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Build
BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R

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In 1999, the Skyline GT-R (R34) V·spec N1 competed in the Super Taikyu Series together with other vehicles that were close to commercial cars with only a small number of modifications.

GT-R V·SPEC N1 – A SPECIAL MOTORSPORTS MODEL

In the catalog for the Skyline GT-R (R34), a special model was listed. Similar to the 1969 Skyline 2000GT-R – and equipped with features and lightweight components designed to win races – it was the GT-R V·spec N1.

Starting with the Skyline GT-R (R32), the so-called "Second Generation" Skyline GT-R always featured a special model dedicated to motorsports.

With the Skyline GT-R (R32), the legend goes that the "Skyline GT-R NISMO" was sold in 1990 in a limited edition of 500 as an evolutionary model for Group A racing. Even after the All Japan Touring Car Championship (JTC) ended in 1993, the Skyline GT-R continued to participate in motorsport events such as the All Japan GT Championship (JGTC) and the N1 Endurance Series, where the vehicle specifications became closer to commercial models.

SPARTAN MODEL WITH NO AIR-CONDITIONING

Announced on January 9, 1999, the Skyline GT-R (R34) was offered in two variants: the basic GT-R and the GT-R V·spec with enhanced performance capabilities. The GT-R V·spec included an advanced aero system with a front diffuser and carbon rear diffuser, the ATTESA E-TS PRO, an electronically controlled torque split 4WD that integrated with rear active LSD, and specialized hard-tuned suspension.

Based on this GT-R V·spec, the GT-R V·spec N1 was designed as a spartan motorsport-based machine for competing in N1 races. Using the

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GT-R V·SPEC N1 – A SPECIAL MOTORSPORTS MODEL



The GT-R (R34) V·spec N1 was created with the goal of Super Endurance racing, which is a category where cars do not incorporate features such as air-conditioning. As the race series only allows minimal adaptations, the performance capabilities of the commercial models are paramount.

same approach as the Skyline GT-R NISMO, the company incorporated specialist equipment such as a highly durable twin ball-bearing metal turbo and a large air-cooled cooler. At the same time, weight was reduced by eliminating features such as air-conditioning and the radio, which are not necessary for racing. This was a model that could run on public roads by acquiring a license plate, yet it was not suitable for everyday drivers.

The GT-R V·spec N1 was aimed at competing in N1 specification races, a touring car series that is made up of cars closer to commercial vehicles than Group A racing. The regulations allow a small number of modifications to be made on mass-produced touring cars. Racing according to N1 rules has been active in Japan since the 1980s.

DEVELOPING THE BASE N1 COMPETITION MODEL

N1 is defined as a vehicle that has four or more seats and has been certified as Group N or Group A by the FIA (Fédération Internationale de l'Automobile) and verified as a mass-produced touring car by the JAF (Japan Automobile Federation), with more than 5,000 cars produced over 12 consecutive months. It also has to be a modified JAF registered vehicle, that follows the JAF Domestic Competition Vehicle Regulations, safety regulations, and mass production touring car (N1) Regulations. The key stipulation is that the engine and body cannot be significantly modified. Note that N2 refers to a special touring car, while N3 refers to a special grand touring (GT) car – compared with N1 models, these vehicles are allowed to be significantly modified, such as installing an over-fender and tuning the engine.

The base vehicle targeting the N1 race had been available since the era of the Skyline GT-R (R32) – the Skyline GT-R N1 base specification, released in July 1991. This model was not a limited-edition car, but was sold on a continual basis. Its features included improved engine cooling performance and brake durability to withstand wear in endurance races, plus weight reduction by eliminating air-conditioning, audio, ABS, and rear wipers. From February 1992 onward, the ceramic turbo was changed to a highly durable metal turbo. In February 1993, it evolved into the GT-R V·spec N1 based on the GT-R V·spec, which employed a large-capacity braking system manufactured by Brembo in Italy.

In January 1995, when the Skyline GT-R (R33) was released, the GT-R V·spec N1 was also established. The special equipment adopted included a carbon center-rear spoiler, metal turbo, exhaust camshaft with special profile, and air-cooled engine oil cooler.

NEW DURABLE METAL TURBOCHARGER

Next up was the Skyline GT-R (R34) V·spec N1, but as with the previous N1 model, the RB26DETT type engine adopted a high-strength cylinder block stamped with the model number "24U".



The only body color available was white. In the Super Taikyu Series, the only real hope for overall victory was if you were driving a GT-R. It was as though this was an era in which "The enemy of the GT-R is the GT-R."

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The turbocharger comprised a ball-bearing metal unit with built-in ball-bearings for more responsive rotation. There was also a large-capacity turbo that produced additional power when the boost pressure was increased. In addition, a large air-cooled engine oil cooler was installed in front of the radiator, which increased the engine oil capacity from 1.19 to 1.53 gallons (4.5 to 5.8 liters). The rear brake-disc diameter was enlarged from 300mm to 322mm to enhance brake performance and ABS was equipped as standard on the base model.

The equipment that was removed to save weight included the fully automatic air-conditioning, rear-facing wipers, rear fog lights, electric door mirror housing, remote-control entry system, front passenger vanity mirror, trunk lid trim, AM/FM radio-cassette, glove box lamp, and glove box damper. Additional equipment compared to the GT-R V·spec included UV-block insulating green glass, door marker lamps, body-colored door mirrors, and real leather parking brake lever and center console lid.



The simple cockpit of the Skyline GT-R V·spec N1. Equipment not essential for racing, such as a radio and air-conditioning, were not installed as standard, and weight reduction was emphasized.



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GT-R V·SPEC N1 – A SPECIAL MOTORSPORTS MODEL



The Skyline GT-R (R32) was conceived in 1989 with the aim of winning Group A races, but it showed its capabilities after competing in the N1 Endurance Race, which has a smaller range of permitted modifications (close to the range of the Group N category). It led to the birth of the GT-R V·spec N1.

The body color of the GT-R V·spec N1 was white only.

When minor changes were introduced in August 2000, the base car became the GT-R V·spec II and the N1 version changed to the GT-R V·spec II N1. The hood, which was painted the same color as the body in the base car, came in carbon black with a transparent coating, making it easy to distinguish.

The Skyline GT-R (R34) V·spec N1 and V·spec II N1 competed in the Super Taikyu Series, in which vehicles based on the N1 specification participate with the goal of model development. The Super Taikyu Series permits machines that are close to a commercial car with a limited number of modifications, but are also allowed to add oil coolers, aero parts, and other components which are not permitted under the N1 regulations. The Skyline GT-R (R34) won consecutive Class 1 championships from 1999 to 2003.

Of more than 12,000 Skyline GT-R (R34) units produced, the GT-R V·spec N1 and GT-R V·spec II N1 models are particularly rare, with a total production run of only 45 units. ♦

In 1995, the Skyline GT-R was fully redesigned as the R33 model, which also had an array of features aimed at winning the N1 Endurance Race. Its success proved the high performance capabilities of the base model.



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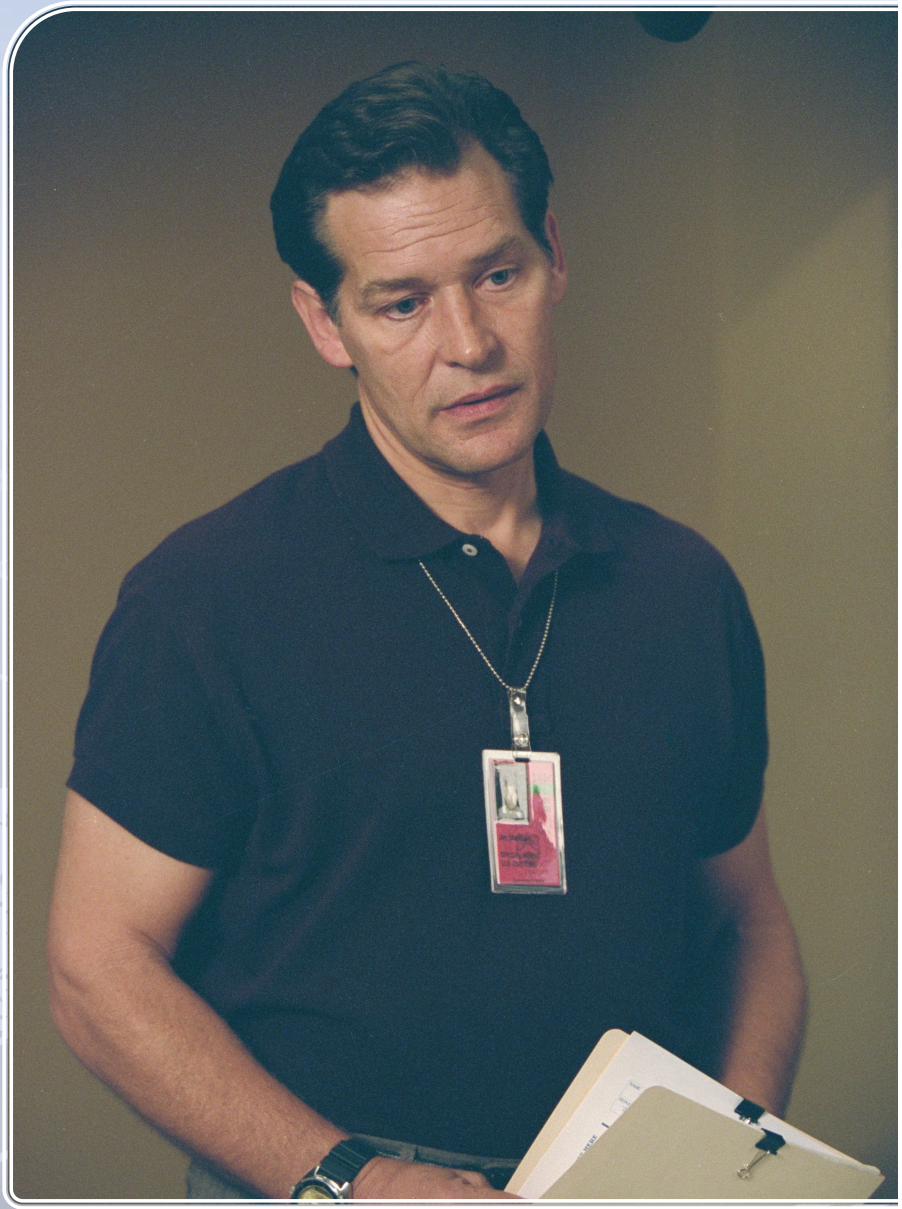
BILKINS AND MARKHAM, TWO SIDES OF THE LAW

Becoming a fugitive was never part of Brian O'Conner's plans. But he likes the new life he has found in Miami, where he is always close to the races and the roars of the engines. However, nobody can run from their past forever: the law will be hot on his heels again, although this time, they'll ask for his help.

In *The Fast & the Furious*, Brian learned that being undercover runs many risks and also that your objectives might change along the way. Agent Bilkins of the FBI suspected Brian might get too close to his life. This gruff investigator was not especially friendly when he first met Brian, and he was always suspicious of his ability to clear up the cases of the truck heists on the highways of Los Angeles.

Brian's subsequent escape could make Bilkins feel happy that his suspicions were confirmed. He could be eager to bring the full force of the law to fall on Brian. But it doesn't happen like that. In *2 Fast 2 Furious*, we're going to discover that Bilkins does get Brian arrested.

However, Bilkins is not looking to put Brian behind bars, but to get him to become an undercover agent again. He has realized that Brian is supremely talented and could become his best ally for resolving the most difficult cases. On this occasion, Bilkins is following a powerful drug trafficker in Miami, named Carter Verone. Bilkins is working with the Customs Department, but he needs Brian's help to bring Verone to justice.



Seasoned actor James Remar plays Markham, a US customs agent who is suspicious of Brian's collaboration.

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BILKINS AND MARKHAM, TWO SIDES OF THE LAW

To Brian's surprise, the demanding and inflexible FBI agent that he knew is now an understanding guy, sarcastic and funny, who has even changed his drab gray suits for flowery shirts.

Bilkins is working with another US customs agent, Markham, who is the complete opposite of Bilkins. Brian meets Markham just after the spectacular race organized by Tej. Markham personally neutralizes Brian's Skyline GT-R (R34) with a sophisticated electricity inhibitor. Markham is suspicious and aggressive, seeing Brian as someone who will have to be kept under strict surveillance at all times.

Bilkins and Markham show us two completely different ways of handling this case. The former, doubtlessly influenced by what happened in Los Angeles, trusts Brian implicitly and even justifies his modus operandi, always on the edge of what is strictly legal. Markham, on the other hand, is convinced that someone who has broken the law once is condemned to do it again and again, and he suspects that Brian may be tempted to sympathize with the bad guys. ♦

THE ADVENTURES OF BRIAN O'CONNER

Who is behind the assaults?

The world of racing, the smell of nitrous, the Toretto family… Brian can't help being fascinated by this new world. On the highways of Los Angeles, however, truckers are once more being assaulted and robbed and the police need to get results in order to calm the politicians and public opinion, as the losses are starting to run into the millions. The FBI turns up to put even more pressure on the investigation. And that pressure is passed on by Sergeant Tanner of the Los Angeles Police Department to his undercover officer. Suddenly, all eyes are on Brian, who has to find out whether or not Dom Toretto is behind the heists.



The law is targeting Verone's organization, which uses sports cars for more than just suspicious deliveries.

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NISSAN MOTORSPORTS (NISMO) IS ESTABLISHED

In the late 1960s and early 1970s, Japanese motorsports was in the first phase of its "Golden Age". It was the start of a new era – from the prototype car, the Nissan R380 series, came a touring car, the first-generation Skyline GT-R, which adults and kids alike were crazy about at the time.



The NISMO showroom includes components from ex-Nissan driver Kazuyoshi Hoshino's aftermarket parts company, Impul, Central 20, and Tomei.

However, around 1973 things began to change. Emissions regulations were being strengthened around the world, while the oil crisis caused gasoline prices to rise sharply. Low fuel consumption became a key factor for car manufacturers and saving energy was considered paramount. Every manufacturer was devoting people, resources, and money to meeting its government's environmental measures, which affected the development of new production models. Inevitably, motorsports also felt the impact.

However, by the end of the 1970s, environmental considerations were a little less of a concern for manufacturers.

In 1979, Nissan produced the first domestic mass-produced turbo engine, installing it in the Cedric (430) and creating quite a buzz. Following on from that, the lineup of turbo-engined cars was expanded, including the Bluebird (910) and Skyline (DR30). The turbocharged DOHC engine became all the rage as the performance capabilities of a model became important once more.

Japan's domestic motorsport scene also saw a change, with the start of the Fuji Super Silhouette

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NISSAN MOTORSPORTS (NISMO) IS ESTABLISHED



In 2013, NISMO moved its headquarters from its longtime home in Omori to what is now Daikoku-cho, Tsurumi-ku, in Yokohama. Its motorsports activities have gone global.

Series, part of the Fuji Grand Champion races. They became so popular as to turn into something akin to a social problem. At the heart of this new excitement for motor racing were the Nissan Sylvia, Bluebird, and Skyline, turbo-engined models from the first half of the 1980s that laid the foundations for a resurgence in popularity of Japanese motorsports. During the bubble economy of the late 1980s, the postwar Japanese economy was reaching a peak and marked a period of growth, with motorsports in the country expanding in both the quantity and quality of events. It led to Japanese motorsports changing from being a sport to watch to becoming a sport to actively participate in.

In 1984, Nissan responded to demands from domestic and international fans. In order to provide them with a more comprehensive service and parts distribution system, a specialist motorsports company was established in Omori – Nissan Motorsports International Corporation, or NISMO.

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NISMO has progressed from solely being associated with strength and victory to becoming a trusted name.



THE CHANGING NISMO LOGO

In the early days of NISMO, its logo derived from the tricolor (red, white, and blue) that was a key part of the Nissan Works design. In 1997, the logo on the R390 model that entered the Le Mans 24-hour race was significantly changed. At the same time, the team colors were changed to a red and black livery and the team's outfits and racing suits were updated. In 2004, minor changes were made and the shape of the "O" was modified to its current design – to foreigners, the traditional solid red "O" may have resembled the rising sun of the Japanese flag, so the letter was changed to be more clearly read as an "O".

NISMO
NISSAN MOTORSPORTS INTERNATIONAL

The original design, which in some examples such as this included the words "Nissan Motorsports International" under the main logo, was used until 1997.

nismo

In 1997, the logo changed significantly to this black and red design. For a while, the old and new logos were both used on a case-by-case basis.

nismo

Since 2004, the "O" in Nismo has been clearly revised to a more traditional style of the letter. This logo is still used today for NISMO's products and services.

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NISSAN MOTORSPORTS (NISMO) IS ESTABLISHED



In 1984, NISMO was established in a building at the Omori Works. The combined number of employees from the Oppama and Omori Works totalled 51, with 13 additional new employees hired in 1986.

The new company integrated the Omori Works – which focused on customer support and the development and sales of sports parts – and the Oppama Works, which developed domestic racing cars and overseas rally vehicles. Now, for the first time in a decade, the company was able to offer a full range of services to its customers.

NISMO's purpose was to participate in national and international races; offer backup support for private teams; provide customer support activities such as conducting racing schools; develop and sell sports parts; and supply motorsports information. A wide range of products and services across a wide range of fields continues to be offered by NISMO. The first president was Yasuharu Namba, who took office on September 17, 1984. The company began operations on October 1, with 51 employees. ♦



At the time of NISMO's foundation, aftermarket parts were sold mainly for racing and rallies. Components for production cars were introduced from 1987.

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STAGE 7 FRONT RIGHT BRAKE (1)

In this issue, we will assemble the brake system for the front right wheel.

PARTS

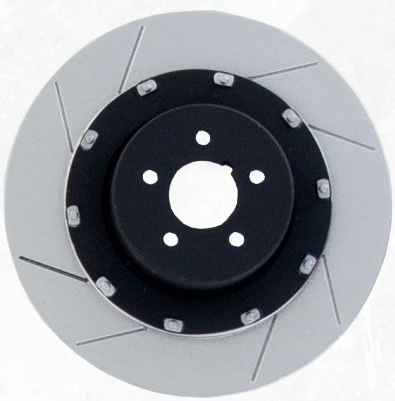
7A



7B



7C



7D



ZP

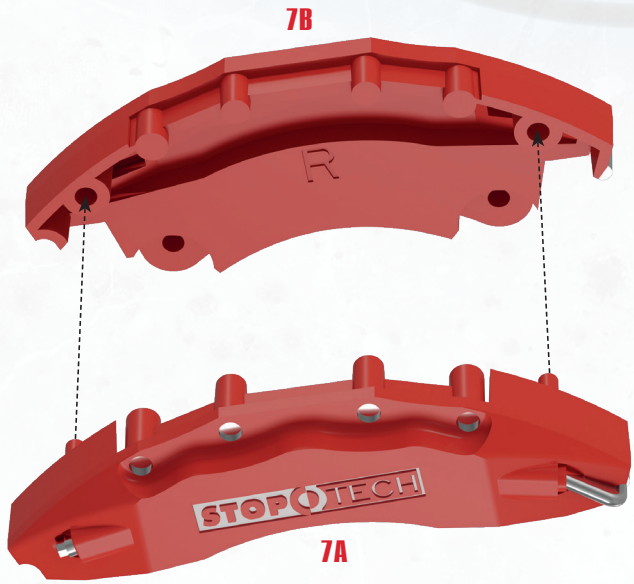


7A Front right brake caliper 1
7B Front right brake caliper 2
7C Front right brake disk 1
7D Front right brake disk 2
ZP Screws 1.7×4mm (×3*)

*Including spares

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7.01 Start the assembly of the front right wheel's brake system by connecting the front right brake caliper 1 7A to the front right brake caliper 2 7B.



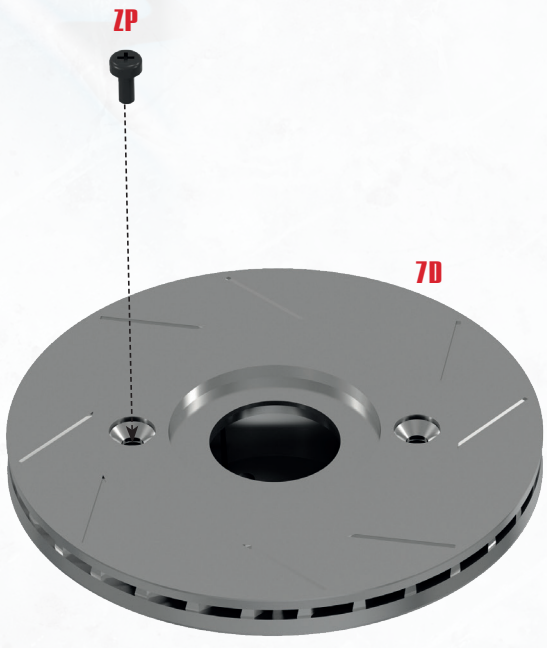


7.02 Connect the brake disks by inserting the four small pivots on the front right brake disk 2 7D into the holes in the front right brake disk 1 7C.

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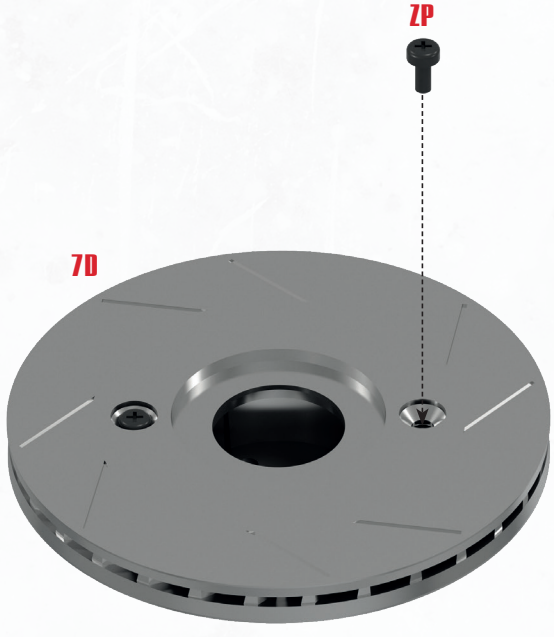
SCREW TYPES

Screws with the same code share the same characteristics, so keep the spare units with their corresponding labels in a safe place just in case you need them in later stages of the assembly. Note that screws with a code that ends in P are for fixing plastic parts, while those ending in M are for attaching metal parts.



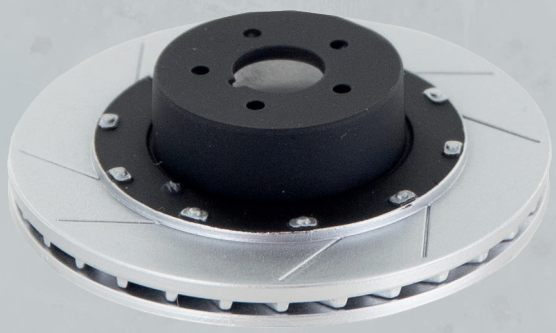
7.03 Start connecting the disks by inserting one ZP screw into one of the holes in the front right brake disk 2 7D.

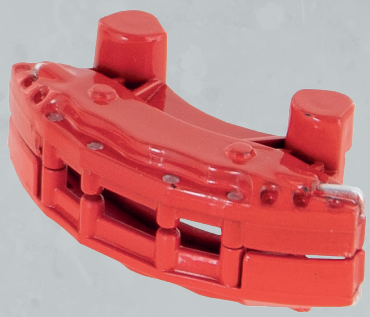
7.04 Complete this stage by inserting another ZP screw into the other hole in the front right brake disk 2 7D.



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Final assembly







HOW TO TIGHTEN SCREWS

Metal screws, identified by the letter M in their name (e.g. AM screws), should be fully tightened to ensure that the parts are securely fastened and the assembly is rigid. Plastic screws, identified by the letter P in their name (e.g. BP screws), should be tightened sufficiently to prevent loosening, but not overtightened to avoid damaging the parts.

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