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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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Introduced in 1993, the Skyline GT-R (R32) V·spec featured an updated braking system and new tires.

UPGRADING THE BRAKES ON THE RACING SKYLINE GT-R (R32)

The Skyline GT-R (R32) achieved a level of driving performance that surpassed that of previous Japanese cars. However, due to its supreme speed capabilities, its brakes were a weakness that was addressed in a number of ways.

The Skyline GT-R (R32) was introduced in 1989 as the so-called "standard model," followed by three additional models: the GT-R NISMO, the N1 base model for use in racing, and the V·spec/V·spec II with reinforced brakes and 17-inch tires. All of these models were related to touring car racing in which the Skyline GT-R was heavily involved.

The Skyline GT-R NISMO, a homologated model for Group A racing, was introduced in February 1990 in a limited edition of 500 units. The purpose of this model was not to improve performance, but rather to modify the specifications to be advantageous for racing in accordance with vehicle regulations. To reduce weight, equipment not required for Group A racing, such as ABS, air-conditioning, and the audio system, were omitted.

The turbo in the RB26DETT engine was changed from the standard twin-ceramic turbo to a twin-metal turbo that could better withstand heavy use. Although the maximum output of 280ps remained the same, the "standard" twin-ceramic turbocharger was said to have an advantage in acceleration in city driving, due to its superior gas pedal response.

The Skyline GT-R N1 model for use in racing was released in July 1991. Developed as a base car for the N1 race (N1 Endurance Round Series) at that time, this model was not a limited edition and continued on sale. Incidentally, the sales target stated in the press release was "10 units/month," but it is said that a total of about 200 cars were actually sold.

The base car for the N1 race was designed with improved engine cooling performance, more durable brakes, and a lighter weight for racing use.

Externally, it adopted a front bumper and hood top molding with intakes similar to those on

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the Skyline GT-R NISMO, as well as eliminating the intercooler grille to improve cooling performance by allowing the flow-by air to better hit the intercooler and radiator. In addition, the headlamps were changed from the standard car's projector type to a lightweight two-lamp type. The side skirts were the same as the standard model, and a small rear spoiler was not installed. Only one body color, Crystal White, was available.

In terms of weight reduction, the air-conditioning, audio system, ABS, and rear wiper were eliminated, as was the case with the Skyline GT-R NISMO. The early N1 base car for racing had the same twin-ceramic turbo as the standard car, but from February 1992 onward, this was changed to the twin-metal turbo type.

"High-performance brakes co-developed with Brembo, a world-class brake manufacturer, delivered performance on the track."

UPGRADING THE BRAKES FOR THE N1 RACE

The Sumitomo Electric aluminum calipers and cast-iron brake rotors used in the Skyline GT-R (R32) were designed to be large enough to fit on 16-inch forged aluminum wheels with 225/55R16 tires. The front-opposed four-piston calipers had a piston diameter of 40.4mm (1.59in) x 2, while the rear-opposed two-piston calipers had a diameter of 38.1mm (1.5in). The disk brake rotor outer diameters were 286mm (11.26in) at the front and 297mm (11.69in) at the rear, making them among the largest produced in Japan at the time.

Although it had sufficient braking performance for a road-going car, it was not intended for use in the N1 Endurance Round Series, which was run with a stock brake system. Therefore, in the first race, the 1990 1st Highland 300km Endurance Race held at Nishi-Sendai Highland Raceway in April 1990, it was clear that the brake capacity was insufficient. The base car for the N1 race was created as a result.

To improve brake durability, the disk brake rotors were changed to a plain type that eliminated the pinholes that could cause heat cracks, and a cooling air conductor was added.

The biggest changes on the Skyline GT-R (R32) V·spec were the brake system reinforced with Brembo 4POT calipers, 17-inch tires, and BBS wheels.

Braking capacity and wear resistance could be addressed by upgrading the brake pads, but in reality, heat damage caused by the high temperatures generated by friction during braking was a bigger problem in endurance racing. Heat cracks appeared on the disk brake rotors, and the high temperatures rapidly degraded the piston oil seals and rubber boots. Damage to the oil seals could, in some cases, lead to brake fluid leakage. Radiant heat also accelerated the deterioration of the hub bearings.

Heat cracking of disk brake rotors refers to a phenomenon in which the rotor repeatedly overheats due to frictional heat during braking and the immediate cooling by the flow-by air, causing the cast-iron disk brake rotor to shrink and crack on the disk surface. In some cases, the disk could break. Disk brake rotors with pinholes are effective in cooling the brakes, but when the brakes are subjected

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High-performance Bridgestone Potenza RE010 tires were used on the Skyline GT-R (R32) V·spec II, with a size of 245/45R17.

to continuous severe braking, as in the N1 Endurance Race, heat cracks are more likely to develop around the pinholes.

To counter these problems, the N1 base car for racing used plain-type brake disks with no pinholes and a cooling air conduit. Yet this did not completely solve the problem, and drivers had to drive with extreme caution during the race to ensure that the brakes lasted to the finish line. The calipers and rotors were disposed of after each race.

LARGE-DIAMETER BRAKES DEVELOPED WITH BREMBO

In February 1993, a long-awaited version of the Skyline GT-R (R32) was added to the lineup with greatly improved braking performance. It was the V·spec pack option, which featured brakes jointly developed with Italy's Brembo, forged aluminum wheels by BBS, and Bridgestone Potenza RE010 225/50R17 tires. It was set up as a commemorative model for winning the Group A Championship for three consecutive years. At the same time, the base model for the N1 race was also equipped with the V·spec tires. The V·spec was also a model designed with the N1 Endurance Round series in mind.

Brembo's large aluminum calipers featured 44.0mm (1.73in) and 38.8mm (1.53in) different-diameter pistons for the front and 40.0mm (1.57in) for the rear to ensure uniform pad surface pressure. In addition, the outer diameters of the Brembo disk brake rotors were increased to 324mm

In 1994, the Skyline GT-R (R32) V·spec II was introduced. It had 17-inch wheels, but the tire width was increased from 225/50R17 to 245/45R17, further increasing its advantage in N1 racing.



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The Skyline GT-R (R32) was plagued by brake performance issues when it first entered the N1 Endurance Race, where the scope of modifications was limited. Despite its instantaneous power, the 1600cc Civic was its biggest rival in terms of brake replacement and fuel economy performance in the long races.

(12.75in) at the front and 300mm (11.81in) at the rear, greatly improving braking power and cooling performance. The effect of the Brembo braking system was so great that in the N1 Endurance Race, it was even said that the car could now compete in braking with the lightweight Civic.

In addition, the system was tuned to maximize the characteristics of the electronically controlled torque-split 4WD ATTESA E-TS system to match the 17-inch tires.

As if to coincide with the introduction of the V·spec, the N1 Endurance Round Series changed its vehicle regulations in the 1993 season, allowing the use of slick tires and air jacks. However, the tire size was the same as that of the production car, and the wheels were not center-locked like those of the Group A but had the same five-hole design as standard wheels.

The following year, in February 1994, the V·spec II model was added, equipped with larger Bridgestone Potenza RE010 245/45R17 tires. The tire size of the N1 Endurance Race-spec machines was widened accordingly.

The Skyline GT-R (R32) was made more like a road-going car by increasing the size of its braking system and tires, its only weak components. ♦



After the end of the Group A race series, the Skyline GT-R (R32) made the N1 Endurance Race its main competition. Nissan took this event seriously and overcame the weak points of the base car. As a result, it reigned as the champion of this race series for a long time.

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TWINKIE, AN ESSENTIAL ALLY

Twinkie knows how to get the latest information about what's going on around the city. He has managed to adapt easily to a culture that is not his own. This enables him to become the best ally of Sean Boswell, the main character in *The Fast and the Furious: Tokyo Drift,* opening doors to a new world of car racing.



Wily and funny Twinkie (played by actor and singer Shad Moss) introduces his friend Sean Boswell (Lucas Black) to the world of Tokyo street racing.

When Sean Boswell leaves the United States to go and live in Tokyo, It's all so different that he feels lost and alone. Until, in the dining hall of his new high school, another American guy called Twinkie comes to his aid; he's been living in Japan for some time and has made friends. Sean immediately understands why: the kid is extraordinarily bright, he's a good talker, and gives off positive energy and good humor in equal measure.

GOOD FRIENDS

Wishing to help Sean adapt, Twinkie offers him all sorts of things, from a laptop to a cell phone, and even some sneakers. He is kind and willing to help; if you need something, you've only got to ask him for it.

The director Justin Lin gave the role of the likeable Twinkie to the rap singer Shad Moss, who performs as Bow Wow. He already had some experience in front of the cameras, as he had appeared in movies such as *Like Mike* (2002) and *Johnson Family Vacation* (2004), and in numerous videos. The actor says that his character "is smart and has a great time, whether striking bargains in the Harajuku neighborhood, joking with the girls in the club, or helping his buddies. But everything he does is for business; he always knows very well what he's dealing with."

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TWINKIE, AN ESSENTIAL ALLY



Twinkie intervenes to prevent his new friend from the US from complicating his life with potentially dangerous people such as Takashi DK.

TWINKIE AND RACES

Twinkie becomes Sean's assistant and takes him all over the city. For this, he has a vehicle he thinks is wonderful, although Sean doesn't agree. It's a 2003 Volkswagen Touran customized rather eccentrically as a tribute to the comic book character Hulk. The singer Bow Wow says: "It's not just any old vehicle. The sound system in it weighs more than many of the cars that appear in the movie."

Sean finds out that Twinkie knows all about the car races in Tokyo, even outside of the conventional circuits. Thanks to him, Sean discovers the world of drifting and makes contact with Han, who will be a key figure in his return to racing.

FROM JAPAN TO EUROPE

As the years go by, Twinkie's survival instinct remains completely intact. He demonstrates this in *F9: The Fast Saga,* where he reappears along with his buddies Sean and Earl, a long way from Tokyo. The three of them work on conducting experiments with jet engines on a test track in the outskirts of Cologne, Germany. When he thinks Earl is putting him down, Twinkie immediately reminds him that it's thanks to him they've managed to get this far: "In case you forgot, I'm the one that figured how to let us build rocket engines and get paid. This whole thing was my idea." ♦

THE ADVENTURES OF BRIAN O'CONNER

Brian's style

As a driver, Brian has a very personal style that enables him to beat the most explosive rivals. He learned a lot from an expert like Dom Toretto: keep a cool head during the race, don't feel the need to chase the more impulsive drivers, and activate the nitrous oxide just at the right moment. His confidence allows him to drive calmly, breathe slowly, and control the way the race goes from start to finish. He has become a winner.

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ENTERING THE LE MANS 24 HOURS

Following a lengthy development period by NISMO, the 1990 Le Mans 24 Hours featured no less than seven works and private Nissans in the race. And with a pole position and fifth place overall, the company's debut appearance at the classic event was a success.



Car #23, a NISMO works R90CP, qualified third fastest and crossed the line in fifth place, the highest finish for a Japanese car at the time.

The challenge to compete in the Le Mans 24 Hours, which began in 1986, took a great leap forward in 1989 when a race-specific engine – the VRH35 – replaced the mass-production base engine.

The car also evolved from the R89C to the R90C. Two types of bodies were created: the R90CP for the Japanese domestic version and the R90CK for the World Championship car. The VRH35, which had been in the process of being matured with the aim of it being ready for 1990, was nearing completion. Then-President Yasuharu Namba recalls: "In 1990, we went to Le Mans with the intention of winning for the first time."

NISMO's seriousness was also evident in the number and organization of the teams competing at Le Mans. They comprised one R90CP from the NISMO works team in Japan, two R90CKs from the NME (Nissan Motorsports Europe) works



The R90CK was a World Sports Prototype Car Championship (WSPC) specification car. As you can see, the body shape, including the rear spoiler, was different from that of the R90CP.

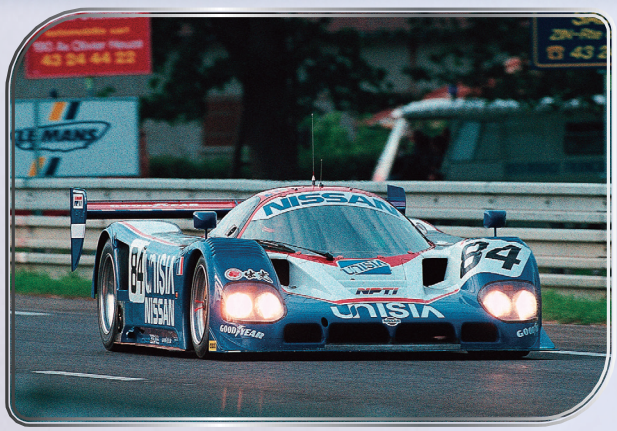
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ENTERING THE LE MANS 24 HOURS

"We went to Le Mans with the intention of winning, but due to a change in the vehicle rules, this was our last Group C attempt."



Team NME's car #24 R90CK set the fastest time in qualifying driven by M. Blundell and took pole position. Unfortunately, mechanical trouble in the race saw it retire from the race.



Team NPTI's car #84 R90CK, which could only qualify in 25th place, finished 17th in the race. Australian Steve Millen, who was well-known in Japan, was one of the car's trio of drivers.

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team, and two R90CKs from the NPTI (Nissan Performance Technology International) works team in North America. A total of five works machines were assembled at Le Mans. In addition, one R89C from Japan's Team LE MANS and another R89C from France's COURAGE COMPETITION also participated as privateer teams, which meant that a total of seven Nissans would be racing at the 1990 Le Mans 24 Hours.

In qualifying, car #24 R90CK (J. Bailey/M. Blundell/G. Brancatelli) from the European NME took pole position, the first time a Nissan had achieved this feat. Car #23 R90CP (Masahiro Hasemi/ Kazuyoshi Hoshino/ Toshio Suzuki), a NISMO works car, qualified in third place, recording that fastest time of 227mph (366km/h) along the way.

The speed of all the Nissans was impressive, with car #83 R90CK (G. Brabham/C. Robinson/D. Daly) from the North American NPTI team qualifying in fourth place and car #25 R90CK (K. Atchison/M. Donnelly/O. Gruyard) from the NME team qualifying in fifth.

The R90CP was a car designed for the All Japan Sports Prototype Car Championship (JSPC). The chassis was made by Lola, but 70 percent of the parts were made in Japan.

THE 1990 RACE

In the first half of the race, the NME and NPTI cars battled for the lead. However, after 11 hours, the top qualifier, car #24 from Team NME had trouble and retired from the race. After 16 hours, car #83 from Team NPTI also retired due to mechanical trouble. The NISMO R90CP, which had risen to third

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Car #83 from Team NPTI, which qualified fourth, is pictured at the start. In the background is car #25 from Team NME, which qualified fifth.

position an hour before the end of the race, also ran into difficulties and had to make an emergency pit stop. The NISMO mechanics were able to repair the car in 12 minutes instead of the 30 minutes it would normally take, and the car was back on the course.

However, what was initially thought to be a differential problem turned out to be the transmission. With about 10 laps to go in the race, the team asked the driver, Toshio Suzuki, to drive with caution, and as a result, he finished the race in fifth place. The debut appearance at the Le Mans 24 Hours had been a success for Nissan, and expectations were high for the following year.

NEW RULES FOR 1991

However, for the 1991 Le Mans 24 Hours, the car regulations were changed significantly, and the race became a Group C event for non-turbocharged cars. Conventional turbocharged cars were allowed to participate in 1991, but they were required to carry a heavy handicap with a minimum weight of 1,000kg (2,205lb). At the same time, they were required to participate in all races of the Sportscar World Championship (SWC).

In response to this change, Nissan NISMO decided to abandon its participation in the Le Mans 24 Hours and the SWC. It decided to concentrate on domestic racing series instead, which meant that after 1990, the challenge by Group C cars in the Le Mans 24 Hours came to an end. ♦



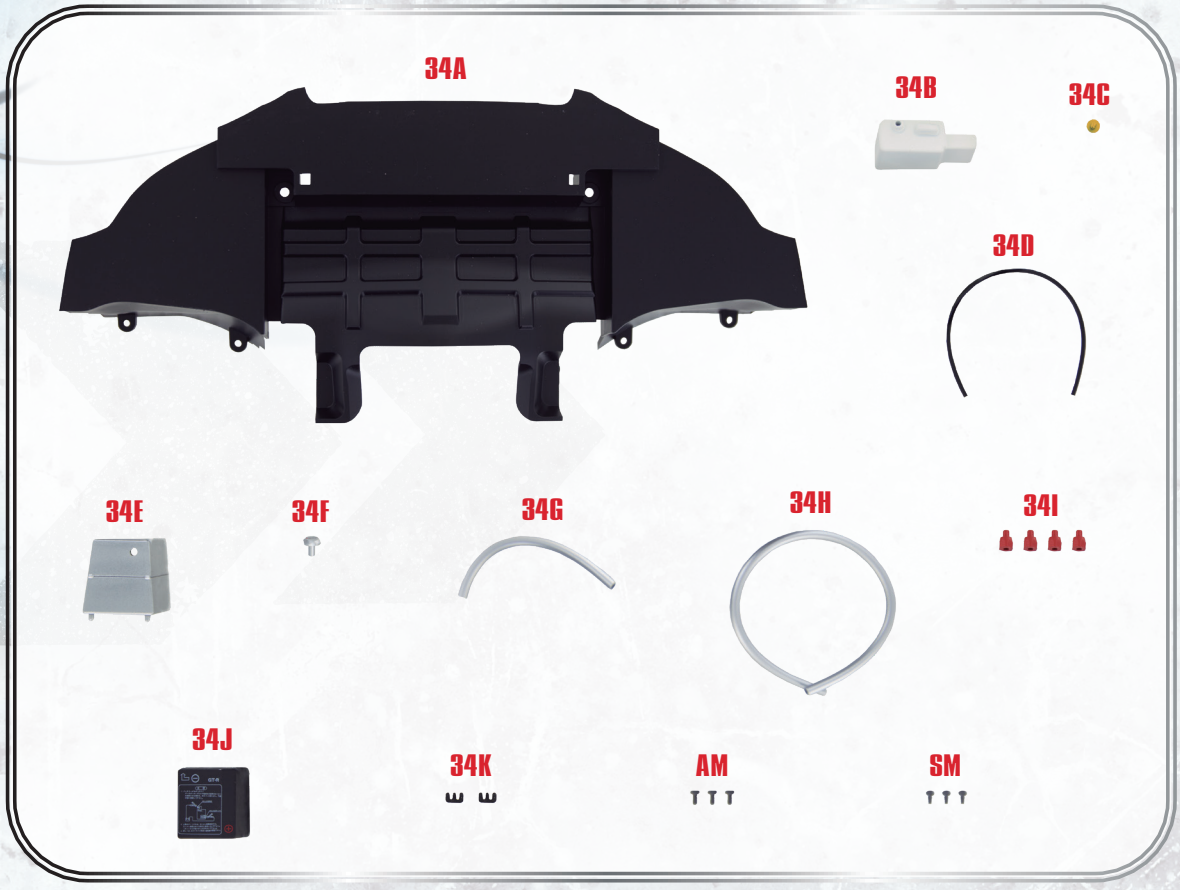
Car #25 R90CK from the European Team NME works team immediately encountered technical problems and was forced to retire on the first lap.

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STAGE 34
BATTERY

In this issue, we will mount the battery, the windshield washer fluid reservoir, and the air box over the front wheel arch. We will also connect the engine and radiator assemblies to the chassis center section.

PARTS



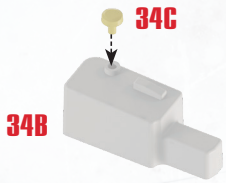
34A Crankcase deflector
34B Windshield washer fluid reservoir
34C Windshield washer fluid reservoir cap
34D Radiator overpressure pipe
34E Air box
34F Air box cap
34G Air pressure pipe 1
34H Air pressure pipe 2
34I Air pipe connectors (×4)
34J Battery
34K Pipe fixing clamps (×2)
AM Screws 1.7×4mm (×3*)
SM Screws 1.7×3mm (×3*)

*Including spares

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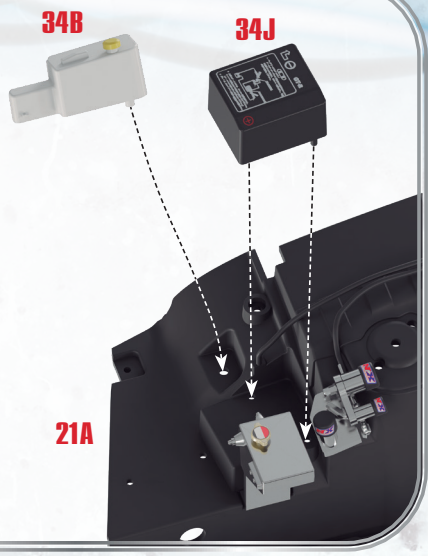
34.01

To start this stage of assembly, insert the windshield washer fluid reservoir cap 34C into the hole in the windshield washer fluid reservoir 34B.



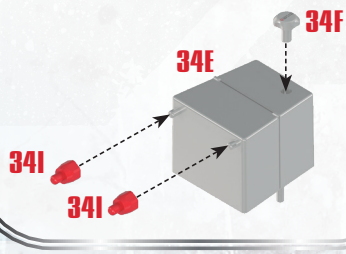
34.02

Check the correct orientation of the parts in the picture. Then insert the pivots on the windshield washer fluid reservoir 34B and the battery 34J into the highlighted holes on the front right wheel arch 21A.



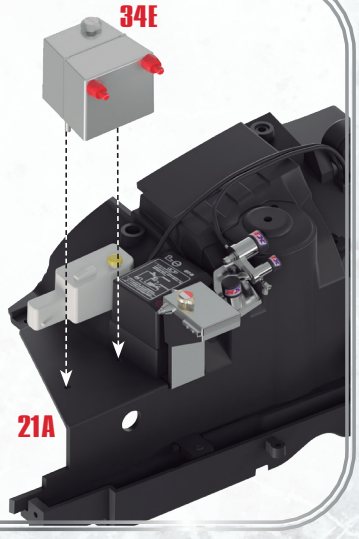
34.03

Insert the end of the cap 34F into the highlighted hole in the air box 34E. Then attach two of the air pipe connectors 34I to the side pivots on the air box 34E.



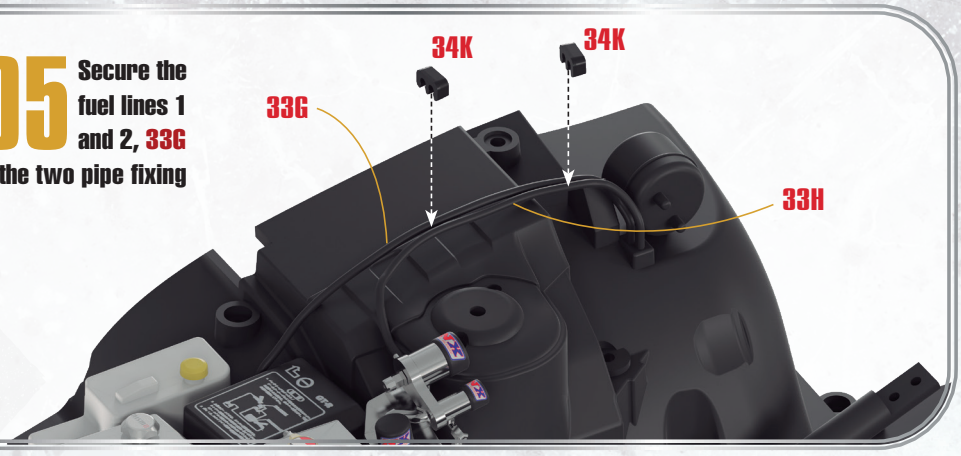
34.04

Insert the pivots on the bottom of the air box 34E into the two highlighted holes in the front right wheel arch 21A.



34.05

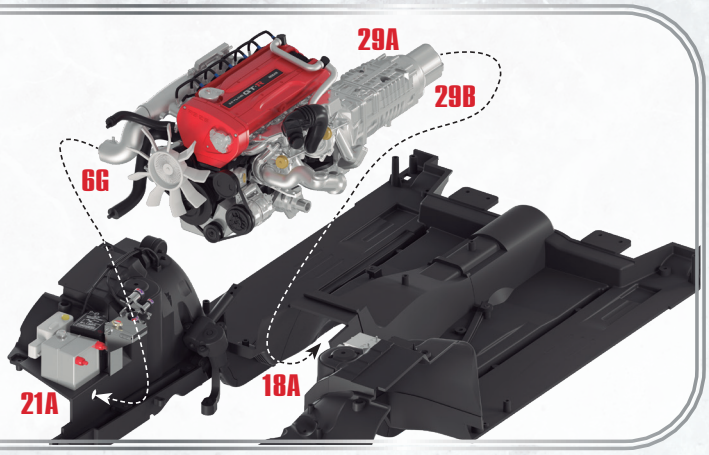
Secure the fuel lines 1 and 2, 33G and 33H, with the two pipe fixing clamps 34K.



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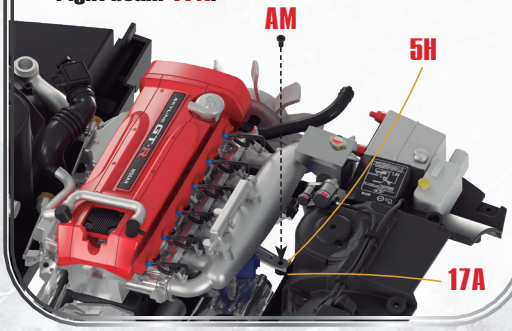
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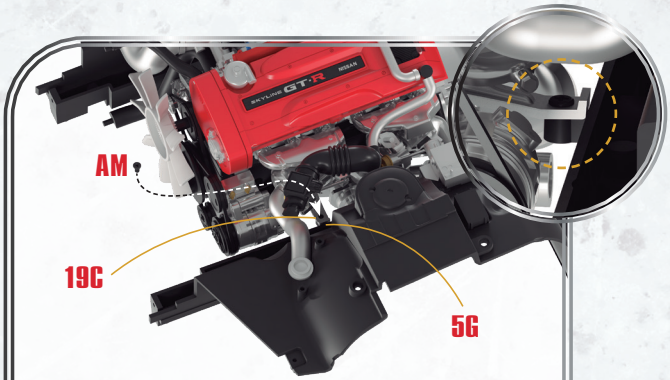
Retrieve the engine assembly and carefully position it between the two front wheel arches. Note that the gearbox assembly, 29A and 29B, should fit below the chassis center section 18A. Connect the intake manifold tube 6G to the highlighted hole in the front right wheel arch 21A.



34.07

Secure the engine assembly with an AM screw through the engine block right support 5H, making sure it is aligned with the tab on the front right beam 17A.



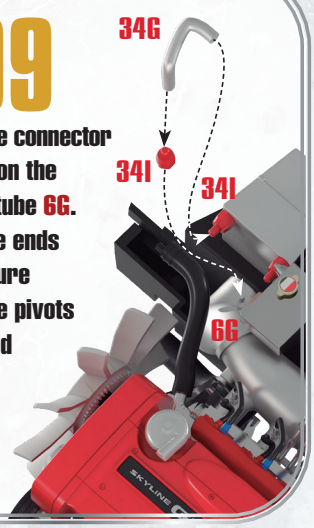


34.08

Finish securing the engine by placing another AM screw through the engine block left support 5G, making sure it is aligned with the tab on the front left beam 19C.

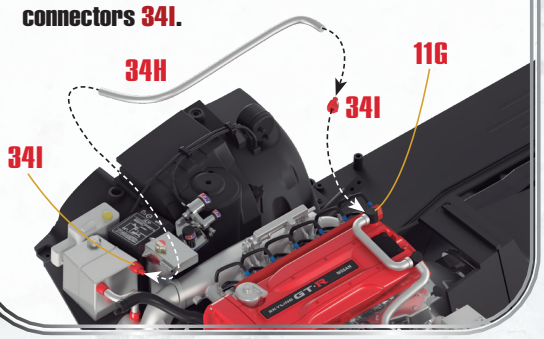
34.09

Attach an air pipe connector 34I to the pivot on the intake manifold tube 6G. Then connect the ends of the air pressure pipe 1 34G to the pivots on the highlighted air pipe connectors 34I.

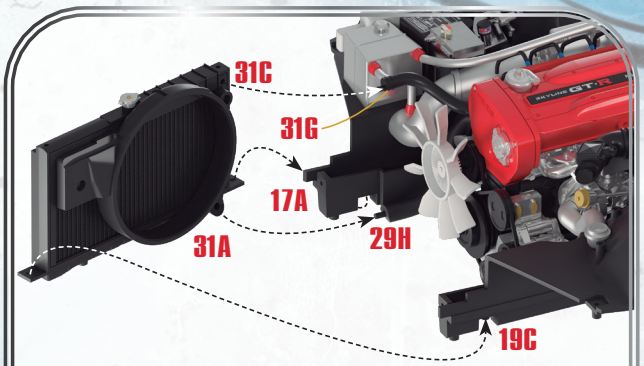


34.10

Connect the last air pipe connector 34I to the pivot on the rocker cover ornament 11G. Then connect the ends of the air pressure pipe 2 34H to the highlighted air pipe connectors 34I.

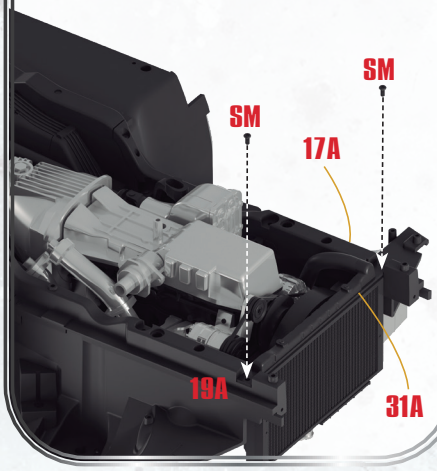


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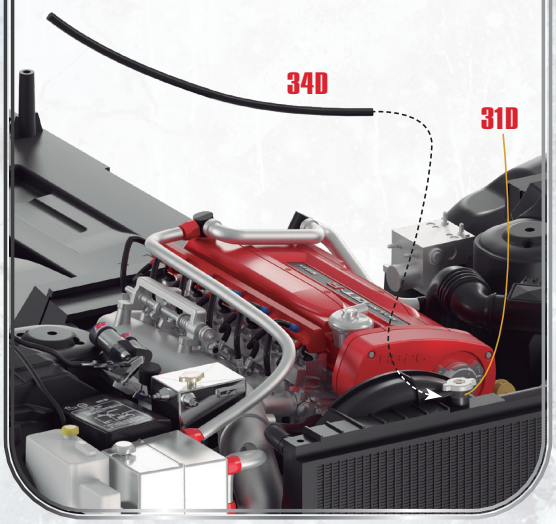


34.11 Retrieve the radiator assembly from issue 31 and position it near the front of the engine. Insert the pivots on the upper radiator hose **31G** and lower radiator hose **29H** into the holes in radiator 2 **31C** and the radiator lower frame **31A** respectively. Note that the side tabs of the radiator lower frame **31A** should be positioned underneath the front right beam **17A** and front left beam **19C**.

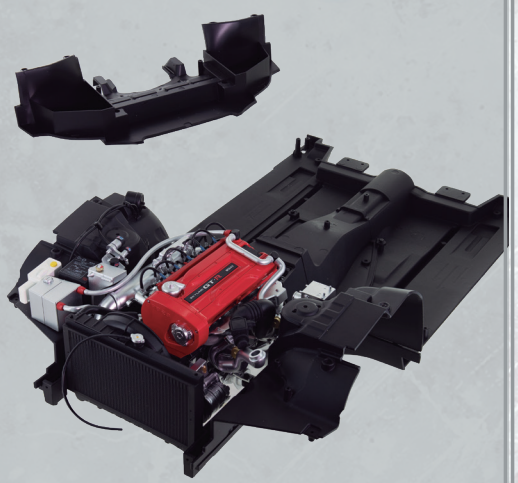
34.12 Turn the assembly over and attach the radiator lower frame **31A** to the front right beam **17A** and front left beam **19C** with two **SM** screws.



34.13 Finally, attach one end of the radiator overpressure pipe **34D** to the side pivot on the radiator overpressure valve **31D**.



Final assembly



Keep the crankcase deflector **34A** aside for later stages of assembly.

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