近　刊　予　告

価格 1,990 円（10% 税込）

第2号
2022年
9月27日
(火) 発売

NISSAN SKYLINE 2000GT-R
〔KPGC10〕

スカイライン 2000GT-R〔ハコスカ〕／1970
サーキットを攻め続けた“羊の皮を被った狼”
伝説のハコスカ GT-R

第3号
2022年
10月11日
(火) 発売

TOYOTA SPRINTER TRUENO
〔AE86〕

スプリンタートレノ／1983
FRでドライビングの楽しさを追求！
漫画で人気に火が着いた“ハチロク”

第4号
2022年
10月25日
(火) 発売

Honda S800
〔AS800〕

S800／1966
F1の技術も取り入れたSシリーズの集大成
モナコのグレース妃も愛した“エスハチ”

第5号
2022年
11月8日
(火) 発売

MAZDA COSMO SPORT
〔L10B〕

コスモスポーツ／1968
10A型エンジンの最高速度は180km/h
世界初の量産ロータリーエンジン搭載車

第6号
2022年
11月22日
(火) 発売

NISSAN SKYLINE 2000GT-R
〔KPGC110〕

スカイライン 2000GT-R〔ケンメリ〕／1973
オーバーフェンダーをフロントにも装備
わずか4カ月で姿を消した幻の“ケンメリ”

※実際のモデルは写真と若干異なる場合があります。
※商品のデザイン・仕様・ラインナップは、変更になる場合があります。

Legendary Japanese Cars

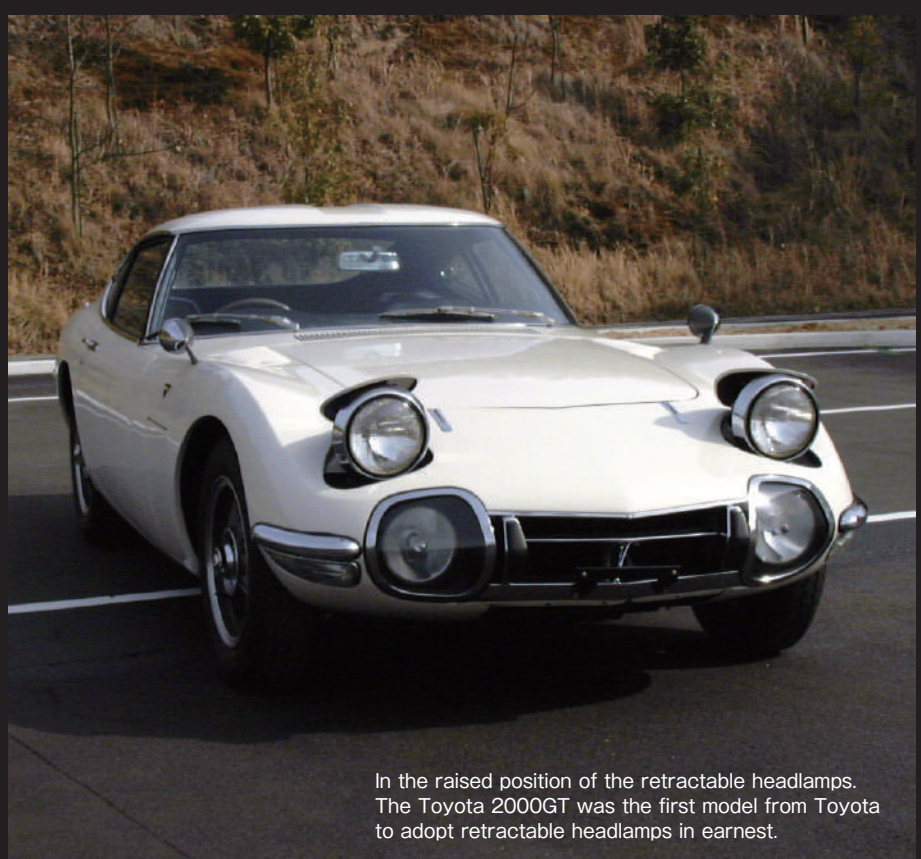
1

TOYOTA 2000GT 1967-1970

TOYOTA 2000GT

Model	MF10
Engine Name	3M〔Inline 6-cylinder DOHC〕
Displacement	1998cc
Maximum Output	150ps/6600rpm
Maximum Torque	18.0kg-m/5000rpm
Overall Length	4175mm
Overall Width	1600mm
Overall Height	1160mm
Wheelbase	2330mm
Vehicle Weight	1120kg

The elegant form of the early model Toyota 2000GT is beautiful. Inspired by the performance of European sports cars, various technologies were incorporated, including four-wheel disc brakes and an X-type backbone frame.



In the raised position of the retractable headlamps. The Toyota 2000GT was the first model from Toyota to adopt retractable headlamps in earnest.

The birth of an unparalleled sports car that continues to exude its aura to this day.

Having proven its technological prowess with the Toyopet Crown, Toyota began actively launching sporty cars in the mid-1960s. This shift was largely due to the success achieved in various classes at the first Japanese Grand Prix held at Suzuka Circuit in May 1963, which significantly contributed to sales growth. Additionally, the onset of the high economic growth period heightened interest not only in sedans but also in two-door coupes.

In the spring of 1965, Toyota released the Toyota Sports 800, a lightweight sports car using the mechanical components of the compact sedan, Publica. Following this, the Toyota 2000GT was conceived as the second model in the lineup. Through the Japanese Grand Prix, Toyota's leadership was made acutely aware of the outstanding performance and capabilities of European sports cars and racing cars, which ultimately led to its development.

In May 1964, during the second Japanese Grand Prix, Jiro Kono from the Product Planning Division served as the team director for Toyota. Toyota entered many classes, but the only victory came from the Publica 700. This disappointing result led Toyota to realize the necessity of developing a genuine sports car. Designing a high-performance sports car could significantly elevate Toyota's technical capabilities, and winning races would have a tremendous image-enhancing effect.

After the Japanese Grand Prix, Toyota convened a meeting with its executives. The leadership approved the development of a full fledged sports car that could serve as a flagship. Jiro Kono, who led the Toyota team, was chosen as the development leader. The sports car project, codenamed "280A," was initiated in late August.

Kono envisioned a small, elite team for the development, selecting only six members. He entrusted the design of the chassis and suspension, critical to driving performance, to Shinichi Yamazaki. Hidemasa Takagi was appointed to work on the powertrain development in collaboration with Yamaha. Eizo Matsuda was the development engineer and test driver.

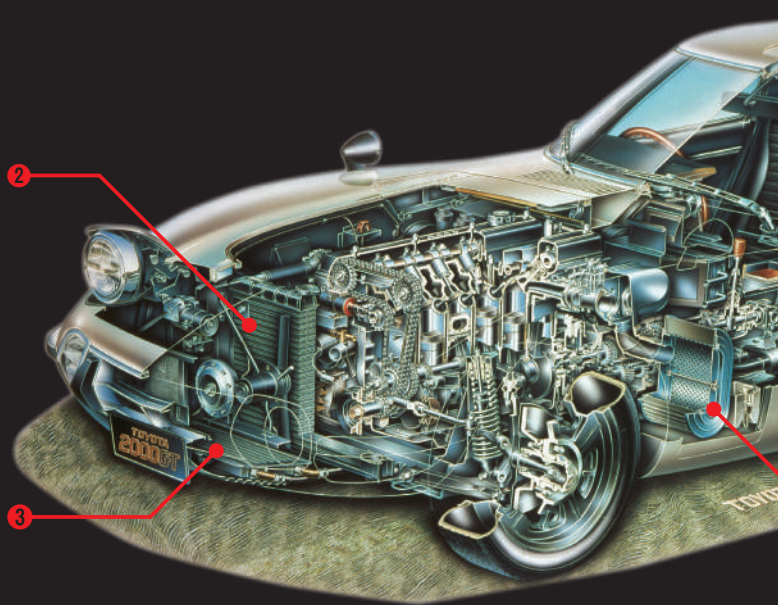
Additionally, Satoru Nozaki, who had studied design in the U.S. at Calty, was recruited to facilitate close communication. The important driving tests were led by Shihomi Hosoya, who would later become the captain of Team Toyota.

A major project that bet the company's future on the development and research of rival vehicles

The foundation research and design began in September, alongside the study of rival European sports cars. Toyota purchased models such as the Jaguar E-Type and Lotus Elan to conduct detailed analyses of their performance in-house. While the prototyping and mass production tasks were initially planned to be handled by Kanto Auto Works (now Toyota Motor East Japan), negotiations fell through, leading to a switch at the end of the year to Yamaha Motor Co., known for its high level of expertise in motorcycles. Yamaha appointed Riki Yasukawa as the leader and began selecting personnel for the joint development.

By 1965, the Toyota sports car project that the company had staked its future on began to take shape. The chassis featured a lightweight and highly rigid X-type backbone frame, similar to that used by the Lotus Elan. The suspension utilized a four-wheel independent setup with double wishbones and coil springs,

A catalog from the time of the Toyota 2000GT's release. This page features an introduction to the retractable headlamps, stating, "They rise quickly upon activation. During the day, they are retracted to avoid wind resistance."



A transparent view of the Toyota 2000GT. The large air cleaner (❶) can be accessed through the square hatch on the left side of the vehicle. Below the radiator (❷) at the front of the engine is the horizontally positioned oil cooler (❸).

favored in racing cars for its design flexibility. For brakes, Toyota aimed to be the first Japanese mass-produced car to adopt four-wheel disc brakes. The steering system was a quick rack and pinion type.

For the power unit, Toyota chose the M-type inline six-cylinder SOHC engine, which was being developed for the Crown, to reduce development costs and shorten the timeline. Yamaha, experienced in building high-revving motorcycle engines, modified the cylinder head to DOHC and reinforced various components. A five-speed manual transmission was designed, but ahead of its time, they also considered a two-pedal automatic option. The drive system was rear wheel drive (FR) with the power unit positioned at the front.

Sports cars require beauty. Satoru Nozaki, entrusted with the design, devoted himself to creating a sleek form. The silhouette features a combination of a long nose and short deck, which was favored in 1960s sports cars. The compact cabin transitions into a graceful fastback coupe style towards the rear, complete with a rear hatch. One notable feature is that it was the first Japanese car to be equipped with retractable headlamps at the tip of the nose.

Nozaki also designed the interior, which comfortably seats two. After completing the drawings, Yamaha constructed a full-scale mock-up model. Nozaki refined the model multiple times, perfecting it into a satisfactory final design.

Proven on the racetrack with unmatched strength and high performance that sets it apart from other models!

Yamaha's engineers devoted their time to creating the first prototype, which was completed in the summer of 1965. After bringing it back to Toyota for a presentation to the executives, they tested it on the test course. This quickly led to the finalization of plans for mass production, and the car was named "Toyota 2000GT." It was also decided to showcase it as a reference exhibit at the 12th Tokyo Motor Show in October.

The Toyota 2000GT garnered envious glances at the show, setting the stage for its commercial release. However, challenges lay ahead.

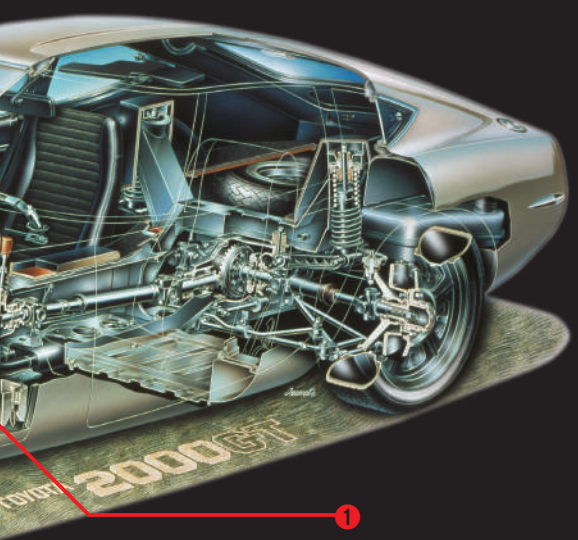
Achieving speeds over 200 km/h was uncharted territory for Japanese engineers, leading to various issues. Leader Jiro Kono determined that the best way to rapidly improve durability and reliability was to immerse themselves in the harsh world of motorsports. Thus, they decided to participate in races to identify weaknesses.

The debut race was set for May 1966 at the third Japanese Grand Prix held at Fuji Speedway. A prototype with an aluminum body was constructed for this race. Two cars participated, and Shihomi Hosoya's red Toyota 2000GT achieved an overall third place. In June, they entered the Suzuka 1000km race, securing their first victory along with a second-place finish.

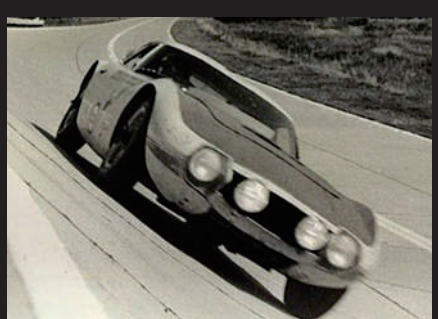
From this point on, the Toyota 2000GT demonstrated overwhelming strength in endurance races, evolving into a robust gran turismo forged on the circuit. The final challenge was the 78-hour speed trial at the Japan Automobile Research Institute in Yatabe, Ibaraki Prefecture (now Tsukuba City).

They trained hard throughout the summer, and although the event in October faced a typhoon, the car ran for three consecutive days and nights at an average speed exceeding 205 km/h without major issues. The total distance covered surpassed 10,000 miles (16,000 km), setting three world records and thirteen international records.

With this newfound reliability, the



Due to the low height of the front nose, the headlamp height did not comply with contemporary regulations, leading to the adoption of retractable headlamps. This mechanism itself has become one of the distinctive features of the Toyota 2000GT.



A photo taken during the speed trial on October 1, 1966, using a specially designed prototype before the release of the production model. Overcoming numerous challenges, it achieved many remarkable records.

Toyota 2000GT was officially announced in May 1967, designated as model "MF10." What surprised many was its sales price of 2.38 million yen, nearly double that of the luxury Crown.

However, due to its largely bespoke design and near hand-made assembly, even at this price, the car was not profitable.

An impressive design with a low overall height. Top speed:220 km/h!

The exterior closely resembles the prototype, featuring a dynamic silhouette that has been mass-produced.

With an overall height of just 1160 mm, it is remarkably low. The front mask features a grille inspired by the letter "T," representing TOYOTA.

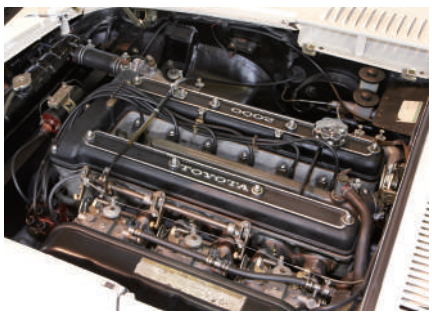
On either side, round fog lamps are positioned, and retractable headlamps are integrated at the end of the low nose. The body colors offered are Thunder Silver Metallic, Pegasus White, and Solar Red.

The interior boasts a high-quality finish that exudes craftsmanship. The dashboard centers around the speedometer and tachometer, with five auxiliary gauges arranged to the left, and a stopwatch function included in the clock. The decorative panel is made from premium rosewood used in pianos, sourced from Yamaha's subsidiary, Nippon Gakki. The slim steering wheel features a telescopic adjustment for depth, and surprisingly, the parking brake is of the stick type. The seats are bucketstyle, providing excellent support.

The engine is a 1988 cc inline sixcylinder DOHC (with a bore and stroke of 75.0 mm).
The compression ratio is set at 8.4, and it is fitted with three Solex 40PHH carburetors. The maximum output is rated at 150 ps (gross) at 6600 rpm, while the maximum torque is 18.0 kg-m at 5000 rpm. Utilizing the five-speed manual transmission, the car can reach a top speed of 220 km/h.

The declared continuous top speed is 205 km/h, and it accelerates from a standstill to 400 meters in 15.9 seconds, showcasing impressive speed.

Minor changes enhance comfort, creating a legendary model of approximately 330 units!



The 2000GT is equipped with the 3M engine, featuring a dual exhaust system that combines the exhaust from three cylinders and connects directly to the muffler.

In August 1969, the Toyota 2000GT underwent its first and last minor change. Improvements were made to enhance comfort and to comply with new safety standards in North America. The exterior featured a redesigned front mask, giving the later model an elegant appearance with fog lamps and grille outlined in chrome.

The retractable headlamps were also modified for quicker operation.

Additionally, the turn signal lamps under the bumper and the reflectors on the rear fenders were enlarged, with the turn signal color changed to orange. A notable interior change was the upgrade of the wood panel material, as the earlier model's wood had suffered from significant deterioration. The steering wheel material was also updated, and the layout and design of the audio and clock were changed. Moreover, headrests were added to the bucket seats, and an optional stationary cooler was introduced.

The most significant mechanical change was the transmission. The fivespeed manual transmission had its gear ratios adjusted, and a new three-speed automatic, dubbed "Toyoglide," was added. The top speed for the five-speed manual was 215 km/h, while the Toyoglide version reached 195 km/h.

New body colors included Bellatrix Yellow, Atlantis Green, and Soirant Turquoise.

Production of the Toyota 2000GT continued until 1970, with around 330 units produced. Prototype vehicles with an upgraded displacement SOHC engine were created for export to North America, but these did not reach formal release.

The emblems mounted on the left and right fender sections are made of cloisonné enamel.

It features a mahogany steering wheel. The seven-gauge cluster includes, from the left: fuel gauge, oil pressure gauge, oil temperature gauge, water temperature gauge, ammeter, tachometer, and speedometer.

At the bottom of the door panels for both the driver's and passenger's seats, a cigar lighter and an ashtray are positioned.

The seats are covered in vinyl leather. The photo shows the early model, while the later model is equipped with headrests.

In the later model shown in the photo, the color of the turn signal lamps has been changed, and the side deflectors behind the rear wheels have been enlarged. Out of a total production of 337 units, 110 units were produced for domestic sales in the early model, while 108 units were for the later model.

The tires feature lightweight magnesium wheels. Similar to racing cars, they use a center-locking mechanism, with the tightening direction differing for the left and right sides.

The open-top model that appeared in "007"

The Toyota 2000GT appeared in a film before its official announcement. In the fifth installment of the James Bond series, titled "You Only Live Twice," set in Japan, British secret agent James Bond, along with the Bond girl, is seen driving the car throughout various action scenes.

This opportunity arose because Yukio Fukuzawa, a driver for Team Toyota and a fashion model, had connections with director Lewis Gilbert and brought the idea forward. Although it was still in the prototype stage, Toyota cooperated with the filming to enhance its visibility.

However, the producer requested that the car be fully opened to better showcase Bond's face. Consequently, the roof was removed, transforming it into a roadster.

This modification was carried out at the Tsunashima Factory of the Toyopet Service Center, known for producing race and specialty vehicles. Due to the approaching shooting dates, the changes were made quickly, with the car being fully converted in just two weeks.

The dashboard remained unchanged from the prototype, appearing rather plain, but it did include a Sony radio.

The car also featured wire wheels like the show cars. Although it is often referred to as a "Bond car," the fact that it was a prototype meant that the Japanese police did not grant driving permission to Sean Connery, who played Bond. As a result, a stuntwoman portrayed the Bond girl and drove the car while Bond sat in the passenger seat.

Two open models were manufactured, with one sent to Europe for use in promotional campaigns after filming.

The other was utilized as a marshal car at Fuji Speedway. While it lacked the sleekness of the coupe, it stood out for its lightness and agility.

The open-top Toyota 2000GT preserved at the Toyota Museum.