FAST & FURIOUS™

Build
BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R

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RACING IN THE 1995 LE MANS 24 HOURS

The 1995 Le Mans 24 Hours was a race dominated by rain. The conditions meant that performance, balance, and race strategy were more important than pure power – it was blessing in disguise for the NISMO GT-R LM, which was competing against GT supercars based on carbon monocoques and tubular frames.

In June 1995, Nissan NISMO returned to compete in the Le Mans 24 Hours for the first time in five years, with two NISMO GT-R LM models: car #23 in "Clarion" colors was driven by Kazuyoshi Hoshino, Toshio Suzuki, and Masahiko Kageyama, while car #22 in the "Keep The Dream Alive" livery was piloted by Hideo Fukuyama, Shunji Kasuya, and Masahiko Kondō.

The LM GT1 class, in which the NISMO GT-R LM competed, featured "Group C public road cars" such as the carbon monocoque McLaren F1 GTR with a V12 engine. Other cars in this class included the Ferrari F40 GTE, Porsche RSR GT1, Venturi 600 LM, and Jaguar XJ220. The NISMO GT-R LM, which was based on the steel monocoque of a production car, was competing against these supercars.

In qualifying on Wednesday (June 14) and Thursday (June 15), the NISMO GT-R LM #23 driven by Toshio Suzuki posted a time of 4 minutes, 9.61 seconds to finish 27th overall (out of 51 cars) and 17th in the LM GT1 class

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(out of 24 cars). This was the best time among the seven Japanese entries, which also included the Toyota Supra and Honda NSX. The other car, #22, was driven by Hideo Fukuyama and clocked 4:14.43 to finish 35th overall and 22nd in the LM GT1 class.

Unfortunately, neither car was able to reach the goal set by the team manager, Kazutoshi Mizuno, who targeted a qualifying time in the four-minute range and a top-10 grid position in the LM GT1 class. The best time in the LM GT1 class was set by the Ferrari F40 GTE at 3:55.15, which was good enough to qualify 6th overall.

After a rest day on Friday, the race finally got underway at 16:00 on Saturday, June 17. The two WR LM94 Peugeots in the LM P2 class of prototype cars, which had secured the front row in qualifying, and the Krämer Porsche in the WSC (World Sports Car) class led the race. Behind them, a little further back, were a group of LM GT1 class cars – the Ferrari F40 GTE, the McLaren F1 GTR, and the local French supercar, the Venturi 600 LM.

In terms of the two NISMO GT-R LMs, #23 driven by Hoshino was up to 17th after one hour, and #22 with Fukuyama at the wheel was also running in a respectable 37th position. At this point, raindrops began to fall on the track, making the conditions wet, but the light rain did not increase in intensity, leaving the teams to worry about their tire choices. Some teams were quick to switch to intermediate tires for the light rain, while others continued to run slicks.

The two NISMO teams, who had plenty of experience in the rain, continued to perform consistently and gradually moved up in the rankings. Three hours after the start, at 19:00, car #23 – now with Suzuki replacing Hoshino – had moved up to 14th place and car #22 had also made significant gains to race in 25th place.

Car #22 had an N1 specification engine and was built for durability rather than speed. In its first attempt, it finished a very creditable 10th overall in the 24 Hours of Le Mans.



CAR #23 CLIMBS TO 5TH, THEN RETIRES

The two WR LM94 Peugeots that had led in the early stages of the race ran into trouble and dropped back. The McLaren F1 GTRs then took the lead, but when one of the WR LM94 Peugeots crashed and overturned at the first Mulsanne straight, the safety car was brought on for 40 minutes.

Once the accident was cleared, the race resumed. However, from around 20:00, the rain began to fall heavily and the track conditions deteriorated, causing many cars to leave the track and crash. Despite this, the two NISMO cars drove steadily and moved up in the standings – by 22:00, a quarter of the way through the race, car #23 had jumped up to 7th place and #22 had moved up to 17th. The six cars in front of #23 were the four McLaren F1 GTRs, the Porsche RSR, and the Jaguar XJ220.

Hoshino passed the Jaguar XJ220 at around 23:00. In addition, one of the McLarens had to retire, so car #23 moved up to 5th place. The situation raised faint hopes of a podium finish, but trouble was brewing for car #23. Just before 23:00, the six-speed sequential transmission began to experience difficulties shifting, the same issue that had already affected a Toyota Supra with identical transmission. The NISMO team decided to replace the transmission in car #23, a process that took about 50 minutes and saw the car return to the track in 26th position. At this point, car #22 was still in 13th place, and was the main hope for the NISMO team.

Continuous rain plagued the drivers and teams. The top cars were leaving the field one by one due to crashes and problems. At

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04:00, halfway through the race, the two McLaren F1 GTRs battling for the lead were able to hold off the chasing Porsche Courage, and NISMO's car #22 had moved up to 10th place; an hour later, it was in 9th position.

CAR #22 FINISHES IN 10TH PLACE OVERALL

Though car #23 had dropped to as low as 27th after a transmission change, it climbed to 14th place over the next four hours and continued to perform well. However, just after it moved up to 13th, it experienced transmission problems again and the pits were prepared for another change.

On the way back to the pits, the #23 car driven by Hoshino suddenly got stuck in third gear just before the Ford straight. Despite all his efforts to make it to the pits, Hoshino had to retire. At 06:25, 14 hours after the start, the retirement was announced and the Le Mans race came to an end for car #23, which had been chasing down the cars in front.

Car #23 ran in the top 10 for a while and raised expectations for NISMO. However, the sequential transmission became a problem, and it was forced to retire from its first Le Mans 24 Hours.



After the retirement of car #23, car #22 carried all the hopes and prayers of the Nissan team and fans. It completed the 24-hour endurance race without any major problems.

The remaining car #22 was still running in 9th place and was engaged in a fierce battle with the two Callaway Corvettes and NSXs in the LM GT2 class. The NISMO's RB-26DETT engine and H-pattern five-speed transmission were based on the N1 specifications of the production car, which emphasized durability over power. It meant that it was not as fast as the #23 car, and the battle in the LM GT2 class – which was a lower category – could not be taken too seriously.

Just before 10:00, 18 hours after the start, the rain finally stopped and



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In 1996, the second year of NISMO's Le Mans 24 Hours challenge, both cars were entered in the same livery. Car #23 was driven by Masahiro Hasemi, Kazuyoshi Hoshino, and Toshio Suzuki, while car #22 was piloted by Aguri Suzuki, Masahiko Kageyama, and Masahiko Kondo.

the track began to dry out quickly. One by one, the remaining cars – including #22, now driven by Fukuyama – switched to slicks. However, within an hour of the track starting to dry out, car #22 was passed by an NSX and a Callaway Corvette and dropped back to 11th place. Yet it was soon able to pass a Ferrari F40 to move back up to 10th place.

The rain-dominated 1995 Le Mans 24 Hours came to an end at 16:00 when the checkered flag was waved. The first car to cross the finish line was the black McLaren F1 GTR #59 with Yannick Dalmas at the wheel – his co-driver Masanori Sekiya became the first Japanese winner of Le Mans.

Car #22 finished 10th overall and 5th in class with almost no problems. The NISMO GT-R LM's three-year plan to challenge at Le Mans achieved an unexpected result of 10th place in its first year. In addition, car #23 had put in an impressive performance, at one point running as high as 5th position.

The following year, however, the NISMO GT-R LM finished 15th overall and 10th in class at Le Mans. The 2.8-liter engine and dry-sump system had been added to the car, but the evolution of the rival models was too great for NISMO to compete with. The Nissan GT-R LM's Le Mans 24 Hours challenge came to an end after just two years. ♦



The NISMO GT-R LM's specifications evolved for 1996, but it no longer had the right to compete with steel monocoque, production car-based race cars. The competitive teams all comprised prototype racing cars, and car #23 finished 15th overall.

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THE RACE THROUGH THE TUNNELS

To surprise the audience, the makers of *Fast & Furious* included a thrilling race through a network of concealed tunnels used by drug traffickers to cross the border between Mexico and the United States.



Gisele Yashar, a character played by actress Gal Gadot, is initially part of Braga's team. She is in charge of showing the new drivers the secret route between Mexico and the United States.

Always give them more. That's been the motto of the makers of the *Fast & Furious* franchise right from the start. If audiences had already seen their heroes racing through big cities and around restricted spaces – as in the "Race Wars" – it was necessary to take the cars to a completely different setting. How about an intricate maze of underground tunnels?

THE DESERT RIDERS

In *Fast & Furious*, Dom Toretto and Brian O'Conner infiltrate the organization of Arturo Braga, a trafficker who runs drugs between the United States and Mexico. The FBI wants to arrest him, while Dom wants to avenge the death of Letty. But first both Brian and Dom, along with two other drivers, Tash Barilla and Malik Herzon, take part in a mission as couriers. After traveling with their own automobiles in a truck to a warehouse in Mexico, Gisele, another member of Braga's gang, gives them instructions: follow the GPS that she personally operates and take the cargo to a designated place.

Dom, in his Dodge Charger R/T, Brian, in the Nissan Skyline, Tash, with a 2003 Infiniti G35, and Malik, at the wheel of his 2008 Ford Mustang GT 550R, set off at top speed across the desert under cover of darkness to cross the Barranco del

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Legardo en route to the United States, kicking up a huge dust cloud behind them.

Very soon the drivers see a Ford Torino in front of them. “Stay close to Fenix; he’ll lead you across,” Gisele tells them. The five vehicles head toward a seemingly impassable mountain range. The drivers fear an unavoidable collision, but Fenix presses a button on his dashboard and the mountain opens to reveal narrow tunnels that will take them to the other side of the border without the police’s knowledge.

THE ADVENTURES OF BRIAN O’CONNER

Case closed

At the end of *2 Fast 2 Furious,* after Brian’s car makes a spectacular leap onto Carter Verone’s yacht, the authorities arrive to take charge of the gangster. Once the medics have attended to Roman, who injured an arm in the stunt, agent Markham tells them, “You held up your end. Your records are clean.” Bilkins and Fuentes also say an affectionate goodbye to their impromptu collaborators. The two friends see a new horizon full of possibilities opening up before them... maybe they’ll be able to open their own car garage in Miami.

A SURPRISING SETTING

The dust is not a special effect in the desert scene. In fact, it is a part of the desert lakebed location, and it supposed a real problem for Second Unit Director Terry S. Leonard and the crew, as it interfered with the proper functioning of the vehicles. But the series’ mechanics worked on the cars again and again to maintain the engines as new, allowing the filming of the tunnels sequence to continue.

Filming in the tunnels was the biggest challenge for *Fast & Furious* Director Justin Lin, who ordered the fantastic network of passageways to be constructed inside a huge warehouse. His team of craftspeople created papier-mâché walls, beams, and boulders that could be dismantled, as well as various lights, to create an exceptional set in which skillful stunt drivers performed amazing maneuvers in very small spaces. The result was incredible, in both this scene and in the thrilling chase at the end of the movie, also set in the tunnels. ♦

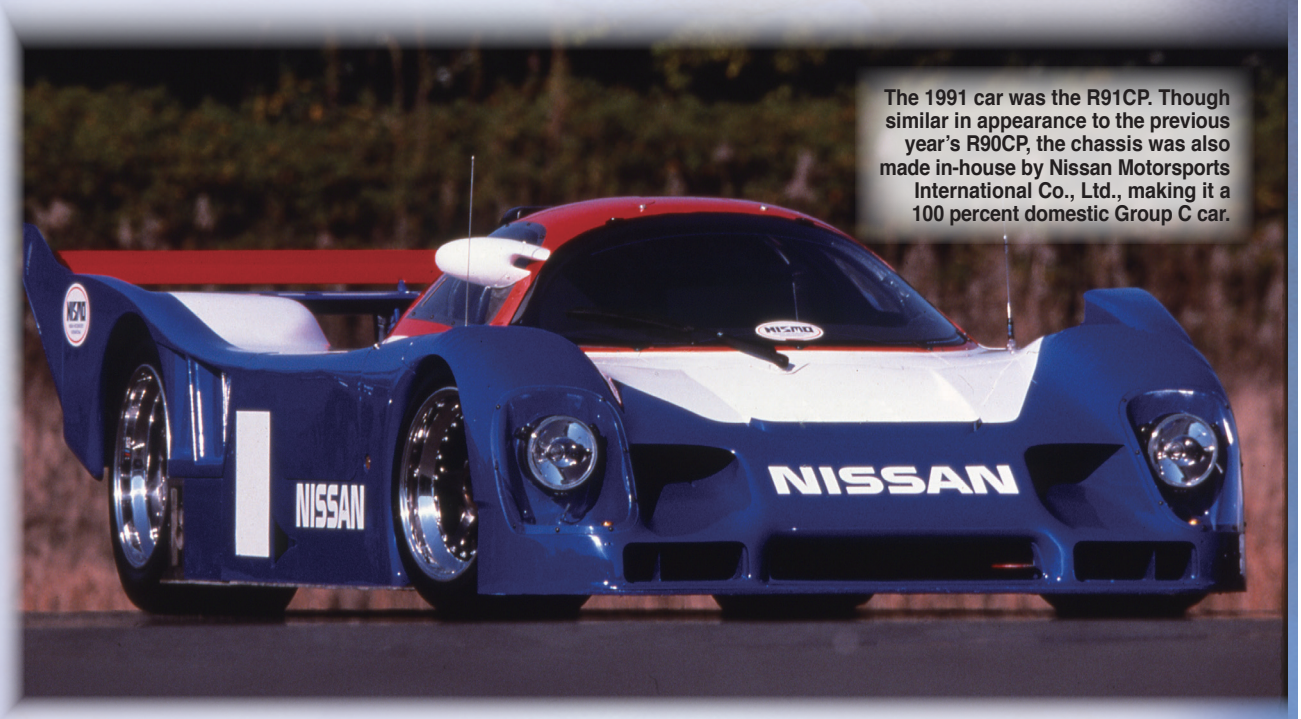


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MORE GROUP C SUCCESS

Part 1: Focusing on domestic racing in 1991

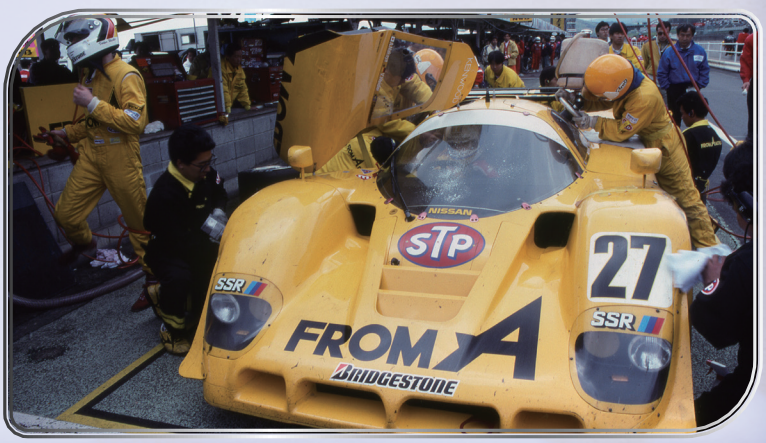
NISMO's decision to take a break from international race competitions after 1990 had been prompted by changes in regulations, but participation in domestic events continued. For the first time in 1991, NISMO competed with a model that was totally built in Japan.



The 1991 car was the R91CP. Though similar in appearance to the previous year's R90CP, the chassis was also made in-house by Nissan Motorsports International Co., Ltd., making it a 100 percent domestic Group C car.

Racing Group C cars has been a major mainstay of NISMO's business since it was founded. At first it was difficult to win races, but NISMO steadily refined its know-how and technical capabilities. It proved that it had become a top team by winning both the Manufacturers' and Drivers' Titles in the 1990 All Japan Sports Prototype Championship (JSPC). Meanwhile, on the international stage, the team took pole position at the Le Mans 24 Hours, and three Japanese drivers finished in fifth place in the Nissan-NISMO R90CP.

Hideyuki Usui, the NISMO team manager at the time, said: "We finally found a way to win races." However, in 1991, the rules of Le Mans 24 Hours were changed and



Team NOVA, which had previously been competing in a Porsche, switched to Nissan for 1991 and adapted a R90CP to become what they called the R91CK. The team did well, challenging the YHP and CALSONIC works outfits.

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MORE GROUP C SUCCESS

"Withdraw from Le Mans and focus on the domestic series with a 100 percent in-house-built machine."

regulations for turbocharged cars became stricter. In response, Nissan Motorsports International Co., Ltd. decided to withdraw from the World Sports Prototype Championship (WSPC) and the Le Mans 24 Hours, and instead concentrate on the domestic JSPC.

The car chosen to compete in the 1991 series was the R91CP. Seventy percent of the parts of the previous year's R90CP were made by Nissan Motorsports International Co., Ltd., and only the chassis was manufactured by Lola. However, with the R91CP, the chassis was also made by Nissan Motorsports International Co., Ltd., making it literally a 100 percent Japanese-made Group C car. The issues with the previous year's model were corrected, and the upgraded car was much easier to drive. ♦



The Group C pit stops are an impressive sight. NISMO's pit work is well known in today's Super GT, and at that time, the company already had a reputation for being fast.

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THE DISTINCTIVE PULSAR EXA COUPE

The first-generation Pulsar, the successor to the Cherry, Cherry F II, and Cherry, had added a three-door hatchback coupe to its lineup as a sporty model.

The second-generation Pulsar, which underwent a full model change in April 1982, changed the lineup to include a two-door coupe – the Pulsar EXA. It was positioned as a new sporty model for the younger market. The change from the fastback style three-door hatchback to a straight-line notchback style with a sharply clipped rear trunk was a fresh surprise. Moreover, retractable headlights were adopted at the front. When it first appeared on the market, it was sometimes described as "looking midship", but of course, like the Pulsar, it was a front-wheel drive model. The fender mirrors were a sign of the times.



The interior was colored in the same bold red as the bodywork. The five-speed manual transmission was also reminiscent of the 1980s – today a model like this would only be available with automatic transmission.

Two types of engines were installed: a 1.5L in-line four-cylinder SOHC carburetor type E15S (85ps) and an EGI type E15E (95ps). In May 1983, a turbocharged E15E-T

When the soft-top was closed, the roofline was very close to that of the base EXA model. The soft-top was designed to offer clear rear vision as well as sufficient head clearance for the rear passengers.

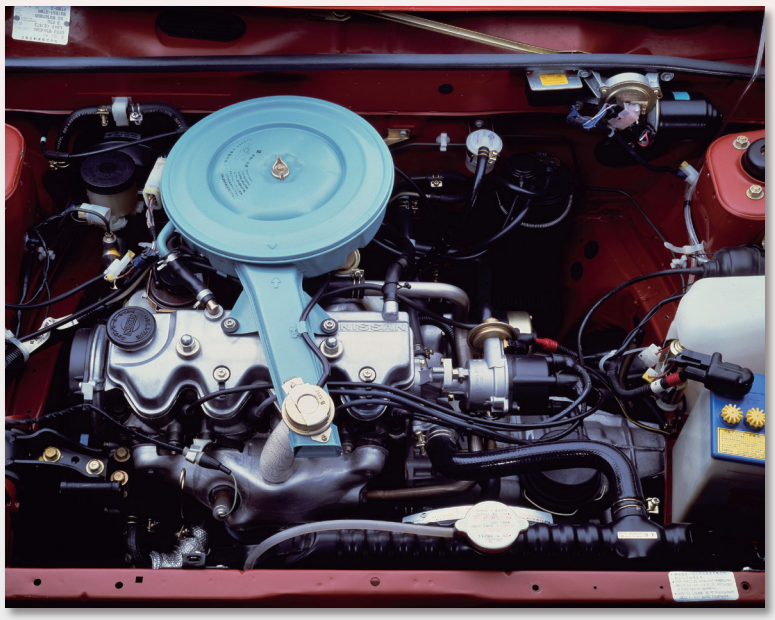


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type (115ps) was added. At the same time, door mirrors were adopted for the first time in Japan. The mechanics of the model were the same as those of the base Pulsar. The suspension was a combination of struts at the front and trailing arms at the rear. The transmission was a choice of five-speed manual or three-speed automatic. The standard EXA model had disk brakes on the front and drums on the rear, while the EXA turbo had four-wheel disks. The tires were 165/70SR13 for the EGI model and 175/70SR13 for the turbo model, sizes that are rare nowadays.

Even from today's perspective, the Pulsar EXA's unique styling may seem like it is a two-seater, but it had a seating capacity of five, the same as the base Pulsar.

In 1985, the Pulsar EXA Convertible was introduced as a special edition to commemorate the 15th anniversary of the founding of Nissan Cherry Co. A limited edition of 100 examples were sold nationwide. This open-top car was manufactured based on a combination of a carbureted E15S model with five-speed manual transmission. The clever design utilized the notchback style of the Pulsar EXA. The center pillar acted like a roll bar even when the roof was fully opened. The soft-top was made of an exclusive cloth fabric with excellent weather and water resistance. The rear window was made of organic glass (polycarbonate) to ensure good rearward visibility. ♦



The engine was an E15S with a single carburetor. It produced 85hp, but the 1,808lb (820kg) vehicle weight combined with the five-speed manual transmission made for an unexpectedly sporty driving experience.

TECHNICAL DATA

PULSAR EXA CONVERTIBLE N12 KAI TYPE (1985)

Length:	162.4in (4,125mm)
Width:	63.8in (1,620mm)
Height:	52.8in (1,340mm)
Wheelbase:	95.1in (2,415mm)
Tread (front):	54.9in (1,395mm)
Tread (rear):	54.5in (1,385mm)
Engine:	E15 type (straight four, OHC)
Total displacement:	1,487cc
Maximum output:	85ps / 5,600rpm
Maximum torque:	12.3kgm / 3,600rpm
Vehicle weight:	1,995lb (905kg)
Suspension (front/rear):	strut / trailing arm
Brakes (front/rear):	disk / drum
Tires:	165/70SR13

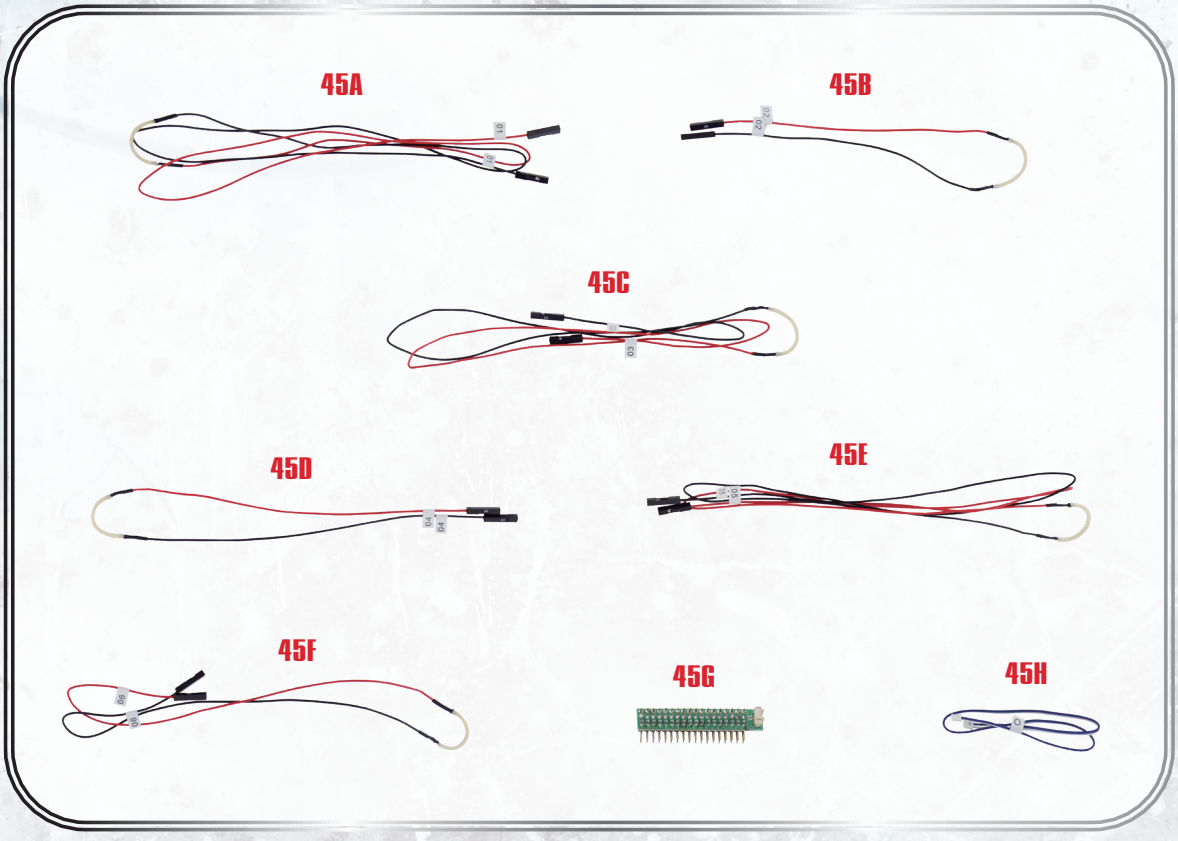


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STAGE 45
PCB SPLITTER FOR INTERIOR AMBIENT LIGHT

In this issue, we will connect the terminals of the ambient light wires for the car passenger compartment to the PCB splitter.

PARTS



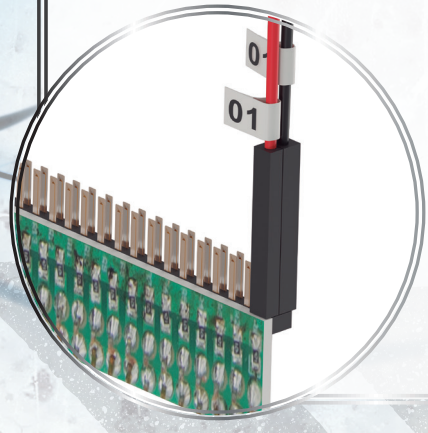
- 45A Left-side window ambient light wire (01)
- 45B Right-side window ambient light wire (02)
- 45C Left C-pillar ambient light wire (03)
- 45D Right C-pillar ambient light wire (04)
- 45E Left rear seat ambient light wire (05)
- 45F Right rear seat ambient light wire (06)
- 45G PCB splitter
- 45H PCB splitter wire

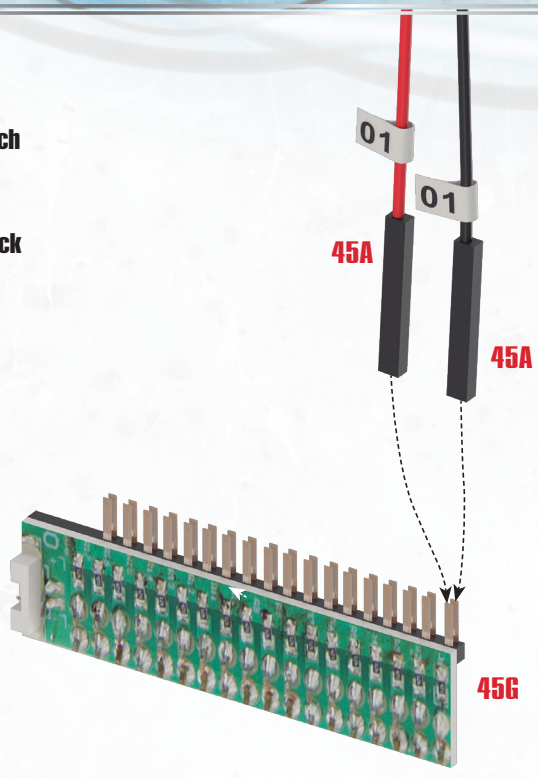
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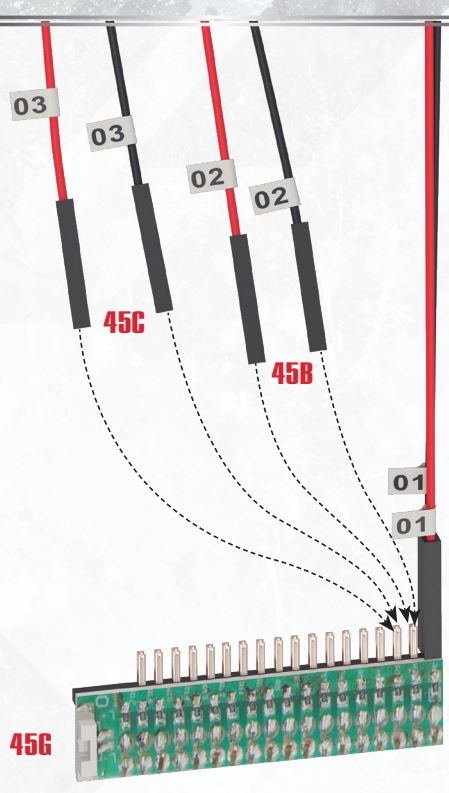
PCB SPLITTER FOR INTERIOR AMBIENT LIGHT

45.01

Select the left-side window ambient light wire (01) 45A and attach the red segment connector to the right front pin on the PCB splitter 45G (according to the orientation shown in the picture) and the black segment connector to the right rear pin.





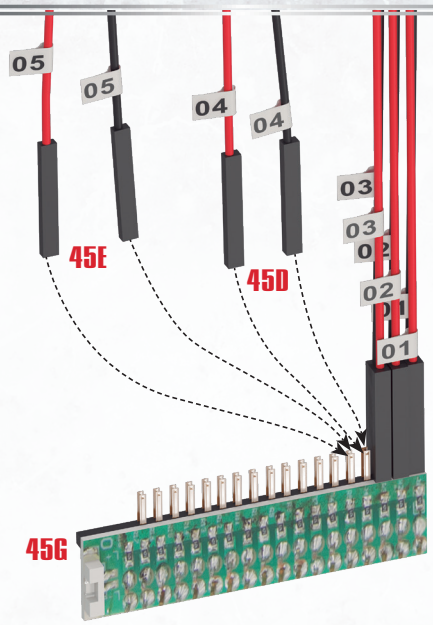


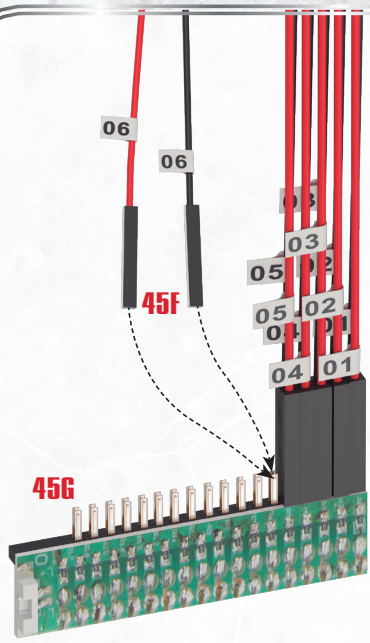
45.02

Take the right-side window ambient light wire (02) 45B and the left C-pillar ambient light wire (03) 45C, and attach the red segment connectors to the front pins on the PCB splitter 45G and the black segment connectors to the rear pins.

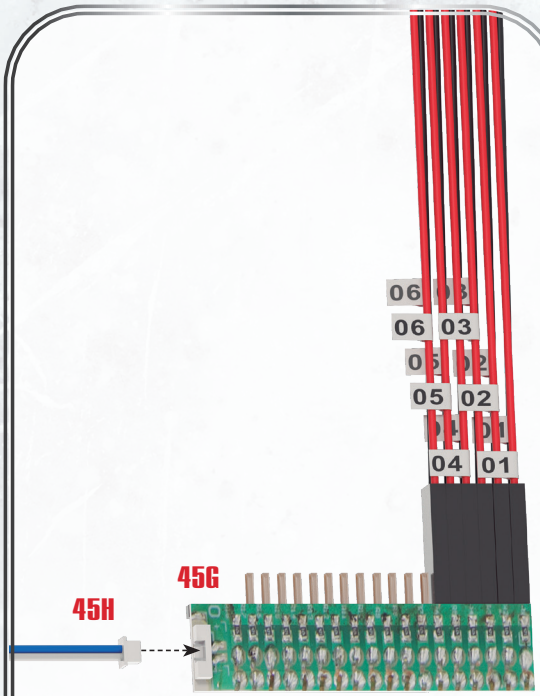
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45.03 Take the right C-pillar ambient light wire (04) 45D and the left rear seat ambient light wire (05) 45E and attach the red segment connectors to the front pins on the PCB splitter 45G and the black segment connectors to the rear pins.





45.04 Take the right rear seat ambient light wire (06) 45F and attach the red segment connector to the front pin on the PCB splitter 45G and the black segment connector to the rear pin, as shown in the picture.

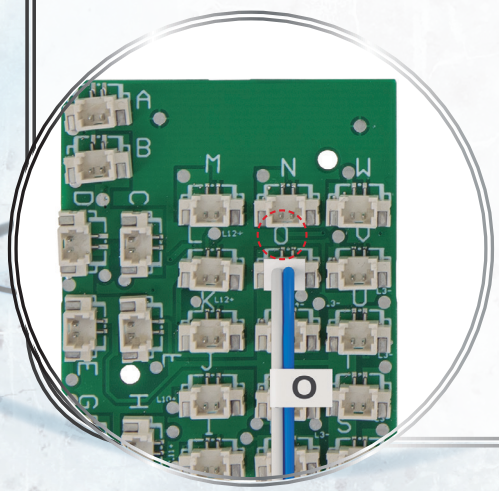


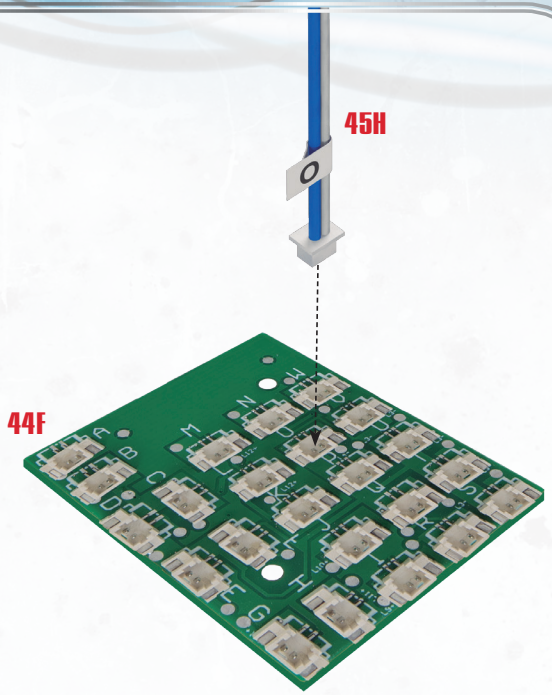
45.05 Fix the unlabeled terminal of the PCB splitter wire 45H to the highlighted connector on the PCB splitter 45G.

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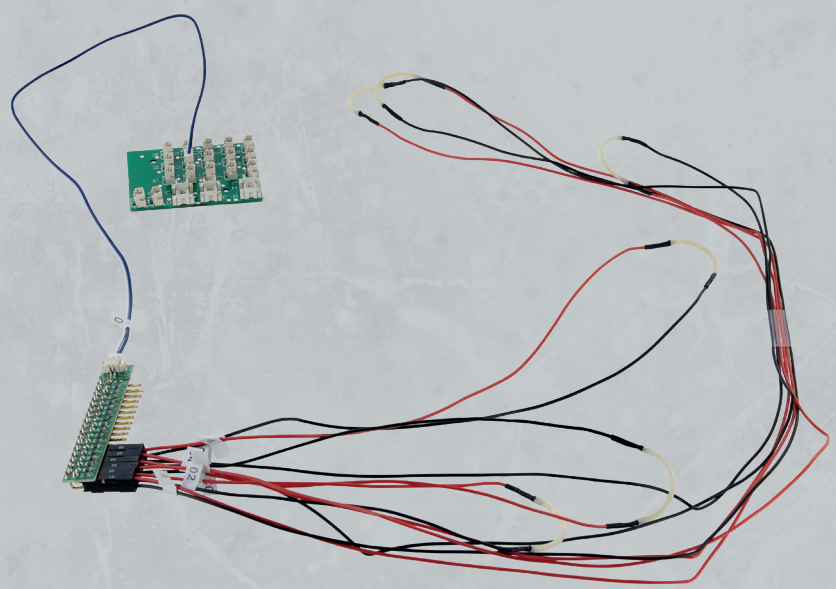
PCB SPLITTER FOR INTERIOR AMBIENT LIGHT

45.06 Connect the other terminal (with the '0' label) of the PCB splitter wire **45H** to the '0' connector on the PCB of the car **44F** you received in the previous issue.





Final assembly



FANHOME

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