FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R

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THE ONE-OFF NISMO SKYLINE GT-R LM ROAD CAR

Nissan produced several special models of the Skyline GT-R, but only one was built to be certified as a GT car to enable it compete at Le Mans.

The Nissan Heritage Collection houses special Skyline GT-Rs that have left their mark on history. The "NISMO GT-R LM Certified Road Car" is one such car, the ultimate one-of-a-kind model built to compete in the 1995 Le Mans 24 Hours.

Nissan's Le Mans challenge began in 1986 during the Group C car era, and in 1990, Mark Blundell's Nissan R90CK became the first Japanese-made car to take pole position. The Nissan R90CP of Masahiro Hasemi, Kazuyoshi Hoshino, and Toshio Suzuki finished fifth in the race, but the company suspended its participation that year.

In 1995, Nissan decided to pick up the Le Mans gauntlet again. Based on the Skyline GT-R (R33), which was fully remodeled in January of that year, it decided to develop a GT machine that met the vehicle regulations for the main category of the race – Le Mans GT1.

In order to enter the Le Mans 24 Hours at that time, it was necessary to meet certain requirements to obtain official approval from the organizers as a car capable of competing in the Le Mans GT1 class. This was because the Le Mans GT1 page of the 1995 Le Mans 24 Hour Race Special Regulations included the following statement: "Article 2: Vehicles permitted to participate in the race."

"The car must be designed to comply without exception with the rules established by European standards, in order to be officially approved for use on public roads or by national administrative bodies recognized by the organizers…"

In terms of the suspension, "The number and position of the connection points of the actuation

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system, suspension, and damper components must be maintained…" It went on to state: "The fixed positions must maintain the original position with a maximum tolerance of 20mm (0.79in)."

In other words, if there was no production model that had acquired a license plate to allow it to run on public roads, a car would not be allowed to participate at Le Mans. A GT machine based on that production model must have the same suspension type and mounting position.

"4WD was changed to rear-wheel drive and four-wheel double wishbone suspension."

It was possible to build a GT machine based on the Skyline GT-R (R33) with the usual modifications, but this would not be enough to win. Therefore, it was decided to build a "NISMO GT-R LM Approved Road Car" that met the Le Mans entry requirements of having a production model with a license plate that could be driven on public roads, and that incorporated specifications that would be advantageous for race participation, such as a four-wheel double wishbone suspension. Furthermore, since GT machines could be equipped with aerodynamic parts that generate powerful downforce, the torque-split 4WD characteristic of the Skyline GT-R was replaced with a lightweight and simple front-engine, rear-wheel drive (FR) system.

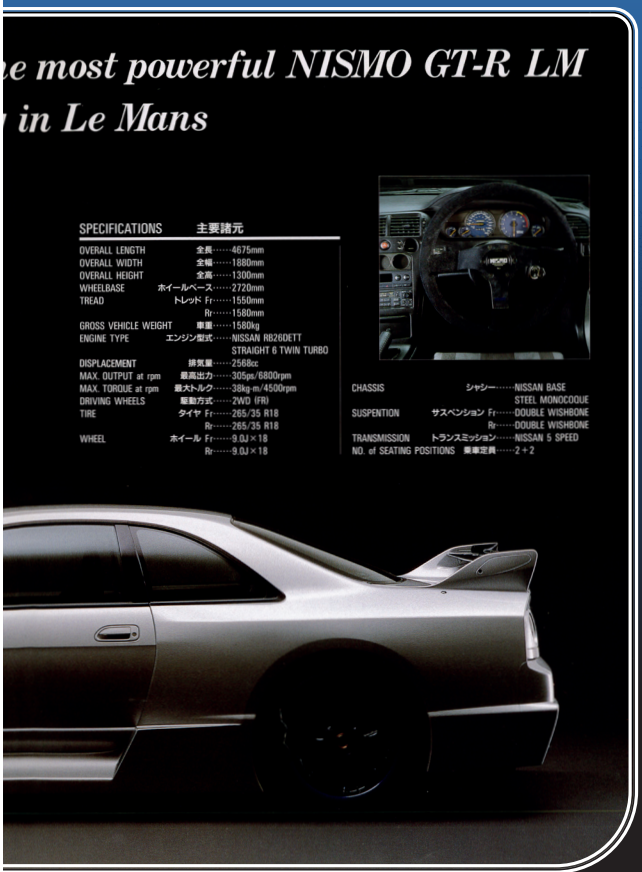
The reason for not calling the model the "Nissan Skyline GT-R LM" was that the GT race at the time was positioned as an event for the world's leading sports cars. As a result, some people argued that a Skyline with a four-door sedan in its lineup would not qualify as a GT. As a response, the car was created as the NISMO GT-R LM, a sports car built by NISMO.

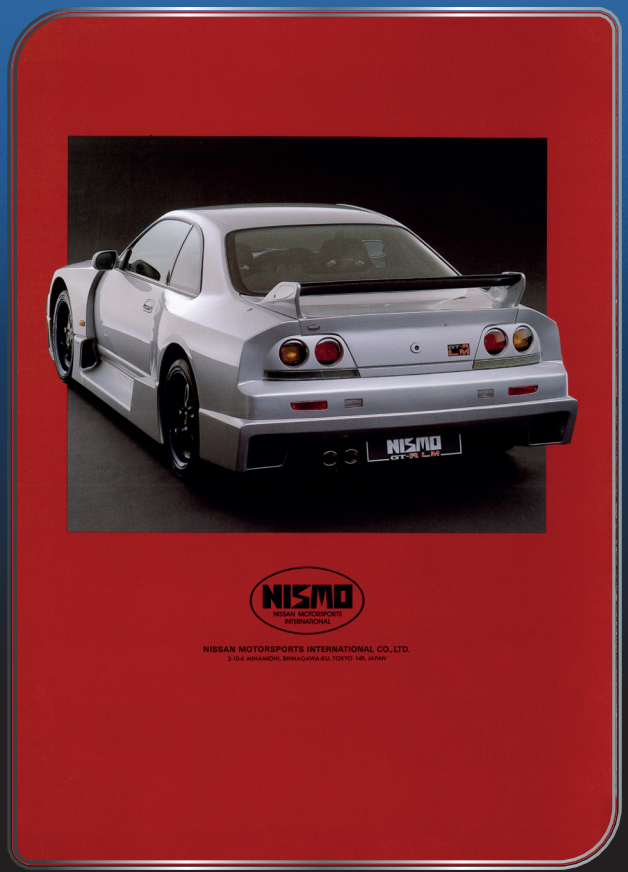
DRIVABLE, BUT NOT THE ULTIMATE GT-R.

The GT machines for both Le Mans and the All Japan GT Championships are basically the same design, based on the steel monocoque of the production car.

The "NISMO GT-R LM Approved Road Car" also had the same monocoque as the production model. At the front, the inner

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Only a very small number of catalogs were produced at the time. These were very simple, and were intended to present the appearance of a production car. The cars made to obtain official approval were actually licensed in the UK, and were shown driving on public roads. This catalog was a big hit at the time and was later reprinted and sold.

fenders in front of the bulkhead were cut off, and new special inner fenders with double wishbone attachment points – the same as those on GT machines – were welded on. In a racing car, a roll cage extending from the interior would be connected here to form a strong chassis, but in a certified road car, there is no such reinforcement because of the presence of ABS and the brake master cylinder.

The reason for the switch from four-wheel multi-link suspension to four-wheel double wishbone suspension was that the front upper arms of production cars were of the high-mount type, which were laid out above the tires. This made them unsuitable for a GT machine with large-diameter, ultra-thick racing tires and a vehicle height that had to be kept extremely low. Therefore, the orthodox four-wheel double wishbone design was chosen, in which the upper and lower arm attachment points are located inside the wheels.

The engine compartment looked almost the same as a stock Skyline GT-R (R33), except that the top of the strut heads and the mounting bolts were no longer visible. The engine looked like a standard RB26DETT type, and the standard automatic air-conditioning system was still installed.

The rear suspension, like the front, was fitted with a new subframe with mounting points for double wishbones.

The body panels were replaced with the same carbon panels as on the GT machine, except for the rear spoiler and doors. The original design was faithfully reproduced, retaining the subtle press lines of the fender arches. It is said that Hidetoshi Nishiizumi, who designed the Skyline GT-R (R33), was in charge of making the design adjustments. The body color was chosen to be Cima Silver instead of the catalog color, Spark Silver. As for the lights, the headlights and taillights were specially made and installed in accordance with European regulations.

The brakes were a stock Brembo system. The wheels were special 9 x 18-inch Rays wheels with 265/35R18

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The NISMO GT-R LM, which was to compete in the 1995 Le Mans 24 Hours, was unveiled to the media at Sportsland SUGO in Miyagi Prefecture. The racing specs were clad in the tricolor that symbolized Nissan at the time.

tires on the front and 335/40R18 tires on the rear. The silver body was covered by blister fenders that increased the overall width by 3.9in (100mm) to 74in (1,880mm), so even the extra-large tires were mounted behind the wheel arches, which were designed for large-diameter racing tires on GT machines. To improve the appearance, thick wheel spacers were installed. This highlighted how the "NISMO GT-R LM Approved Road Car" was built to be similar to the display car, even though it could be driven on its own.

The interior remained almost stock, with the steering wheel switched to a NISMO steering wheel and the front seats replaced by RECARO seats.

After completion, the "NISMO GT-R LM Approved Road Car" was sent to the United Kingdom, where it was officially numbered, thus fulfilling its original purpose. The car was displayed in the paddock at Le Mans in 1995, and later returned to Japan to become part of Nissan's Zama Memorial Warehouse (later to become the Nissan Heritage Collection).

Many Nissan fans may have seen the car on display at events such as the NISMO Festival, where it was displayed as a valuable resource for the history of the Skyline. ♦

In 1995, two cars were entered in the race. The "CLUB LE MANS GT-R", on which the livery was based, was the first attempt to support the GT-R's debut in the Le Mans 24 Hours. The organization is similar to a supporters' club in soccer.



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THE CARS IN TOKYO

Setting the third movie in the *Fast & Furious* saga in a city like Tokyo enabled the film crew to display a bold selection of vehicles, in which the predominance of Japanese brands was absolute.



Both D.K. and his henchmen, Morimoto and Tea Hair, are betting on the powerful Nissan Fairlady 350Z to compete in the lively Tokyo races.

Sean Boswell, the main character in *The Fast and the Furious: Tokyo Drift,* is a lover of classic American cars. He makes it clear from the very first sequence, showing his passion for a beat-up, genuine 1970 Chevrolet Monte Carlo. Therefore, when he arrives in Tokyo, not only is he fascinated by the style of driving called drifting, he is also surprised by a world of automobiles that he has never seen before.

The Fast and the Furious: Tokyo Drift challenged the film crew, as it forced them to create a large fleet of fantastic cars. As in the previous movies, they held an open vehicle casting, which the owners

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of tuned cars proudly attended in the hopes of seeing them on the screen. In the meantime, vehicle supervisor Dennis McCarthy organized a fleet of vehicles imported from Japan with the steering wheel on the right.

THE LEARNER'S AUTOMOBILES

One of the biggest sensations in the movie is the 2001 Nissan Silvia S15 that Han lends Sean for his first duel with D.K. The newcomer's complete lack of experience in the drifting technique does irreparable damage to the automobile, due to it being repeatedly crashed against the walls of the parking lot.

Later, Sean learns the technique and races at the wheel of a spectacular red 2006 Mitsubishi EVO IX. To film the scenes of the protagonists training safely, the crew had as many as 12 exact replicas of this model.

THE JEWELS OF THE MOVIE

The 2002 Nissan Fairlady 350Z, one of the company's most powerful and attractive models, was adopted as the flagship of Sean's enemies: D.K and his crew, Morimoto and Tea Hair. Each of them drives a model with tinted windows and eye-catching graphics on the bodywork. They are vehicles perfectly conditioned for drifting, equipped with VQ35DE V-6 twin turbo engines delivering 460hp.

Neela, the female lead character in the movie, was assigned a blue 2006 Mazda RX-8. "It's a powerful car," says actress Nathalie Kelley. "But we didn't want to give the character a more feminine model because the car reflects the personality of its driver and Neela is no sissy. She drives fast and behaves just like one of the racers."

If Neela's Mazda caused a sensation, another of the brand's automobiles made a deep impression on the fans of the franchise: a 1994 RX-7, customized by VeilSide, that Han drives. Its eye-catching combination of orange and black gave the car – which had previously been driven by Dom Toretto in the first movie in the series and by Slap Jack in the second – a great personality. Han's VeilSide RX-7 had won the award for the best car at the 2005 Tokyo Motor Show. After being purchased, it was sent to the United States, where its bodywork was repainted to give it a unique look. ♦

THE ADVENTURES OF BRIAN O'CONNER

Compete for the job

As soon as Brian and Roman agree to work with the law in the surveillance of the activities of the businessman Carter Verone, they each receive a gift: a Mitsubishi Lancer Evolution VII and a Mitsubishi Eclipse Spyder convertible. But these are gifts with a sting in the tail. Undercover agent Monica Fuentes has put their names on the list of candidates who are going to compete to earn a place in Verone's organization. They therefore have to demonstrate their skills as drivers, and they don't disappoint.



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1990 ALL JAPAN TOURING CAR CHAMPIONSHIP

Part 2: A triumphant conclusion

Going into the last two rounds of the 1990 All Japan Touring Car Championship, NISMO was in a great place, with the Skyline GT-R (R32) having won the first four races of the season. And the great form continued right through to the end of the race series.



On September 30, the fifth round of the 1990 All Japan Touring Car Championship was held at Sendai Hi-Land Raceway. The main point of interest in this race was the debut of the third Skyline GT-R (R32) from the OBJECT-T team, which ran with Toyo tires. In the wet conditions, the Skyline GT-R (R32) GT-R displayed its 4WD advantage again and the three GT-Rs secured a clean sweep to dominate the podium. The CALSONIC car won the race, REEBOK came in second, and the new OBJECT-T vehicle driven by Kazuo Shimizu and Masahiko Kageyama finished third.

Round 5, the Sendai Hi-Land Raceway, saw the introduction of a third Skyline GT-R (R32), the OBJECT-T team, with Toyo tires. The CALSONIC car was shod with Bridgestone tires, while the REEBOK entry drove on Dunlop rubber.

The start of round 4, the Race de Nippon held at the Tsukuba circuit. The CALSONIC (right) and REEBOK (left) cars started on the front row.



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1990 ALL JAPAN TOURING CAR CHAMPIONSHIP



The Skyline GT-R (R32) dominated the podium in round 5 with a clean sweep. CALSONIC's win ensured that it won the Championship at this race.

With Kazuyoshi Hoshino and Toshio Suzuki winning four out of the five races in the CALSONIC Skyline GT-R (R32), it meant that they had already secured the Drivers' Championship even before the final round had taken place.

NISMO's long-cherished dream was to win the Inter-TEC 500km at Fuji Speedway, the last race of the 1990 season. And the dream became a reality as CALSONIC took the win, with REEBOK in second place to once more see off the Ford Sierra RS 500 Cosworth, BMW M3, and domestic rivals.

The season had ended with the Skyline GT-R (R32) winning all six rounds and recording several other podium places. Toyota withdrew its Supra from the last race as the competition was now on a different level, and there were also fewer Ford Sierras towards the end of the season for the same reason. Yet the number of spectators increased during the year, and this was partly due to motor-racing fans wanting to see the thrilling new model that had totally dominated this season – the Skyline GT-R (R32).

To commemorate winning both the All Japan Sports Prototype Championship (JSPC) and the All Japan Touring Car Championship (JTC), NISMO presented male employees with tie pins featuring a design of a Group C car and the GT-R logo, while female employees were given hand mirrors. ♦

The final race of the season was the Inter TEC at Fuji Speedway, where the Champion CALSONIC car was the winner once more. Victorious driver Kazuyoshi Hoshino (left) congratulates REEBOK's Masahiro Hasemi (right), who finished second.



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THE SEDAN BORN IN JAPAN'S ECONOMIC BOOM

The key words are *kuuneru asobu* – "How are you all doing? Excuse me." The first Cefiro (A31) was released in September 1988, and became a hot topic in a commercial featuring singer-songwriter Yosui Inoue delivering those words. The model featured a distinctive front aspect with new-technology projector headlamps. At the time, these headlamps were also used on the Silvia (S13), but the Cefiro was equipped with them as standard on all models.

The model lineup at the time of its debut was not divided by grade, but rather by a system called "Sephiro Coordination". This allowed customers to choose from nine different combinations of engine (three types) and suspension (three types), and a high degree of freedom in terms of body and interior color combinations.



The interior had a casual atmosphere, rather than the luxurious feel of a few years before. Even younger buyers could drive this car.

The range of RB20 series, 2L in-line six-cylinder engines was as follows: RB20E type (SOHC, 125ps), RB20DE type (DOHC, 155ps), and RB20DET type (DOHC turbo, 205ps). As for the transmission, either electronically controlled four-speed automatic or five-speed manual could be chosen, but the model equipped with the electronically controlled DUET-SS suspension could only be paired with the automatic transmission.



The body style, with its sleek lines and cool design, was much admired by Nissan fans young and old.

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The suspension was a combination of front struts and rear multi-links, and was available in three types: standard suspension, DUET-SS electronically controlled suspension with ultrasonic sensors, and HICAS-II four-wheel steering system. The DUET-SS system used an ultrasonic sensor mounted on the tip of the body to measure the distance between the vehicle's body and the road surface. It controlled the damping force of the shock absorber to enable it to operate at its optimum state.

The HICAS-II four-wheel steering system was a speed-sensitive four-wheel steering system that used hydraulically powered cylinders to steer the lateral links of the multi-link rear suspension system. It had a minor upgrade in August 1990. The 4WD version adopted the ATESA E-TS torque-split 4WD system, the same as the Skyline GTS-4 (R32). The Cefiro was the only other model to use the same four-wheel multi-link configuration as the Skyline.



The cockpit design was simple. The shape of the steering wheel was similar to that of the S13 Silvia, which appeared at the same time.

In 1990, the "Autech version" was introduced with a 225hp RB20DET engine, HICAS-II, Viscous LSD, Italborante leather-wrapped steering wheel, and leather seats with Connolly leather trim. In 1992, a 2.5-liter model was added to the lineup.

The sleek lines of the Cefiro made it a much-loved favorite. The simple, yet casual cockpit design was also admired and was a contrast to the plush interiors of the brand's cars from a few years previously. The shape of the steering wheel was similar to that of the Silvia (S13), which was released at the same time. The Cefiro was a stylish sedan that appealed to both young and old drivers. ♦

TECHNICAL DATA

CEFIRO SPORT TOURING A31 TYPE (1988)

Length:	184.6in (4,690mm)
Width:	66.7in (1,695mm)
Height:	54.9in (1,375mm)
Wheelbase:	105.1in (2,670mm)
Tread (front):	57.5in (1,460mm)
Tread (rear):	57.3in (1,455mm)
Engine:	RB20DE (straight six, DOHC)
Total displacement:	1,998cc
Maximum output:	155ps / 6,400rpm
Maximum torque:	18.8kgm / 5,200rpm
Vehicle weight:	2,910lb (1,320kg) (4AT)
Suspension (front/rear):	strut / multi-link
Brakes (front/rear):	ventilated disk / disk
Tires:	205/60R15

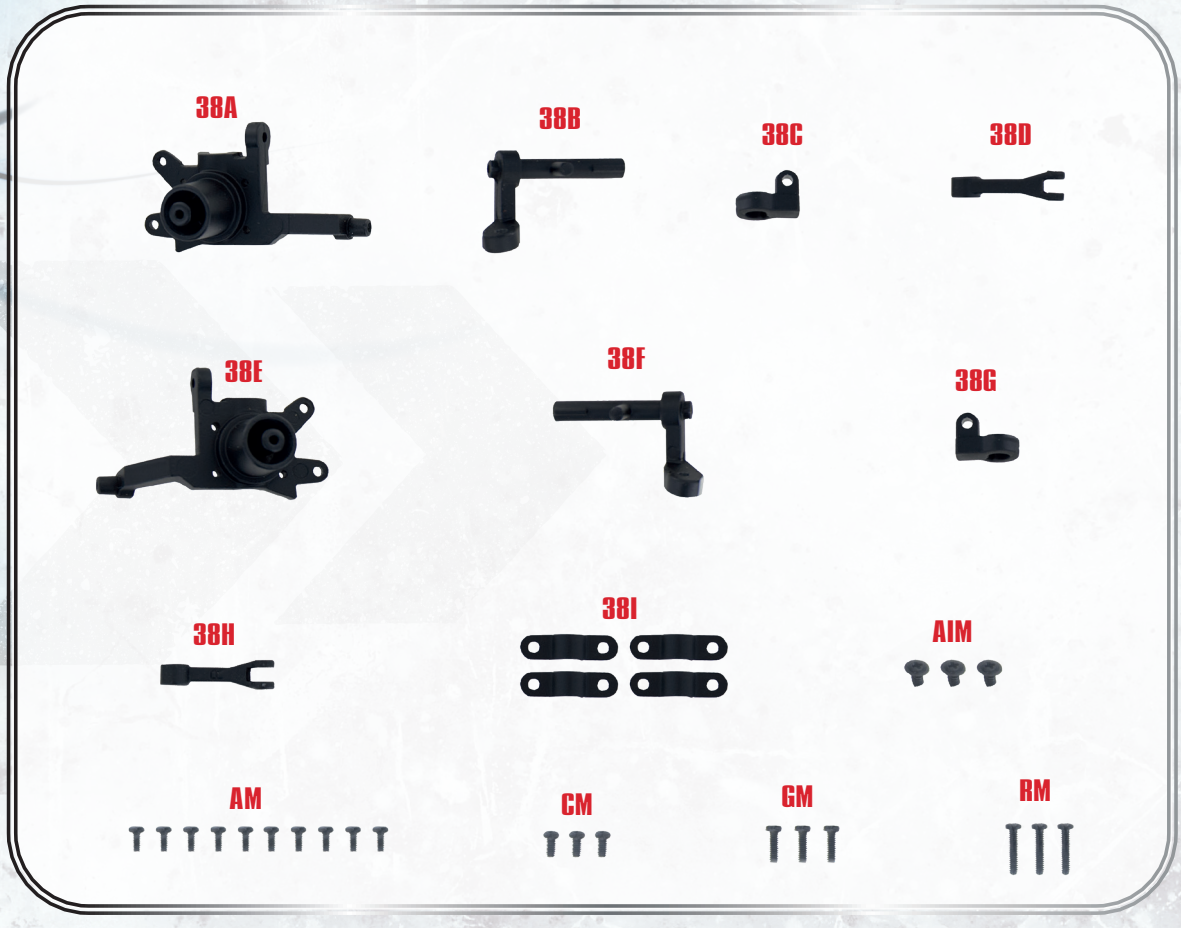


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STAGE 38
REAR KNUCKLES

In this issue, we will mount the left and right rear knuckles on the subframe and the lower crossmembers.

PARTS



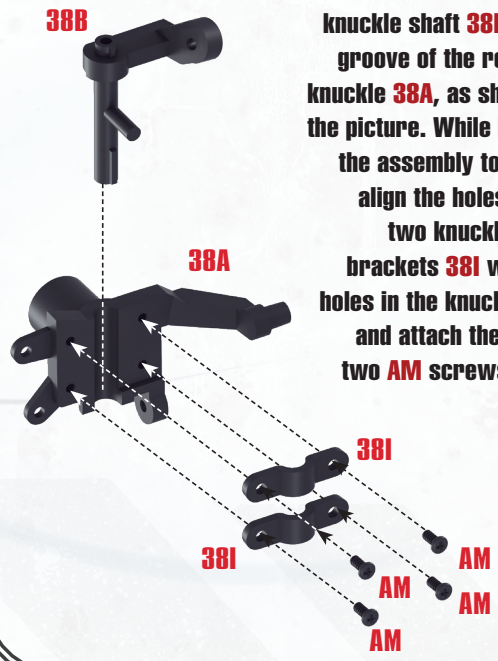
38A Rear left knuckle
38B Rear left knuckle shaft
38C Left upper mounting
38D Left rear suspension upper arm
38E Rear right knuckle
38F Rear right knuckle shaft
38G Right upper mounting
38H Right rear suspension upper arm
38I Knuckle shaft brackets (x4)
AIM Screws 2x3x6mm (x3*)
AM Screws 1.7x4mm (x10*)
CM Screws 2x4mm (x3*)
GM Screws 2x6mm (x3*)
RM Screws 2x9mm (x3*)

*Including spares

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38.01

Place the rear left knuckle shaft 38B in the groove of the rear left knuckle 38A, as shown in the picture. While holding the assembly together, align the holes in the two knuckle shaft brackets 38I with the holes in the knuckle 38A and attach them with two AM screws each.



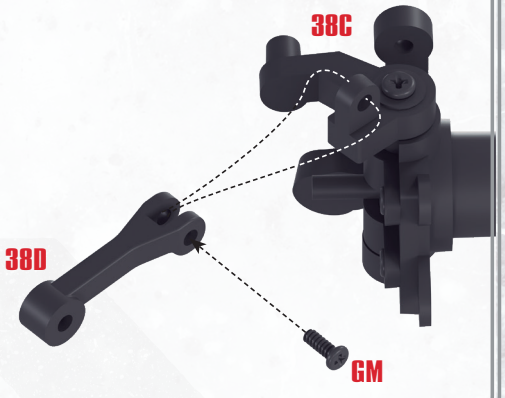
38.02

Position the left upper mounting 38C over the highlighted end of the rear left knuckle shaft 38B and attach it with an AIM screw. Note that the left upper mounting 38C is marked with the letter L.



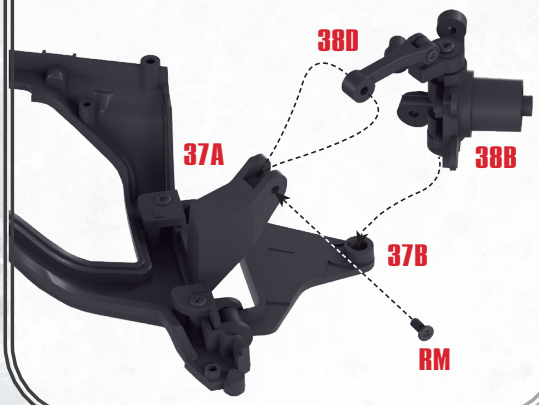
38.03

Fit the left rear suspension upper arm 38D over the highlighted flap on the left upper mounting 38C and attach it with a GM screw.



38.04

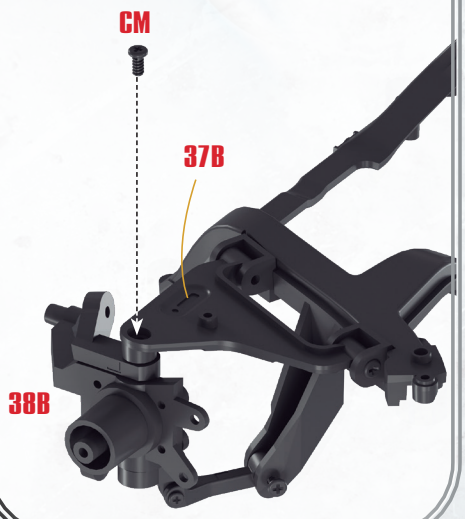
Position the free end of the left rear suspension upper arm 38D inside the highlighted fitting on the rear subframe 37A. Attach it with an RM screw. Note that the bottom of the rear left knuckle shaft 38B matches the hole in the left rear lower crossmember 37B.



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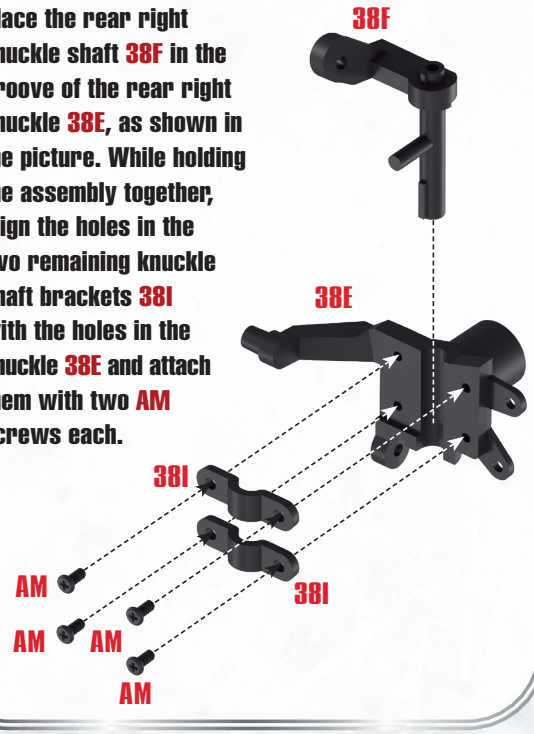
38.05

Turn the assembly over and attach the left rear lower crossmember 37B to the rear left knuckle shaft 38B with a CM screw.



38.06

Place the rear right knuckle shaft 38F in the groove of the rear right knuckle 38E, as shown in the picture. While holding the assembly together, align the holes in the two remaining knuckle shaft brackets 38I with the holes in the knuckle 38E and attach them with two AM screws each.



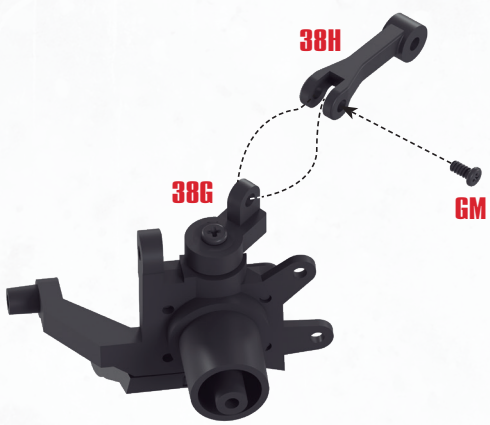
38.07

Position the right upper mounting 38G over the highlighted end of the rear right knuckle shaft 38F and attach it with an AIM screw.



38.08

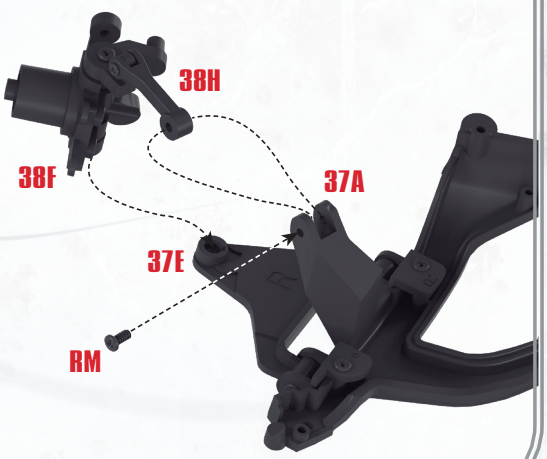
Fit the right rear suspension upper arm 38H over the highlighted flap on the right upper mounting 38G and fix it with a GM screw.



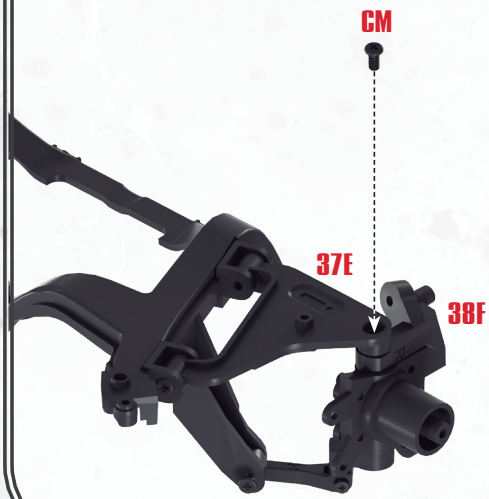
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REAR KNUCKLES

38.09 Position the free end of the right rear suspension upper arm **38H** inside the highlighted fitting of the rear subframe **37A**. Attach it with an **RM** screw. Note that the bottom of the rear right knuckle shaft **38F** matches the hoile in the right rear lower crossmember **37E**.



38.10 Turn the assembly over and attach the right rear lower crossmember **37E** to the rear right knuckle shaft **38F** with a **CM** screw.



Final assembly



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