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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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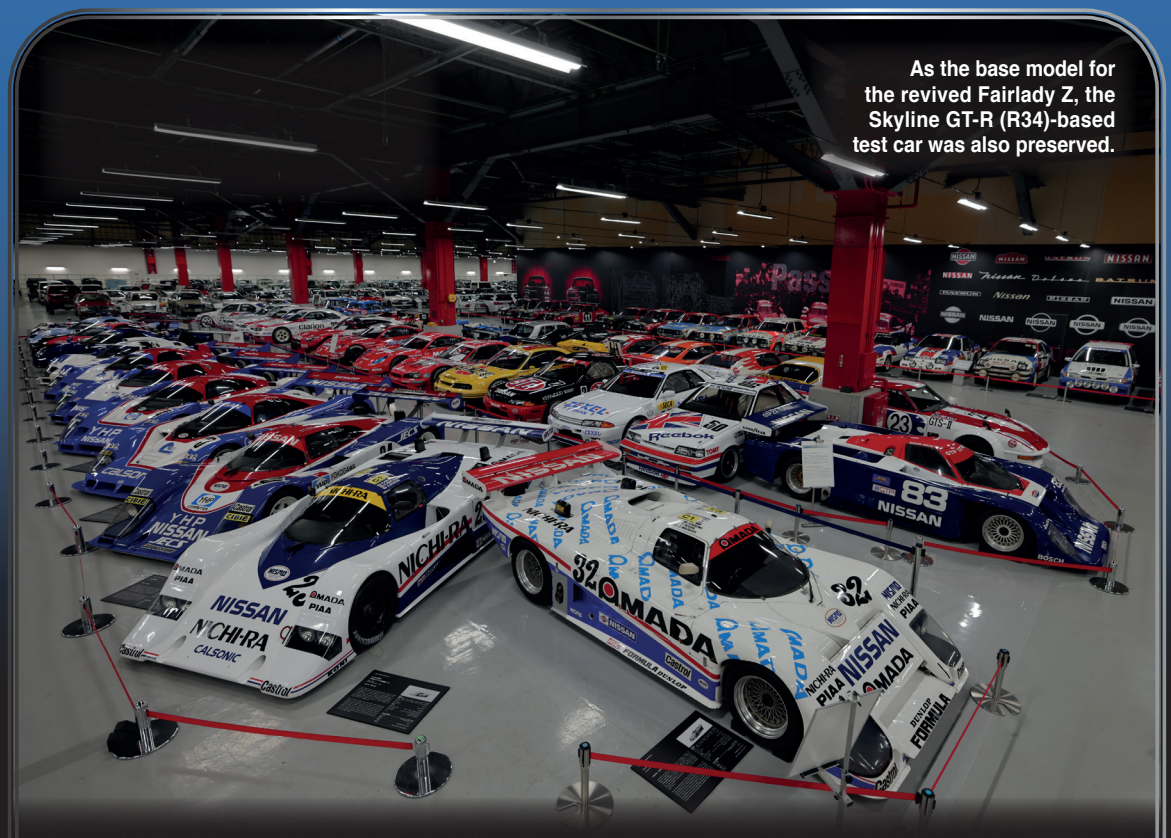
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As the base model for the revived Fairlady Z, the Skyline GT-R (R34)-based test car was also preserved.

THE SKYLINE GT-R M·SPEC NÜR AND CLASSIC RACERS

The Skyline GT-R is preserved in the Nissan Heritage Collection as a commemorative car for future generations. Limited-edition cars, experimental cars, and racing cars – each of them has a story to tell, part of an important legacy that highlights Nissan's technology.

The most recent production model inaugurated in the Nissan Heritage Collection is the 2002 Skyline GT-R (R34) M·spec Nür. The last limited-edition Skyline GT-R Nür was announced in January 2002, to be released in a run of 1,000 units together with the GT-R V·spec II Nür.

The difference between the Nür and the regular model is that the special N1 spec engine has a head cover painted in the gold (Silica Brass) color dedicated to limited-edition vehicles. A small number of GT-R V·spec N1 and GT-R V·spec II N1 models were produced for racing, powered up to around 450ps for par-

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The newest Skyline GT-R (R34) M·spec Nür in the Nissan Heritage Collection. It is a 2002 model, but is more than 20 years old already. Due to the recent popularity of the GT-R worldwide, it is considered one of the cars that enthusiasts should see at least once.

ticipating in Nürburgring 24-hour endurance races, domestic super-endurance races, and more, with enhanced N1-specific cylinder blocks and twin ball belts. The Nür was based on this N1 specification engine with its own features unique to the final edition.

The piston was a limited-edition, handmade product, finely balanced with reinforcement exclusive to the N1 specification and was combined with low-friction piston rings also exclusive to the N1. The connecting rod was a high-precision, weight-balanced component. In addition, the N1 adopted a dedicated oil pump with adjusted relief pressure, a water pump with increased discharge rate, and a reinforced air hose.

The specifications of maximum output at 280ps/6,800rpm and maximum torque of 40.0kgm/4,400rpm were the same as for the regular model. However, the piston and connecting rod – which are key parts of the engine – were high-precision components with uniform weight balance, lending refinement to the special RB26DETT-type engine to offer exhilarating revs in the high rpm range – a fitting heart for the last Skyline GT-R.

Although the Skyline GT-R M·spec Nür was the most expensive Skyline GT-R of all time, it was worth every cent, and was equipped with an engine boasting unprecedented specifications.

The chassis number of the commemorative Skyline GT-R M·spec Nür was "BNR34-402621", and the factory indicated on the model license plate was "M" for the Tochigi plant. The limited-edition body color was Millennium Jade (Metallic #JW0). The color is so popular with collectors abroad that they will pay over the odds for Millennium Jade Nür models. This exclusive color indicates that it is a limited-edition Nür version.

Along with the Bayside Blue Skyline GT-R V·spec II, there is no more appropriate model for a commemorative car as the last Skyline GT-R.

EXPERIMENTAL RACER

Incidentally, the Nissan Heritage Collection also houses a slightly unusual Skyline GT-R. It is an experimental car called the "Skyline New Light Sports Preliminary Study Car". At first glance it looks like an ordinary silver Skyline GT-R (R34), but the position of the front tire and the silhouette from the door to the rear are slightly different from the standard Skyline GT-R. The front overhang is short, and the distance from the front wheel house to the door is longer. In addition, the shape around the rear side window is shorter than on a standard Skyline GT-R, representing a wholesale modification.

In fact, this is a preliminary study car that combines the FM package with the high-performance VQ35DE-type V6 engine with the aim of proposing a new FR (front engine, rear drive) sports package for preemptively studying the next Fairlady Z (later know as the Z33 type). In order to use a V6 engine, the wheelbase was extended by 1.4in (35mm)



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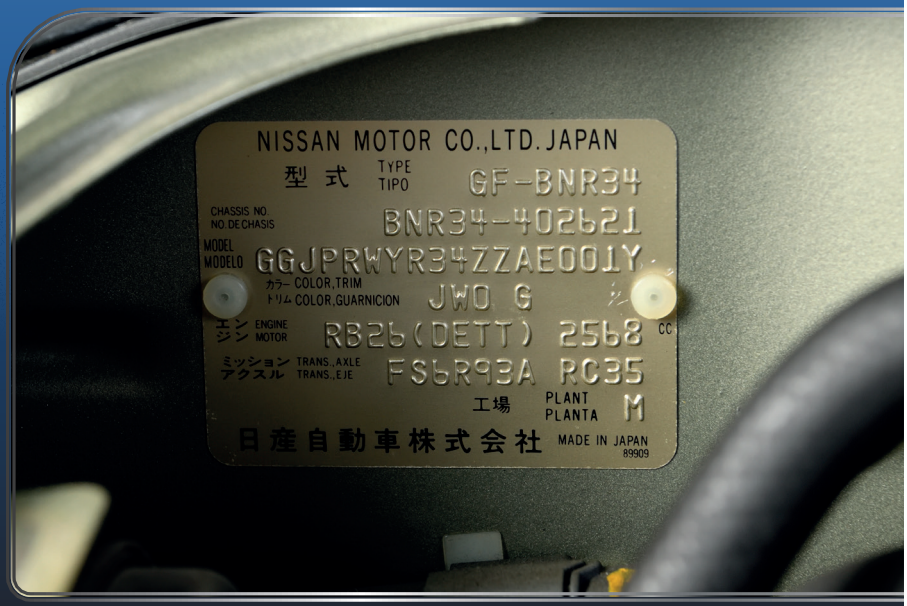
and the overall length was shortened by 7.9in (200mm) from 181in (4,600mm) to 173.2in (4,400mm). Because the unique form that resulted from this was distorted – resembling a Choro Q model car – the development team nicknamed it the "Choro Q GT-R".

In addition to production vehicles, veteran racers are also included in the collection. Based on the Skyline GT-R (R34) are predecessors of the current Super GT in the form of five GT500 machines from the All Japan GT Championship (JGTC) and two Super Endurance machines.

In the 1999 JGTC GT500 class, the #1 Pennzoil NISMO GT-R won the series Championship displaying consistency in all six races of the series in its debut year, and took the Title for the second consecutive year following the previous year's Skyline GT-R (R33). The GT500 machine at that time was based on the monocoque of the production car, and the drive system was changed from electronically controlled torque-split 4WD to FR, which is advantageous when it comes to vehicle regulations. The engine was revised for the JGTC based on the same RB26DETT type as the production car, but with displacement increased to 2,708cc, maximum output of 500ps/6,000rpm, and maximum torque of over 72.0 kgm/4,400rpm enabled by an air restrictor with intake limit.

Two GT500 machines from 2002 are in the collection. The "#22 Xanavi NISMO GT-R" is a first-generation machine equipped with a six-cylinder in-line twin turbo RB26DETT engine, with increased displacement of 2,771cc. The #12 CALSONIC SKYLINE with blue body is a late-stage model that had an engine change from the previous RB26DETT to a

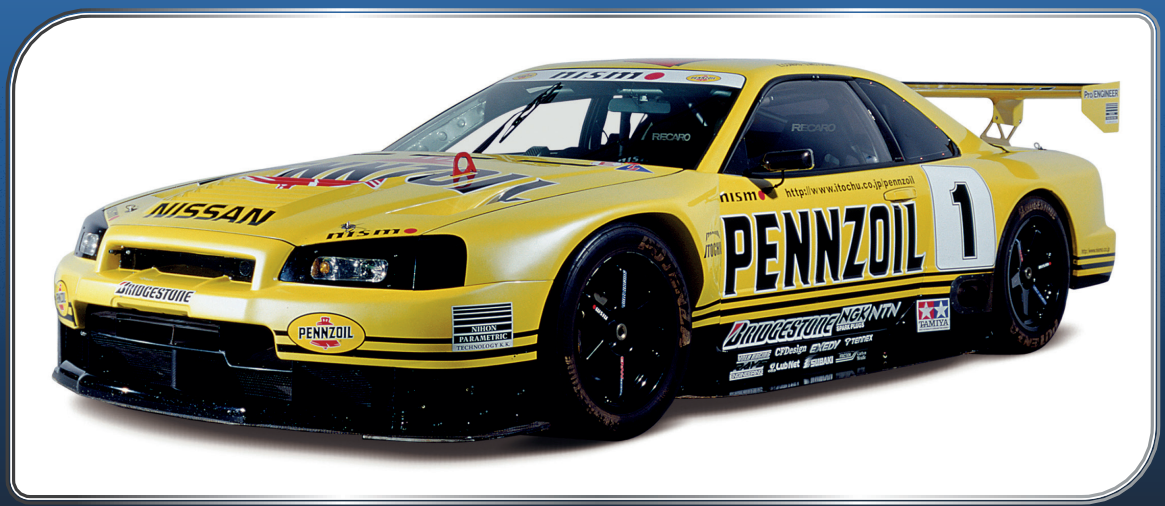
A preliminary test car for the Fairlady Z is housed in the Nissan Heritage Collection. The short body was dubbed the "Choro Q GT-R" for its unique character by those who were involved.



Looking at the engine plate of the Skyline GT-R (R34) M-spec Nür, you can see that it was made at the Tochigi plant. The limited-edition Nür series only comes in a special gold color.



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The JGTC series is the pinnacle of domestic racing. This is a machine that won the series Championship in the GT500 class in 1999. It is a popular race car that stands out with its American-style coloring.

V6 VQ30DETT type after Round 5 at Fuji. The 3-liter all-aluminum V6 engine was aimed with weight reduction at the front in mind, and to lower the center of gravity.

There are also two machines from 2003 – the #23 Xanavi NISMO GT-R and the #22 MOTUL PITWORK GT-R. From that year on, the vehicle regulations changed so that while using the monocoque of a commercial vehicle it was possible to convert the front and rear pipe frame front and significantly lower the front nose of the Skyline GT-R to improve aerodynamic performance. It is equipped with a V6 VQ30DETT engine. This season was the last year of the Skyline GT-R at JGTC.

There are two commemorative Super Endurance machines: the #1 ENDLESS ADVAN GT-R, which won the Super Endurance Series Championship in 2002 and 2003, and the #1 FALKEN GT-R, which was ranked second in the series in 2002. It was based on the Skyline GT-R (R34) V·spec II N1. Vehicle regulations for the Super Endurance are N2, which allows for the installation of additional equipment such as aero parts and the replacement of brakes and oil cooler; these are not permitted under N1 regulations. The engine uses genuine parts from the production car according to vehicle regulations, and compared to the 280ps of the commercial vehicles, the Super Endurance specification allows a maximum output of over 500ps/7,200rpm and a maximum torque of 55kgm/5,600rpm.

As the the last Skyline GT-R model ever to be made, the R34 is a shining presence in the Nissan Heritage Collection. ♦

The range of modifications allowed in Super Endurance racing is much smaller compared to the JGTC, and the series is almost always contested in terms of production vehicle specifications. The Skyline GT-R has dominated since the R32 era, but the R34 has also been very successful. The #1 ENDLESS ADVAN GT-R claimed the Championship for two consecutive years.



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THE DODGE CHARGER, DOM'S CAR

Its name has become closely associated with Dominic Toretto's. In its different generations, the Dodge brand's famous automobile appears in virtually every movie in the series, always powerful and always unbeatable.



The Dodge company launched the Dodge Charger in 1966, initially as a simple development of the Dodge Coronet that was seeking to carve out a niche for itself in the muscle car market. Its initial sales left a lot to be desired, until in 1968 it underwent a considerable redesign, adopting a charismatic appearance that fascinated the public. From then on, the model became an authentic legend. It is therefore no surprise that the makers of the *Fast & Furious* movies chose a 1970 Dodge Charger R/T as Dominic Toretto's talismanic vehicle – a car whose engine roar can now be recognized by any fan of the franchise.

MEMORIES OF THE PAST

Dom inherited his passion for the Dodge Charger from his father. Jack Toretto had been a promising racing driver who had a special weakness for this model. "Chargers are so well designed that, if you take care of them, they'll run for 100 years," his father told young Dom.

Later, as a teenager, Dom had the chance to recondition a Dodge Charger together with his father in the garage of their house. He would never forget the moments he spent learning from Jack. However, when Jack died due to an accident during a race, Dom kept his Dodge Charger R/T as a relic, hidden in the garage, not even daring to start it up.

The iconic 1970 Dodge Charger R/T features prominently in the *Fast & Furious* saga as the favorite car of Dominic Toretto, who inherited the passion for this model from his father.

THE DODGE CHARGER IN ACTION

In *The Fast & the Furious,* the need to settle scores with the dangerous Johnny Tran meant that Dom had to get behind the wheel of his Dodge Charger R/T. Unfortunately, the car is totaled at the end of the film, although we will see it again repaired in *Fast & Furious* (the fourth installment of the saga). This model thus becomes the automobile by which everybody identifies him.

In the following movies in the franchise, Dom shows that

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THE DODGE CHARGER, DOM'S CAR



he is prepared to try out other generations of the Dodge Charger. Examples of this are the 2010 Dodge Charger SRT8, in which he carries out the robbery of a safe from a bank in *Fast Five;* the 1969 Dodge Charger Daytona in which he dodges the shells fired by a tank on the highways of Spain in *Fast & Furious 6;* the 2014 Dodge Charger SRT-8 with which he travels to Abu Dhabi in *Furious 7;* and the 1968 Dodge Ice Charger, modified to be able to travel over the ice to escape the relentless pursuit of a nuclear submarine in *The Fate of the Furious.*

In any case, his greatest show of affection for the Dodge Charger comes in *F9: The Fast Saga.* In this movie, as well as reappearing in his classic 1970 Dodge Charger R/T, he gets behind the wheel of a 1968 Dodge Charger Hellacious™ to try to stop a truck of colossal proportions in the streets of Tbilisi; he also drives a spectacular 2020 Dodge Charger Hellcat to avoid being ambushed by militias in the jungle of Montequito. And then there is the elegant 1970 Dodge Charger Tantrum that remains in Dom's garage. ♦

THE ADVENTURES OF BRIAN O'CONNER

A change of direction

When at the end of *The Fast and the Furious,* Brian offers Dom the keys to his car so that he can escape, he is perfectly well aware that with that decision he is saying goodbye to his future in the police. The undercover cop does not run away. As he hears the sirens getting closer, he walks slowly home. Not long afterwards, we see at the start of the short *The Turbo-Charged Prelude,* his photo appears in the police stations of Los Angeles together with an arrest warrant. At home, Brian doesn't have much time to think about it. He has no choice but to throw his most essential belongings in a backpack and leave home. He does it just a few seconds before a group of cops smash their way into his home. The only thing of Brian's they find is his badge, hung deliberately on the bathroom mirror.

DEVELOPING THE MARCH R

Part 1: Demand from amateur racers

There was a thriving culture of amateur domestic racing in Japan during the 1980s, but there were limits on the number of modifications allowed on the cars. What was needed was a performance-oriented base model that could be used for racing.



In 1986, domestic rallies were held under very strict rules. As you can see in the picture, even the wheels were standard.

In the 1980s, unlike today, there were a high number of everyday drivers who enjoyed rally and dirt trials. It was not uncommon to see these competition vehicles on the streets.

At first, it was thought that modifications to competition vehicles, such as engine tuning and roll bars, were legal, but in fact they were illegal on public roads. In 1986, the Japan Automobile Federation (JAF) changed the rules for rally vehicles, and the scope for modifications was severely limited.

In such an era, many amateur racers wanted to see automakers sell base competition vehicles. If manufacturers developed models with higher-powered engines and race transmissions – and provided options such as roll bars and upgraded suspensions – it would be possible to legally compete on public roads in rallies and other events with these competitive vehicles.

In 1987, Nissan Motor Co. was the first manufacturer to respond to these calls, debuting the 1.8-liter

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The Bluebird SSS-R raced in C-Class, while the March R competed in B-class competition. The Bluebird was Champion in 1988 and the March R won in 1989.

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

4WD turbocharged Bluebird SSS-R (U12). It became the talk of the town. At the time, this was a C-class car (1,600cc or higher), so the pinnacle of the domestic rally classifications.

On the other hand, the category in which most amateur drivers competed was the B-class, which was under 1,600cc. This category was popular because of its low vehicle price and minimal running costs.

In January 1988, the Sunny VR (B12) was introduced, a 1,600cc non-turbo FF model. In April the same year, the Pulsar R1 Twin Cam made its debut with the same setup. In August, the March R made its debut. At the heart of the car was a twin-charged engine – featuring both a supercharger and a turbocharger – which had attracted much attention in the "Little Dynamite Cup" single-make race series. The model would be a game-changer. ♦



The Sunny VR was introduced in January 1988. It was easy to maneuver and much loved by amateur drivers who participated in domestic races.

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THE CULT CLASSIC KENMERI GT-R

Even domestic mass-produced cars are sometimes produced in small numbers, such as the Skyline 2000GT-R (KPGC110) – the Kenmeri GT-R – which was introduced in January 1973 and disappeared after only about 200 units. Ironically, the base model, was one of the company's best-selling models of all time. At one point recording monthly sales of 20,000 units, its total production was approximately 660,000 units.

The previous year, in October 1972, a race version of the new Skyline was displayed as a reference exhibit at the Tokyo Motor Show, and this was the debut of the Kenmeri GT-R. The fact that this presentation model for the 1973 season was on stage, rather than a production car, excited motorsport fans. However, they would be left disappointed.

US manufacturers were under pressure to respond quickly to pollution and emission regulations triggered by the Muskie Act that was introduced in 1970, and this meant curtailing racing activities. The same was true for Nissan, which had to end its competition ventures as a works team and focus its efforts on emission-control measures.

Despite this, the Kenmeri GT-R was released to the world. Its body was 5.1in (130mm) longer, 1.2in (30mm) wider, and 0.4in (10 mm) taller than the previous generation Skyline 2000GT-R (KPGC10), known as the Hakosuka GT-R hardtop; the wheelbase was 102.8in (2,610mm), which was 1.6in (40mm) longer.



The Kenmeri was a big hit with successive generations of Skyline fans – t-shirts and other merchandise associated with the model sold in record numbers, making it a social phenomenon. Pictured is a 1972 2000GT-X hardtop.



The Skyline 2000GT-R Racing Concept, restored in 2007 and driven on the track for the first time in front of fans at the NISMO Festival.

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The four ring-shaped tail lights that became a GT-R tradition started with the Kenmeri Skyline.

Although over-fenders were instaled on all four wheels, the overall width was kept under 67in (1,700mm). The price was 1.62 million yen, which was even more expensive than the Hakosuka GT-R's 1.54 million yen.

The S20 engine was inherited from the Hakosuka hardtop GT-R. The same engine was used in both high-octane (160ps) and regular (155ps) versions. However, a gasoline evaporation control device was installed to prevent exhaust emissions, and the shape of the tachometer was changed to match that of the engine compartment.

The suspension was four-wheel independent with struts in the front and semi-trailing arms with stabilizers in the rear. The brakes were now four-wheel disks with a master cylinder to reduce pedal pressure. This suspension and brakes were used in the 2000GTX-E-S, a sports model equipped with the L20E engine, which appeared in the later models of the Kenmeri. ♦

TECHNICAL DATA

SKYLINE 2000GT-R KPGC110 TYPE (1973)

Length:	175.6in (4,460mm)
Width:	66.7in (1,695mm)
Height:	54.3in (1,380mm)
Wheelbase:	102.7in (2,610mm)
Tread (front):	54.9in (1,395mm)
Tread (rear):	54.1in (1,375mm)
Engine:	S20 (straight six, four-valve DOHC)
Maximum output:	160ps / 7,000rpm
Total displacement:	1,989cc
Maximum torque:	18.0kgm / 5,600rpm
Vehicle weight:	2,524lb (1,145kg)
Suspension (front/rear):	strut / semi-trailing arm
Brakes (front/rear):	disk / disk
Tires:	175HR14



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STAGE 22
REAR SEAT (1)

In this issue, we will mount the backrest upholstery on the rear panel of the rear seat.

PARTS

22A



22B



AP

22A Rear seat back panel
22B Rear seat backrest upholstery

AP Screws 7×4mm (×9*)

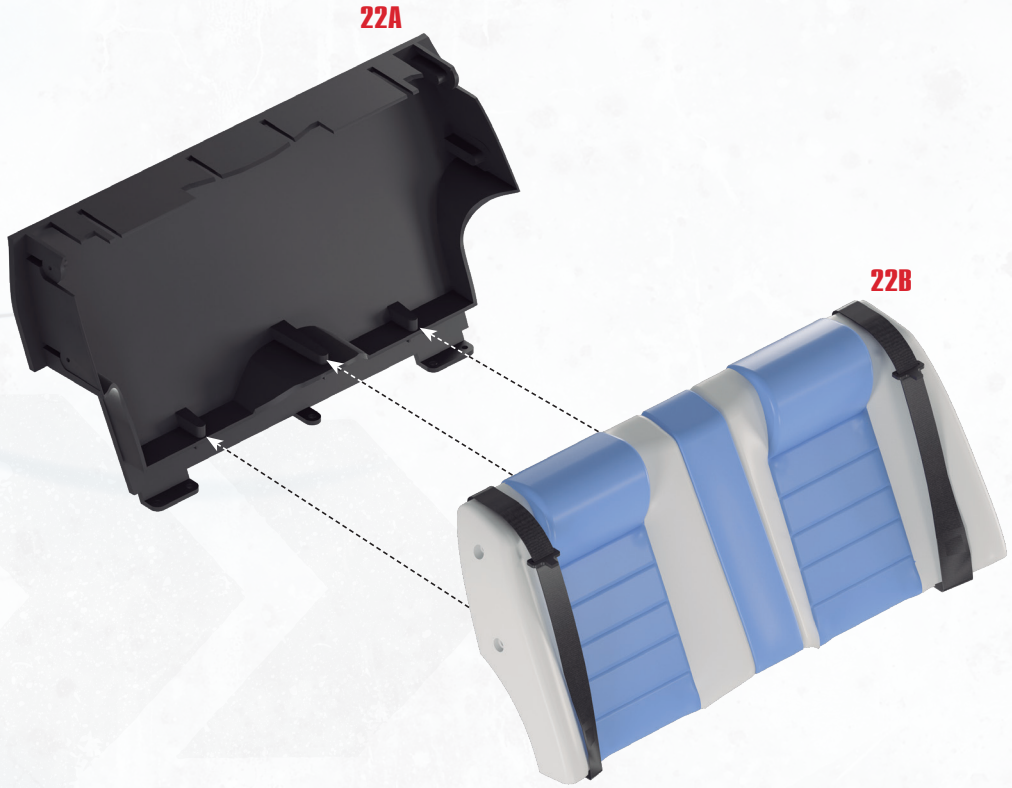
*Including spares

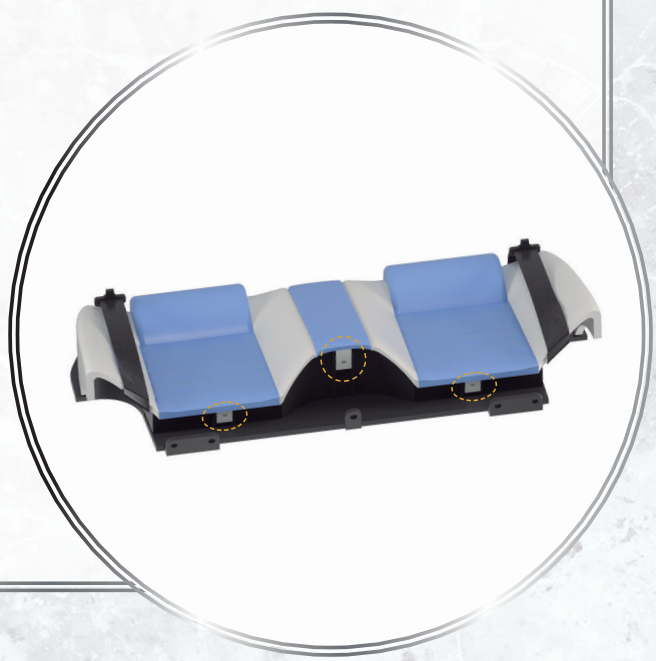
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REAR SEAT (1)

LEFT AND RIGHT SIDE OF THE CAR

Remember that the left and right side of the assemblies is determined by the position of the driver inside the car.



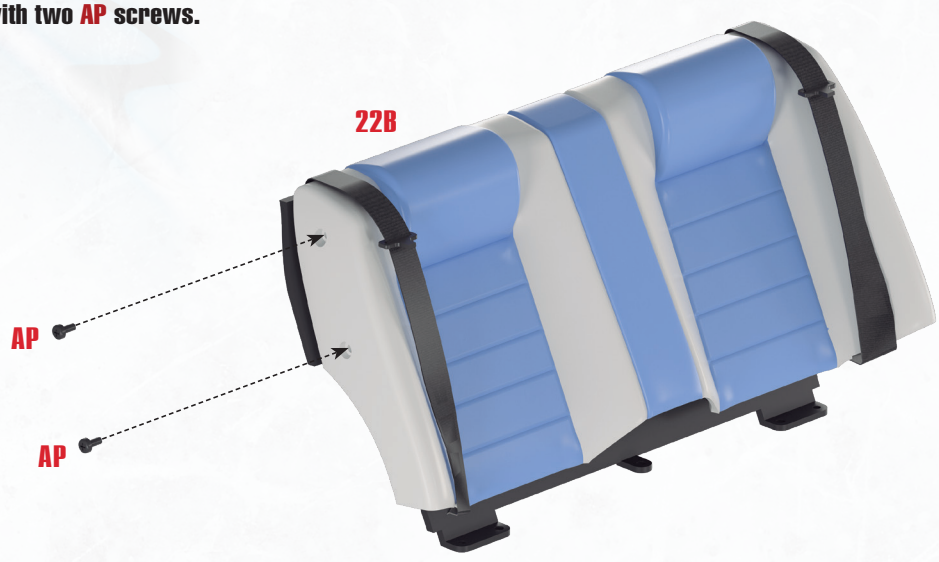


22.01 Place the backrest upholstery **22B** over the rear seat back panel **22A**. Note the position of the tabs in the detailed picture.

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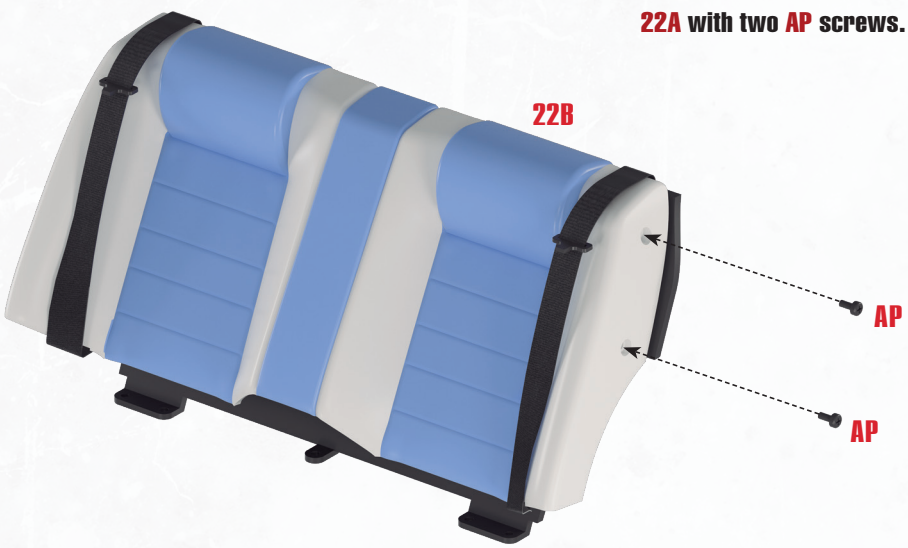
22.02

Fix the right side of the upholstery **22B** to the rear seat back panel **22A** with two **AP** screws.



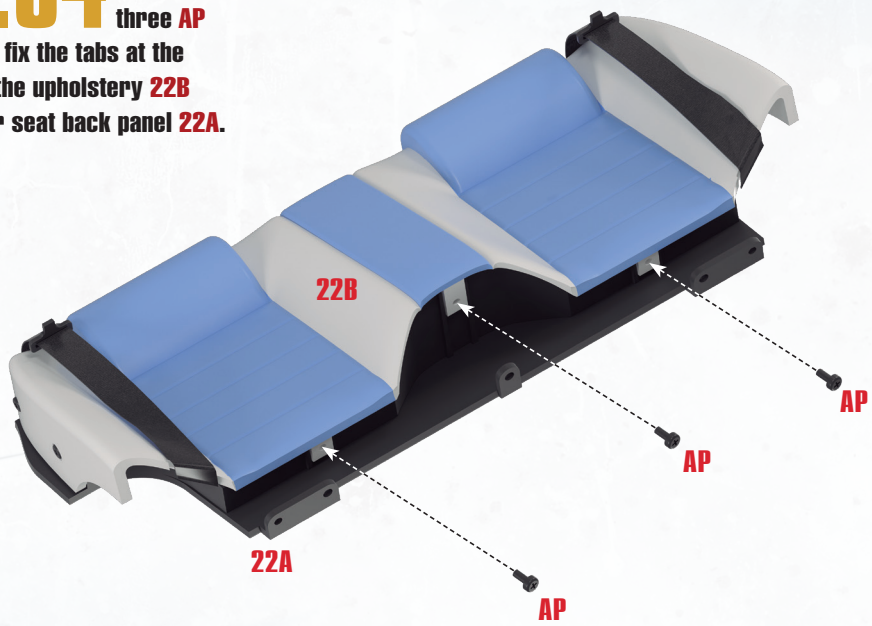
22.03

Now fix the left side of the upholstery **22B** to the rear seat back panel **22A** with two **AP** screws.

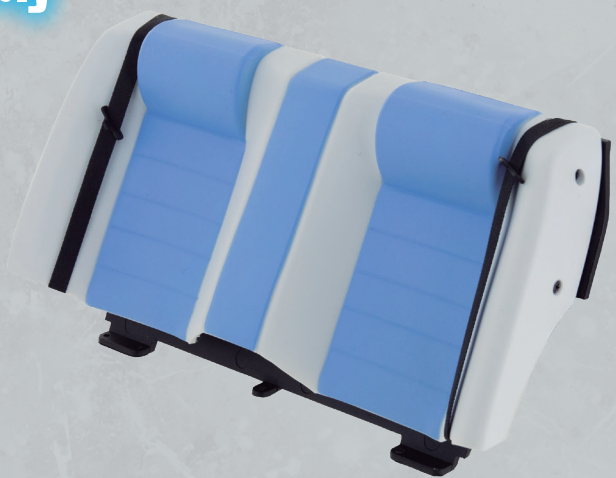


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22.04 Finally, use another three AP screws to fix the tabs at the bottom of the upholstery 22B to the rear seat back panel 22A.



Final assembly



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