FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R



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AN INTERIOR THAT LIFTS THE DRIVER'S SPIRITS

The interior of the Nissan Skyline GT-R (R34) is luxurious, sporty, and befitting a top model. The bucket seats firmly support the body, while elements such as cornering ability and the steering wheel and pedal positions are finely adjusted to fully maximize the GT-R's performance capabilities.

Apart from the few exports to the UK, the Skyline GT-R (R34) was produced exclusively for the Japanese market, so it only has a right-hand specification. Therefore, even if you knew it from the *Fast & Furious* movie series, to its fan base in Europe and the US, the Skyline GT-R must have seemed like a mysterious sports car. The Skyline GT-R (R34) is based on two foundations – the GT-R and the GT-R V·spec. In addition, based on the GT-R V·spec, the GT-R V·spec N1 was a base vehicle developed for N1 races, and was not for general consumers. This vehicle came as standard without air-con and other equipment to reduce weight, the turbo was replaced with a ball-bearing metal turbo, and the N1 engine featured a large, air-cooled engine oil cooler.

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AN INTERIOR THAT LIFTS THE DRIVER'S SPIRITS



The dashboard that is constantly in line of sight of the Skyline GT-R (R34) owner is decorated with aluminum-tone panels with a hairline finish. From the moment you sit in the seat, you feel uplifted by the drama of the sporty, racing-style.

The Skyline GT-R (R34) is based on the R34 Skyline two-door sports coupe. The basic platform of the coupe was the same as for the R34 Skyline series four-door sedan, with an identical 105in (2,665mm) wheelbase. However, compared to the sedan's interior length of 73.8in (1,875mm), width of 56.7in (1,440mm), and height of 44in (1,120mm), the interior space of the Skyline GT-R (R34) is smaller in all dimensions: length of 70.1in (1,780mm), width of 55.1in (1,400mm), and height of 43.5in (1,105mm). The reduction in cabin length by 3.7in (95mm) was achieved by contracting the rear seat area – the GT-R (R34) is a sports car, so the front seats are still the priority!

DETAILED STITCHING TECHNIQUE

The black and gray interior color scheme is the same for all models. The dashboard and center console feature an aluminum hairline finish, while the leather-wrapped steering wheel is decorated with red stitching. The sewing method is not a so-called "baseball stitch", whereby the threads cross the surface. Instead, a groove is carved into the leather to prevent the threads from becoming stuck in the grip component, thereby preventing the threads from crossing the surface. It is a characteristic Skyline GT-R sewing technique – the fine protrusions mean that there is no discomfort to the touch, harmonizing the steering wheel with the palm of the hand.

Also stitched in red are the gearshift – which combines die-cast aluminum and genuine leather – and the leather-bound parking brake lever. An SRS airbag built into the center pad is equipped as standard, along with a front passenger seat SRS airbag.

The center of the steering wheel and the gearshift are decorated with the "GT-R" emblem, which is also found in several other places in the cabin. The brake and clutch pedals are marked with the letter "R" – these can be seen in a street race scene in *2 Fast 2 Furious* (2001). However, when the Skyline GT-R (R34) underwent some minor changes in October 2000, the pedals were upgraded from rubber to



The six-speed transmission of the Nissan Skyline GT-R (R34). The feeling of rigidity with short strokes is the epitome of sports driving. As you become accustomed to the gearshift, taking on a winding road in sixth gear offers a supreme experience.

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aluminum sports pedals and the letter "R" disappeared.

The front bucket seats are a highly supportive design. Until then, the monoform bucket seats of the GT-R (R32) and GT-R (R33) were considered to be excellent – when the model evolved from the R32 to the R33, customer opinion was overwhelmingly united in the opinion that the seats should not change, and they were inherited almost without modification. Nissan's test drivers, known for their critical sensibilities, had never complained about the seats. However, when the GT-R (R34) evolved and its tuning performance was greatly improved, the shoulder and side supports of the previous seats were not quite up to standard. Therefore, for the R34 – which was marketed as a model with "ultimate driving pleasure" – it was natural to develop the best front seats.

The basic structure of the light-gray monoform bucket seat was inherited from the GT-R (R33). Then, the shoulder support that wraps around the driver's shoulders was raised. In addition, the side supports that support the torso, waist, and thigh – and the amount of overhang – increased, corresponding to the intense lateral G-force generated during high-speed cornering. The side supports are shaped in such a way that there is no interference with steering and gear change operations. The seat covering is a cloth with efficient permeability, while the support is covered with a 0.11in (3mm) layer of urethane to prevent slipping. There are no adjustment mechanisms such as for lumbar support or height control. Since there is no room for the manufacturer's optional SRS side airbag within the thin seat covering, the unit is mounted to the side of the seat.

For the Skyline GT-R M·spec added in May 2021, a seat heater was incorporated into the hand-crafted, genuine leather seat.

The position of the operating system was also finely adjusted to bring out the full performance of the GT-R (R34). The level and angles of the accelerator and brake pedals are finely adjusted and the gearshift position optimised for the six-speed transmission. In line with these changes, the driving position was reviewed and the height of the front seat surface raised by 0.4in (10mm) for improved thigh-support performance.

The driver's seat area and interior equipment increased over successive models of the Skyline GT-R. The Nissan Skyline GT-R (R34)

In the front seats you can sense a major change in the interior. The basic shape is the same as the Skyline GT-R R32 and R33, but the R34 is designed to enhance shoulder support. It has the feel of a racing-car seat.



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AN INTERIOR THAT LIFTS THE DRIVER'S SPIRITS



The Skyline GT-R M·spec is a premium grand touring-oriented model that delivers a comfortable ride. Most of the seat is made from luxury genuine leather, with the center section using nonslip material to add rigidity for the driver.

is equipped with ozone-safe, fully automatic air-conditioning as standard. The operation panel is a digital display with an outside air temperature display function.

Standard audio equipment is an AM/FM radio-cassette unit with four 60W speakers. A multi-AV system was available as a manufacturer option.

The bird's-eye view navigation system featured an audio guide and multi-AV system with dedicated 1DIN AM/FM radio tuner and integrated cassette with six 120W speakers (with CD auto-changer control function). The cassette tape audio system gives you a sense of the era! The navigation screen is a multifunction display (MFD) on a 5.8in-wide LCD monitor on the center console. You could also choose audio-free in the manufacturer options.

The motorsport-only Skyline GT-R V·spec N1 model only had a heater function and no air-conditioning. In addition, it was not equipped with a cassette-integrated AM/FM radio, though the antenna harness was included.

The interior of the Nissan Skyline GT-R (R34) was appropriate for the top-of-the range Skyline – it was not only equipped to support driving, but also to enhance comfort. ♦

The Skyline GT-R M·spec, which was introduced in May 2001, is a concept that is similar to the standard cars in the latest Nissan GT-R (R35 type) generation. It is a rare Skyline GT-R (R34) variant with a luxurious interior and a soft-ride suspension setting.



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BENEATH THE ROAR OF THE ENGINES

Night falls over Miami, but there is plenty of movement in the shadows and the excitement of a big race is palpable in the air. The first images from *2 Fast 2 Furious* take us to the gates of Juancito's Garage – the race promises to be electrifying.



In front of Juancito's Garage, dozens of car enthusiasts are milling around the vehicles that have gathered for the big race.

The atmosphere is noisy. Hundreds of fans are taking part in the event; most of them arrive in their own car, although some also come by motorcycle, bicycle, skateboard, or even on foot. There are couples, groups of friends, and a few guys on their own, but they are all united by the same passion for speed and cars. This can be noticed in the pride with which the great majority exhibit their tuned automobiles, showing off their new electrical equipment and impressive sound systems.

They joke, laugh, and chat with friends, all while checking out the exterior decoration of the vehicles nearest to them. Some cars even have their hood open to show off the engine. Meanwhile, some drivers take the opportunity to shine up the bodywork with a duster. Although the cars are the stars of the evening, the attendees are dressed to fit the moment. Some wear sportswear, while others add bright accessories, like sequined tops, long satin gloves, or an outlandish hat. Anything goes for a race night.

Before the race begins, there's entertainment to suit all tastes, although it is largely

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concentrated on the constant parade of vehicles: some cars arrive, others leave; a group of bikers perform some stunts to delight onlookers. The crowd applauds and howls with excitement every time the engines roar, getting louder and louder. Meanwhile, the sounds that come out of the powerful speakers in the different cars get mixed up, creating unusual remixes – this gets more than a few people dancing.

In the midst of this colorful atmosphere, in which diversity and friendship predominate over any competitive ambition, Tej Parker, the main organizer of the race, is in his element. While he is pleased to see that the people there are having fun, he can't put his cell phone down for a second, as he has assistants stationed around virtually the entire city, keeping an eye on what is going to be the impromptu nighttime race circuit. It is up to them to make sure that there will be no surprises, such as the untimely appearance of a cop car that could easily ruin the event. But the situation seems to be under control and the watchmen call the organizer to give him the green light. Tej can only smile and predict: "It's gonna be a night of unbeatable records." ♦

PROFESSION: UNDERCOVER COP

When he's not putting his Mitsubishi Eclipse 2G to the test, Brian seems to live an unremarkable life. He works at The Racer's Edge, a shop selling spare parts for high-performance vehicles in Hammond Street in Los Angeles. The job is nothing special, but it allows him to keep in contact with the people involved in the street-racing scene. And that really interests him because Brian is hiding a secret: he is actually an undercover cop in the Los Angeles Police Department, which, in collaboration with the FBI, is trying to clear up a mysterious wave of truck heists.



At night, the streets of Miami become the setting for a thrilling sports-car race.

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THE 1958 AROUND AUSTRALIA MOBILGAS TRIAL

Part 1: Promoting Nissan overseas

On its debut, the Datsun Type 210 won its class in a spectacular rally that took 19 days to complete and covered 9,942 miles (16,000km).



In November 1957, Nissan launched the Datsun 1000 sedan (Type 210) equipped with a 1,000cc OHV engine, utilising know-how gained through a technical partnership with Austin.

It had been 12 years since the end of the war. In the face of postwar turmoil, Japan gradually had to reconstruct; in particular, the vibrant automotive industry was poised to become a new key industry.

Nissan planned to export the new Type 210 and the company wrestled with how to resolve various challenges such as, "Is it sturdy enough?", "Is the steering stability on a par with cars from advanced

The decision to participate in the Australian Rally proved successful and demonstrated the value of the brand internationally.



The goal in Melbourne was to attract attention from the locals. A small car from the Far East had made it to the top of the leaderboard, beating the world's motoring powerhouses.

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THE 1958 AROUND AUSTRALIA MOBILGAS TRIAL



A Datsun Type 210 Fuji is stuck on a road that has turned into a river of mud. The image demonstrates the fortitude and determination required to succeed in the rally.

nations?", "Does it have enough engine power?", and so on.

Meanwhile, Yutaka Katayama, the "Z father" who had been on the staff team for the All-Japan Automobile competition held in Tamagawa before the war, served as the Deputy Manager of the Business Department (equivalent to the current Marketing Manager) around this time. Katayama, who believed that motorsports would greatly influence the brand, proposed participating in the 1958 Around Australia Mobilgas Trial, commonly known as the "Australian Rally" and reputedly one of the world's largest motorsport events along with the US Indy 500. The company agreed to the proposal.

The Australian Rally started in Sydney and finished in Melbourne, with one counterclockwise lap around the Australian continent. The total mileage was 9,942 miles (16,000km) and the competition lasted 19 days. It was a very harsh adventure rally that required driving on many roads that were in bad condition. ♦



"Sakura", one of the two Datsuns, finishes 4th in the under-1,000cc class. There was great significance in the two cars securing high positions in their first competition, and the achievement boosted Nissan's exports to the US.

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A KEY PLAYER IN CREATING THE GT-R LEGEND

The 3rd-generation Skyline "Hakosuka" received a minor change in October 1970 with the addition of the first two-door hardtop. At the same time, the body of the GT-R was also changed from a four-door sedan to a hardtop. The vehicle type therefore became KPGC10, with the K added to the front of the PGC10 designation representing the hardtop. The hardtop GT-R was 2.55in (65mm) shorter in length, 2.17in (55mm) wider, and 0.6in (15mm) lower in height than the conventional sedan GT-R. At the same time, the hardtop was positioned as a sportier model than the sedan, so the Skyline took the plunge in reducing the wheelbase by as much as 2.76in (70mm) to improve maneuverability. Vehicle weight was reduced by 44lb (20kg). On top of that, aerodynamics were improved by increasing the slope of the rear and front windows compared with the sedan.



The two-door hardtop, transformed with a short wheelbase, further enhanced the strength of the GT-R. In races of the time, the spectacle of competing GT-Rs became symbolic.

A key exterior feature of the GT-R was the FRP-type rear fender flares. To enable wide tires to be fitted to the race specification model, the rear arch line was raised to incorporate these fender flares, part

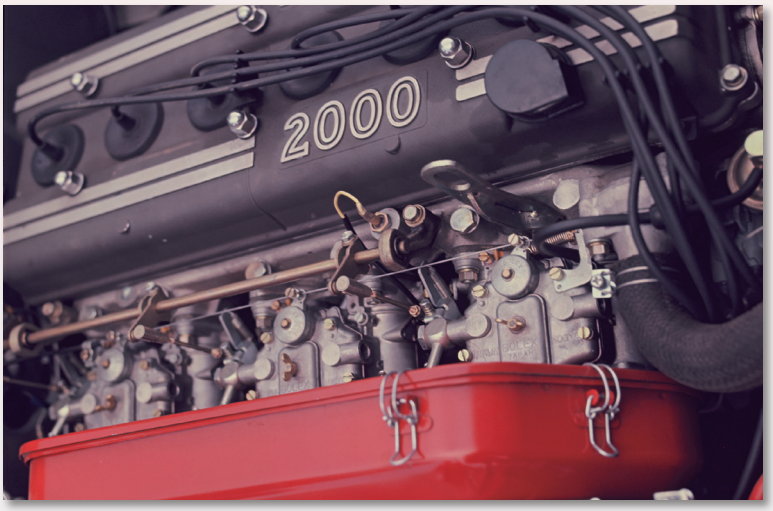


A test car pictured at the Fuji Speedway in 1971. The red racing jackets attached to the headlights and the oil cooler were aspirational for young people of the era.

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of the "Hakosuka" identity. Likewise, the rear of the 2000GT featured shortened trim. In addition, the rear window was not blue glass, but plain glass with no color. For the race version, the heated rear defogger was omitted to reduce weight. As with the sedan GT-R, the heater and radio were optional. On the other hand, the fuel tank had a large capacity of 26 gallons (100 liters) and came as standard.

The Type 20 engine was inherited from the sedan GT-R. According to race specifications, it could operate up to 9,000 rpm. A blow-by fuel reduction device was installed to deal with exhaust fumes, and a new specification added for regular gasoline. The regular gasoline specifications changed the pistons to reduce the compression ratio from 9:5 to 9:0. Maximum output of the regular gasoline Type S20 reduced from 160ps to 155ps, and the maximum speed came down from the high-octane specification of 124mph (200km/h) to 121mph (195km/h). Even so, it was the most powerful engine in Japan at the time.



The S20 engine was the most advanced four-valve DOHC at the time. The race specification unit turned up to 9,000 revolutions.

Equipped with this S20 engine, the "Hakosuka" GT-R was the key to creating a strong image for the GT-R. Both the later Skyline GT-R (R32) and the current Skyline GT-R (R35) differ in the technology they use, but the DNA of "winning the race" and "world-class super sports" has been passed down from generation to generation. ♦

TECHNICAL DATA

SKYLINE TWO-DOOR HT2000GT KPGC10 TYPE (1970)

Length:	170in (4,330mm)
Width:	66in (1,665mm)
Height:	54in (1,370mm)
Wheelbase:	101in (2,570mm)
Tread (front):	53.9in (1,370mm)
Tread (rear):	53.7in (1,365mm)
Vehicle weight:	2,425lb (1,100kg)
Engine:	S20, straight six four-valve DOHC
Total displacement:	1,989cc
Maximum power:	160ps / 7,000rpm
Maximum torque:	18kgm / 5,600rpm
Suspension (front/rear):	straight / semi-trailing arm
Brakes (front/rear):	disk / drum
Tires:	6.45 (H Type) 14-4P



Note: photo is of a 1972 model

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STAGE 3 HOOD

In this issue, we will work on the hood by fitting the water nozzles.

PARTS

3A



3B



3C



3A Hood

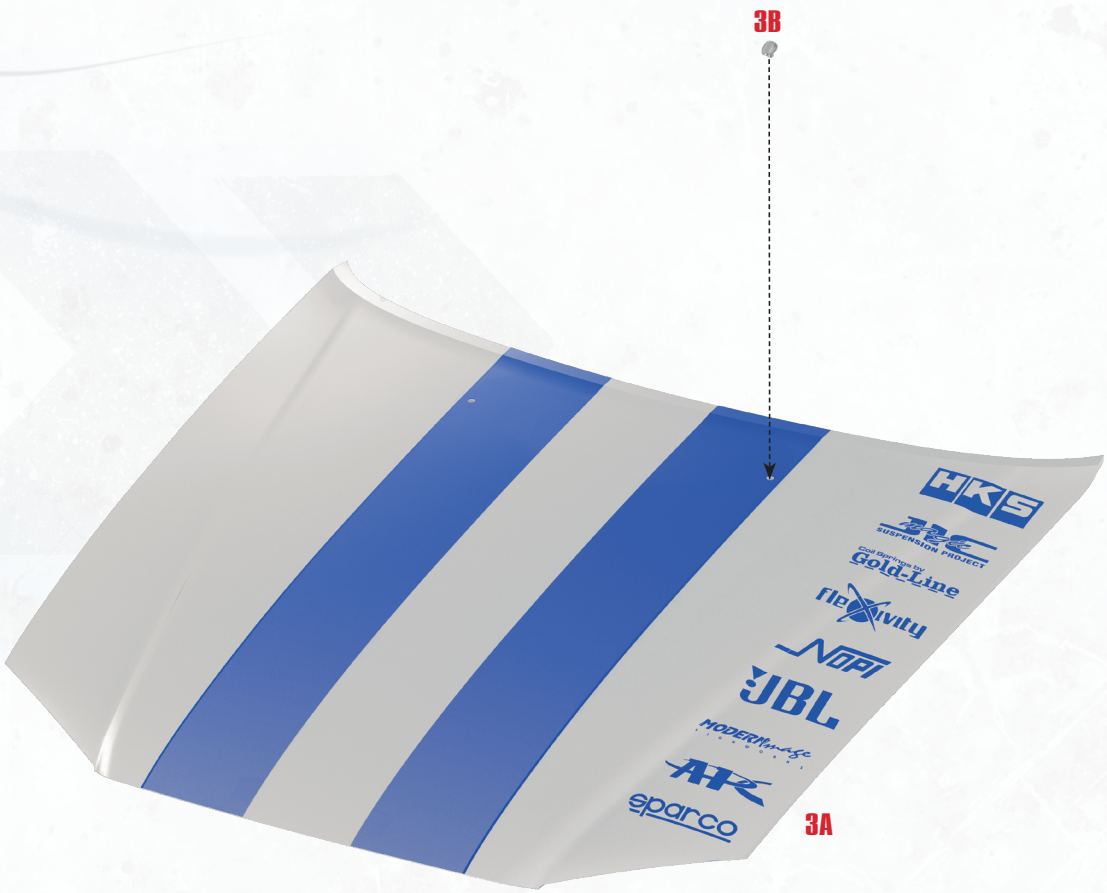
3B Water nozzle (×2)

3C Lock

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3.01 Carefully separate both water nozzles 3B from the sprue.





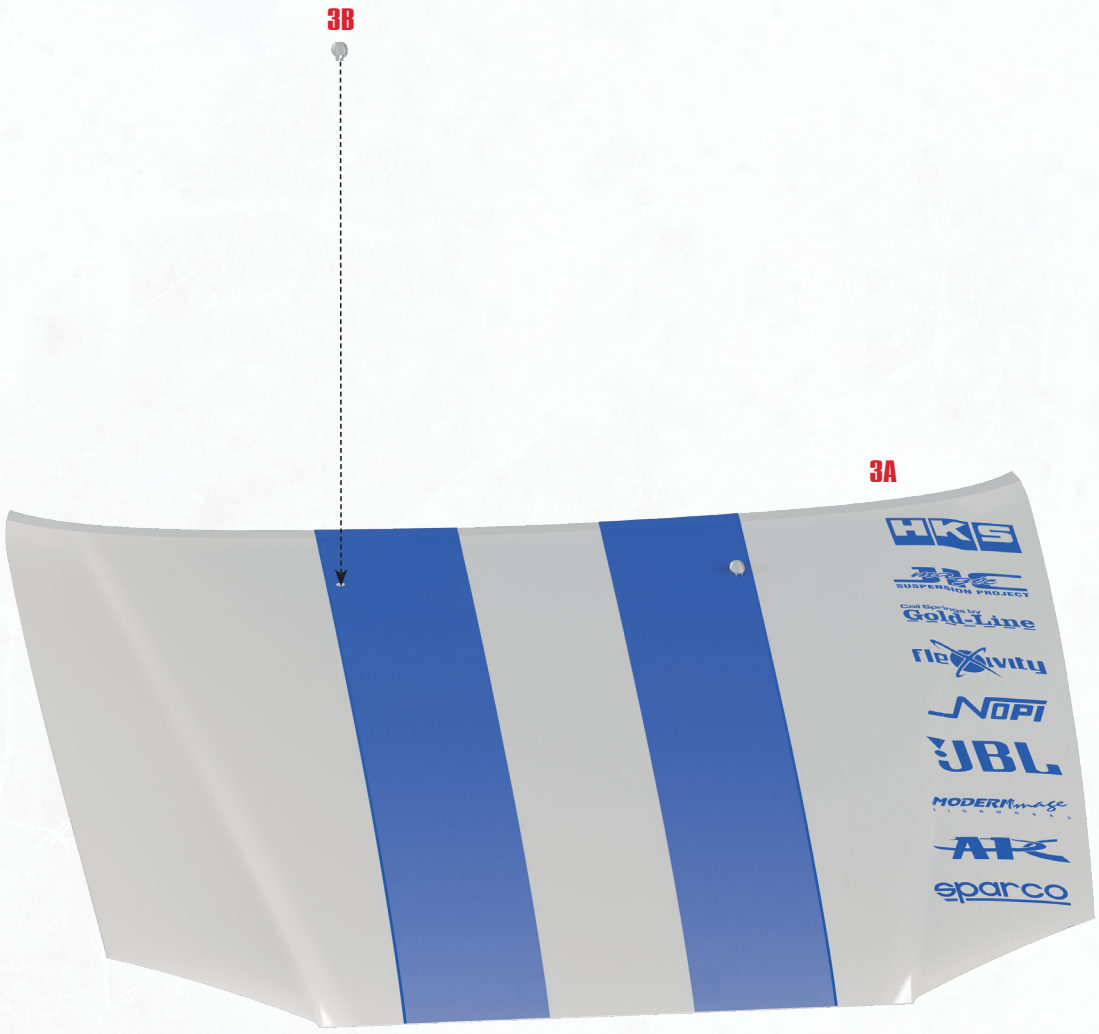
3.02 Push the first water nozzle 3B into the hole in the upper section of the hood 3A.

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PROTECTING THE PARTS

The hood of your Nissan Skyline model is finished with distinctive blue stripes and other decorative elements. In order to prevent the decorated surface from being scratched, place the hood on a cutting mat or another smooth material before working on it.

3.03 Push the second water nozzle **3B** into the other hole in the upper section of the hood **3A**.



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ORGANIZE YOUR STORAGE

Prepare a space where you can retain the pieces and part-built sections that will be used in later stages of the assembly. Especially with very small parts, it is best to leave the pieces in their original blister packaging until they are required. Note that the first digits of the code of each part correspond to the number of the issue it is delivered with.

Final assembly





Keep the lock 3C in a safe place for a later stage of the assembly.

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