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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 August 2000, a minor change was made and the performance-oriented GT-R V·spec evolved into the GT-R V·spec II. This can be thought of as the final chapter of the second-generation GT-R.

MINOR UPDATES AND A NEW GT-R M·SPEC

In 2000, all Skyline GT-R (R34) models were slightly updated, including a carbon engine hood that became standard on the new Skyline GT-R V·spec II. Furthermore, the addition of the GT-R M·spec contributed to the aim of creating a "grown-up" GT-R.

Nissan announced some minor changes to the Skyline GT-R (R34) lineup on August 28, 2000, and launched it across the country on October 30 of the same year. In terms of the minor upgrade cycle, which is usually two years, this marked a slightly earlier modification than usual for a model that debuted in January 1999.

The basic Skyline GT-R (R34) model remained the same, but the main change was the introduction of a new Skyline GT-R V·spec II to replace the GT-R V·spec. The minor differences you can see from the exterior are the indicator signal lamp on the front bumper and front fender, which went from orange to white, and the rear fog lamp, which now had clear lens rather than red. The rear

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emblem was also changed to read "V·spec II".

The GT-R V·spec II was the first mass-produced car to come as standard with a carbon engine hood with NACA ducts. Carbonizing of the engine hood produced a weight reduction of about 24lb (11kg) over steel and 8.8lb (4kg) over aluminum. This weight reduction had little effect on the power-to-weight ratio, an index of performance. However, the lighter weight of the engine hood, which is a large part in front of and above the car, improves the longitudinal weight distribution and lowers the center of gravity. This results in improved cornering capabilities, signifying an evolution in the handling of the model.

In addition, the NACA duct integrally molded into the engine hood improves the cooling performance in the engine bay at high speed. The NACA duct was invented by the National Aeronautics and Space Administration (NASA) and is often used in racing cars because the shape of the air duct offers low resistance. The NACA duct in the GTR V·spec II is placed in an optimal position in terms of aerodynamics, and the wind produced during continuous high-speed driving cools the area around the twin turbo, with the effect of lowering the surrounding temperature by about 39–41°F (4–5°C).

The company outsourced the carbon engine hood to Toray, which uses world-leading technology and an integrated production system from the manufacturing of raw fibers to the molding process. The process is the RTM (Resin Transfer Molding) method, a technology still sometimes used in aircraft and the first technique to be adopted for mass-production vehicles. RTM achieves a beautiful finish, not only on the surface but also on the reverse side.

The GT-R V·spec II incorporates cutting-edge carbon-fiber technologies such as the engine hood made by the RTM method and the rear diffuser made by the autoclave method.

A spartan, motorsports-based machine for participating in super endurance races, the Skyline GT-R V·spec II N1 is based on the GT-R (R34) and comes standard with an unpainted carbon engine hood. Meanwhile, the Skyline GT-R (R34) has an aluminum engine hood as standard, with the option of an unpainted carbon hood.

There were no major modifications to the engine, but the paint in the engine bay was changed to the same color as the body, and the upper tank of the aluminum radiator was made from resin rather than aluminum. In addition, the large-diameter rear brake, which was only used in the GT-R V·spec N1, was expanded to all vehicles to improve brake performance.

Inside, the seat cloth color was switched from a gray to a black base, and other changes included the adoption of aluminum sports

The exterior of the Skyline GT-R V·spec II did not change significantly from the previous model. The biggest modification was probably the carbon engine hood with NACA ducts.



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The carbon engine hood was painted the same color as the body, so it's difficult to tell that it's made of carbon. Yet if you open the hood, you can see from the underside that it is undeniably carbon.

pedals and an iridium-toned silver center console. In addition, the pressure unit of the MFD (multi-function display) was changed from kg/cm^2 to kPa in accordance with international standards. Furthermore, the design of the switch for the electric mirror was also modified. In the trunk, the wheel of the spare tire changed from black-painted aluminum to black-painted steel, while the trim on the trunk hood was also removed.

In addition to the above, two new body colors were added: White Pearl (three-coat pearl) and Sparkling Silver (metallic).

PRODUCTION MOVES TO THE TOCHIGI PLANT

Shortly after the updates in 2000, the Skyline's production base was transferred from the Murayama plant in Tokyo to the Tochigi plant in Tochigi Prefecture. The Maruyama plant had been a production base of Prince Automobile Industries, which merged with Nissan Motor Co. in August 1966, and continued to make the Skyline. The Murayama plant, which can be thought as the holy grail of the Skyline, was closed in 2004 as part of the Nissan Revival Plan. Today, a shopping mall and hospital are built on the site of the factory, and a monument marking "the birthplace of the

Small changes were also made to the interior of the GT-R V·spec II. Although the shape was unaltered, the color of the seat leather changed, as did the aluminum-toned panels.



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MINOR UPDATES AND A NEW GT-R M·SPEC

Skyline GT-R" stands in one corner of "Prince's Hill Park".

On May 8, 2001, a new addition to the Skyline GT-R lineup was unveiled – the GT-R M·spec. It is a GT-R that is different in character from the "ultimate driving pleasure" ethos that the GT-R had been based on until then.

The GT-R M·spec is a variant with a new driving style. It's personality is based on the concept of "another GT-R that stimulates a grown-up sense of excitement and satisfies the discerning adult", delivering sophisticated driving performance, ride comfort, and a high-quality interior.

For the specially tuned suspension, the rear stabilizer diameter was reduced from 0.95in (24.2mm) to 0.9in (23.0mm), and ripple-control shock absorbers were adopted to suppress the micro-amplitude, high-frequency vibration caused by the subtle unevenness of the road surface. This shock absorber incorporates a "damping control lip" made with special rubber inside. This improves the roadholding of the tires and achieves a comfortable ride while ensuring driving performance almost on par with the GT-R V·spec II.

The interior features genuine leather seats in the front (with heater) and back, made exclusively for the GT-R M·spec. These are handsewn and tensioned by skilled craftspeople. Together with the three-spoke, genuine leather-wrapped steering wheel – with its fine grip and soft, natural touch – it creates a high-quality interior space with an artisanal feel.

For the body color, four colors were available, with an exclusive color for the GT-R M·spec, Silica Brass (multi-flex), a color that slightly changes depending on how lights hit.

The design philosophies of the GT-R V·spec II, which is based on high speed, and the GT-R M·spec, which focuses on interior quality, would combine in the third-generation Nissan GT-R (R35), which debuted in 2007. ♦



The Skyline GT-R V·spec II is housed in the Nissan Heritage Collection in Kanagawa Prefecture. If you look at the model's vehicle plate, the production plant is indicated by the number 5 – this stands for the Murayama plant. From the GT-R V·spec II, production moved to the Tochigi plant and GT-R V·spec II vehicle plates then included the letter "M". Therefore, this is an extremely rare car.

The new GT-R M·spec version was introduced in 2001. This model has a high-quality interior and ride performance to satisfy the most discerning drivers. The photo shows a GT-R M·spec in the special color Silica Brass.



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THE BARSTOW BATTLES

In the world of motor racing, there are competitions to suit all tastes. While some are thrilled by speed, others love endurance races. And then there are those who go crazy watching automobiles crashing into one another like boxers in a ring. *Fast & Furious* offers us a glimpse into the Barstow racetrack.



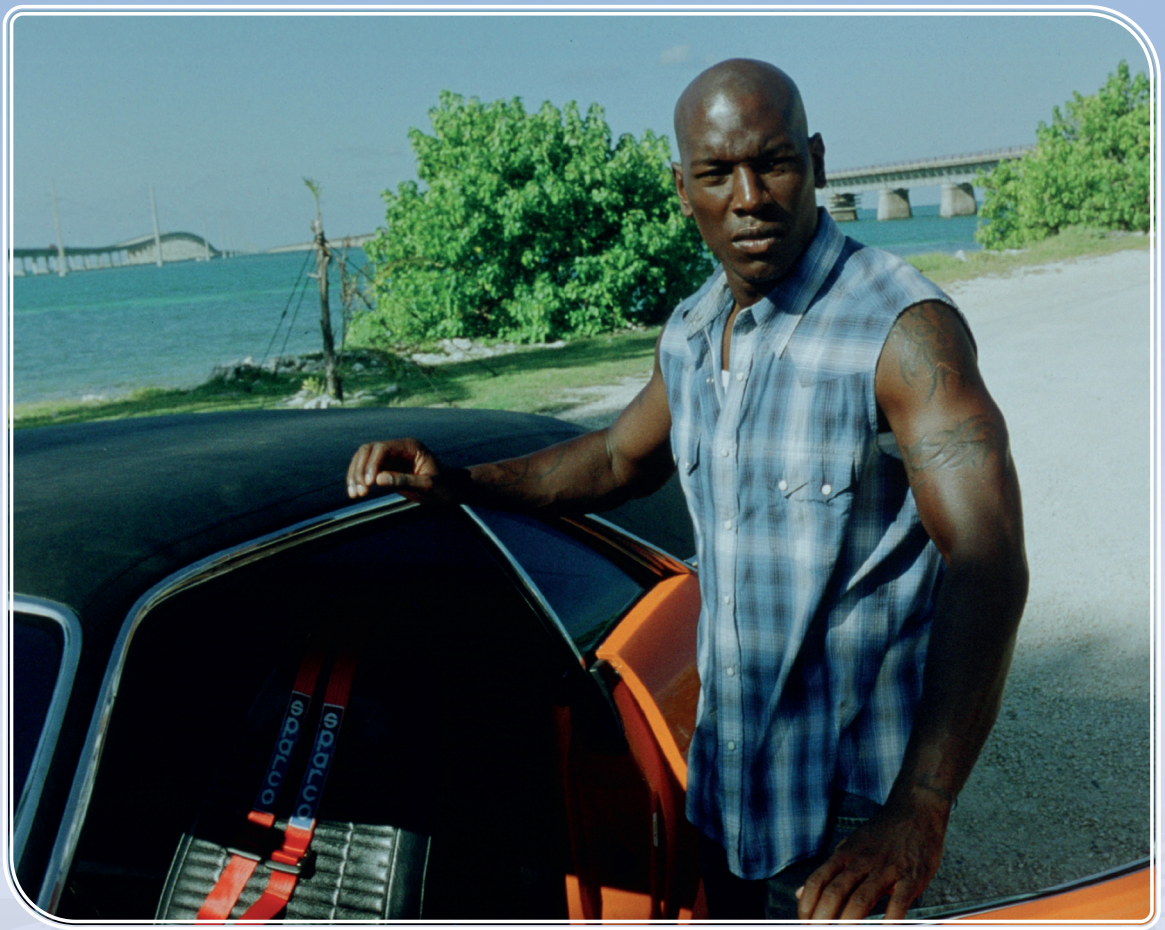
Barstow is a city in San Bernardino County, California, which has always been closely connected to the world of racing. The distance between it and Los Angeles served as the route of a 1914 automobile race known as the Oldfield Cactus Derby. Later, the famous Route 66, to which Barstow's main museum is dedicated, was built through the settlement. It is therefore no surprise that the makers of *Fast & Furious* should have chosen this city as the location for one of the most unique races in the franchise.

In *2 Fast 2 Furious,* Brian O'Conner has to collaborate with the law once again for an ongoing investigation into the alleged drug trafficker Carter Verone. To get the job done, he chooses his own companion – his best friend from his youthful adventures, Roman Pearce.

A TURBULENT REUNION

Although it can be deduced that Brian and Roman have known each other for a long time, it's obvious that time and circumstances ended up placing them on opposing sides: Brian in the police department, Roman in jail. Things didn't exactly end well between them. Therefore, their reunion is not a particularly happy one. In fact, it immediately turns into a

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Roman Pearce is one of the great destruction derby kings on the Barstow circuit, before Brian O'Conner offers him another type of activity that is no less dangerous.

physical battle. Before we see Brian and Roman rolling around the ground, however, we have the chance to enjoy a far more spectacular fight at the fictitious Barstow Speedway. Here, drivers crash into one another in demolition derbies, hoping to clinch victory by being the only one left moving on the track.

READY FOR THE FIGHT

All of the vehicles competing at Barstow Speedway are battle-ready cars with heavily reinforced bodywork. Among the participants, we see a 1977 Continental Mark V, a 1979 Mercury Marquis Colony Park, and a 1984 Chrysler Fifth Avenue. All of them hope to overcome their opponents and hold their ground until the end.

Roman, who is still under house arrest in an old trailer parked in a corner of the circuit, has become one of the kings of the demolition derby. At the wheel of a powerful, highly tuned Chevrolet Monte Carlo, he is capable of withstanding all kinds of collisions and of landing his own hard blows in order to remain standing in the arena… and emerge victorious. ♦

THE ADVENTURES OF BRIAN O'CONNER

Toretto's proposal

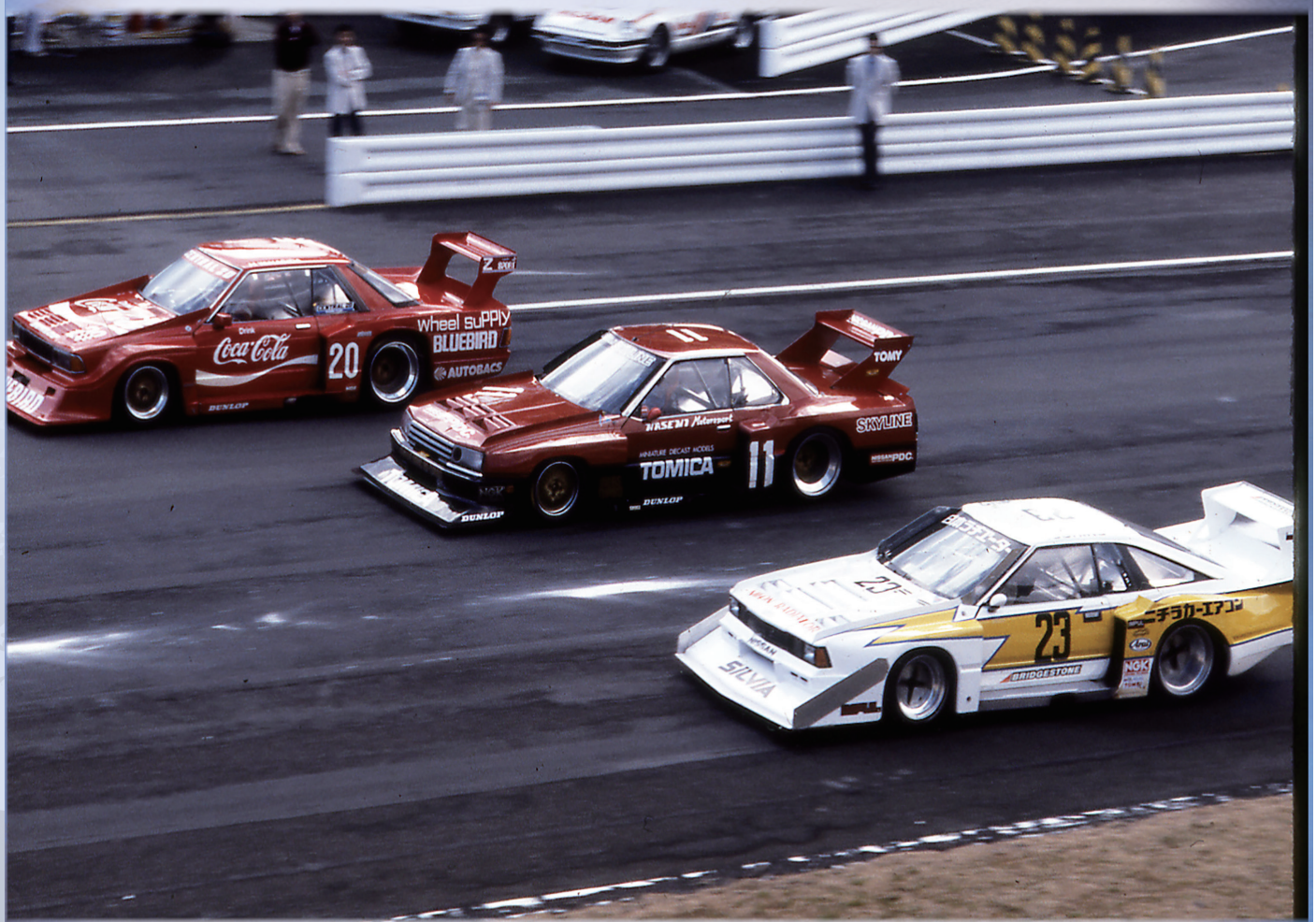
As Brian owes Dom a "ten-second" car, he turns up at the Torettos' workshop with a beat up car that conceals a really powerful engine under the hood. Dom likes Brian's audacity and he makes him a suggestion: Brian should come to work in the workshop in his spare time, and take part in the Race Wars to win money to pay for the car's repair. Patiently and skillfully, Brian has managed to get closer and closer to being accepted in Dom's family.

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THE 1985 FUJI 1,000KM

Part 1: Planning for the race

Nissan's limited racing involvement in the early 1980s changed after the birth of NISMO, when plans were put in place to win the 1985 Fuji 1,000km endurance race.



In 1981, FISA (Fédération Internationale du Sport Automobile) overhauled the regulations for motorsports vehicles. One outcome was that fuel usage was restricted according to distance in Group C races. In an era that demanded fuel efficiency, motor racing now had to be about more than just speed, and it was acknowledged that a new race category was required. As a result, the World Endurance Championship (WEC) series launched in 1982, with the Le Mans 24 Hours one of the highlights of the eight-round season.

In Japan, Fuji Speedway was invited to become a venue for the WEC for the first time. The following year, in 1983, Group C cars entered the All Japan Endurance Race series.

Super Silhouette cars captured the imagination of young people in Japan in the early 1980s. Among them, Nissan's three models were the focus of attention. The Group 5 regulation vehicles looked very different from production models.

From 1983, Nissan was mainly involved in supplying engine support for satellite teams in Group C races. This was during a period in the early 1980s when Super Silhouette

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Nissan's Group C car, powered by a VG30 turbo engine, prepares for a test run at Fiji Speedway in 1985. NISMO president, Yasuharu Namba, visited in the hope of a victory at the event.

races had reached the height of popularity, with the LZ20B turbo engine providing the power for a trio of race-tuned models – Skyline, Silvia, and Bluebird – that were known as the Nissan Turbo Corps. The power plant was a dedicated motorsports engine – a two-liter, in-line four-cylinder, four-valve DOHC turbo pushing out 550ps@7,500rpm. In 1984, the commercial FJ20 engine was developed with a maximum engine output of 600ps@7,500rpm.

NISMO focused on developing a Group C model that could defeat the established endurance cars.

With NISMO up and running from October 1984, attentions turned to the following year's WEC, especially the 1,000km event at Fuji Speedway. NISMO needed to develop a Group C model capable of beating the Porsches, Fords, and Jaguars that already had race-pedigree in the endurance category. ♦



Here pictured in the paddock at the 1985 Fuji Speedway test, driver Kazuyoshi Hoshino chats with Yasuharu Namba – probably discussing the performance of the new model.

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AN IDEAL MODEL FOR MOTORSPORTS NOVICES

The first B10 Type A model was launched through Nissan's inaugural "car name" campaign. In an advertisement on New Year's Day, 1966, it was announced that people were invited to name a new car with a teaser advertisement that gradually revealed the style of the new model. By the deadline in early February, about 8.5 million applications had been received. There were a whopping 3.8 million car names proposed, and "Sunny" was selected from among them. Incidentally, the car name that received the most entries was "Friend", which received 70,409 proposals; the number for "Sunny" was surprisingly small at 3,279.



At the time, the 1200GX-5's sporty interior attracted attention. It featured a rare five-speed manual gearbox, with the 1st gear position in a different arrangement from usual.



The 1200GX-5 also had a sedan body. The sedan GX-5 was frequently used by amateur drivers in rallies and dirt trials.

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AN IDEAL MODEL FOR MOTORSPORTS NOVICES

The first Sunny debuted on April 7, 1966, as a two-door sedan with a 988cc A10-Type in-line, four-cylinder OHV engine. The response was positive, with the model regarded as a great family car. Four years later, in January 1970, the company unveiled the catchphrase, "the next car looks small". This advertising copy marked the debut of the second-generation Sunny (B110 Type), with the next car referred to being "that rival car equipped with the 1,100cc engine" – the new Sunny now had a larger A12 Type engine, with a 1.2-liter displacement. This was the first generation to feature transverse orientation suspension with a combination of double wishbone and rigid leaf; the main point was that the suspension had been changed to strut and rigid leaf.

The 1200GX was a sporty version added in April 1970. The A12 power plant was changed to include an SU twin-carb with a high-octane specification of 83ps/6,400rpm, power that was demonstrated in torque of 10.0kgm/4,400rpm. The weight of the car was only 1,554lb (705kg), so lighter than modern-era small cars. In August, the 1200GX-5 made its debut, now featuring five-speed manual transmission.

Not surprisingly, the Sunny 1200GX and GX-5 were superb base vehicles for motorsports and competed in races, rallies, and gymkhana. Armed with over-fenders and front and rear spoilers, the models were especially successful in the TS (special touring car) category, and even now they can be seen in classic-car races. ♦



The coupe body was commonplace in the racing field. The TS specification with over-fenders was especially admired by young drivers. It had an OHV engine, but tuned for high revolutions.

TECHNICAL DATA

DATSUN SUNNY 1200GX-5 COUPE B110 SERIES (1972)

Length:	151in (3,825mm)
Width:	60in (1,515mm)
Height:	53in (1,350mm)
Wheelbase:	91in (2,300mm)
Tread (front):	48.8in (1,240mm)
Tread (rear):	49in (1,245mm)
Vehicle weight:	1,554lb (705kg)
Engine:	A12 Type (straight four, OHV)
Total displacement:	1,171cc
Maximum output:	61kW (83ps) / 6,400rpm
Maximum torque:	98Nm (10.0kgm) / 4,400rpm
Suspension (front/rear):	straight / rigid leaf
Brakes (front/rear):	disk / drum
Tires:	6.00–12-4PR

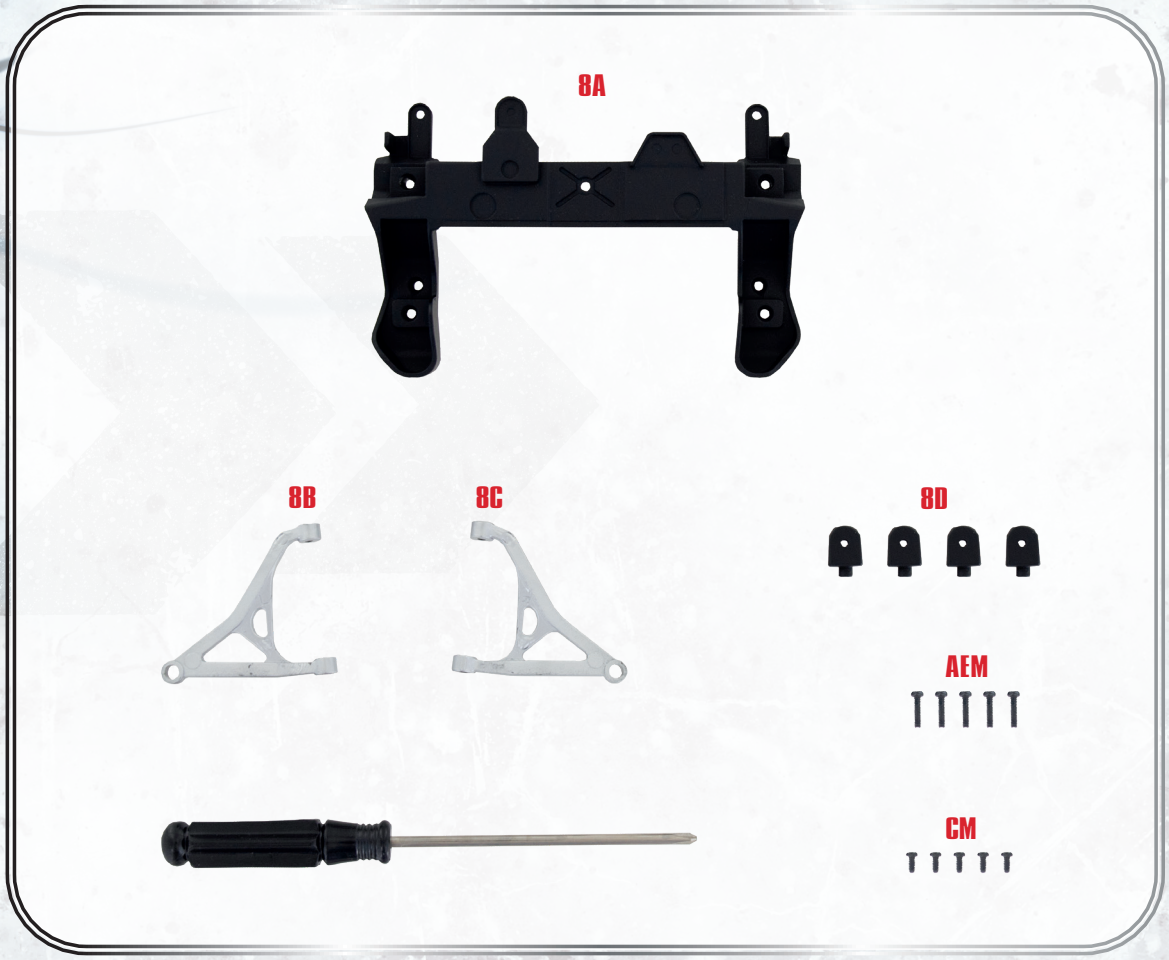


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STAGE 8
FRONT SUSPENSION SYSTEM (1)

In this issue, we will start to assemble the front suspension system.

PARTS



8A Front subframe
8B Front left lower control arm
8C Front right lower control arm
8D Silentblocks (×4)

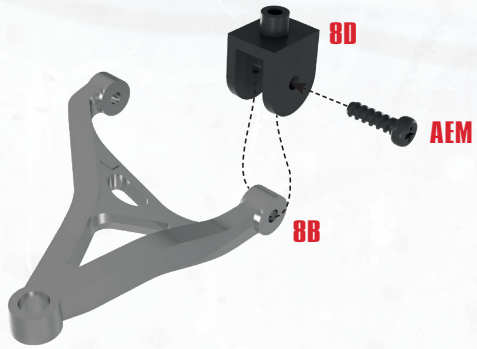
AEM Screws 2×8mm (×5*)
CM Screws 2×4mm (×5*)
Screwdriver

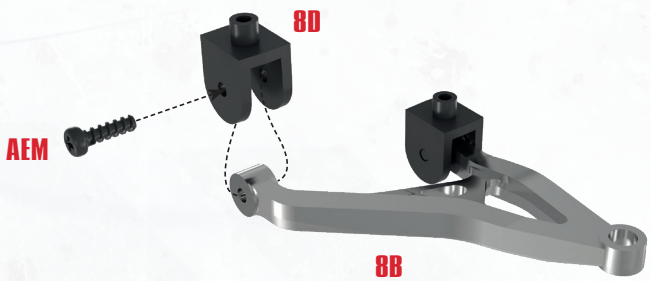
*Including spares

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FRONT SUSPENSION SYSTEM (1)

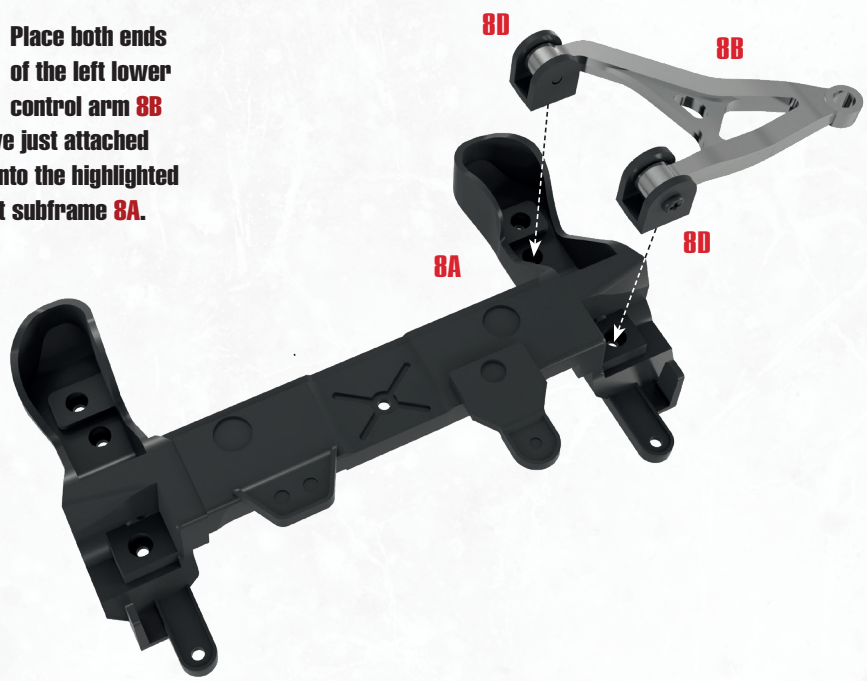
8.01 Start the assembly of the front left suspension by placing a silentblock 8D over one of the ends of the front left lower control arm 8B with a horizontal hole. Attach the parts with one AEM screw.





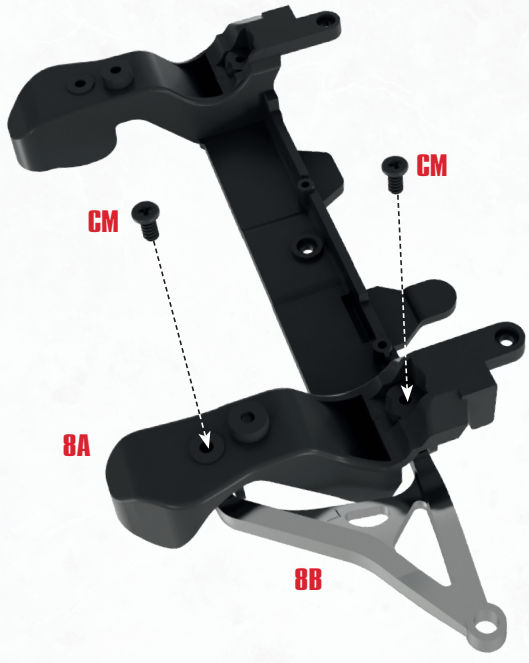
8.02 Fit a second silentblock 8D over the other end of the front left lower control arm 8B with a horizontal hole and attach it with an AEM screw.

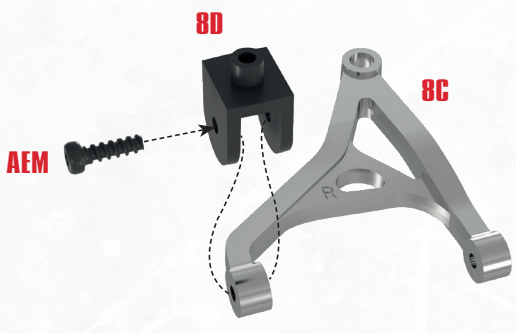
8.03 Place both ends of the left lower control arm 8B to which you have just attached silentblocks 8D into the highlighted slots on the front subframe 8A.



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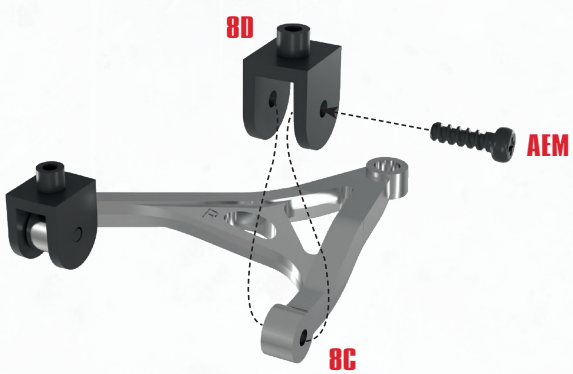
8.04 Attach the front left lower control arm 8B to the front subframe 8A with two CM screws.





8.05 Continue the assembly by placing a third silentblock 8D over one of the ends of the front right lower control arm 8C with a horizontal hole. Attach the parts with one AEM screw.

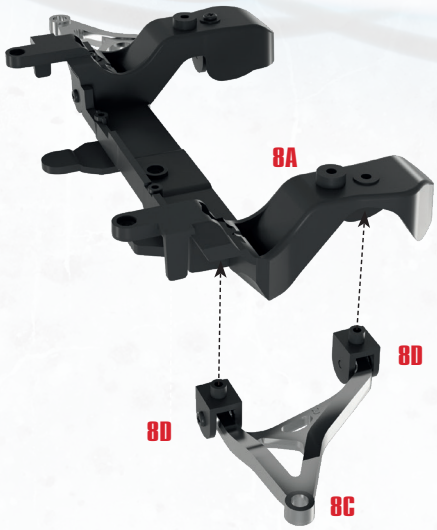
8.06 Fit the final silentblock 8D over the other end of the front right lower control arm 8C with a horizontal hole and attach it with an AEM screw.



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FRONT SUSPENSION SYSTEM (1)

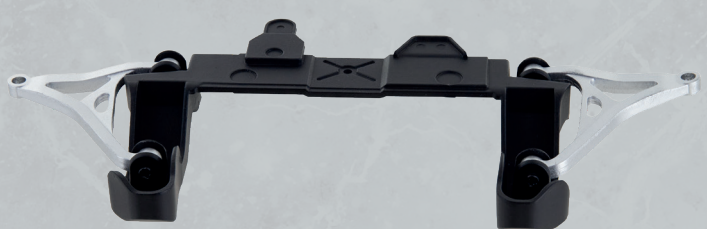
8.07 Fit the silentblocks 8D on the front right lower control arm 8C into the slots on the front subframe 8A.





8.08 To complete this stage, attach the front right lower control arm 8C assembly to the front subframe 8A with two CM screws.

Final assembly



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