FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

47



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BRIAN'S NISSAN SKYLINE GT-R

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In 1998, the last year of the JGTC with a car based on the Nissan Skyline GT-R (R33), the PENNZOIL NISMO GT-R entered by NISMO won the double Title.

DEVELOPING THE GT SPEC SKYLINE GT-R (R33)

Unlike the Skyline GT-R (R32), which was converted to GT specifications by modifications based on Group A rules, the Skyline GT-R (R33) was designed and developed to GT regulations from the beginning. In addition, improvements were made year after year to keep up with the evolution of its rivals, resulting in long-lasting progress.

The 2.8-liter RB-X GT2 engine was assembled with the same precision and clearances as a racing engine, so it needed to be warmed up before starting the car, especially in the winter.

Nissan and NISMO rushed to develop a GT-spec Skyline GT-R (R33) capable of competing in both the 1995 24 Hours of Le Mans and the All Japan GT Championship (JGTC).

The NISMO GT-R LM for Le Mans was shown to the media for the first time at Fuji Speedway on February 16, 1995. In mid-March, the NISMO GT-R LM and the ZEXEL Skyline (R32), which had competed in the previous year's JGTC, were brought to Sportsland SUGO when there was still snow on the trackside for comparison and vigorous testing. Six Le Mans drivers participated in these tests – Kazuyoshi Hoshino, Toshio Suzuki, Masahiko Kageyama, Hideo Fukuyama, Shunji Kasuya, and Masahiko Kondo.

The JGTC-specification Skyline GT-R (R33) made its appearance at the season-opening JGTC race at Suzuka, with the final round held on April 2. However, only one car entered by NISMO was present – the #55 JOMO R33. This model served as the early version vehicle for the 24 Hours of Le Mans in June. In accordance with the N-GT vehicle regulations for JGTC participating cars, the carbon rotors on the brakes that were permitted in the Le Mans GT-1 class, were replaced with steel rotors, while the flat bottom that was attached to the floor of the car body was removed. In the first run at Suzuka, the car qualified in second place. In the actual race,

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Left: 1998-spec PENNZOIL NISMO GT-R; right: 1996 24 Hours of Le Mans entry. Just by looking at the body shape, you can see the evolution of the car.

it also finished second, behind the #1 CALSONIC Skyline GT-R; this was the previous year's model, previewing its capabilities despite its short development period.

Even though the Skyline GT-R competed in the JGTC, the Skyline GT-R (R32) – which had been modified based on Group A specifications – and the Skyline GT-R (R33) – which was designed from the start as a GT-spec car – were built very differently. The most noticeable difference was the suspension. Group A-spec suspension was simply a pipe arm with movable parts installed in the same position as the suspension of the production car.

In contrast, the GT-specification suspension on the Skyline GT-R (R33) had been seriously modified in accordance with the N-GT vehicle regulations for JGTC participating vehicles. Since it was permissible to change the mounting position as long as the basic format was followed, the arms were redesigned to be four-wheel double wishbones with the length of the arms extended and the mounting position changed to the optimal position for a racing car. The upper arms of the front suspension were positioned above the tires as they are on production cars, making them unsuitable for GT specifications, where large-diameter tires are used and the vehicle height must be kept to an extremely low level. Therefore, the upper and lower arms were replaced with orthodox double wishbones that fitted inside the wheels.

In order to accommodate the racing tires – which were much wider than those in Group A specification – and to move the suspension attachment points, the front inner fenders were replaced with special ones. Although the monocoque itself was the same as that on the production car according to vehicle regulations, the inner fenders in front of the bulkhead were cut off, and new special inner fenders with strong, machined double-wishbone attachment points were installed.

In addition, the uprights supporting the axles were adapted from those used on the Nissan R92CP, a Group C car. However, the shock absorber mounting points were changed. Although the layout was simpler than that of later GT cars that used complex links like those of formula cars, it was certainly closer to a pure racing car than the Group A version based on a production vehicle.

ADAPTING THE ENGINE FOR GT

The RB26DETT engine had already been optimized during the Group A era, but was modified to meet the air restrictions imposed by the JGTC's regulations. The transmission used was a six-speed sequential system manufactured by the British company X-Track. This longitudinally mounted transmission was named "092", and featured a case made of magnesium alloy used for aircraft. It had already been fitted in some of the 1994 Skyline GT-R (R32) models, but was modified for the Skyline GT-R (R33) with a new position for the gearshift lever and other adjustments. Incidentally, the 092 had a maximum of 60 different gear ratios to choose from.

The #1 CALSONIC Skyline and #3 UNISIA JEX Skyline were

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also changed to the new machine from the second JGTC round at Fuji in May 1995, bringing the total number of competing Skyline GT-R (R33) to three. In fact, the #55 JOMO R33 was also adapted to a new machine manufactured by NISMO – it was the same car as the #23 vehicle entered in the 1995 24 Hours of Le Mans, and was used as a test car for the race in June.

In its debut year, the 1995 season, the GT version of the Skyline GT-R (R33) performed well. It secured all the podium places in the 4th round of the "JAPAN SPECIAL GT CUP" at Fuji and finished on the podium in every race. Masahiko Kageyama was the driving force that propelled the CALSONIC Skyline to his second consecutive Drivers' Championship.

In the following 1996 season, two McLaren F1 GTRs competed in the JGTC. This supercar with a carbon monocoque took pole position in every race and won four races to take the Championship. The Skyline GT-R (R33) of Kazuyoshi Hoshino and Masahiko Kageyama, which started seventh on the grid, won the 4th round at Fuji, giving the #1 CALSONIC Skyline a shot at the Championship, but in truth it was far from a Championship contender.

The CALSONIC Skyline switched to the Skyline GT-R (R33) from round 2 in 1995, and driver Masahiko Kageyama won the Championship in 1995 after also winning it the year before.



Skyline GT-R (R33)-based cars started competing in the JGTC in 1995, with the NISMO team's JOMO R33 from the first round and the JOHNSON Skyline from the third round.

The Skyline GT-R (R33), which urgently needed a power upgrade for 1997, saw its RB26DETT engine converted to a dry-sump type and the oil pan removed. The engine was mounted extremely low and moved to the rear of the engine compartment. The previous year's winner, the McLaren F1 GTR, did not compete in the 1997 season, which seemed to favor the Skyline GT-R (R33). However, the Toyota Supra was now on the rise, and Nissan only won the opening round at Suzuka with the #2 ZEXEL Skyline. Once again, the Skyline GT-R (R33) was unable to challenge for the Championship.

MODIFICATIONS FOR 1998

As a result, the 1998 version of the Skyline GT-R (R33) underwent a thorough series of design changes. The rack-and-pinion steering gearbox that had previously penetrated under the engine was replaced by a newly designed steering system



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using cams and bell cranks, and the mounting position was changed. It meant that the engine was now mounted in an extremely low position. The chassis balance was improved, partly because the center of gravity was lowered and the driver's seat was moved rearward. This improved handling stability.

In addition, aerodynamic performance was greatly improved by boldly removing the front fenders behind the wheel arches to reduce aerodynamic drag, and by adopting a design that facilitated smooth air discharge around the wheels. The 86mm bore of the RB26DETT engine remained unchanged from the production model, and only the stroke was extended by 4mm to create a new engine with a displacement of 2,708cc. This unit produced more than 500ps and 72kgm of torque – the mid– to low-speed torque, which was particularly effective for acceleration from a standing start, was boosted, contributing greatly to the improved lap times.

The 1998 Skyline GT-R (R33) in GT specification featured a bold evolution that moved the driver's seat much farther back and optimized front-to-rear weight distribution.



In 1998, the GT version of the Skyline GT-R (R33) underwent a major evolution. The PENNZOIL NISMO GT-R, popular for its American livery, won both the Drivers' and Team Titles.

Thanks to these modifications, the Skyline GT-R (R33) regained its competitiveness, and the #23 PENNZOIL NISMO GT-R of Eric Comas and Masami Kageyama won the Driver's Title and NISMO secured the Team Title.

From the opening round of the 1999 season, the team switched to the new Skyline GT-R (R34), which incorporated the technical developments of the previous year's model. The Skyline GT-R (R33) is remembered as a machine that made great progress during its four seasons of competition in the early days of the JGTC.♦



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THE CARS IN FAST & FURIOUS

After the series visited Tokyo, returning to Los Angeles was a challenge for the producers of *Fast & Furious*. To meet the fans' expectations, a massive effort was made to present on screen a cast of automobiles as varied as they were exclusive.



It is no surprise that the Nissan Skyline GT-R (pictured) is once again Brian O'Conner's favorite car in the *Fast & Furious* movie released in 2009, although this time he also uses a Subaru WRX STi.

Even before production began on the movie, Screenwriter Chris Morgan was certain one particular car would appear in *Fast & Furious:* Dom Toretto's Dodge Charger. "Not only does it look unique, it implies so much more," says the screenwriter. "It tells a story, it's symbolic of Dom's soul."

DOM, BRIAN, AND THEIR FOUR-WHEELED TREASURES

But as well as his legendary vehicle, in this new movie, Dom had an unbeatable arsenal of vehicles: a 1970 Chevrolet SS Chevelle, which he had driven in the first movie in the series; a 1987 Buick GNX Grand National; and a 1973 Camaro F-Bomb, designed by David Freiburger. Dom Toretto's good taste was beyond doubt.

To give the character continuity, the producers continued to opt for sophisticated import models, like Brian's already iconic 2009 Nissan Skyline GT-R and Subaru WRX STi.

The rest of the characters had the opportunity to drive some truly extraordinary

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cars. Letty took the controls of a 1970 Plymouth Road Runner; Mia drove a 2003 Acura NSX; and Gisele, for her debut in the series, showed off in a 2007 Porsche Cayman. Even the villains enjoyed legendary automobiles, such as Fenix, and his 1972 Ford Gran Torino.

A FANS' REUNION

Once again, vehicle specialist Dennis McCarthy and his team were not only given the job of adapting all these cars to the specifics of the filming, but also ensuring that they would meet all the demands of the script. They also found all the vehicles that were going to appear throughout the filming. For this – and as was, by then, traditional – a mass vehicle casting was called, open to owners in the United States and Canada. Hundreds of proud drivers turned up in their vehicles, from motorcycles to SUVs, all prepared to turn their autos into film stars. It was an authentic festival that surprised the whole team.

Producer Michael Fottrell admitted he was fascinated by "the designs and the colors of the bodywork. Everything is taken care of down to the last detail, the paintwork, the interiors… it's all there, it's incredible."

The members of the team also contributed. For one scene, Dennis McCarthy loaned a spectacular red 1969 Camaro, which was capable of doing more than 180mph (300km/h). Paul Walker, for his part, loaned a 1967 Chevy Nova from his collection so that it could be part of the party the main characters throw in the Dominican Republic. ♦

THE ADVENTURES OF BRIAN O'CONNER

Back in the service

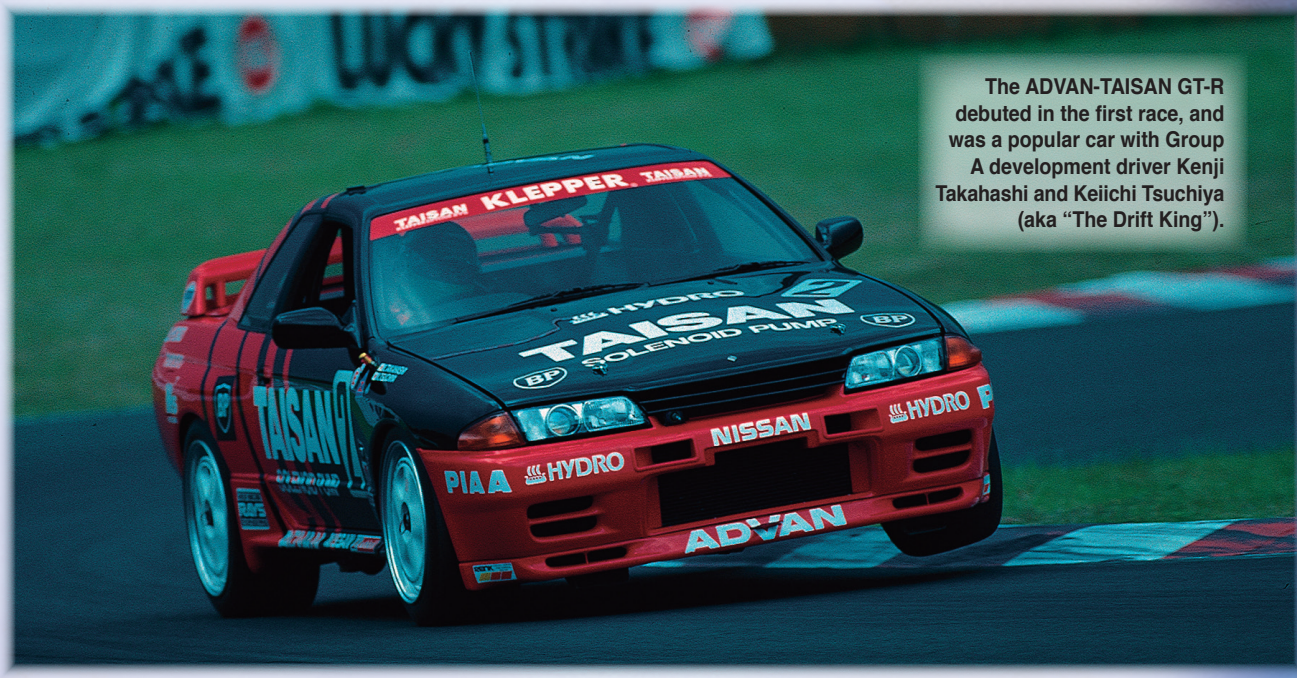
After taking a well-deserved break in *The Fast and the Furious: Tokyo Drift*, Brian O'Conner returns at the start of the series' fourth movie. And he does so running after a fleet-footed criminal who escapes across the rooftops of the buildings in the center of Los Angeles. Viewers might not recognize Brian at first; he has swapped his habitual urban outfit for a classic gray suit. It is his new uniform, as the success of his Miami mission has earned him a job in the FBI. Brian is back in the service again.



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A SECOND SUCCESSFUL YEAR IN GROUP A

Following a triumphant debut season competing in the Group A category of the 1990 Japan Touring Car Championship (JTC), Nissan saw the number of GT-Rs increase for 1991. And with healthy competition between the cars over the six races, it resulted in another winning year.



The ADVAN-TAISAN GT-R debuted in the first race, and was a popular car with Group A development driver Kenji Takahashi and Keiichi Tsuchiya (aka "The Drift King").

In 1990, the debut year of the GT-R Group A class in the Japan Touring Car Championship, the Skyline GT-R won all six races and the Manufacturers' Title with overwhelming dominance. What's more, Kazuyoshi Hoshino and Toshio Suzuki in the CALSONIC Skyline secured the Drivers' Title. The fans' eyes were all on the two Skyline GT-Rs, as the battle with the Ford Sierra – which was seen as a major rival to the Skyline GT-R – took on a different dimension.

In 1991, the number of GT-Rs in the first round of the Japan Touring Car Championship increased to four. One of the cars was an ADVAN-TAISAN GT-R with Yokohama tires, piloted by Kenji Takahashi – who was also the development driver of the GT-R Group A model – and Keiichi Tsuchiya, who was at the height of his popularity at the time.

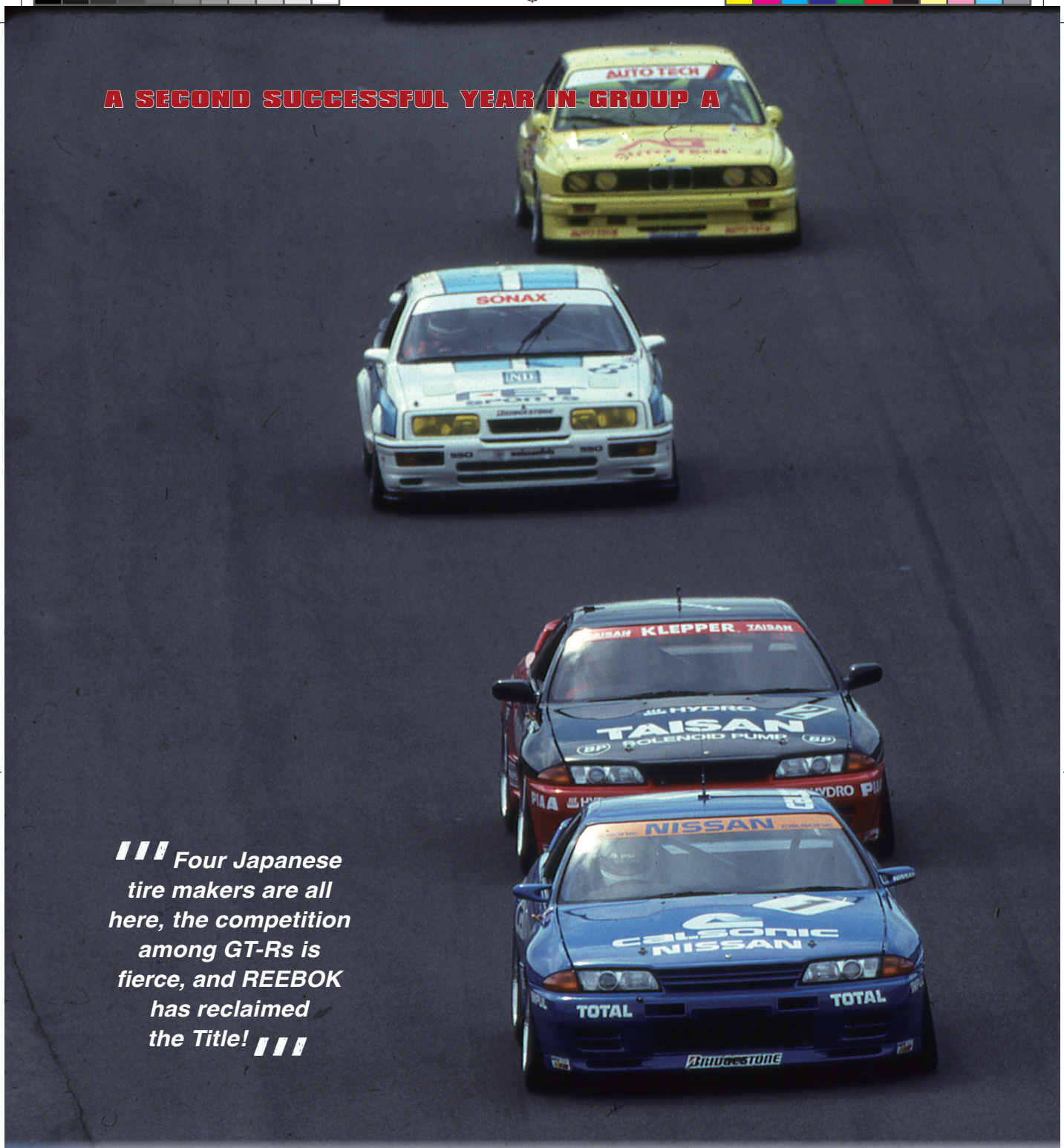
The other GT-R was an AXIA Skyline with Toyo tires, driven by Kazuo



The third GT-R, from Team AXIA, debuted in round 5 in 1990 with Kazuo Shimizu and Masahiko Kageyama; it was equipped with Toyo tires.

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A SECOND SUCCESSFUL YEAR IN GROUP A



"Four Japanese tire makers are all here, the competition among GT-Rs is fierce, and REEBOK has reclaimed the Title!"

Shimizu – who also drove a GT-R in the N1 endurance race – and young driver Masahiko Kageyama. As a result, the GT-Rs were now running on tires from all four of Japan's leading tire manufacturers – Bridgestone, Dunlop, Yokohama, and Toyo.

From the perspective of the era, the GT-R was a heavyweight machine. Moreover, it was a combination of nearly 600hp and 4WD. Tire makers had never experienced a race car like this before, and they knew that the tires they could make to match the GT-R would have a major impact on the outcome of the race. In this respect, Bridgestone and Dunlop had the advantage of a year's prior know-how. The 1991 season's main focus was to see how newcomers Yokohama and Toyo would fit into the mix.

On the other hand, the rival Ford Sierra cars were down in number. Therefore, Division 1, in which both GT-R and Ford Sierra participated, was essentially becoming a single-make race for the GT-Rs.

In the debut season of 1990, the team determined the difference

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The GT-R of Eiji Yamada and Tatsuharu Okitomo, the winning Saurus Cup drivers, was named the Saurus Champ GT-R NISMO, and was one of the team's principal works cars.



The REEBOK GT-R secured the 1991 Drivers' Title for the golden duo of Masahiro Hasemi and A. Olofsson, who had not won the Championship since 1989.

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A SECOND SUCCESSFUL YEAR IN GROUP A



The ET Sports GT-R driven by Kiyoshi Misaki and Naoki Nagasaka debuted in round 6, the last Championship race of 1991.

in performance between the GT-R and the Ford Sierra in actual competition, and decided to develop an engine with higher durability and more power. The engine's power was reduced from 600ps, the target at the time of development, to around 550ps.

However, the GT-Rs were plagued with unexpected problems from the very first race, as the competition among the GT-Rs intensified. This was the result of each team driver pushing their GT-Rs to the limit. It led to a situation where the enemy of the GT-R was actually the GT-R.

NISMO investigated the cause of the problem and supplied countermeasure brake parts to each team. Nevertheless, the competition among the GT-Rs became more and more intense with each passing round, and the brakes issue continued for a long time. The fifth GT-R, the Saurus CHAMP GT-R, participated in round 3 at Tsukuba and Round 4 at Sendai Highland. In the final round, FET Sports, which until then had been using a Ford Sierra, entered this fifth GT-R in its race livery. In the final round, the NAPOLEX Skyline, driven by former F1 drivers Stefan Johansson and Paolo Barilla, made an appearance.

In the 1991 series, the GT-R won all six races and took the Manufacturers' Title for the second year in a row. The Drivers' Title went to Masahiro Hasemi and Alex Olofsson in the REEBOK Skyline. ♦



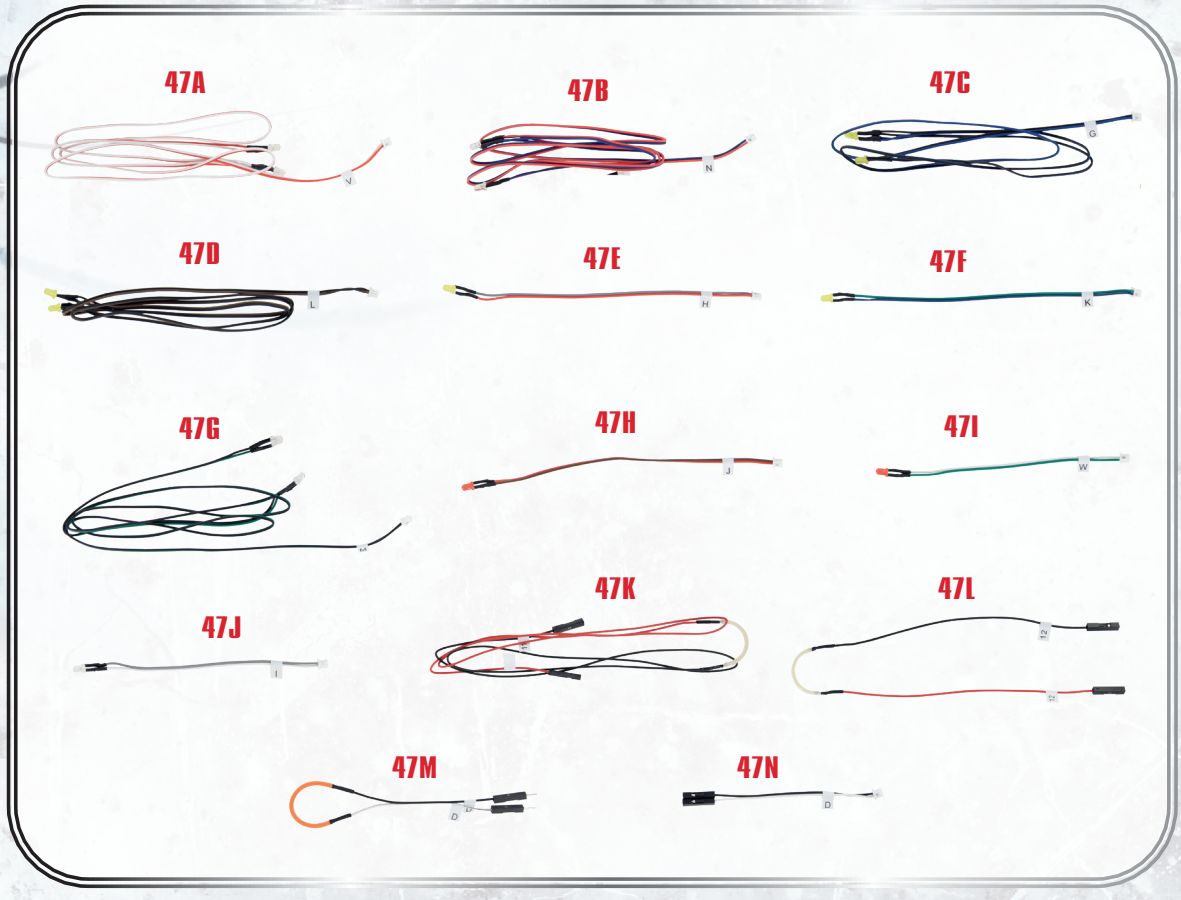
The NAPOLEX Skyline only participated in the final round of the 1991 season. At the wheel were former F1 drivers Stefan Johansson and Paolo Barilla, who attracted a lot of attention.

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STAGE 47
LIGHTING SYSTEM (2)

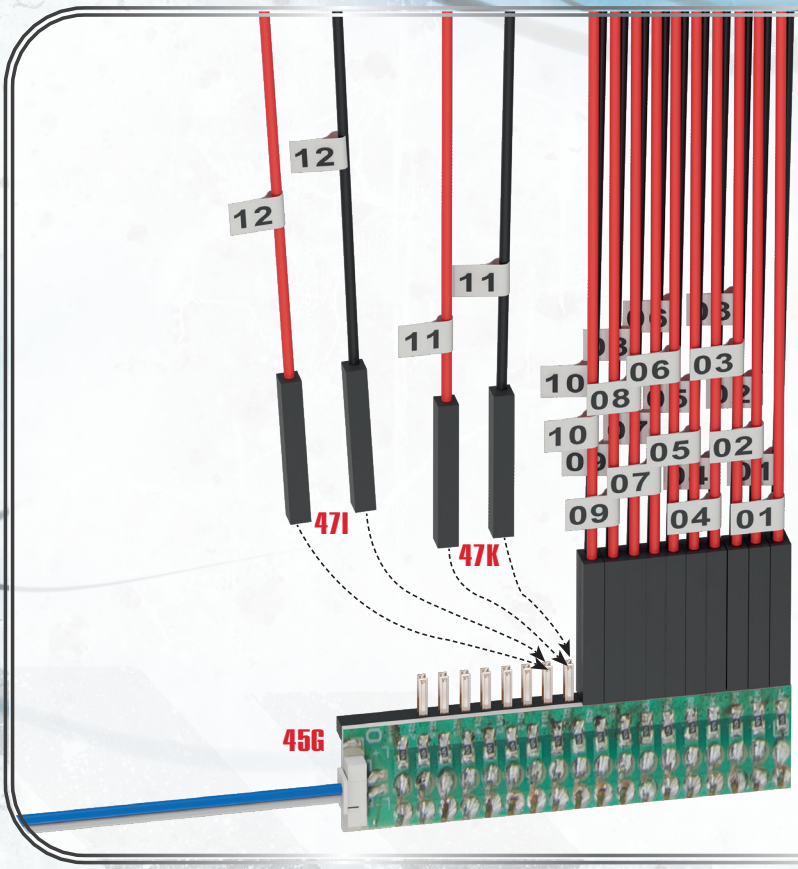
In this issue, we will connect the wires for the headlights, front turn signal lights, and front position lights to the car PCB. We also will connect the wires for the rear fog lights, reversing lights, rear left turn signal, and brake lights.

PARTS



- 47A Dipped headlights wire (V)
- 47B High beam headlights wire (N)
- 47C Front left and center turn signal wire (G)
- 47D Front right and center turn signal wire (L)
- 47E Rear left turn signal wire (H)
- 47F Rear right turn signal wire (K)
- 47G Front position lights wire (M)
- 47H Rear center brake lights wire (J)
- 47I Rear fog lights wire (W)
- 47J Reversing lights wire (I)
- 47K LED lights wire 11 (11)
- 47L LED lights wire 12 (12)
- 47M Rear position and brake lights wire 2 (D)
- 47N Extension wire 2 (D)

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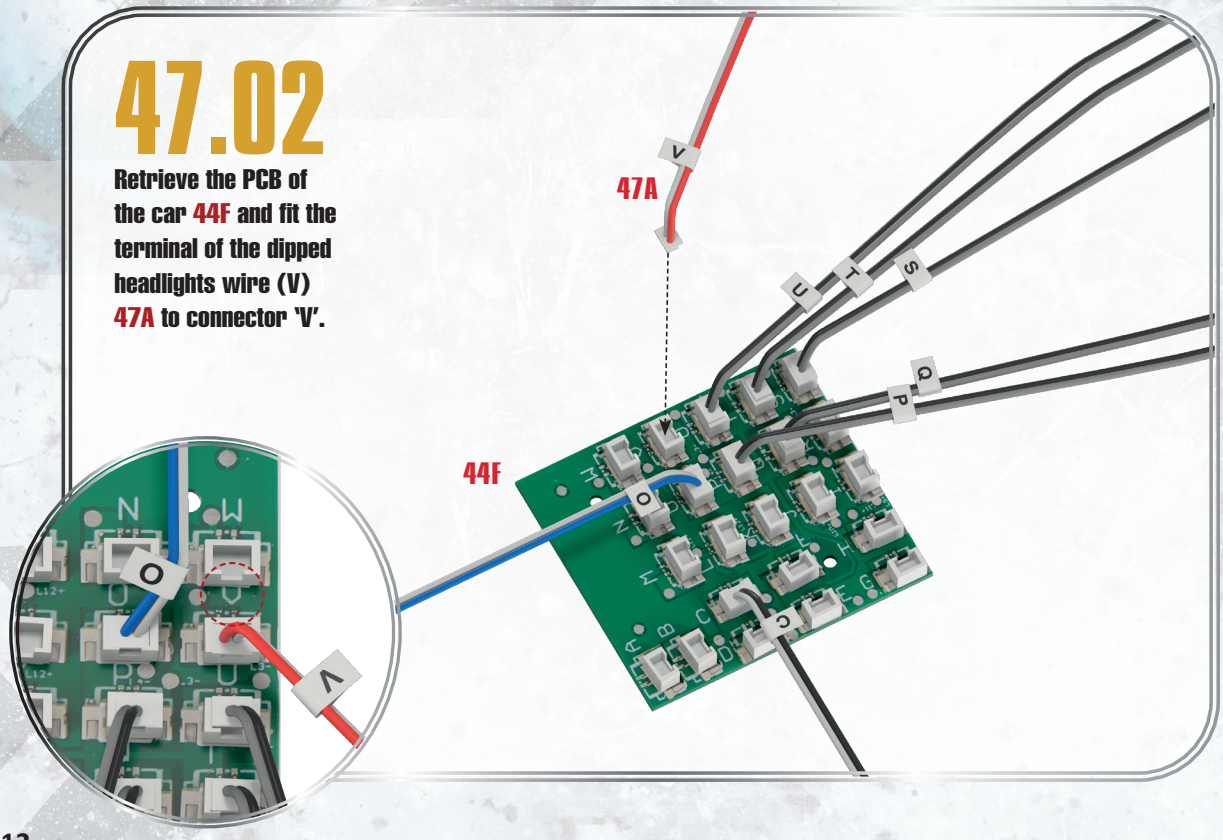


47.01

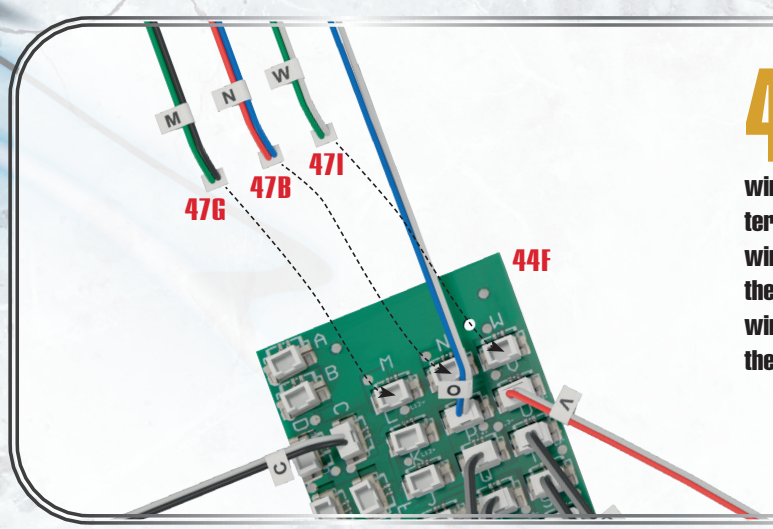
Take the LED lights wire 11 (11) 47K and the LED lights wire 12 (12) 47L and attach the red segment connectors to the front pins on the PCB splitter 45G and the black segment connectors to the rear pins.

47.02

Retrieve the PCB of the car 44F and fit the terminal of the dipped headlights wire (V) 47A to connector 'V'.

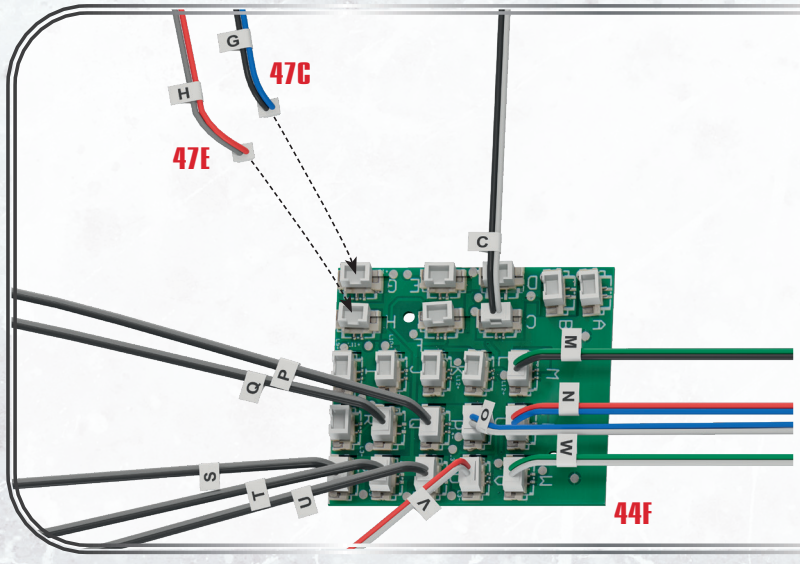


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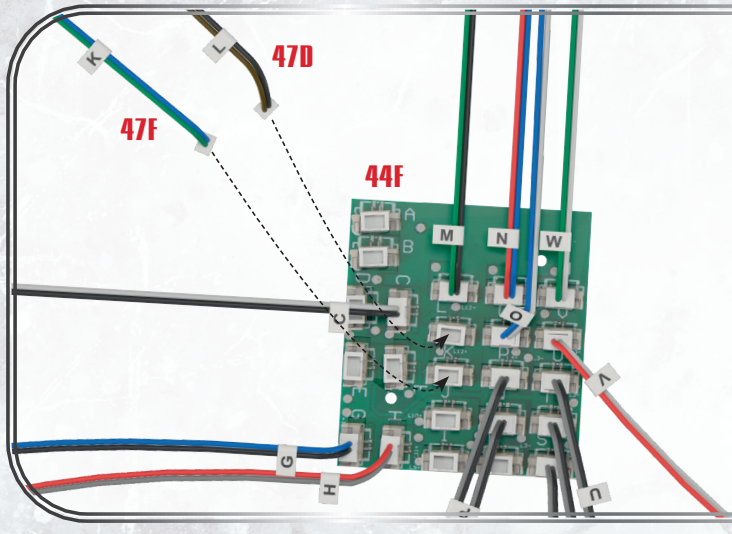
47.03

Fit the terminal of the front position lights wire (M) 47G to connector 'M', the terminal of the high beam headlights wire (N) 47B to connector 'N', and the terminal of the rear fog lights wire (W) 47I to connector 'W' on the car PCB 44F.



47.04

Fit the terminal of the rear left turn signal wire (H) 47E to connector 'H' on the car PCB 44F and the terminal of the front left and center turn signal wire (G) 47C to connector 'G'.

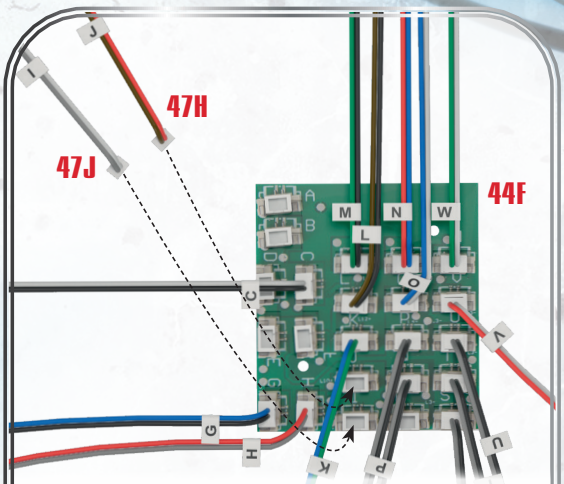


47.05

Fit the terminal of the rear right turn signal wire (K) 47F to connector 'K' on the car PCB 44F and the terminal of the front right and center turn signal wire (L) 47D to connector 'L'.

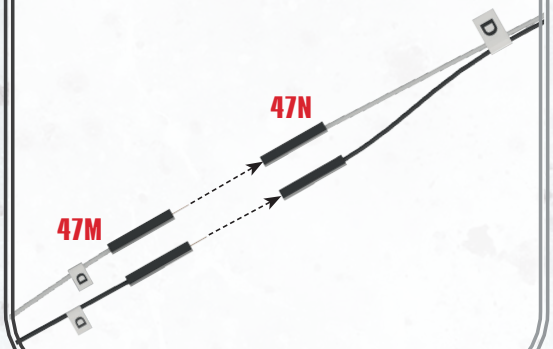
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LIGHTING SYSTEM (2)

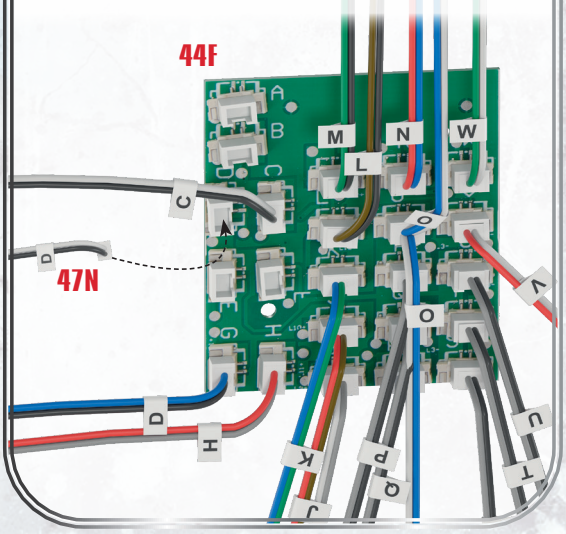


47.06 Fit the terminal of the reversing lights wire (I) 47J to connector 'I' on the car PCB 44F and the terminal of the rear center brake lights wire (J) 47H to connector 'J'.

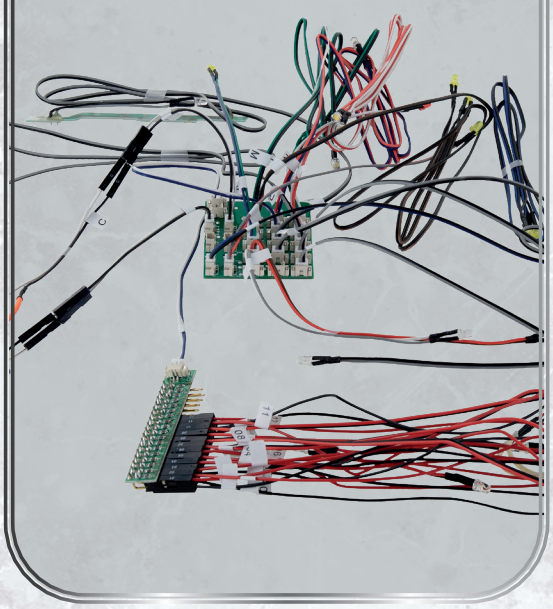
47.07 Carefully attach the connectors of the rear position and brake lights wire 2 (D) 47M to those of the extension wire 2 (D) 47N, matching the wires of the same color.



47.08 Finally, attach the terminal of the extension wire 2 (D) 47N to connector 'D' on the car PCB 44F.



Final assembly



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