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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 holy grail of international sports-car development, the Nürburgring is the second home for the Skyline GT-R.

TESTING AT THE NÜRBURGRING – PART 2

The evolution of the Skyline GT-R at Germany's Nürburgring spanned a period of ten years. More than 1,000 test laps went into the development of the Skyline GT-R (R32) and (R33), culminating in the final flourishes on the (R34).

In September 1989, the Skyline GT-R (R32) underwent a baptism of fire during a month of development testing at the Nürburgring. Nevertheless, the data obtained during that challenging experience was valuable – it was brought back to Japan and formed the basis for various improvements to the model. For example, as a countermeasure to engine oil imbalance, a baffle plate was attached to the inside of the oil pan. In response to excessive suspension input, the mounting was reinforced, the mounting span of the upper arm was expanded, and other components such as the front third link were reinforced to enhance suspension support and rigidity. The entire suspension setting was reviewed, switching from a focus on stability to maneuverability. Thus the optimized Skyline GT-R (R32) was announced in May 1989 and released in August.

For the next Skyline GT-R (R33), testing at the Nürburgring was on the development menu. In addition, the model was exhaustively refined at Nissan's Hokkaido Proving Ground (HPG) – which had been

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completed in August 1992 – and Rikubetsu Automobile Test Station.

The HPG was built as a 4.47-mile (7.2km) winding country road with distinctive corners around the intensely cold mountain terrain that separates Hokkaido's Rikubetsu Town and Kitami City to the north. The course had intense ups and downs and even a jumping spot. In other words, you could say that elements of the Nürburgring course were reproduced in this Hokkaido circuit that imitated the suburban roads of Europe. The course configuration allowed for reproducing, evaluating, and analyzing the behavior of the car in extreme conditions that were not usually encountered, and honing the potential for dynamic performance.

Nissan recognized that it would be difficult to produce a car capable of competing on the same playing field as European rivals using only conventional oval, flat high-speed circuits. This was the main reason behind the company's investment in the HPG.

After being thoroughly tuned and refined on Nissan's internal test track and the HPG, the development car was brought to the Nürburgring, where it still required plenty of trial and error on the circuit. No matter how much the development team factored in the circuit when working on the model, the Nürburgring was guaranteed to be a major challenge. As a precautionary measure, reinforcement materials were welded around the body of the development car. And, as the training runs progressed, handling improved and lap times became shorter and shorter.

THE SIGNIFICANCE OF NÜRBURGRING TESTING

As proof that the new model's running performance had been pushed to the limit, and that it had significantly evolved from the previous generation of the Skyline GT-R, the team dared to carry out a time attack on the course. The result was mentioned in the catalog for the Skyline GT-R (R33) in January 1995:

"On 20 September 1994, at the Nürburgring Old Course in Germany, the car clocked 7:59 minutes, the culmination of five years of passion and skill to surpass previous records."

The sensational lap time gave birth to the catchphrase, "the minus 21 seconds romance", which referred to the fact that the best lap recorded by the preceding Skyline GT-R (R32) at Nürburgring had been reduced by 21 seconds. At the time, the significance of a time attack on Nürburgring by a production car was not widely understood, but it was a huge talking point among GT-R fans.

The 21 seconds equated to a one-second reduction for every lap of the 13-mile (21km) course. To run faster using the same RB26DETT engine you need to increase cornering speed rather than speed on the straight. In other words, it's a matter of improving aerodynamic performance while simultaneously making a "fast chassis". And the Skyline GT-R (R33) got the job done.

You might think that development testing at the HPG, which mimics the Nürburgring, would have

The black Skyline GT-R (R34) at Nürburgring. The development team completed and confirmed its final specifications in a test akin to a "graduation exam".



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The Skyline GT-R (R32) used the Nürburgring as a full-time test site for the first time. It matured on the same track as other sports cars from around the world. The photo shows a Skyline GT-R (R32) styled like a Silvia (S13).

been enough. Yet there is no other circuit quite like the Nürburgring, where speeds of over 124mph (200km/h) around the long circuit put extreme forces on the car of 1.2G or more through the corners. That's why every top motor manufacturer visits Nürburgring, from German brands such as Porsche, BMW, and Mercedes Benz to Japanese and American carmakers.

It can only be considered a real development test when a car that has been initially set up at the HPG is then driven at the Nürburgring and the data brought back to Japan for reconfirmation.

ADVANCES IN ANALYTIC TECHNOLOGIES

Continued development testing of the Skyline GT-R (R32) and (R33) at the Nürburgring culminated in the (R34). In October 1998, as the forests around the Nürburgring North Course were turning gold, the roar of the RB26DETT engine could be heard. Ahead of its official debut in January 1999, a barely disguised Skyline GT-R (R34) underwent its final development test. By this time, the Nürburgring was so familiar to the development team that it could be called a second home for the Skyline GT-R.

Two development vehicles, one in black and the other in "Bayside Blue", were repeatedly running and pitting on the circuit. The blue model, with its white racing wheels, an air jack hose connection on the front grille, and a roll cage in the interior, clearly looks like a racing specification model; it suggested that the development of the Group N specification car was already underway. As a comparison vehicle, a silver Skyline GT-R (R33) was also visible.

Starting with the R32, testing of the Skyline GT-R at the Nürburgring had spanned ten years and notched



The Skyline GT-R (R33) underwent full-scale testing at the Nürburgring. It evolved to a new level of performance, bettering the lap time recorded by the GT-R (R32) by 21 seconds. As shown in the photo, it was widely touted in some of the catalogs.

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TESTING AT THE NÜRBURGRING – PART 2



During testing of the Skyline GT-R (R34), the Skyline GT-R (R33) was brought along as a comparison vehicle. Unsurprisingly, the newer model exceeded the capabilities of the previous one.

up more than 1,000 laps. Experimental and analytical technologies had advanced considerably since the beginning of the venture, and by the time the Skyline GT-R (R34) arrived at the track, the car had reached new heights of perfection. The final test at the Nürburgring allowed for the finishing touches to be made.

Ten years ago, even running one lap of the Nürburgring was like an "entrance exam" for joining the ranks of the world's sports cars. After testing on the HPG, the Skyline GT-R (R33) then arrived at the Nürburgring for an "upgrade exam". And finally, the R34 came to Nürburgring for a "graduation exam" after progressing from design, simulation, and thorough testing at the HPG. The Skyline GT-R provides customers with "a commercial vehicle that has been proven on the Nürburgring."

Development tests continued at the Nürburgring for the next generation of the model. At the 40th Tokyo Motor Show in October 2007, the Nissan GT-R (R35) made its international debut having recorded a lap time of 7:38:54. From then on, the subsequent year's model was put through its paces at the Nürburgring and the best lap time continued to be updated. ♦



Evaluating performance at the Nürburgring became even more pronounced with the Nissan GT-R (R35). The model's lap times also improved, beating those of some of the world's best high-performance cars.

CARS VERSUS BOATS

All through *2 Fast 2 Furious*, the director John Singleton created intrigue and excitement, eye-catching car races, and moments of humor. To end the movie, though, the film-maker had a truly spectacular stunt up his sleeve.



A Chevrolet Camaro Yenko was the car used to create the amazing jump scene towards the boat in *2 Fast 2 Furious.*

When Brian O'Conner gives the police the slip and arrives at the new destination to hand over the money to Carter Verone, he gets worried when he finds out that the sinister figure has discovered all of them. While the wanted gangster boards the yacht that he has prepared for his escape – at the same time pointing a gun at Monica Fuentes – he orders his thugs to kill the undercover driver. Thanks to the very timely appearance of Roman, Brian manages to avoid being shot. After knocking out Verone's henchmen, the two friends jump in the Yenko Camaro and head off down a dirt track at breakneck speed, driving parallel to the boat in which Verone is escaping. Roman immediately senses what his buddy is up to.

"You don't even see this in the movies," Roman shouts, alarmed. "No, this is bigger. Hold on, Roman!" Brian warns him.

Brian accelerates as fast as possible and uses an old jetty as a ramp to make the Yenko fly over the water and crash into the boat. Although Verone puts up some



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resistance, the former Los Angeles cop and Monica manage to arrest him. Once the mission is accomplished, agents Markham and Bilkins appear on the scene to lock up Verone. They also wipe Brian's and Roman's rap sheets clean, just as they had promised to do from the start.

TWO FILM LOCATIONS

To achieve this spectacular finale, the movie's producers had to use two different locations in Miami. First, the cameras were set up in the Virginia Key Fishing Village, a small place in exclusive Virginia Key, which had previously been used for films like *True Lies* (1994) and *Ace Ventura: Pet Detective (*1994). Verone's yacht was moored there, and the tense encounter was filmed in which Brian realizes that they have been discovered.

For the scene of the jump, the crew moved to Bill Baggs Cape Florida State Park, a tropical paradise south of Key Biscayne, where almost at the same time Michael Bay was filming *Bad Boys II* (2003). In this magnificent park, a fishing pier was built to serve as the ramp for the Yenko Camaro driven by Brian. The car had to be prepared beforehand in order to perform this daring maneuver: the engine was removed, it lost as much weight as possible, and it was thoroughly cleaned to prevent the water of the bay from being polluted, as what was actually filmed was a scene in which the automobile jumped and fell in the water. The car's collision with the yacht was filmed later in a parking lot, using a crane – which kept the Yenko in the air – and a set that represented the deck of Verone's boat. ♦

THE ADVENTURES OF BRIAN O'CONNER

A troubled youth

For his mission as an undercover cop in Los Angeles, Brian O'Conner constructs a false identity with the help of the police. Of course, he leaves a made-up story about his past on the networks just in case anyone decides to investigate him. And that is precisely what Dom Toretto does after meeting him. "I had Jesse run a little background check on you, Mr Brian Earl Spilner. He can find anything on the Web, anything about anyone." And what he finds is the story of a troubled youth that led the fake Brian to spend two years in the Tucson reformatory for stealing cars.



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CREATING THE SKYLINE GTS-R

Part 1: Demand for a sportier model

The release of a new Skyline should have been exciting for Nissan fans, but the run-of-the-mill design of the Skyline (R31) was not greeted with much enthusiasm. The brand's response was to develop a model with racing DNA.



A Group A-specification GTS-R undergoes testing with Group C cars at Fuji Speedway, with Kazuyoshi Hoshino behind the wheel.

In August 1985, the Skyline underwent a full model change to the 7th-generation Skyline (R31). The premium model was equipped with a newly developed, six-cylinder in-line, four-valve DOHC engine, the first time this configuration had been used since the first-generation GT-R; it even included a turbo. It gave Skyline fans high expectations.

However, in Japan's principal touring car races, the Skyline Turbo RS (DR30) – with a four-cylinder, four-valve DOHC engine – continued to be entered into Group A competition. This was because the new Skyline was influenced by the high demand for sophisticated cars at the time, and Nissan changed its policy toward luxury cars. At the time of its debut, the new Skyline consisted only of a four-door sedan and a four-door hardtop, and its image was far removed from that of a motorsport model. Instead, it looked more like a traditional production car. As a result, it was not well received by existing Skyline fans.

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"The GTS-R was developed as the base model for Group A racing."

Therefore, as early as 1986, the two-door sports coupe GTS series was added to the lineup in an effort to restore the sporty image of the brand. However, Nissan found that it was difficult to revive the perception of the brand once it had been affected. A strong racing-oriented Skyline was needed.

NISMO mechanics check the GTS-R after returning to the pits, including the important task of measuring tire temperatures.



At the time, the previous-generation Skyline Turbo RS (DR30), which was competing in Group A races, was having a tough time against foreign competitors such as the Ford Sierra and Volvo 240T. Therefore, the decision was made to introduce a homologation model of the new Skyline with race-oriented specifications – the GTS-R. ♦

The GTS-R is serviced in the Nissan garage at Fuji Speedway, where the model would make its racing debut.

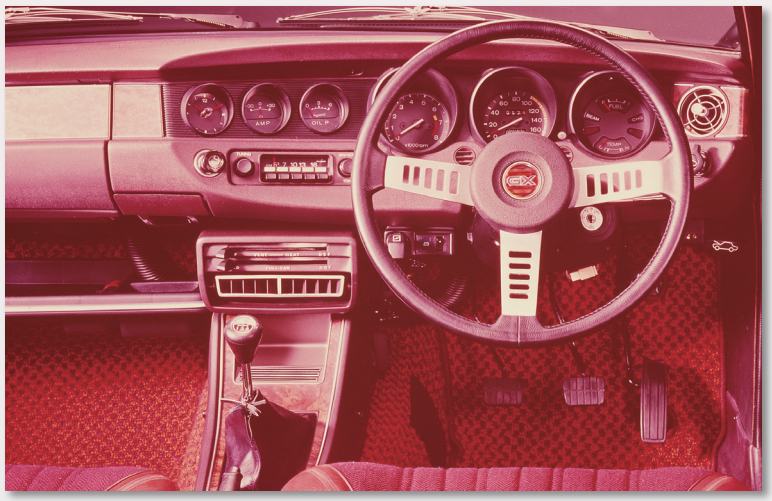
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A SUNNY FOR THE AMERICAN MARKET

While the second-generation Sunny (B110) had a linear design, the third generation (B210), which was remodeled in May 1973, was larger and had a more rounded, glamorous body styled with the North American market in mind. Nissan positioned the third-generation model as a "mass-market car with the style of a compact car" and with "aggressive safety and pollution countermeasures". To this end, all models were powered by regular gasoline, and the company promoted exhaust emission and safety measures such as seat belts, headrests, and a collapsible steering wheel.

Body styles included two- and four-door sedans, a three-door coupe, and five types of vans. The three-door coupe had a wide-opening hatchback, while the tail lamps of the high-end Sunny Excellent coupe were a distinctive triple round design – as a result, fans called it the "Rocket Sunny" because of their resemblance to the injection ports of a jet rocket. The tail lamps of the Sunny 1200 coupe were a different design, comprising a more traditional horizontal style.

The wheelbase of the previous generation Sunny Excellent was extended by 1.6in (40mm), with the longer wheelbase the same for all models in this generation. However, the Sunny Excellent was differentiated from the others by having a longer front overhang and adopting a design with a sharp center of the bonnet, front grille, and bumper.



The interior was given a more luxurious feel. The large number of gauges was rare for a sporty model, and they were clearly laid out in front of the driver.

The third-generation Sunny was a model designed for the North American market so was larger than previous generations. At the time, Nissans were perceived as being smaller versions of American cars.



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All Sunny grades except the Excellent coupe featured orthodox horizontal tail lamps, but the most representative image of the 210 Sunny (210) was the "Rocket Sunny".

As in the previous generation, there were two engine types: the 1.2-liter A12 unit and the 1.4-liter L14 engine for the Excellent. Each was available in single-carb (all models except the GX) and twin-carb (GX) versions. The L14 SU twin-carb Excellent 1400GX had a maximum output of 95ps. Four-speed manual transmission was standard, but like the previous generation, a five-speed manual setup was also available. The suspension was the same for all models, with struts at the front and rigid leaf at the rear, a layout common to the second generation.

A minor change was made in February 1976. The Excellent's engine was changed from the 1.4-liter L14 type to the 1.6-liter L16 type. The 1.4L OHV A14 engine, which was a larger displacement version of the A12 engine, was installed. The 1.2L A12 engine continued to be fitted in the Sunny 1200. In July of the same year, the 1400GX twin (GX-T) equipped with an SU twin carburetor was introduced to meet the desires of those seeking a sportier model. At the time, it was a design that divided many, but from a modern perspective, it had an aggressive style not found in its rivals. ♦

TECHNICAL DATA

SUNNY EXCELLENT COUPE 1400GX KPB210 (1973)

Length:	159.2in (4,045mm)
Width:	60.8in (1,545mm)
Height:	53.1in (1,350mm)
Wheelbase:	92.1in (2,340mm)
Tread (front):	49.4in (1,255mm)
Tread (rear):	49in (1,245mm)
Engine:	L14 (straight four, OHC SU twin carb)
Total displacement:	1,428cc
Maximum output:	12.2kgm / 4,000rpm
Maximum torque:	95ps / 6,400rpm
Vehicle weight:	1,929lb (875kg)
Suspension (front/rear):	strut / rigid leaf
Brakes (front/rear):	disk / drum
Tires:	6.15-13-4PR



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STAGE 20
FRONT LEFT WHEEL ARCH

In this issue, we will continue assembling the elements of the chassis structure and the front left wheel arch.

PARTS

20A



20B



20C



EM

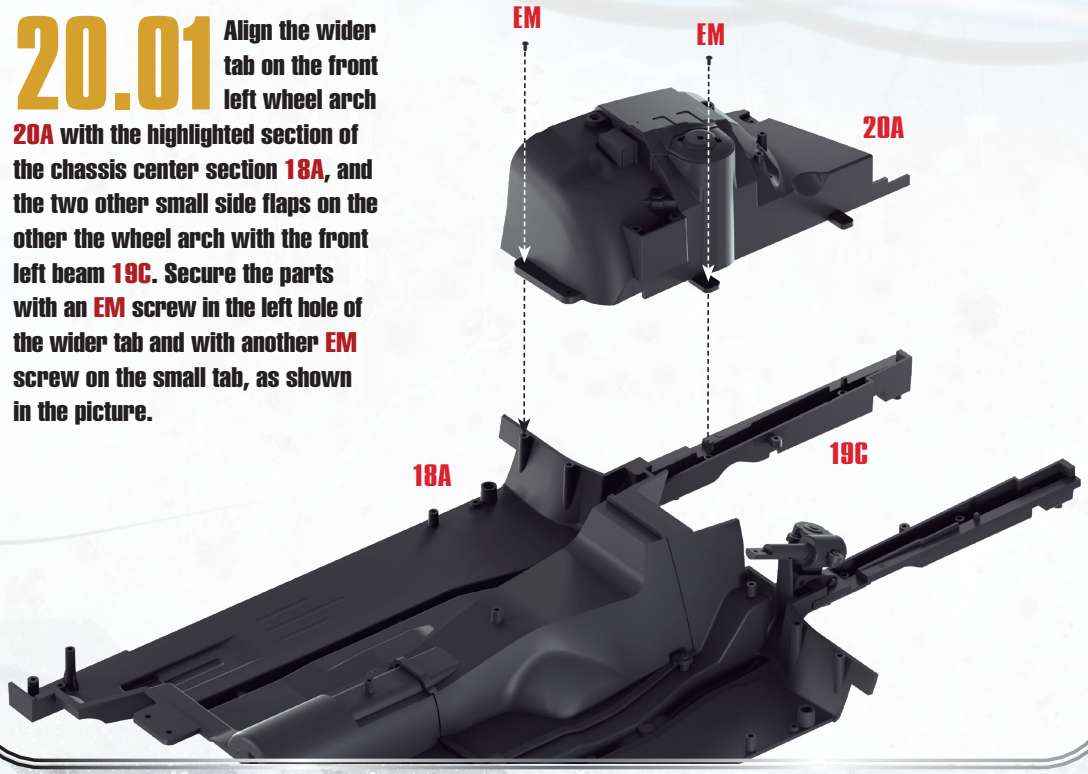


20A Front left wheel arch	20C Reservoir cap
20B ATTESA fluid reservoir tank	EM Screws 2 × 5 (×5*)

*Including spares

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20.01 Align the wider tab on the front left wheel arch **20A** with the highlighted section of the chassis center section **18A**, and the two other small side flaps on the other the wheel arch with the front left beam **19C**. Secure the parts with an **EM** screw in the left hole of the wider tab and with another **EM** screw on the small tab, as shown in the picture.



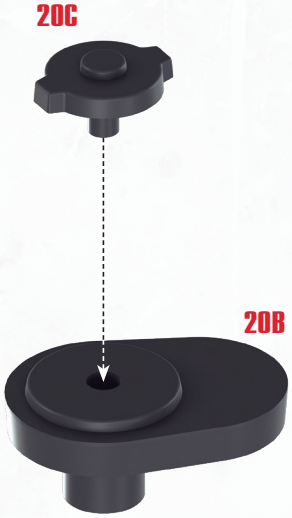
20.02 Continue the assembly by placing another **EM** screw in the other hole of the wider tab on the front left wheel arch **20A**.



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20.03 Place the last **EM** screw into the small tab of the front left wheel arch **20A** to finish attaching it to the front left beam **19C**.

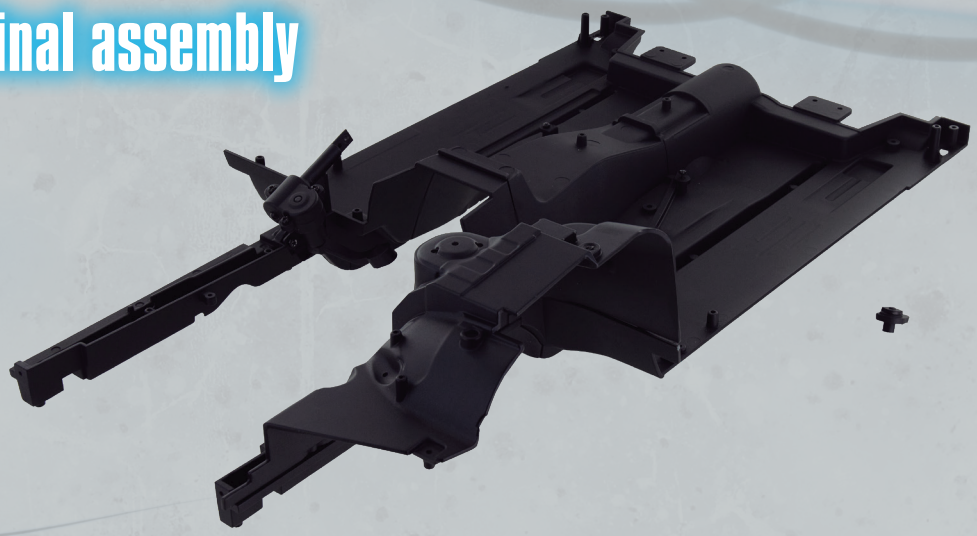




20.04 Firmly insert the pivot on the reservoir cap **20C** into the hole of the ATTESA fluid reservoir tank **20B**.

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Final assembly





PRACTICAL STORAGE

To retain any part-built sections for later stages of assembly, you can use a typical screw storage box with compartments or small plastic bags with hermetic seals. Don't forget to include a label noting the numbers of the parts used in the sections to easily identify them when the time comes to use them in the assembly.

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