.30am** depart r/pool for Fighter World, BYO m/tea at Medowie turnoff. Tickets \$14.00 to be purchased by the September meeting  
Wed 15 Bowers Cafe Kolodong for m/tea

### October 2021

- Sat 2 **10.00am** Go direct to Kafe Biru for a coffee and chat.  
Wed 6 7.00pm Meeting at Tuncurry Beach Bowling Club Auditorium.  
Sun 10 **8.30am** go direct to Palmgrove Park, Forster for a Club supplied b/fast - bacon & egg roll, coffee at the Pantry Cafe, bring chairs.  
Fri 15 Depart r/pool 9.30am for BYO m/tea at Johns River bring chairs then BYO lunch at Comboyne or Cafe will be open  
Thurs 21 Depart r/pool 9.30am for BYO m/tea at Gloucester park then lunch at Stroud hotel  
Wed 27 Depart R/pool at **8.45 am** for BYO m/tea at Tea Gardens then Ferry to Nelson Bay for lunch. Ferry return trip cost \$26.00. Numbers needed by the 20/10/21 – have to pre book Ferry.

### November 2021

- Wed 3 7.00pm Meeting at Tuncurry Beach Bowling Club Auditorium.

**MONTHLY MEETING OF GREAT LABES HISTORIC AUTOMOBILE CLUB INC**  
**Held at Tuncurry Beach Bowling Club on 2nd June 2021**

Meeting opened: 7.00pm

Chairman: Ron Pulling: Acting Secretary/Treasurer: Brian Mills

Attendance: 42 Members: 2 Visitors:

Apologies: Rodney & Voula O'Regan, Brian & Judy Payne, Colin Trees, Mike Nedelko, Peter & Michelle Fitzsimmons, Lyn Thompson, Percy Newman, Max & Judy Smith, Laurie Curtin, Duncan MacDiarmid, Keith & Mary Simmons, Kevin Barnard & Dianne Tipping.

Visitors Names: Duncan Rae, Graham Rowe.

New Members: Graham Rowe was voted in, welcome to our club.

Minutes from Previous meeting: as per magazine. Moved to accept as a true & correct record; Proposed: Ron Pulling Seconded: Dick Fancourt Carried

Business Arising: Nil.

Treasurers Report: Presented by Brian Mills Balance \$ 10,892.92

Moved by Brian Mills that the Treasurer's report be accepted. Seconded: Harold Rowe Carried.

Correspondence In: Various club mags by mail & email, emails re Motorfest Stephen Bromhead – Sporting Grant, CardiGras 29/5/21 Coffs Harbour, Quote for M/F signs, Electronic Magazine Exchange Group, Invoice from Workwise Clothing – Brian Payne caps, CMC Meeting reminder, Windscreen banners layout, enquiries re Motrfest, Invoice for car Sign Boards, Government re Covid 19 Safety Plan. Invoice Sydney P A Hire, inquiry for membership. Letter from Fair Trading requesting date of Clubs financial year.

Correspond Out: emails re our events, Replies to queries re motorfest, Moved by Brian Mills that the correspondence be accepted. Seconded: Victor Nadjarian Carried

Events Report: As printed in magazine. First Saturday of the month Coffee & Chat at Darawank are proving very popular.

General Business: Peter Lancaster raised the problem of members having trouble driving at night to the meetings and suggested we look at having day time meetings. After discussion it was decided to identify those members who need help and investigate car pooling to enable them to attend night meetings. Update on the Club Caravan – for security reasons we need to find another site for the caravan, after motorfest there needs to be a working bee to prepare the van for painting. Victor Nadjarian and Graeme Walker volunteered to clean the caravan down with a high pressure washer. Thank you both.

Ron Pulling gave a report on Motorfest. The Motor Show signs are ready and Duncan will put one at the Motel in Tuncurry, one will be put on the bridge and both approaches to town. The Banner for John Wright Park is ready to be put up. Ron outlined the display area layout.

Covid plan is organised and we have a QR code. Ron thanked the members of the motorfest committee and special thanks to Hilton Tripp for his outstanding work in securing sponsors for motorfest. Helpers needed at 7.00am

Regalia: as per magazine, see Brian Payne, club windscreen banners will be available at Motorfest for \$10.00 on the day after that \$15.00 each.

Members Spot: Victor Nadjarian advised that where his son works they have just updated the register and they have more than eight and a half million dollars worth of cars. At the moment they have about 5 or 6 Police cars, he will try to organise a 2 or 3 day event to visit them. Alex Apostolidis gave a very detailed talk of his adventures getting lost on Whoota Mountain.

Welfare: Rodney O'Regan, Brian Payne and David Birks are on the mend, Laurie Curtin & Lyn Thompson on the ill list, best wishes to them all.

Raffle: Tony O'Rourke was the lucky winner of the \$50.00 voucher donated by Tuncurry Beach Bowling Club. Sharon Berry, John Stellema, Marcia Fancourt, Brian McMurray x 2 and Ted Sneddon were also lucky winners.

Meeting Closed: 8.33 pm.

Tuncurry Beach Bowling Club greatly supports our Club with the \$50.00 meal vouchers and allowing us to use the Auditorium for meetings, please support them in return.

## GLHAC Treasurers Summary Report May 2021

|   |                      |
|---|----------------------|
| Credit Bal forward 1 <sup>st</sup> May 2021 | \$10,759.75          |
| Income                                      | \$950.55             |
| Expenses                                    | <del>-\$817.38</del> |
| Credit balance as per statement 27 /05/21   | \$10,892.92          |

Includes \$ 1,333.16 in Members Benefits

CBA IBD \$15,000.00 @ 0.8% maturing 10/08/2021

***I don't sell cars; I sell engines. The cars I throw in for free since something has to hold the engines in.***

ENZO FERRARI

# THE PRESIDENT'S PRATTLE

July 2021



Welcome to the July 2021 special Motorfest edition of Exhaust Notes. Motorfest .. what a great day .. the weather was a perfect winters day, clear, sunny and little breeze ... ideal for displaying cars and getting the public out to look at them. And, did we have some .. cars and public ... well over 200 cars and 30 odd bikes, together with the stationery engines from DONKs ... estimated public was over 2000. This Motorfest was the biggest I have seen in over 16 years with the club. The outstanding result is great credit to the planning and execution of our 2021 Motorfest team of Laurie Curtin, Victor Nadjarian, Lyn Thompson and Hilton Tripp. This year we broadened our sponsor base, thanks to Hilton, which gave us some additional funding to advertise and provide a good sound system on the day. Banners and signs we had professionally made are all reusable. Continued support from Nissan is greatly appreciated. All our sponsors and their respective category winners are featured later in this edition. Our windscreen banners did arrive, and they certainly added some 'distinction' to the display of our club cars. Thanks to the Lions Club and the RFS for catering ... from what I saw they both had plenty of customers. As did our two coffee vans ... queues all day. Thanks also to the local Fire Brigade for being part of our day .. plenty of interest, especially from children. Good to have some stalls .. they add some diversity and colour. Thanks to you, the club members who got up early and helped with setup, collecting entry fees and marshalling. Thanks also to Duncan for helping me put up signs around town and marking out the ground on Saturday. The great attendance all round helped raise a healthy amount for our supported charity, Great Lakes Palliative Care Group. Enjoy the pictures.

The caravan has been cleaned down ready for sanding and painting. Several working bees will be needed, so if you are willing to help out, contact Brian on 0427311823.

Again we have a technical article in this magazine written by one of our members. Thank you Hilton. If you have a story and would like to share it please give me a call and I can help you put it together.

As you would have seen from Brian's email to all members we are in breach of the requirements we have, to keep Fair Trading up to date with our executive members. We will need to address this and rectify it at our July meeting.

Our thoughts are with our members who are unwell or recovering.

Ron.

**A hug is a great gift - one size fits all, and it's easy to exchange**

## GLHAC Event Reports June 2021

### **Saturday 5<sup>th</sup> Coffee & Chat,**

Was well attended as usual, 29 members, some got to sit near the heater which was nice.

Attending: 29 members and one visitor.

|                                |                     |        |
|--------------------------------|---------------------|--------|
| Kevin Barnard & Dianne Tipping | Pontiac             | 87747H |
| Harvey & Ros Haworth           | Holden              | 29676H |
| Ian & Lesley McInnes           | Triumph Spitfire    | 87755H |
| David Neville & son            | Austin              | 29603H |
| Hilton & Carol Tripp           | VW Combi            | 08544J |
| Ron & Jenny Pulling            | BMW                 | 95355H |
| Kerry Bales MGB                | Peter & Kathy Eaton | MGB GT |
| Tony O'Rourke & Karin Warbrick | MGB                 |        |

In moderns Alex Apostolidis & Kim Gates, Bernie & Carol King, Brian & Avril Mills, Ron & Val Paff, Keith & Mary Simmons, Bill Coultin, Peter Lancaster.

### **Monday 7<sup>th</sup> Andy's Cherry Pie – Bulahdelah Hotel**

8 of us enjoyed the lovely day sitting outside at Andy's Cherry Pie for morning tea then travelled to Bulahdelah Hotel for lunch some took the scenic route over the old road, which was in good condition – saw one other car.

Attending: Kevin Barnard & Dianne Tipping Holden 08545J  
Albert Waldoock & Sharon Berry Cadillac  
Ron & Val Paff BMW  
Brian & Avril Mills Peugeot 306

### **Sunday 13<sup>th</sup> Our Motorfest — 49 members attended. See pictures later in this edition.**

### **Saturday 19<sup>th</sup> Cancelled.**

### **Thursday 24<sup>th</sup> Flow Cafe – TBB Club**

9 of us enjoyed morning tea ( some had breakfast) inside the Flow Cafe as it was a bit chilly - everyone decided to go home instead of going to lunch.

Attending: Kevin Barnard & Dianne Tipping Pontiac 87747H  
Albert Waldoock Bus  
Keith & Mary Simmons, Ron & Jenny Pulling & Brian & Avril Mills were in moderns.

# Nissan Motorfest 2021



**Bob Burns Memorial Trophy**  
**presented by his extended family**  
**to**  
**Bill Skryn**  
**for his 1969 Valiant VF Pacer**  
**(see Best Chrysler Winner)**



# Nissan Motorfest 2021



# Nissan Motorfest 2021



# Nissan Motorfest 2021



**The Great Lakes Historic Automobile Club, Inc. wishes to thank the many local sponsors who have supported our club in the hosting of **The 2021 Nissan Motorfest**, held on Sunday of the June Long Weekend.**

**Below is a full list of our sponsors who supported Nissan Motorfest 2021.**

**Category winners and runners up, plus advertisements and contact details of each of our sponsors are included in the following pages and throughout the magazine.**

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**Forster Tuncurry Signs, Forster**

**JR Richards, Tuncurry**

***Runners Up Awards***

**Chrysler Valiant**

**Commercial**

**Sports Car**

**Custom**

**Ford**

**Holden**

**American**

**British**

**Hotrod**

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**Modified**

**European**

**Motorbike**



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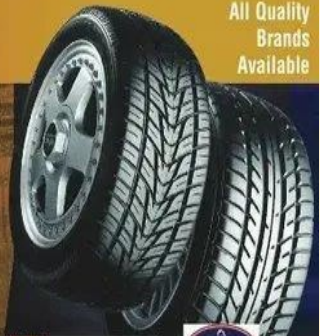
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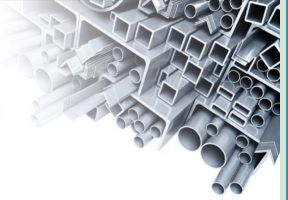
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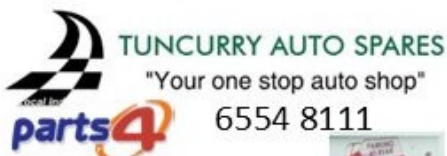
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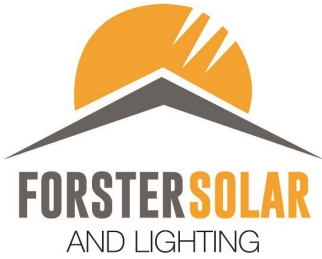
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## **Courtesy of VFACTS**

### **456,894 cars have been sold so far in 2021 - 3 JUN 2021**

Australia is on track to return to a million-plus new-car market after May became the second month of 2021 to register more than 100,000 vehicle sales

The latest official industry figures confirmed 100,809 vehicle registrations last month, the best May result since 2017 when 102,901 cars were sold. With 456,894 sales so far in 2021 and average monthly sales of 91,379, the market has the potential to reach 1.1 million units by the end of the year.

The effects of the latest lockdown in Victoria won't be known until June's results, as the restrictions introduced at the end of May didn't prevent the state from being the second biggest for sales.

Victoria's 25,368 sales for May represents 65 per cent growth compared with May 2020, while year to date, the state's sales are up 30 per cent. New South Wales registered 32,818 new cars last month.

May's result reflects a 68 per cent increase compared to the same month last year, though May 2020 was heavily affected by the unfolding Covid-19 crisis.

It's only the third time since mid-2019 more than 100,000 new-car sales have been registered in a month, following June 2020 and March 2021.

### **Top vehicle segments**

SUVs continue to dominate, with 53,605 sales in May accounting for more than half the market and representing an 87 per cent month-on-month increase. May was the strongest sales month for SUVs so far in 2021.

Small SUVs were the largest SUV sub-segment, with 14,717 units. While this represented an impressive 118 per cent increase compared with May 2020, the even smaller Light SUVs were the biggest growth area in sports utility vehicles, up 223 per cent month on month. Light SUVs are also the country's fastest-growing segment, up 149 per cent compared with the same period last year.

Light commercial vehicles again outsold passenger cars – 23,177 versus 20,218 sales. Ute sales passed 20,000 for May with both 4x4 and 4x2 combined.

Micro cars and people-movers had an especially mighty May, up 160 and 151 per cent respectively. In both cases, growth is being driven predominantly by a Kia – the Picanto in the micro-car class and the Carnival in people-movers. City cars were up 92 per cent month on month, medium cars were up 44 per cent and small cars increased 24 per cent. Small cars, however, are one of only three segments posting a sales decline so far in 2021, down three per cent. The tiny upper-large segment is down 17 per cent and small vans are down 16 per cent.

## Top 10 models

The Toyota HiLux reclaimed its regular best-selling-vehicle status in May, after being usurped by its nemesis, the Ford Ranger, in April. HiLux is the only vehicle so far to exceed 20,000 year-to-date sales, though the Ranger still holds a slender advantage in the vastly more popular 4x4 segment – with the duo separated by just 15 units. The Isuzu D-Max is the ute star of May 2021, with remarkable 202 per cent month-on-month growth pushing it into unfamiliar territory of fourth place and a record monthly result. Isuzu's popular ute hadn't previously passed 2000 units, yet crossed over the 3000 mark last month. Mitsubishi's Triton ute, a perennial Top 10 finisher, enjoyed a month-on-month sales jump of 168 per cent, and so far in 2021 is Australia's sixth most popular vehicle. Toyota's RAV4 couldn't repeat its April feat of out-selling the HiLux, though another 4000-plus result secured another monthly third place for the mid-sized SUV and means a bronze medal overall already looks assured for 2021. Demand for the outgoing Toyota LandCruiser 200 continues unabated, with the iconic 4WD placing in the top 10 for the third consecutive month – up 122 per cent month on month and up 96 per cent year to date. There was also a rare Top 10 appearance for the Toyota LandCruiser) Prado, placing eighth and ahead of its stablemate the Corolla and the Hyundai i30. The two small cars had their lowest Top 10 placings yet of 2021 despite decent growth. Both remain comfortably inside the Top 10 based on year-to-date (YTD) figures. The Kia Cerato's strong May enabled it to replace the Mazda CX-3 in the YTD Top 10, while the D-Max's stellar May has catapulted the Isuzu ute into the overall Top 10 as well. Mazda's CX-5 medium SUV also continues to perform strongly.

## GLHAC Logo Update

Recently our members voted to review and update our logo which, in its original design, was difficult to embroider and to use with various coloured backgrounds. Here is the result.

***Please use on any new club regalia or promotional material.***



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## POWERING THE CAMPERVAN



**VW T25 (T3) 1982 Transporter**—2litre air-cooled (CV motor), fuel injected.

The Transporter comes with battery boxes under each front seat. However the boxes do not accommodate Deep Cycle Batteries. A deep cycle battery at 215mm height does not fit. After much searching I found that the CBC 12v 22AH

AGM Golf Cart Batteries were 181.5x77x167.5mm ht. and 4 fitted snugly into the battery box. Thus providing 88AH for the auxiliary battery. I have since doubled this capacity by adding another 4 of these batteries mounted on a bridge over the spare wheel.

I fitted a 160w JustKampers solar panel on the pop-top and changed the gas struts from 500N to 600N to lift the extra weight.

The van came with some solid state device (layman terminology I'm afraid) which separated the charge cable from the alternator to feed both batteries.

Whether this had any intelligence I don't know! Having installed a solar panel a more suitable battery management device was needed. I chose the Projecta IDC25 unit (25amp DC-DC), which takes power from the mains battery charger, alternator and/or solar panel, preferences the vehicle battery until sufficiently charged and then charges the rest. The IDC is located under the drivers seat, alongside a 15amp 7stage battery charger.



The van came with a 12vdc/220vac 65L fridge. 40 years old and still going strong albeit power hungry. I added a 220v 1000W kettle, 1000W hair drier and 700W (1150W electrical) microwave. The 220v kettle was chosen over a 12v version as a 12v kettle takes around 20mins to boil, whereas the 220v boils in 2 mins. The 1000W items were chosen so that all 220v components could be run on a reasonable capacity inverter and without killing battery life. A

boiling of the kettle takes 3AH. To cook 2 serves of veg in the microwave 4.5AH. This was important as I wanted the van to be "off-grid". Currently we get 3-4 days "off-grid".



The microwave (magnetron has a high inductance) requires a starting power of around 3x rating. To accommodate this I installed a 4000W (peak) 220vac inverter. This is located under the passenger seat,

All the control equipment had to be <80mm in height to fit under the seat rotators.



Finally the 220v external mains supply. This comes into the van via a 16amp RCD (residual current detector - earth leakage circuit breaker) and supplies power directly to the power points for the battery charger and fridge (the fridge has it's own 12vdc to 220vac auto change-over preferencing the 220v). All other power points are dual supply, ie they get 220v from the external supply if connected otherwise they are fed by the inverter. To ensure that these 2, 220vac supplies can NEVER be connected simultaneously to the power points a break-before-make contactor is installed alongside the RCD. This contactor is closed, isolating the inverter power, when the external mains is connected.

Hilton Tripp 22/05/2021

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# Nissan Z-car

The **Nissan Z-car** is a sports car which has been produced by Nissan Motors Ltd, in six generations, since 1969. The original Z was sold from October 1969 in Japan, as the **Nissan Fairlady Z**.

## Generation 1: S30



The first S30-generation Z-car launched in 1969.. Almost overnight, Nissan's 'made in Japan' origins went from taboo to accepted in the US market. As time went on, the Nissan Z-car went on to become one of the most successful sports car families of all time

It was a complex car for its time, making use of independent suspension on both the front and rear axle. All iterations of the S30-generation Z-car were powered

by the glorious L-series engine family, which has its cylinders arranged in-line. Displacement initially started at 2.4 litres, and grew as high as 2.8 litres in some markets.

Later 260Z (1974) models introduced a 2+2 body type, which was essentially a stretched-out four-seat version of the regular car.

In Australia, where it would always be known as the 240Z, we saw our first cars late in 1970. Local Zs initially came only as a five-speed manual, followed in mid-1971 by a smattering of three-speed automatics. A \$4500 introductory price ensured the new Datsun cost less than a GTV Alfa Romeo or Triumph TR6, however it was still considerably more expensive than an XU-1 Torana or Chrysler's new E38 Charger.

The 280Z was released in 1975. It featured an engine displacement enlargement to 2.8 L. A major change was the introduction of Bosch fuel injection, replacing the previous SU carburetors. This resulted in a power increase to 170 hp.

## Generation 2: S130



1978 saw the debut of the new second-generation car known to us as 280ZX. The '80s were imminent, and they struck early with this particular version. The 280ZX shifted into more of a grand touring (GT) car, becoming more refined, more comfortable, and more universally appealing in the process. The only thing left unchanged from the previous 280Z was the 5-speed manual transmission

and 2.8-liter L28 inline-6 engine, while the entire car overall was made more luxurious to meet growing consumer demands.

Underneath, the car was all new. The biggest change was found out back, as this new car adopted a semi-trailing arm suspension system in lieu of the previous Chapman-style A-arm and strut rear design as found on the earlier 240Z.

The two main themes that were carried over to the new S130 version were the continuation of 2+2 four-seat variants as per the later 260Z from generation one, and that buttery-smooth L-series engine. That was about it. In Australia, we were sadly lumbered with a non-turbo 2+2 version only. We did, however, benefit from the Targa top; a novelty that was introduced to the Z-car range with the 280ZX.

## Generation 3: Z31



The Z-car was completely redesigned in 1984, and introduced Nissan's new series of 3.0-liter [V6 engine](#), dubbed the [VG](#) series. Most significant to this generation was the new set of engines shoe-horned under the bonnet. The majority of cars

around the world, including every example delivered to Australia, were powered by a new VG family of V6 engines.

With this new V6 engine, Australia received its first, and last, taste of official turbocharged Z power. On top of that, all Z31 models delivered here new featured a targa top as standard.

As for options, a cool digital dash was one of them. Underneath, the Z31 was similar to the previous car. It wasn't until the later Z32 where things began to evolve quite heavily.

The Z31 generation was the last time we saw straight-six power in a Nissan Z-car. For the 1985 model year, Nissan dropped the Datsun name brand for good.

Each year to 1989 Nissan made small changes to the Z31. The second generation 300ZX (z32) was introduced in 1990

## Generation 4: Z32



Nissan engineers used the most powerful supercomputer at the time, a Cray Research Cray-2, to aid the design process of the Z32. They used this machine to analyse the size and weight of each component of the body structure. Why? So they could then identify where the best savings in weight could be made if they were to employ other materials such as aluminium, advanced polymers and

high-tensile steels. They also simulated crash tests, too, using a Cray-2 supercomputer. Advancements in general technology saw the Z32 move back to its sports car roots more so than the two generations that preceded it. Adaptive dampers debuted with twin-turbo models, as did Nissan's rear-wheel-steering technology called 'Super HICAS' (*Super-High Capacity Actively Controlled Steering*).

The same VG family of engines was used; however, now they were topped with double-overhead-cam cylinder heads and a rudimentary form of variable valve timing. Like previous generations Nissan offered a 2+2 model with the Z32. In 1993, a convertible version was introduced for the first time in the Z-car's history, as a response to aftermarket conversions. All 300ZXs now featured T-tops as standard, yet there were some rare hardtops produced as well.

In Australia, we only received a naturally aspirated version over a production period of six years, from 1990 to 1996. Once discontinued, the flood gates opened with many privately imports, including twin-turbo versions, finding new homes here in Australia.

## Generation 5: Z33



In 1999, French company Renault bought 44.4% of Nissan and Carlos Ghosn became its chief operating officer, but it would not be until 2001 when Ghosn became CEO that he would tell reporters: "We will build

the Z. And we will make it profitable."

The 350Z was introduced to the world in 2002, and to Australia, in the metal, in February 2003.

Powered by Nissan's latest VQ series of V6 engine, which now displaced 3.5 litres and made 206kW. As a testament to its quality, the VQ engine family made it onto the prestigious *Ward's 10 Best Engines* list consecutively for 14 years straight. No small feat. This engine initially produced 287 bhp (214 kW) and 274 lb·ft (371 N·m) torque, but in 2005 was increased to 300 bhp (220 kW) and 260 lb·ft (353 N·m).

Later in 2007, a facelift landed in Australia that featured a hopped-up version of the same 3.5-litre V6 VQ35HR engine with dual intakes and a 7,500 rpm redline, which produced a power output of 306 hp (228 kW), and featured a more linear powerband in addition to the increased torque at lower revolutions. These models can be distinguished via a large power bulge on the bonnet.

## Generation 6: Z34



On December 30, 2008 the 370Z was introduced as a 2009 model. In June 2009, the second generation 2009 Nismo 370Z debuted. This was followed by the introduction of the 2010 370Z Roadster in late summer of 2009. **The Z34**

**370Z** is still offered in the Australian market as a brand-new car.

The 370Z (Z34) is powered by Nissan's 3.7 liter V6 engine, the VQ37VHR. The power output ranges from 333 to 355 PS (245 to 261 kW; 328 to 350 hp), with peak torque of 37 to 38 kg·m (363 to 373 N·m; 268 to 275 lbf·ft), depending on market and variant. Despite the Z34 being virtually all new when compared to the previous car, it almost feels like a pretty serious facelift. Styling remained similar, the cabin looking evolutionary compared to the past, and they even drove quite similarly, too, in fact.

The naturally aspirated V6 has reached its final form in the 370Z. Still the same VQ family, only now up in capacity to 3.7 litres, the 370Z also marks the last naturally aspirated Z-car, as the new Z Proto is set to be twin-turbocharged.

Regardless of whether you opt for an early 2009 build or a brand-spanking 2020 version, all will feature a 245kW version of this fantastic engine. That's unless you decide on a Nismo variant, in which case you'll be treated to 253kW coming courtesy of a new exhaust and engine tune.

## Seventh generation (upcoming)

The seventh-generation Nissan Z was first hinted at in 2018, when Alfonso Abaisa, Senior Vice President for Global Design, confirmed to Australian automotive magazine *WhichCar* that a successor to the Nissan 370Z was being developed. On March 19, 2020, Nissan filed a trademark for two new logos: one was its new corporate logo, while the other was a new version of the Z-car logo, further confirming the existence of a new Z-car. Then, on May 28, 2020, as part of its global restructuring plan, named "Nissan Next", Nissan's official YouTube channel released a one minute, twelve-second video showcasing its updated vehicle lineup, including the new Z-car; this video also confirmed the claim that the new Z-car would have retro styling, with its overall shape and circular running lights referencing the 240Z.<sup>[20]</sup> On September 15, 2020, Nissan revealed the prototype version called the "Nissan Z Proto".<sup>[21]</sup> The prototype is 4,382 mm (172.5 in) long, which is 142 mm (5.6 in) longer than the current Nissan Z car, the 370Z, and no wider. The upcoming Z-car will be powered by a 3.0L twin turbocharged VR30DDTT V6 having an output of 405 PS (298 kW; 399 hp) mated to a six speed manual transmission as standard. Nissan claims that an optional automatic transmission for the Z-car is still under development..

## Invitation Events

- Taree Cars & Coffee 3<sup>rd</sup> Sunday of the month, Buntings car park Taree 7.30am – 9.45am
- Bay to Birdwood - Sunday 26<sup>th</sup> September vehicles prior to 1992
- Grafton Motorfest - Sunday 22<sup>nd</sup> August 2021

## **Club Plated Vehicles ... HVS Conditional Registration.**

1. When putting your vehicle on HVS for the first time, you will need to supply a photograph of the vehicle and be a financial club member.
2. The first step in registering your vehicle is to have your **vehicle viewed for period compliance** by the club registrar, John Amato — ring John on 0401 937 964 to arrange a viewing.
3. A Historic Vehicle Declaration (Form 1259) and an Application for Conditional Registration (form 1246) must be obtained from Service NSW and completed for the vehicle, signed by the club registrar and stamped with our club GLHAC stamp. (take completed form with you).
4. You must obtain a paper “Pink Slip” (safety report), check that your mechanic has paper “pink slips” when booking in as not all do.
5. Photocopy all paperwork as you will need to provide the registrar with copies of all forms. Take the completed Forms (1246 + 1259) plus the “pink slip” along with proof of identity, and ownership of vehicle to Service NSW and pay the registration and one-off plate fee.
6. It is a club requirement that you insure your vehicle. (very reasonable comprehensive insurance for HVS vehicles is obtainable from SHANNONS or NRMA VVC Classic Insurance.)
7. It is a requirement that you provide the club registrar with copies of all documents. i.e. Completed rego forms, “pink slip”, registration paper and insurance coverage plus a vehicle photo with plates attached.
8. All non club use of the vehicle must be entered in your logbook, (this includes a mechanic taking it for a test drive.)

**When participating in club events a copy of our magazine or events calendar must be carried, you must keep the purple RMS “certificate of approved operations” in your vehicle.**

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