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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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The high-precision data display is accurate enough for racing and provides valuable vehicle information for GT-R owners who like to closely examine their driving technique.

THE MULTIFUNCTION DISPLAY

The idea for the multifunction display (MFD) of the Skyline GT-R (R34) was a space-saving unit that could convey plenty of digital information. The liquid-crystal, 5.8-inch-wide color screen also functioned as a car navigation display and a TV.

The Skyline GT-R (R34) was the first GT-R to adopt a multifunction display (MFD) located in the upper-center of the instrument panel. In addition to displaying vehicle status, the 5.8-inch widescreen LCD served as a monitor for the TV and navigation system (DVD format), which was a manufacturer option.

In recently produced domestic cars, navigation systems are often installed in the upper-center of the instrument panel, where there is little interference with the line of sight during driving. In the Nissan GT-R (R35), a multifunction readout that doubles as a monitor for the car navigation system is also mounted in the same position. This type of instrument panel is designed with an integrated operating system, making it virtually impossible to install an aftermarket car navigation system.

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In the Skyline GT-R (R34), additional features were incorporated into the MFD. During this era, the LCD panel for the car navigation system came to be enshrined as the most important element in the cockpit.

However, when it comes to older cars, many models have the car navigation system monitor screen mounted underneath the air-conditioner outlet in the center of the instrument panel. It wasn't only the position chosen by manufacturers for their original car navigation systems, but also for those fitted as dealer options or for aftermarket installation. The location was traditionally used as the place to install car audios, and the configuration was then inherited by navigation systems.

In the interior of the car, the design of the dashboard, instrument panel, and center console can be considered a battle between each function – how best to arrange the dials, the air-conditioning operation unit, audio, and storage. The central part of the instrument panel is "premium real estate" for its excellent visibility and ease of operation.

Before the widespread use of car navigation systems, a car's instrument panel and dashboard would be a unique design particular to the type of car. Sports cars, for example, were often equipped with smaller dials to display the state of the engine, a must-have feature that was a reflection of a model's high performance.

BASIC AUDIO SYSTEM AND NO NAVIGATION

When it debuted in 1989, the Skyline GT-R (R32) did not yet feature a car navigation system. For this reason, the audio system only comprised a nostalgic integrated cassette-AM/FM electronic multi-tuner in the central console, above which was an air-conditioning control panel, leaving no room for a car navigation monitor screen. Incidentally, at that time, car navigation systems already existed using gyro sensors, geomagnetic sensors, and CD-ROM for map data, but they were not yet widespread among the general public. In fact, it was not until 1991 that high-precision aftermarket car navigation systems using GPS, as we know them today, came on the market, and they have become popular since then.

Both the Skyline GT-R (R32) and (R33) were equipped with three small-diameter dials at the top of the center console. The Skyline GT-R (R32) had a voltmeter, an oil temperature gauge, and a boost meter, while the Skyline GT-R (R33) featured a front torque gauge, an oil temperature gauge, and a boost meter, which enabled the driver see how the vehicle was performing during sports driving… though in truth the visibility of the dials in that position was not great. GT-R owners who frequently tuned their car's engine often installed an aftermarket dial for checking the engine's condition, in many cases fitting it in the glove compartment. Despite installing an additional, highly accurate dial, it's difficult to see in that position, requiring wide-ranging eye movements and making it highly risky during high-speed driving. Thus, the MFD was intended to provide a lot of vehicle information to the driver through a high visibility digital readout.

The development of the MFD was initiated when the company considered installing a car navigation system in the Skyline GT-R (R34); the view was that various other information could also be accommodated.

A digital readout can display a large amount of data in a simple, space-saving manner that

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In the Skyline GT-R (R32), analog dials were placed in the center console. From left to right: voltmeter, engine oil temperature meter, and boost meter. The steering wheel was also standard, with no airbags.

would be difficult to be incorporated into a conventional analogue display. The switchable digital display was apparently inspired by the fact that it is used in many racing cars. At the time, the data logger by Pi Research (now Cosworth Electronics) in the UK was already installed in racing cars, and what the driver saw was a digital display multimeter showing only the essential information, with many other types of data also displayed.

The MFD takes advantage of the color LCD screen to bring it to life by using an instantly readable pointer and zone display rather than simply just numbers. Yet when trying to display a diagram on an LCD, it can tend to look somewhat cheap, so it is devised to display in an analog style as much as possible. The design also took inspiration from the dials on civilian and military aircraft.

UP TO NINE FEATURES ON THE MFD

The features on the MFD include seven for the Skyline GT-R (R34) and nine for the Skyline GT-R (R34) V·spec, as follows: 1. Throttle opening; 2. Injector opening rate; 3. Supercharging pressure; 4. Engine oil temperature; 5. Voltage (only in single/twin mode); 6. Engine water temperature (in multi-mode); 7. Front torque (only in single/twin mode); 8. Intake air temperature (GT-R V·spec only); and exhaust temperature (GT-R V·spec only).

Furthermore, the screen display allows you to select from three different modes: single mode to display a single item; twin mode to display two items side by side; and multi-mode to display multiple items at once. The driver can arbitrarily set the red zone for the injector opening rate, supercharging pressure, engine oil temperature, and exhaust temperature, and the zone display color changes from green to red when the set value is exceeded; a dedicated sensor was fitted to ensure the accuracy of the meter. In addition, the shift-up indicator can also be set, so that when the engine speed is set arbitrarily, the shift-up point is indicated by the red indicator light in the upper right of the MFD unit.



The Skyline GT-R (R33) also used analog dials. From left to right: front torque meter indicating the driving force of the front axle, engine oil temperature, and boost meter. The steering wheel was equipped with airbags as standard. (The photograph shows a late model.)

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THE MULTIFUNCTION DISPLAY



The first Skyline 2000GT-R (PGC10) had analog dials at the top of the center console. From left are an ammeter and a fuel gauge. The wood-tone panels provide a sense of the era.

In addition, a pop-up monitor screen that could be stored on the same dashboard as the multi-AV system set as a manufacturer's option on the Skyline GT-R (R34) was also considered. However, as part of the development of a model that could be used in N1 races, the display unit was fixed, vibration resistance was increased, and visibility was guaranteed by the display pointing 12 degrees toward the driver.

The MFD of the Skyline GT-R (R34) was also useful for track driving, and there were a few instances of additional dials being installed. The 2007 Nissan GT-R (R35) inherited the MFD as a multifunction meter, and the current model also has an 8-inch wide display in the center of the cockpit. The display is equipped with a navigation system and multifunction readouts that indicate the vehicle's condition and driving history. By selecting display items with the multifunction switch on the side of the shift knob, you can not only display boost pressure and engine oil temperature, but also lateral G and deceleration G forces. It can record how the Nissan GT-R (R35) behaves through corners and it also has a data logging function that helps improve driving technique. ♦



The Skyline 2000GT-R (KPGC110) had dials in the most visible position. From the right: engine oil pressure gauge, water temperature meter, fuel gauge, and more. An optional clock is in the section with the cover.

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AN ESCAPE PLAN

Brian never felt that infiltrating Carter Verone's organization was the best idea. But nor did he ever imagine things would go so wrong. Now he has no choice but to come up with a quick, effective escape plan so that he and Roman can get out before it's too late.



In an unexpected turn of events, Carter Verone decides to take flight. But he needs his men to recover some of the "savings" that he keeps hidden. Brian and Roman, with Verone's trusted henchmen Roberto and Enrique, are chosen to recover the money. But Monica Fuentes takes a big risk and secretly goes to Brian's house and warns him that it's a trap: Verone plans to kill the two drivers as soon as they've made the delivery.

Brian and Roman secretly meet Agents Bilkins and Markham to explain the situation. "This is real simple," says Markham. "You make the run. You get Verone and his cash together, so I can move in for the bust."

Brian and Roman turn to the owners of Miami's fastest and most spectacular sports cars to help them carry out their escape plan when the going gets tough, both with the police and the ruthless Carter Verone.

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AN ESCAPE PLAN

The two friends go to the bay to think about their tricky situation. Roman says: "Let me get this right: if we don't do this, then we go to jail. But if we do it, Verone's gonna kill us."

Luckily, as well as being ace sports-car drivers, Brian and Roman are also ingenious guys capable of turning a hopeless situation into an opportunity. Although, for this, they're going to need some help from Tej Parker.

THE ADVENTURES OF BRIAN O'CONNER

Brian's first cars

In *The Fast and the Furious*, Brian O'Conner turns up for his first race at the wheel of a dazzling 1995 Mitsubishi Eclipse RS, which ends up being burned out by Johnny Tran's gang. In the same film, he drives a Ford F-150 SVT Lightning, the precursor of sports pickups, as a work vehicle at The Racer's Edge, before repairing and customizing a 1994 Toyota Supra Mk. IV, which he drives in the rest of his adventures.

THE DIVERSIONARY TACTIC

When the day arrives, Brian and Roman turn up in their Mitsubishis, the Eclipse Spyder, and the Lancer Evolution VII. They pick up Roberto and Enrique, drive to a trailer park, and recover Verone's money. But a local undercover cop raises the alarm and a large fleet of police cars speeds over to arrest them. Although Brian and Roman hit the highway at full speed and demonstrate their spectacular skills as drivers, the aerial support of a police helicopter seems to have them trapped. Nevertheless, the two cars manage to reach the place marked by Tej in order to carry out the big diversionary tactic: a huge abandoned factory that is immediately surrounded by the police cars. When the factory doors open, dozens and dozens of small trucks and sports cars – driven by Tej's buddies – burst out, completely confusing the police officers.

Despite the surprising concentration of vehicles, the runaways' Mitsubishis are spotted from the air; when the police manage to stop the cars, however, they find they are being driven by Tej and his friend Suki. Brian and Roman have successfully managed to give their pursuers the slip, getting away in the Yenko Camaro and the Dodge Challenger that they won in the relay race. Nevertheless, they can't relax yet because they still have to face Verone. ♦



A GROUNDBREAKING SINGLE-MODEL RACING SERIES

In 1987, NISMO began a single-model race based on the first-generation March (K10). Dubbed the "March Little Dynamite Cup Race," it became very popular on the domestic racing scene.



Although many cars participated in the race, their uniform coloring symbolized that they were all rentals with exactly the same specification.

The single-model "March Little Dynamite Cup Race" attracted attention as a groundbreaking event. Firstly, it reflected that motorsports did not only have to be enjoyed by professionals, but could also be something that ordinary drivers could participate in. Another novelty was that all the cars in the race were rented.

Traditionally, in order to participate in a race, a car must be specially prepared and modified to race specifications. In addition, consumable parts such as oil and tires are required for the season and, as the car does not have a license plate, it must be transported to the track. There are also the costs of maintenance, repairs in the event of a crash, and storage for the race car.

Considering all these costs for entering a car into a race, the "March Little Dynamite Cup Race" adopted a rental system in which all maintenance and repairs of the cars were covered by the organizers,



A wide variety of drivers entered the "March Little Dynamite Cup Race," from members of the public to All Japan Rally drivers and journalists.

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A GROUNDBREAKING SINGLE-MODEL RACING SERIES

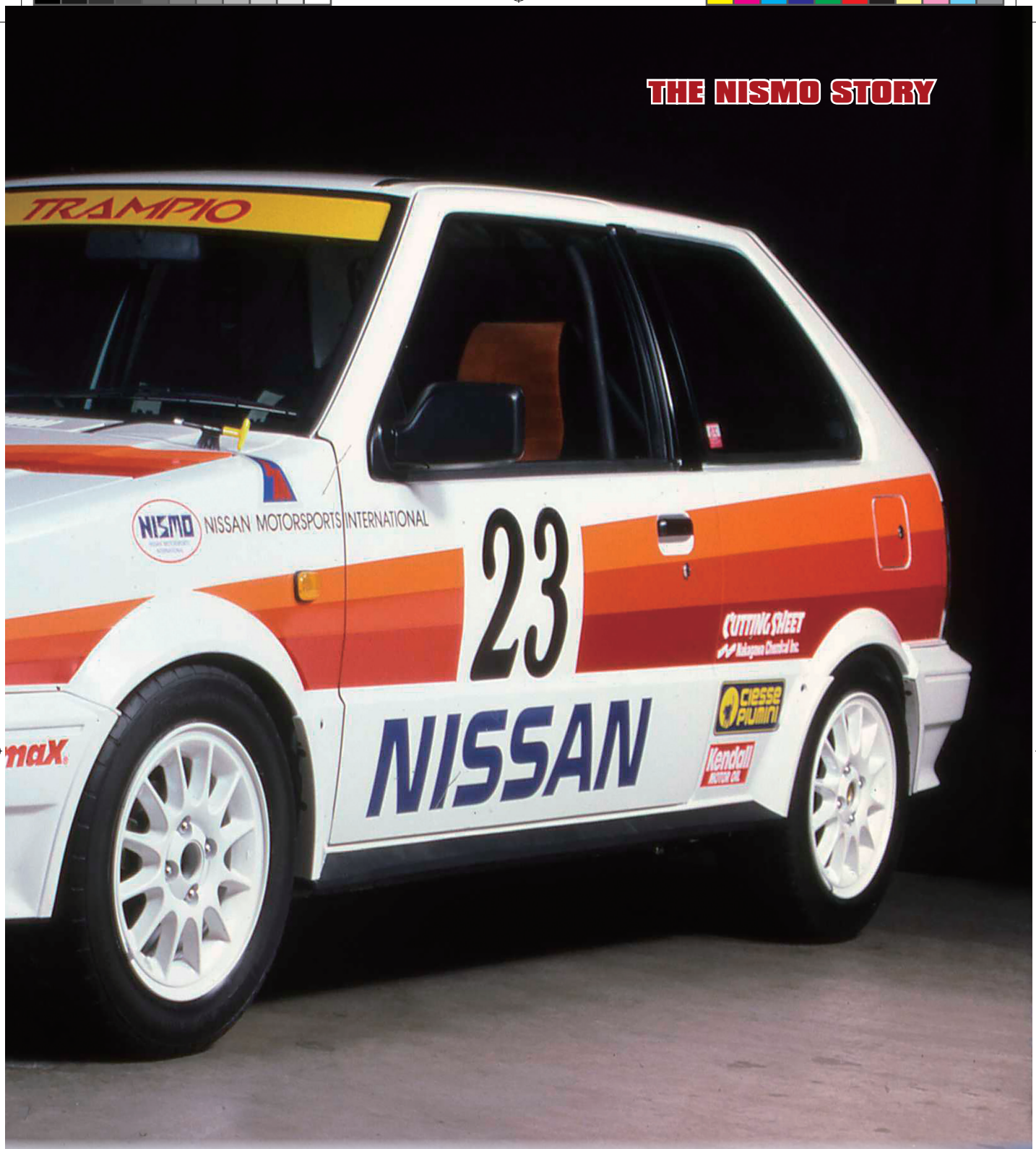


The vehicles were overseen by an association led by NISMO. As the race cars were involved in many crashes, post-race maintenance was a difficult task.



The MA09RT engine mounted in the March R was designed with racing in mind, with a turbo coefficient of 1.7 to meet rally regulations of the time.

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principally NISMO. In other words, race participants only had to pay the 80,000 yen entry fee and bring their own helmets and racing suits. The condition of each race car was also managed by the organizers, so participants were able to race against each other on equal terms.

When it came to the actual vehicles, the specifications of the race car were groundbreaking. It was based on the March (K10) Turbo, which was given a supercharger in addition to its turbocharger. This setup was unique at that time, and it attracted attention overseas

The car used in the "Little Dynamite Cup Race" was based on the March Turbo, so the sporty bumpers and other features were retained.

– it was used in the Group B Delta S4 that Lancia introduced in 1985 in its bid to win the World Rally Championship (WRC). With the

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A GROUNDBREAKING SINGLE-MODEL RACING SERIES



The March R took the domestic rally world by storm. Its turbo and supercharger, combined with an ultra-cross-ratio transmission, displayed its unrivaled strength.

technology available at the time, the mid- to low-speed acceleration response of turbocharged engines did not perform well on rally courses. So, the supercharger was used to boost the engine at low and mid speeds, and the turbocharger increased power output at high speeds. This advanced twin-charging setup was first installed in the 1,000cc March, a race car with a maximum output of 110hp.

When it began, the race was a big hit and became very popular. Many celebrities and automotive journalists participated, while others made their racing debut in the "March Little Dynamite Cup Race" and competed in it for some time.

In 1988, the twin-charged engine was installed in the production March Super Turbo and March R models. Unlike the 1,000-cylinder version used in the race, however, the displacement was reduced to 930cc to meet the rally vehicle regulations of the time, but the maximum output of 110ps was maintained. The March R had more of a racing specification and was aimed at amateur racers; it soon became a mainstay in the domestic rally scene, with many enthusiasts driving it to victory in various events.

Although these March models were not around for long, they had a significant impact on subsequent NISMO race cars. ♦



Based on the competition March R, the March Super Turbo was a GT version for the general public. It featured the same engine, but used a wider transmission range.

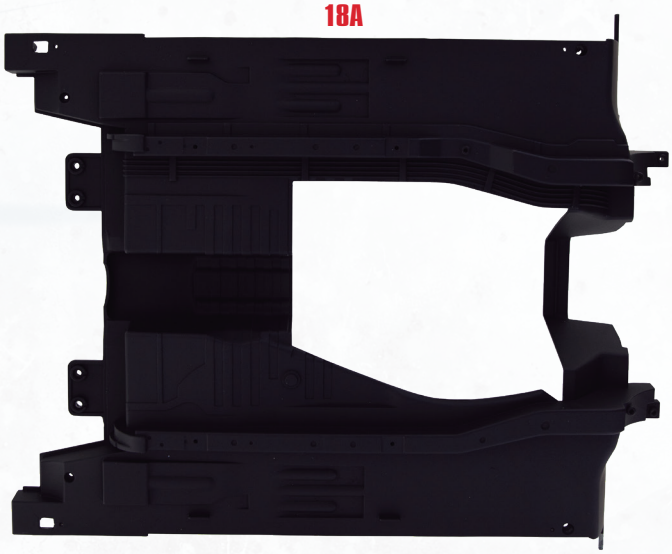
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STAGE 18
CHASSIS
CENTER SECTION (1)

In this issue, we will connect the chassis central tunnel and the front right beam with the chassis center section.

PARTS

18A



18B



AM



EM



18A Chassis center section
18B Chassis center tunnel

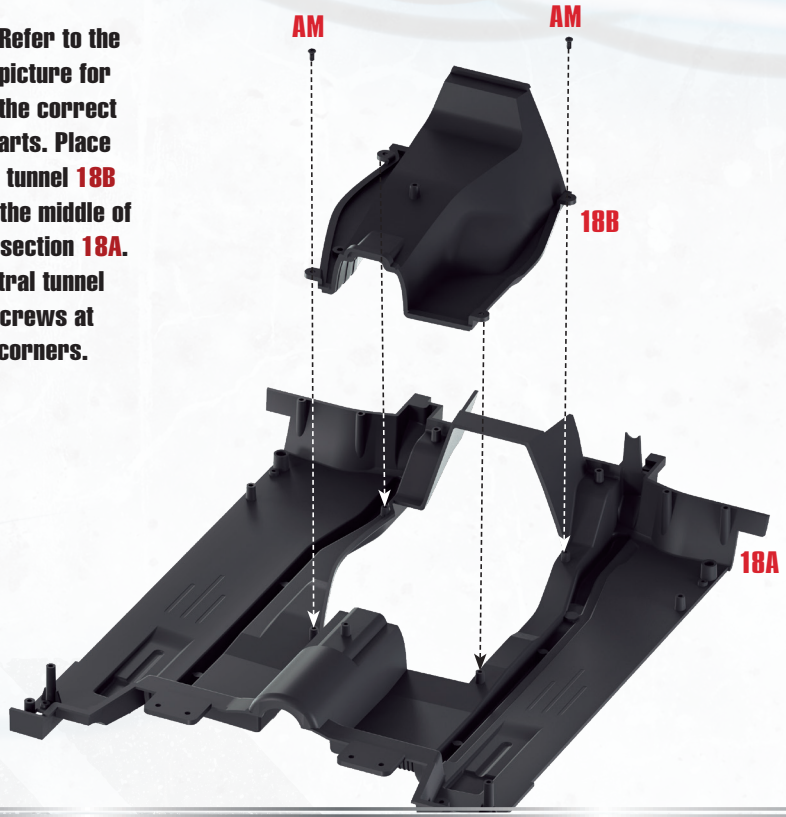
AM Screws 1.7×4 mm (×5*)
EM Screws 2×5 mm (×3*)

*Including spares

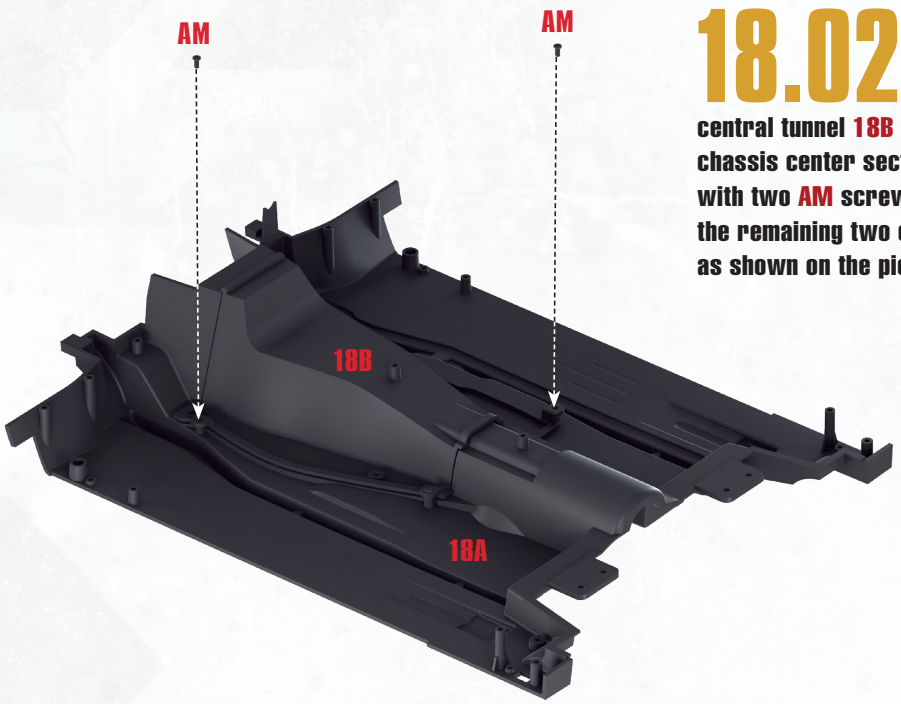
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CHASSIS CENTER SECTION (1)

18.01 Refer to the picture for the correct orientation of the parts. Place the chassis central tunnel **18B** over the recess in the middle of the chassis center section **18A**. Fix the chassis central tunnel **18B** with two **AM** screws at the two highighted corners.



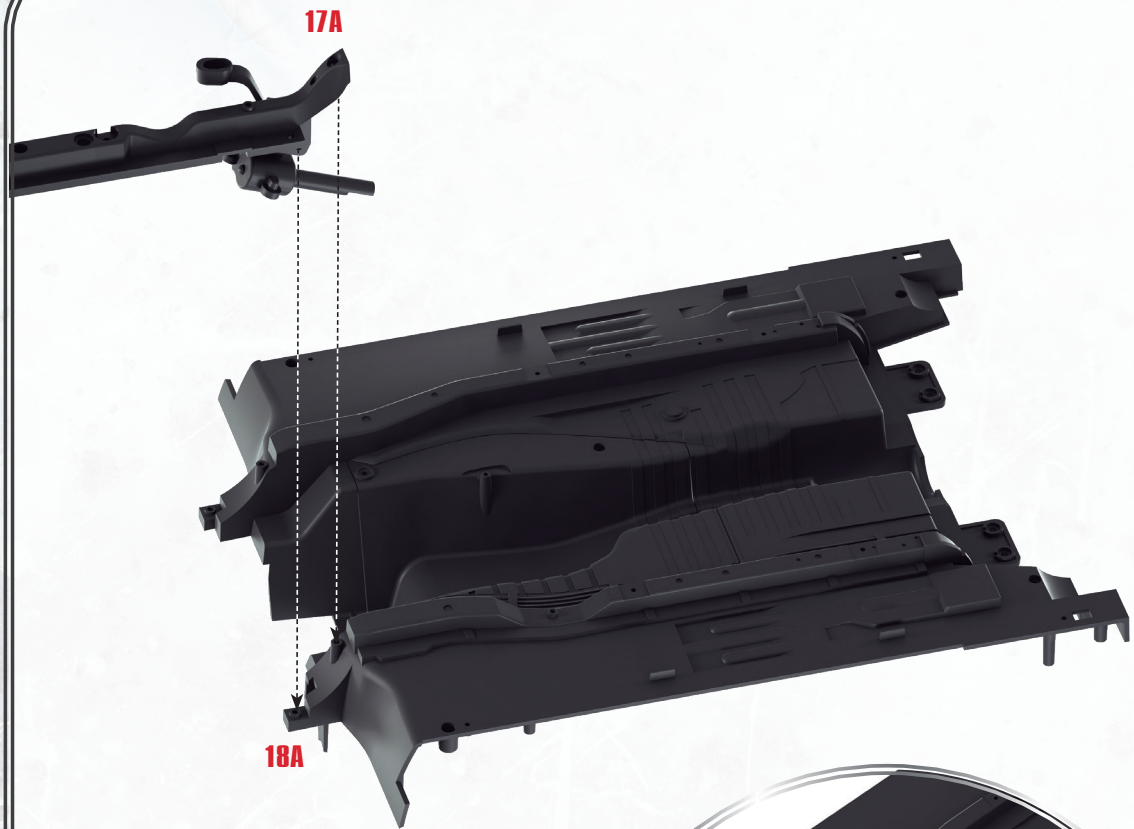
18.02 Finish attaching the chassis central tunnel **18B** to the chassis center section **18A** with two **AM** screws in the remaining two corners, as shown on the picture.



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SCREW TIGHTENING SEQUENCE

In the world of mechanics, and therefore in scale model building, there is a way of tightening groups of screws that is called the "cross" or "star" sequence. The method consists of inserting the opposite screws first, instead of the screws next to each other. The reason is that this way the parts seat better and the pressure is uniform throughout the assembly, which helps to preserve the integrity of the part and to achieve the correct fit.

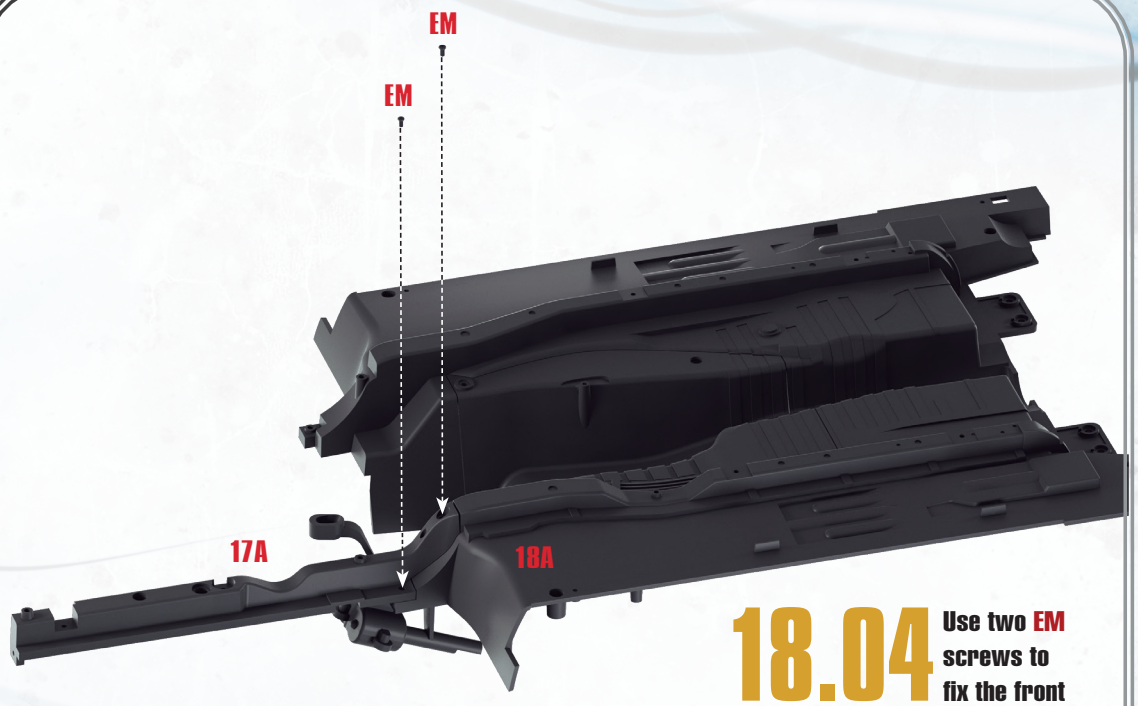




18.03 Retrieve the front right beam **17A** that you assembled in issue 17. Turn the chassis center section **18A** over, as shown in the picture. Attach the end of the front right beam **17A** to the indicated location on the chassis center section **18A**.

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CHASSIS CENTER SECTION (1)



18.04 Use two **EM** screws to fix the front right beam **17A** to the chassis center section **18A**.

Final assembly



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