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BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R

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The "SUPER HICAS" rear steering system is one of the core technologies of the second-generation Skyline GT-R.

WORLD'S FIRST ACTIVE REAR-WHEEL STEERING

Nissan developed 4WS (four-wheel steering) technology in the 1980s, which improved stability at high speeds. The supreme capabilities of the Skyline GT-R were not only down to the electronically controlled torque-split 4WD, but also the result of 4WS, which optimally controls the movement of the rear wheels.

The Skyline GT-R (R34), which was introduced in January 1999, adopted the electronically controlled torque-split 4WD ATTESA E-TS system together with the 4WS (four-wheel steering) "yaw rate feedback electric SUPER HICAS".

4WS was a technology that was used in domestic sports cars, specialty cars, and luxury cars together with 4WD in the 1980s and 90s. In the system, the front and rear wheels steer in the same direction, and in the reverse phase the front and rear wheels steer in the opposite direction. It improves the stability of the vehicle and is effective when changing lanes at high speeds. The reverse phase makes it easier when cornering and can improve the handling perfor-

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The Skyline GT-R (R32) marked the debut of the "SUPER HICAS" system. It is a technology that has fulfilled its aim of providing a natural and sublime driving experience.

mance of a small car even with a long wheelbase.

Nissan adopted the world's first rear-wheel active steering mechanism in the 7th-generation Skyline (R31), which was first introduced in 1985. It was known as "HICAS", which stands for High Capacity Actively Controlled Suspension.

Nissan developed and then perfected a seamless four-wheel steering system.

The structure senses the lateral G-force caused by steering while driving as an axial force generated in the power steering rack. In response to this, the hydraulic pressure generated by the steering wheel pump operates the power cylinder mounted to the member of the semi-trailing arms rear suspension. The system, which generates a forced compliance steer by applying a variable angle to the rear wheels together with the rear suspension member, operates at 18.6mph (30km/h) or above and actively steers the rear wheels by up to 0.5 degrees according to the lateral G-force. As a result, straight-line stability and cornering performance rapidly improved. As "HICAS" was devoted to sports 4WS, it did not adopt a reverse phase steering mechanism at low speeds.

The Silvia (S13), which was fully remodeled in 1988, featured "HICAS-II" 4WS as an option. In response to the steering operation while driving, the vehicle speed and lateral-G are detected and electronically controlled to move the tie rods of the multi-link suspension to the left or right using hydraulic actuator cylinders. It improved maneuverability by steering the rear wheels up to a maximum of 1 degree in the same phase as the front wheels at the optimum amount and timing. Later, "HICAS-II" was also adopted for the Cefiro (A31), Laurel (C32), and 180SX (RS13).

FROM HYDRAULICALLY TO ELECTRONICALLY OPERATED

From the 8th-generation Skyline, the system developed into "SUPER HICAS", which also steers the rear wheels in reverse phase. It was also installed on the Skyline GT-R (R32) and the Fairlady Z (Z32).

The feature of "SUPER HICAS" is that, based on the vehicle speed measured by each sensor, the steering angle, the steering angle speed, and the steering angle acceleration, at the beginning of steering the rear wheels are first steered slightly to the reverse phase side. The microcomputer controls the operation of steering and then turns back to the same phase in the next moment. In other words, while taking into consideration the vehicle speed and steering operation, the rear tires are reverse-phased to optimally control the occurrence of yaw rate and cornering force. It was highly rated not only for its stability during high-speed cornering, but also straight-line stability at ultra-high speeds, lane convergence, and cornering ability on winding roads.



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The rear-wheel steering system was also installed in the 5th-generation Silvia (S13), which was first introduced in 1988 and evolved into "HICAS-II". The model was popular as a rear-wheel drive vehicle with sporty performance.

The rear steering mechanism consists of a hydraulically operated power cylinder, a centering spring, and tie rods. The hydraulic pressure required for operation is produced by a power steering pump. The maximum steering angle of the rear angle is 1 degree. Incidentally, the use of "SUPER HICAS" was also considered for group-A spec GT-R models, but in tests, the power cylinders and centering springs were defeated by the strong lateral-G generated by the slick tires. It was said not to have been introduced into actual competition due to the phenomenon of the rear wheels moving.

The Skyline GT-R (R33) introduced in 1995 adopted the "Yaw Rate Feedback Electric SUPER HICAS". The previous Skyline GT-R (R32)'s hydraulically operated "SUPER HICAS" was electrified on the R33, and yaw rate feedback control was added to the existing phase reversal control. The yaw-rate feedback control system estimates movement intended by the driver from changes in wheel speed and steering angle detected by various sensors, while the actual vehicle movement is detected by the yaw rate sensor and provides feedback from the controller according to the target. This further improved stability on rough surfaces and at high speeds.

FURTHER EVOLUTION IN THE SKYLINE GT-R (R34)

The "Yaw Rate Feedback Electric SUPER HICAS" was also adopted in the Skyline GT-R (R34) that was introduced in 1999 and has since evolved even more – a control method called "model following control" was new technology on the system.

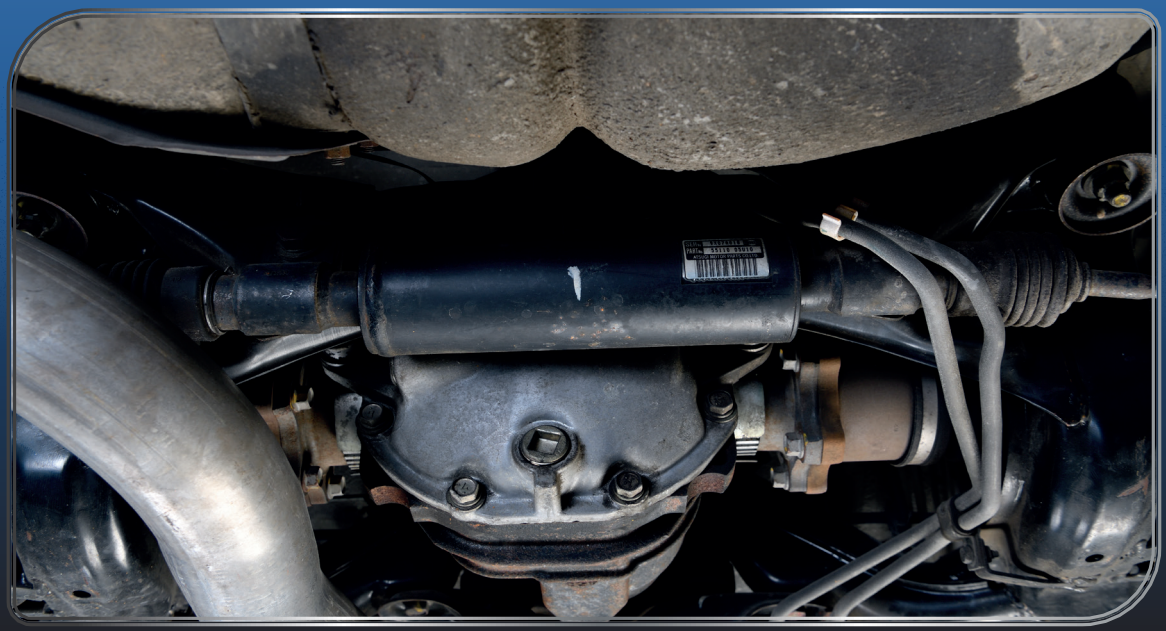
This technology, which has also been used in jet fighters, determines the intended driving line of the vehicle based on the car's



"HICAS" was first installed on the 7th-generation Skyline (R31), which debuted in 1985.

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WORLD'S FIRST ACTIVE REAR-WHEEL STEERING

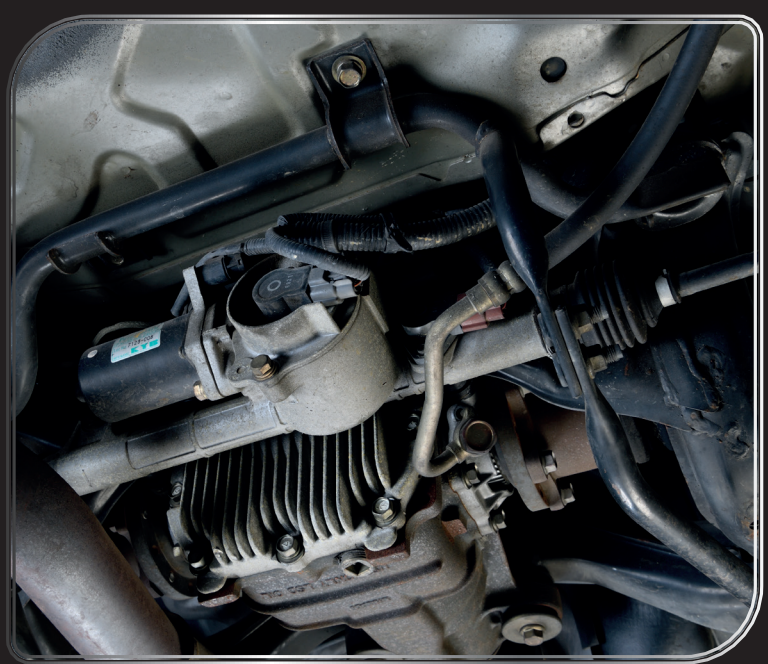


speed and driver steering effort, and controls the rear-wheel steering angle so that the line is achieved. By tuning the vehicle's operating characteristics, it has created a responsiveness that responds faithfully to the driver's intentions, with a natural feel to the steering adding stability to the handling. This improves tracking ability when changing lanes and cornering, making it possible to cleanly trace the driving line.

Furthermore, it also inherits the conventional yaw rate feedback control. The yaw rate actually generated in the vehicle is detected by the yaw-rate sensor and compared with the target yaw rate calculated from the front wheel steering angle, vehicle speed, and the rear wheel steering angle so that the intended driving line is adjusted to match the rear wheel steering angle. These two technologies enable high-precision, rear-wheel steering that matches human sensibilities.

The state-of-the-art technology called "SUPER HICAS" was first installed on the 1989 Skyline GT-R (R32) and was refined and evolved over the following ten years along with "ATTESA E-TS" and the four-wheel multi-link suspension. The "Yaw Rate Feedback Electric SUPER HICAS" installed in the Skyline GT-R (R34) is the complete form of electronic control perfectly in tune with a driver's instincts, enabling a sense of security behind the wheel that can be controlled at will. ♦

The "SUPER HICAS" system fitted in the Skyline GT-R (R32) used hydraulic cylinders to steer the rear wheels.



"Yaw Rate Feedback Electric SUPER HICAS" was introduced in the Skyline G-TR (R33) and the technology was further developed in the Skyline GT-R (R34).

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MONICA FUENTES, A DANGEROUS GAME

In the operation to arrest Carter Verone, there is one key piece: an agent who has been working undercover in the organization for a year, and who has managed to become the drug-trafficker's right-hand woman. Her name is Monica Fuentes and because of her job she lives in constant danger.

When Brian wins the night-time race in Miami – at the wheel of his fantastic Nissan Skyline – a face in the crowd catches his eye: that of an enigmatic woman to whom he barely has the chance to say a few words. Later, she provides him with the Mitsubishi Lancer Evolution VII that enables him to start working under the orders of Carter Verone. She is Monica Fuentes, an undercover customs agent who's been playing a dangerous game for months, working as the alleged criminal's most trusted confidante.

Brian is impressed by Monica. It might be her sly gaze, her elegant style, or the composure with which she handles any situation, no matter how challenging. She oozes self-confidence and courage. It is a mutual interest – sparks fly once they get to know each other more.

MUTUAL ATTRACTION

Brian and Monica meet again and again, and their personal chemistry begins to be noticed by



The actress Eva Mendes plays Monica Fuentes, a daring agent who has managed to infiltrate Carter Verone's organization.

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others as well. Verone hates the idea of anybody getting too close to Monica and shows how jealous he is when he threatens her: "If you ever touch another man again, I'll kill you. You hear me?"

Later, Monica goes in secret to the barge that passes for Brian's home to warn him of the enormous danger they are in, as she has heard Verone ordering his men to kill Brian and Roman when their mission is over.

Although aware of the danger, Brian and Roman go ahead with the plan and accept the Verone's assignment. In an extraordinary race in which they flee from the police, they achieve their objective, avoid being killed, and then perform an astonishing jump in the car towards Verone's boat to save Monica. As a result, Verone is detained.

After all this, Brian and Monica come out of this risky adventure safe and sound. Nevertheless, their involvement won't go any further. As we see later on, Brian returns to the Torettos, while Monica remains involved in the customs department, even working with Agent Hobbs, as we see in the powerful post-credits scene in *Fast Five,* when she reveals Letty's actual whereabouts. ♦

THE ADVENTURES OF BRIAN O'CONNER

Painful truths

When Brian sees Dom and his men leaving the Race Wars in the middle of the night, he senses that they are on their way to carry out another highway robbery. The time has come to lay his cards on the table, and so Brian confesses everything to Mia: "I've been investigating since the day we met. I'm a cop." For a few seconds words fail her, and then she reacts furiously. He tries to calm her down, assures her that what he feels for her is real, but he needs her help stopping Dom and the others before the police force gets involved.



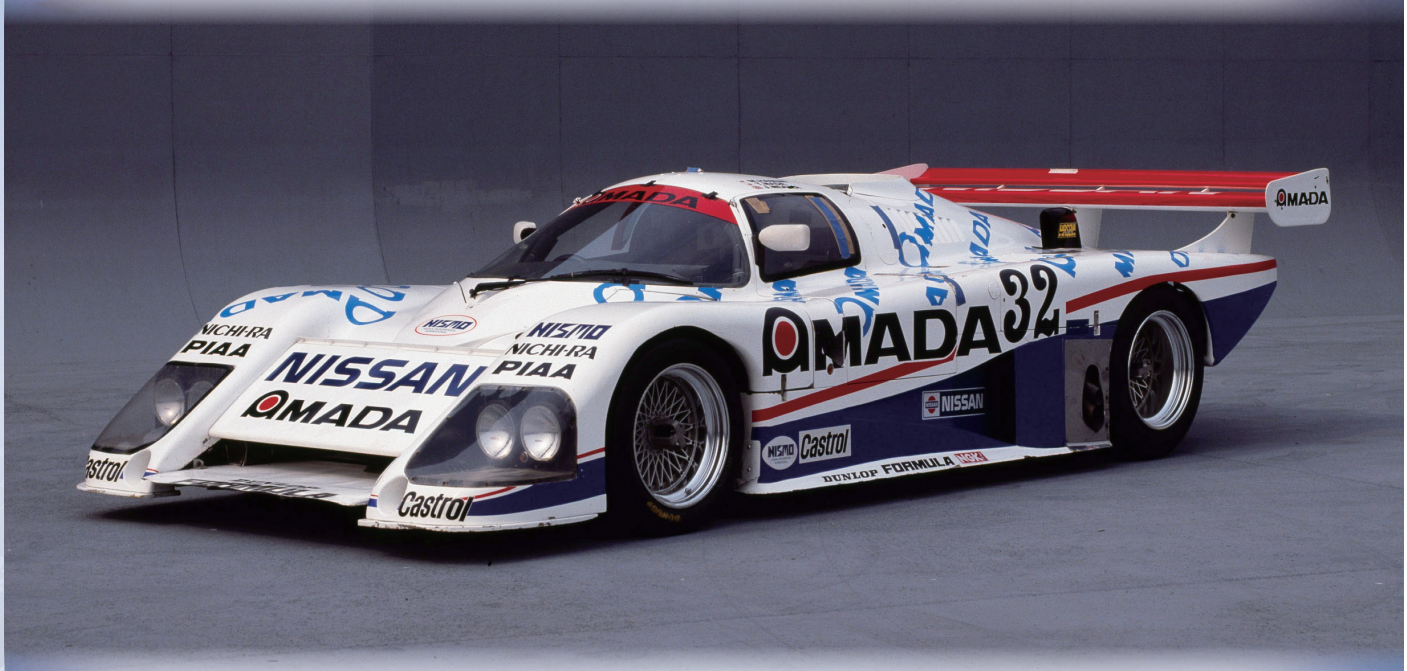
With the fear of being discovered at any moment, Monica is always on alert and must think about how any move or comment of hers may be interpreted by Verone.

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THE 24 HOURS OF LE MANS

Part 1: The decision to enter

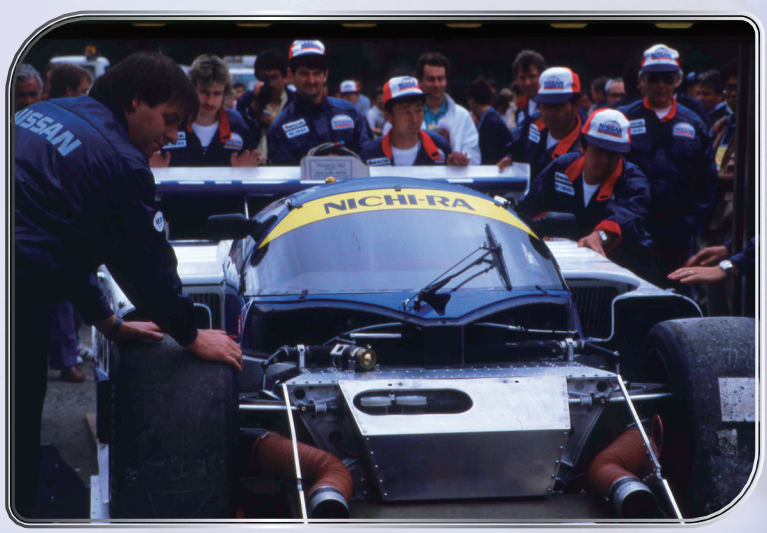
By 1986, NISMO had solidified its position as the works division of Nissan Motor Company. It was now ready to compete in one of the world's great endurance races.



The major topic of 1986 was the first challenge by a NISMO Group C car in the 24 Hours of Le Mans. Participation in the event, the pinnacle of endurance racing in the world, would certainly enhance the brand value of Nissan, not to mention the newly created NISMO. However, at this top level of racing it would not be easy to achieve great results out of the blue – it was important to persevere.

From its first attempt in 1986 until the early 1990s, NISMO working tirelessly toward its goal of winning Le Mans. However, the decision to compete in the 24 Hours of Le Mans had an unlikely beginning.

The R85V that competed in the race used a 1985 March chassis. It was a machine with a proven track record in endurance racing in Japan.



NISMO cars appeared at the 24 Hours of Le Mans for the first time in 1986. The NISMO cars would go on to compete in Le Mans for many years to come.

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Masahiro Hasemi, driver of car 32, talks to his engineers before the race. The goal was to complete the 24 hours and collect data for the next year and beyond.

"It was a great accomplishment to finish the race at the first attempt, but the competition was strong!"

As the late Yasuharu Namba, president of NISMO at the time, recalled: "Before going to Le Mans, we could not win any domestic Group C races. Drivers always told me, 'We need a better engine!.' So I said to them, 'If we win the WEC in Japan [the World Endurance Championship held at Fuji Speedway], we will go to Le Mans!' I did that, and Kazuyoshi Hoshino really won. So I went to Nissan and asked the president directly. That was the beginning of my challenge for Le Mans."

However, while it would not be difficult to secure a budget for a single year's participation, the challenge would be much greater if it were to be a continuous campaign over several years or even a decade. Mr Namba then went to Nissan's president and other executives to persuade them to sign up for the project. ♦



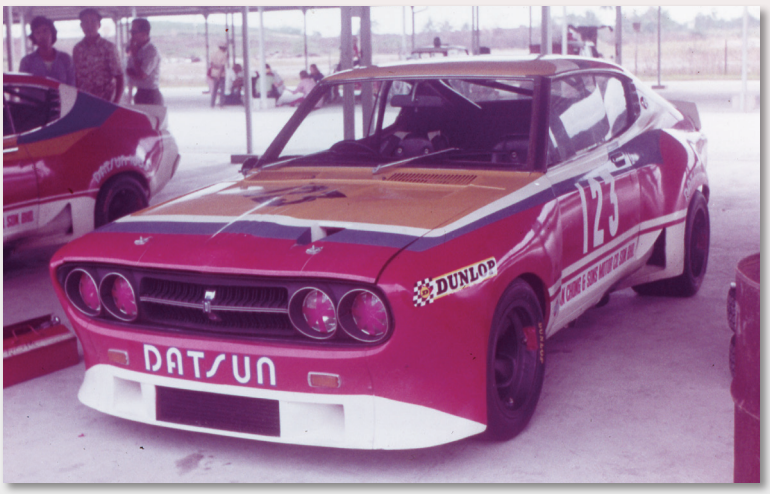
Attending NISMO's first big race overseas was President Yasuharu Namba (far left) and Kunihiko Kakimoto (center), who would later become NISMO's Le Mans project director.

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THE VIOLET – SUCCESSOR TO THE BLUEBIRD (510)

The model designation of the 4th-generation Bluebird, which debuted in 1971, was 610, while the 5th-generation Bluebird – which underwent a complete upgrade in 1976 – was known as the 810. What was missing from the sequence was the 710, the designation given to the first Violet, which was launched in January 1973. At that time, the 4th-generation Bluebird was given the "U" sub-designation – it had a larger body was given a larger engine displacement.

In order to fill the gap with the Sunny and to enhance the lineup, the existing 3rd-generation Bluebird (510) was also sold at the same time. The first-generation Violet was then created as the successor to the 510. It belonged to the Bluebird family, so many of its mechanics were common to the 510.



Kunimitsu Takahasi's Violet turbo participated in the 1974 Selangor Grand Prix in Malaysia in 1974. It was a race machine in the early days of turbo engine development.

Three body variations were available at the time of the Violet's debut: two-door hardtop, two-door sedan, and four-door sedan. A five-door van was later added. The suspension layout consisted of

The Violet (710) was the overall Championship Winner in the 12th Southern Cross Rally in 1977. It featured an LZ18 type engine with a four-valve DOHC head specially designed for motorsports.



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struts at the front and a semi-trailing arm independent suspension in the rear for the sports-grade SSS – the same as the 510 Bluebird; leaf-spring rigid suspension was used in the other versions. This layout was different from that of the Bluebird (510), which used four-wheel independent suspension for all models except wagons and vans.

Four types of engines were initially installed: the 1.4L L14 single carb (85ps), the 1.6L L16 single carb (100ps), the L16 twin carb for the 1600SSS (105ps), and the L16E type (115ps) with electronically controlled injection (EGI) for the 1600SSS-E.

In February 1976, the model underwent a minor change – the two-door sedan was discontinued, and the model number was changed to 711.



The cockpit of the 1600SSS. The design was elegant with a sporty feel, though rearward vision was not the best for the driver.

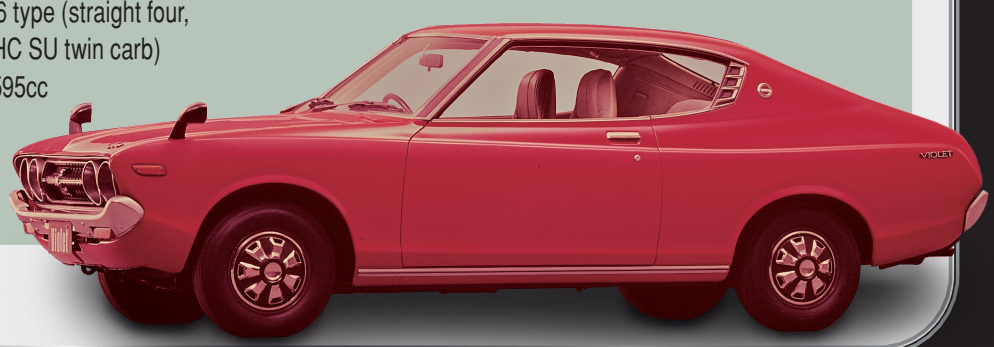
As the successor to the Bluebird (510), the Violet actively participated in motorsports, especially in international rallies. In 1977, a Datsun 160J (the export name of the Violet) driven by R. Aaltonen and J. Blume won the 12th Southern Cross Rally held in Australia. This car was equipped with a four-valve DOHC LZ18 (200ps) for rally use.

On the circuit, the "Violet Turbo", equipped with a four-valve DOHC turbo engine, was introduced, and in 1974 Kunimitsu Takahashi secured overall in the Selangor Grand Prix in Malaysia. ♦

TECHNICAL DATA

VIOLET HARDTOP 1600SSS KP710 (1973)

Length:	162.2in (4,120mm)
Width:	62.2in (1,580mm)
Height:	54.1in (1,375mm)
Wheelbase:	96.5in (2,450mm)
Tread (front):	50.4in (1,280mm)
Tread (rear):	50.4in (1,280mm)
Engine:	L16 type (straight four, OHC SU twin carb)
Total displacement:	1,595cc
Maximum output:	150ps / 6,200rpm
Maximum torque:	13.8kgm / 4,200rpm
Vehicle weight:	2,117lb (985kg)
Suspension (front/rear):	strut / semi-trailing arm
Brakes (front/rear):	disk / drum
Tires:	6.45S-13-4PR



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STAGE 14
FRONT LEFT BRAKE (1)

In this issue, we will prepare the elements of the brake system for the front left wheel.

PARTS

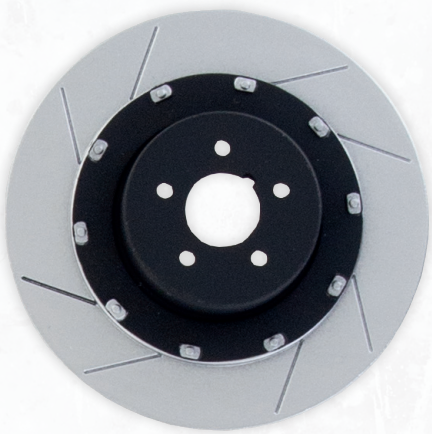
14A



14B



14C



14D



ZP



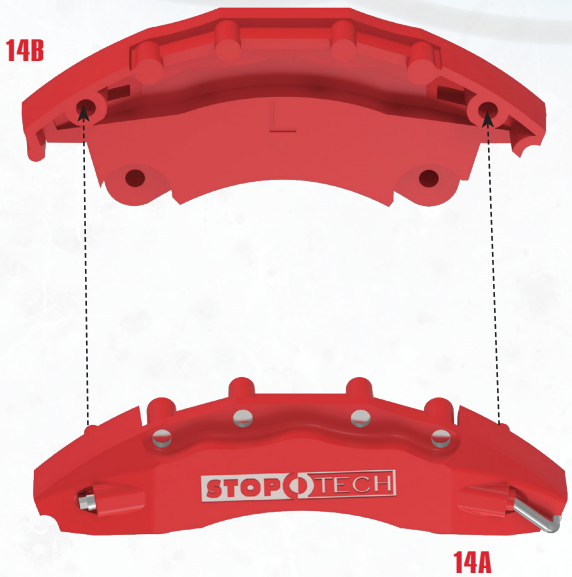
14A Front left brake caliper 1	14C Front left brake disk 1	ZP Screws 1.7×4mm (×3*)
14B Front left brake caliper 2	14D Front left brake disk 2	

*Including spares

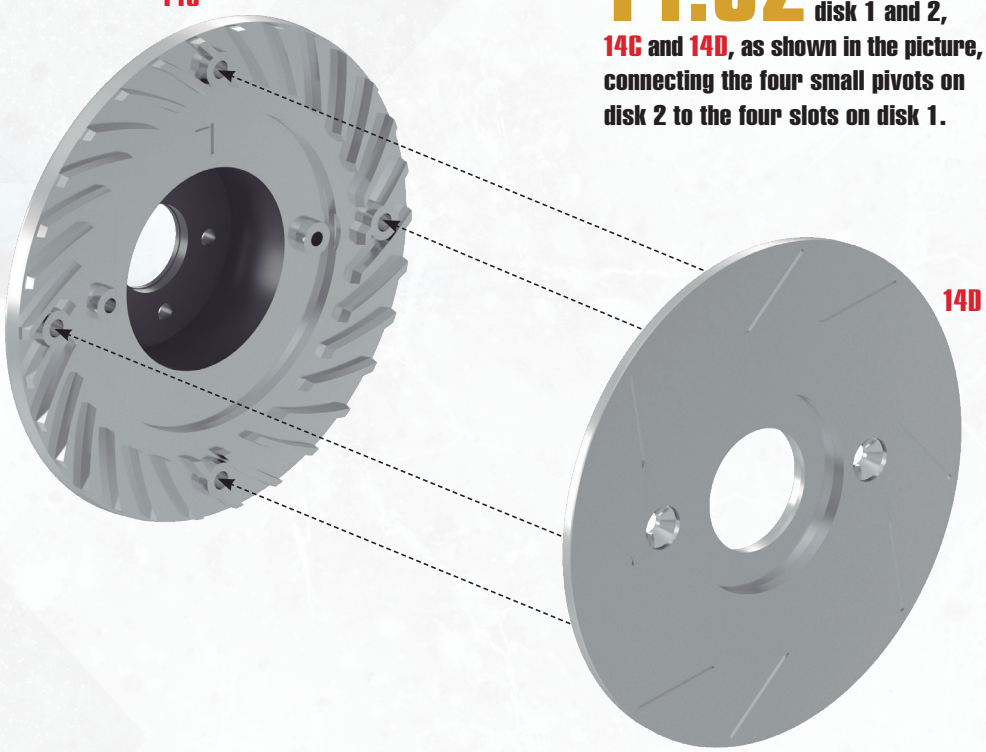
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FRONT LEFT BRAKE (1)

14.01 Connect both parts of the front left brake caliper 1 and 2, **14A** and **14B**, by inserting the pivots on caliper 1 into the corresponding slots on caliper 2.



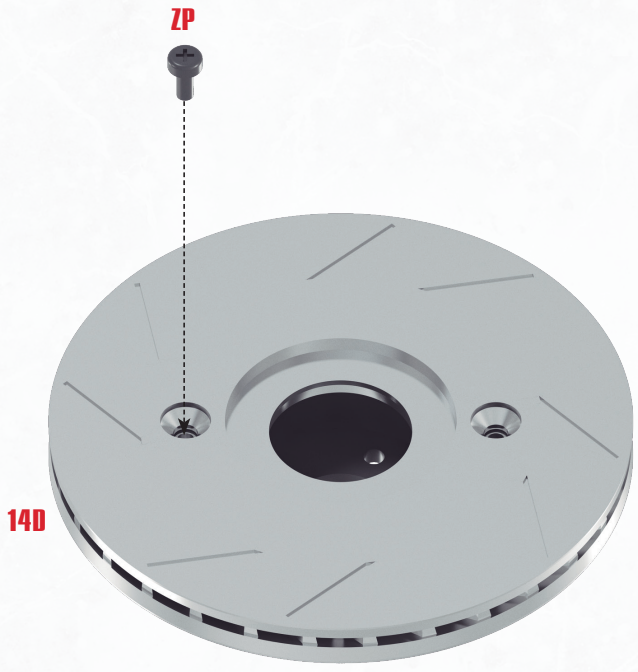
14.02 Join the parts of the front left brake disk 1 and 2, **14C** and **14D**, as shown in the picture, connecting the four small pivots on disk 2 to the four slots on disk 1.



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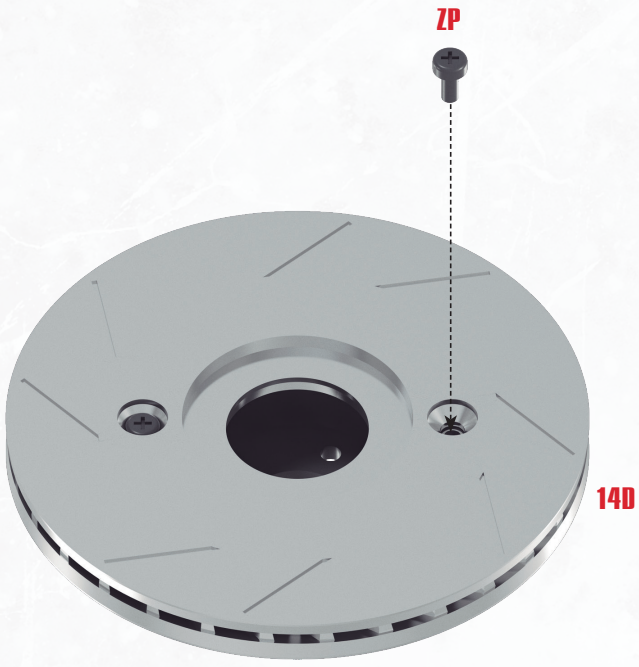
14.03

To secure the brake disk 1 and 2 assembly, 14C and 14D, start by inserting one ZP screw into disk 2 14D.



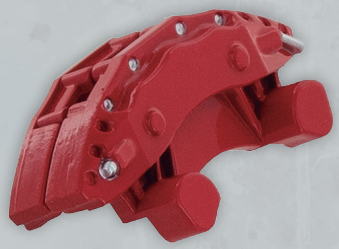
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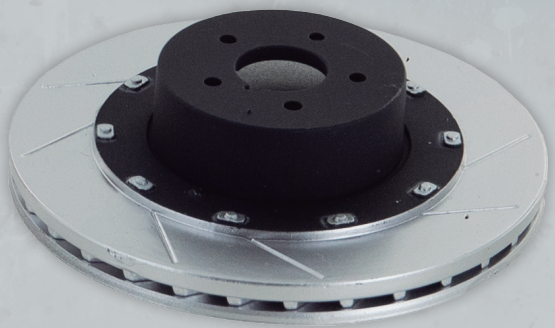
To finish, insert another ZP screw into the other hole in disk 2 14D to connect the parts of the brake disk.



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Final assembly





BRAKE SYSTEM

In these first stages of assembly you have prepared the brake disks for the left and right front wheels. Keep the left and right assemblies separate to make later stages of assembly easier. You could add stickers to label the left and right brake assemblies or store them in labelled boxes.



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