FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

48



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BRIAN'S NISSAN SKYLINE GT-R



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UNIVERSAL



The Prince Skyline 1500 Deluxe (ALSI) debuted in 1957. The first-generation Skyline was more of a middle-class deluxe sedan than a sporty car.

THE ORIGINS OF THE PRINCE MOTOR COMPANY

There was once a company called the Prince Motors, Ltd. that competed with Nissan Motor Co., Ltd. and the Toyota Motor Company for supremacy. The business was based on two aircraft manufacturers that produced a large number of military aircraft, and its advanced technological capabilities made it a major player in the postwar automobile industry. The first-generation Skyline was created at the Prince Motors, Ltd.

The reason why successive generations of the Skyline GT-R are so beloved by car enthusiasts is that they were competitive racing models, and because the history of the Skyline itself is full of interesting stories.

The Skyline is an important brand of the Nissan Motor Co., Ltd. that has been in existence for more than 60 years, but it was actually named by a different company. The first-generation Skyline was created in April 1957 as a passenger car for the then Fuji Seimitsu Kogyo. The second-generation Skyline was launched in September 1963 during the Prince Motors, Ltd. period and became a Nissan vehicle well into its model life.

The company that produced the Skyline had its origins in Nakajima Aircraft and Tachikawa Aircraft, two of Japan's leading aircraft manufacturers before and during World War II. The two companies, which had produced a large number of military aircraft, were forced to switch to civilian production following defeat in the war; after a few twists and turns, they became automobile manufacturers.

Nakajima Aircraft started out as Japan's first privately owned "Aircraft Research Institute", established in Gunma Prefecture in 1917 by retired Navy engineer Captain Chikuhei Nakajima. After manufacturing prototypes, the company received an order from the Japanese Army in 1919 to mass produce the Nakajima Type 5 biplane. This order is said to have been the first ever placed by the military to a private aircraft manufacturer.

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THE ORIGINS OF THE PRINCE MOTOR COMPANY

As the Showa era progressed, Nakajima purchased manufacturing rights from Europe and the US to produce aircraft engines for the Army and Navy. It also developed air-cooled, star-shaped engines of its own design, starting with the Kotobuki in 1930 and continuing with the Hikari, Sakae, Mamoru, and Homare power plants before and during World War II. These would become the foundation of the company's engine technology.

With the outbreak of the Sino-Japanese War and the Pacific War, Nakajima Aircraft concentrated on mass production of military aircraft and grew to become a domestic aircraft manufacturer on par with Mitsubishi Heavy Industries. The company produced many aircrafts, including the Hayabusa, a Type 1 fighter that earned the company the name "Kato Hayabusa Fighter Team"; the Shoki, a Type 2 fighter; the Hayate, a Type 4 fighter (designed by Mitsubishi Heavy Industries); and the Ginga, a naval land bomber (designed by the Naval Aviation Technology Factory). All of the Zero fighters designed by Mitsubishi Heavy Industries were equipped with Nakajima Aircraft's Sakae engines, and the aircraft were also produced under license by the company, with production exceeding that of Mitsubishi Heavy Industries. As a result, Nakajima Aircraft and other munitions factories were targeted by US Boeing B-29 bombers in their raids on the Japanese mainland.

The other part of "Tachikawa Aircraft" was founded in Tokyo in 1924 as Ishikawajima Aircraft Works. It later became the Tachikawa Aircraft Company and produced fighters, bombers, and training planes for the Army. The company took over production of the Hayabusa, an Army fighter designed by Nakajima Aircraft Company. It also designed and produced the twin-engine Army reconnaissance bomber Ki-74 and other aircraft.

After the war, by order of GHQ (Supreme Headquarters of the Allied Powers), the manufacture of aircraft was banned in Japan. Nakajima Aircraft Company changed its name to Fuji Industries and converted to civilian industry. The plan was to establish a second company without separating each factory, but GHQ did not approve of this and ordered that the company be broken up and divided into 15 separate companies, just like the four major *zaibatsu* (conglomerates) of the time – Sumitomo, Mitsui, Mitsubishi, and Yasuda.

In the end, 12 new companies were approved in 1950. Of these, six went on to merge to form Fuji Heavy Industries, which is now the Subaru company, and the remaining six went on to become Fuji Precision Machinery, later Prince Motors, Ltd. This became involved in a variety of endeavors such as fishing boat engine manufacture, movie projectors, and sewing machines. In 1951, at the request of Tama Jidosha, the company developed a 45ps prototype automobile engine.

Incidentally, after the war, engineers from Nakajima Aircraft and Tachikawa Aircraft became engineers not only for Fuji Heavy Industries and Prince Motors, Ltd., but also for other automobile manufacturers, contributing to the development of the Japanese automobile industry.

NEW COMPANY NAME

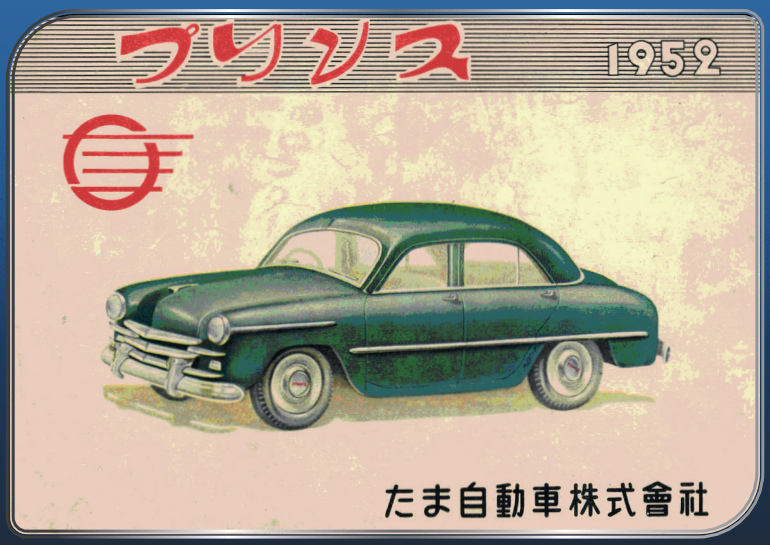
The other original company, Tachikawa Aircraft, also found new opportunities in the automobile industry and completed a prototype truck of its own design as early as 1946. The vehicle was named "Tama" after the name of the area where the Tachikawa Aircraft factory was located.

Tachikawa Aircraft developed an electric car because of the severe oil shortage in Japan immediately



The Prince Sedan (AISH-I) was introduced in 1952. Tama Motor Company was a company that originated from Tachikawa Aircraft, while the engine was supplied by Fuji Precision Machinery, a Nakajima Aircraft company. This car is also in the Nissan Heritage Collection.

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When the Prince Sedan (AISH-I) debuted in 1952, it was called Tama Motor Company, and two years later, in the 1954 catalog, the company name was changed to Prince Motor Sales. The illustrations in the catalog also evolved into more realistic presentations than in 1952.

after the end of the war. The government encouraged the production of electric vehicles because of the relatively abundant supply of electricity. Thus, the company was newly established as the Tokyo Electro Automobile Co. and later renamed Tama Electric Car Company, though it also manufactured gasoline-powered vehicles.

The Tama had declared performance figures of a maximum speed of 21.7mph (35km/h) and a driving range of 40 miles (65km) per charge. It was ranked top in the first electric vehicle performance test sponsored by the Ministry of Commerce and Industry, recording a maximum speed of 21.8mph (35.2 km/h) and a driving range of 59.8 miles (96.3 km). This original Tama electric car has been restored and is housed in the Nissan Heritage Collection in full operating condition.

Following on from the electric truck, a four-seat passenger car called the Tama Junior was launched in 1948, while the Tama Senia five-seater medium passenger car was released the following year. The Tama Senia was an electric car with an advanced design that could travel up to 124 miles (200km) on a single charge, and featured independent suspension with transverse springs in the front and hydraulic brakes.

However, when the Korean War broke out in June 1950, Japan experienced procurement demand. At the same time, the US military bought up supplies of lead for munitions use, which caused the price of storage batteries to skyrocket. In addition, the benefits of electric vehicles were sharply reduced due to the drastic easing of oil imports, forcing the conversion of Tama electric vehicles to gasoline-powered vehicles.



The catalog of the Prince sedan (AISH-I) in 1952 promoted the excellence of the engine made by Fuji Precision Machinery. At that time, even 1,500c and 45ps was considered powerful.

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As a result, the company asked Fuji Precision Machinery, the successor of the Nakajima Aircraft Company, to manufacture the gasoline engine. In November 1951, the company completed a prototype of a 1.2-ton light-duty truck (AFTF-I) equipped with a 1.5-liter, 45ps gasoline engine and a payload capacity of 1.2 tons, which prompted the company to change its name to Tama Motor Company. This was the first time that Nakajima Aircraft and Tachikawa Aircraft crossed paths.

Following the small truck, Tama designed a new passenger car chassis, and the new model announced in March 1952 was named Prince Sedan (AISH-I) in honor of His Imperial Highness Prince Akihito, the Emperor of Japan. The company also developed Japan's first remote-controlled transmission with synchronized mesh for 2nd, 3rd, and 4th gears. In addition to the Prince Sedan, other models were launched: the Prince Truck, the Prince Van, and the Prince Pickup, while Tama Motor Company was renamed Prince Motors, Ltd. (initially) in November of the same year.



The 1947 Tama Electric Car (E4S-47-1) in the Nissan Heritage Collection. This EV was born in the midst of the oil shortage immediately after the end of the war. It boasted outstanding performance for its time.

In the automobile industry, it is unreasonable to manufacture the body and engine in separate companies. Therefore, in April 1954, Prince Motors, Ltd. merged with Fuji Precision Machinery, which had supplied engines to the company; the company was relaunched, retaining the name Fuji Precision Machinery.

In April 1957, the first generation Skyline (ALSI) was launched by Fuji Precision Machinery and the long history of the brand up to the current 13th generation model began. In February 1961, Fuji Precision Machinery was renamed Prince Motors, Ltd. (the second generation) in order to establish an integrated production system including engines and bodies in order to match the company and brand names. The five years leading up to the merger with Nissan marked the beginning of Prince's turbulent history. ◆



The Tama Pickup Truck (EOT-47-2), also in the Nissan Heritage Collection, was built in 1947 and powered by a gasoline engine. The emblem of the Tama Motor Company is mounted on the front part of the vehicle. It is also in the Prince Sedan catalog on the previous page.

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RIO DE JANEIRO, A NEW HIDEOUT

The adventures of the most daring drivers in the world make a radical change of scenery in *Fast Five.* Rio de Janeiro, the city of samba, carnival, and heavenly beaches, is transformed into a deluxe setting for a movie brimming with action, chases, and hair-raising robberies.



The cast of *Fast Five* had access to some of Rio de Janeiro's most popular *favelas,* such as Dona Marta, although for shooting the complex rooftop chase scene, the crew had to recreate a favela in a small town in Puerto Rico.

After first seeking refuge in the Dominican Republic and then in Panama – and once he has been liberated from the authorities by his friends – Dom Toretto takes up Letty's suggestion to him in the previous movie: "I hear Rio is nice this time of year." He establishes his new hideout in Rio de Janeiro, the noisy, bustling city on the coast of Brazil. He has two reasons for this decision: on the one hand, the *favelas* of Rio form a mazelike network ideal for hiding in; on the other, a former member of the family who can help them has gone to live there – Vince, who has married a woman called Rosa and had a child. But, unbeknownst to Dom, Vince cause problems for Dom and his team, pitting them against the powerful and wealthy local businessman Hernan Reyes.

HEADING FOR RIO

Justin Lin, who returned as the director of this movie, insisted on traveling with the crew to the magical Brazilian city. "I felt like it was important to go to Rio and shoot some critical scenes because the texture, the way the sun impacts with the buildings, are things that you have to have," he said. The crew split into different production units to capture all of the beauty and the mystery of Rio,

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visiting and filming the most emblematic locations, such as Ipanema Beach, the iconic Christ the Redeemer statue on Corcovado, the fantastic peninsula overlooking Guanabara Bay known as Sugarloaf Mountain, Fort Copacabana, and more. While filming, the crew had to stock up with plenty of water to combat the high temperatures and the uncomfortable humidity. But the effort was worth it, not just for the scenery, but also for the warm welcome they were given by the thousands of fans of the series, who never stopped trying to find ways to see their favorite heroes act and direct.

RECREATING THE FAVELAS

It was, in fact, good relations with the locals that enabled Justin Lin to take the cameras into Dona Marta *favela*, in the Botafogo neighborhood built on steep, virtually inaccessible hillsides. In the movie's original screenplay, written by Chris Morgan, the main characters escape the relentless pursuit of the forces of law and order, and of Hernán Reyes's thugs, by leaping across the rooftops of the *favelas*. Due to the difficulty of shooting this scene, the decision was made to construct a *favela* in Naranjito, a small town near San Juan in Puerto Rico, where for whole week actors were filmed leaping spectacularly across the rooftops to flee from their pursuers.

"We headed to Puerto Rico where we could have more control," says Producer Neal Moritz. "But Rio was a really exciting place to be, and the scenes we shot there added much to the rawness to this movie." ◆

THE ADVENTURES OF BRIAN O'CONNER

On the trail of Braga

In Los Angeles' FBI office, Brian works under Agent Penning, who wants to dismantle Arturo Braga's drug cartel. His team also includes Agent Sophie Trinh, with whom Brian gets on very well, and Agent Michael Stasiak, with whom he constantly quarrels. Through hard work accomplished by unorthodox methods, Brian comes up with a name to investigate: David Park. "Park is a scout that recruits street racers to be mules for the Braga cartel. We find Park, and we bust the bad guys," Brian says proudly.



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THE NISMO FESTIVAL

Part 1: Origins and early years

The annual NISMO Festival is now established as a go-to event for fans of Nissan's motorsports division. Its origins go back more than three decades, when the first event was staged in the showroom of the company's head office.



The former NISMO headquarters in Omori, Shinagawa-ku, Tokyo, hosted a motorsports event in the middle of the city. Fans queued up to wait for the NISMO Summer Festival to open.

The NISMO Festival is held in early December every year, during the off-season for motorsports. It is popular as an event where the history of Nissan's motorsports can be experienced first-hand and famous racing drivers can mingle in an informal setting during the off-season period when they are not competing. The current NISMO Festival, which began in 1997, can be considered the originator of this type of motorsports event. Its origins can be traced back to the Fan Appreciation Festival first held in 1987. While today's NISMO Festival takes place at a racetrack and features old and new race cars, the original Fan Appreciation Festival was held in Omori, where NISMO's headquarters were located at the time.

NISMO was founded in 1984, and in May 1987, the showroom on the first floor of the headquarters



Clothing, goods, stickers, and goodie bags have been sold since the beginning of the festivals. The sales booths, which themselves had a "festival" atmosphere, were crowded with fans throughout the day.

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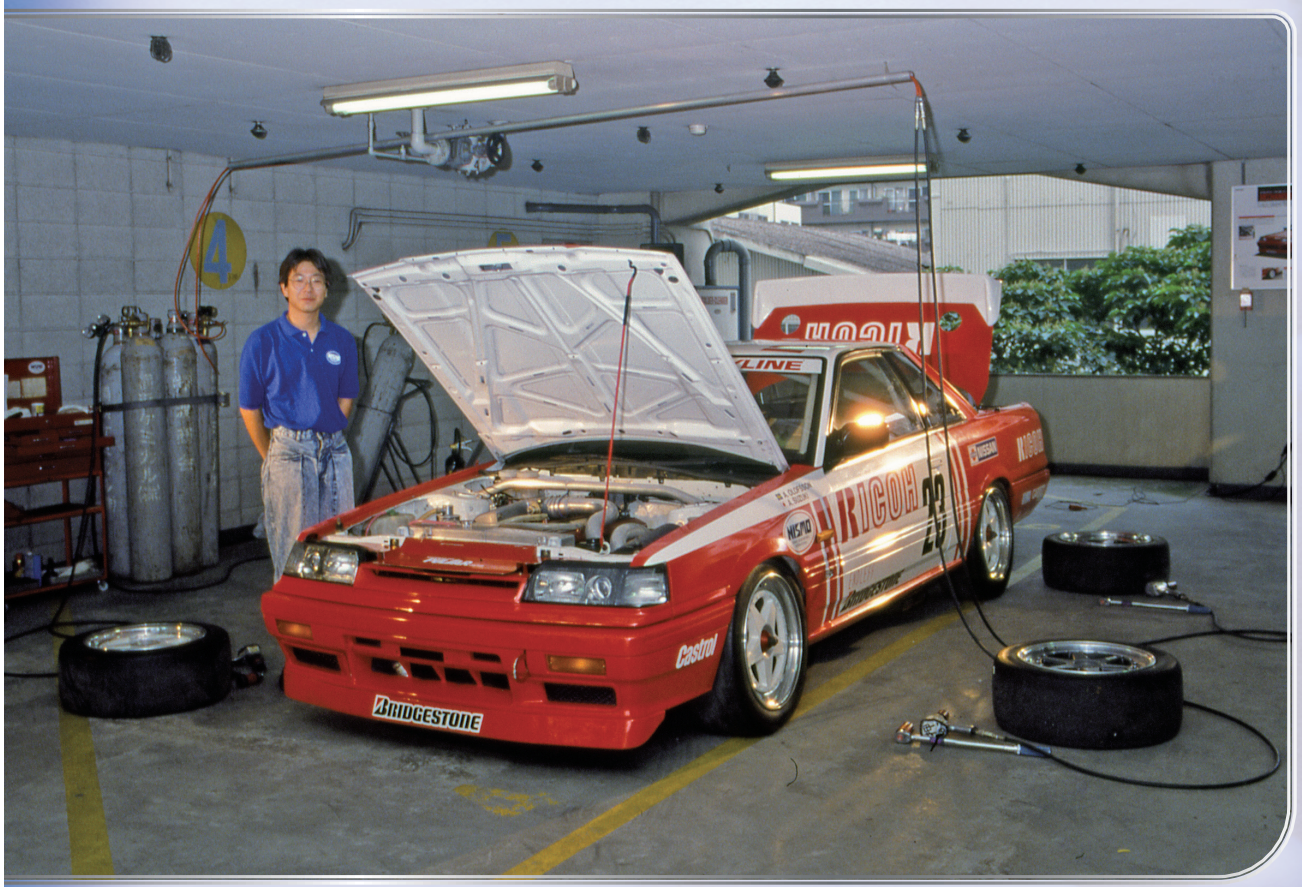
The car display area in the warehouse at a festival. Group C cars, a Dakar Rally-spec Terrano, and a Safari Rally spec 200SX were on display this year.

was renovated and reopened as a base for distributing information on various motorsports and sports parts. The showroom was named "NISMO PADDOCK" and an opening event was held in June. In December 1987, a year-end Thanksgiving party took place, with the occasion attracting around 3,000 fans.

NISMO PADDOCK was so well received that in 1988 the company began to open other locations throughout Japan, including in Kobe in January and Fukuoka in May. In July, the Fan Appreciation Festival was renamed the "NISMO Summer Festival" and held in the showroom of a large Nissan dealership in Ogikubo.

The 1989 NISMO Summer Festival was again held in July at the Omori headquarters. In March 1989, Nissan opened NISMO PADDOCKs in Kagoshima and Gifu, and in July in Kumamoto, marking the beginning of a full-scale nationwide rollout. ♦

NISMO is renowned for its superfast work in the pits, and the NISMO Summer Festival featured pit simulations using real race cars. It is still a popular attraction today.



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THE PERFORMANCE-LED THIRD-GENERATION SILVIA

The third-generation Silvia was launched in March 1979. In contrast to the curvy design of its predecessors, the new Silvia featured two body types: a two-door hardtop notched back with sharp straight lines, and a three-door hatchback, which was added in August of the same year. In addition, a sibling model, the all-new Gazelle, was also introduced. The Silvia and Gazelle differed in design, including the front grille and rear lamps. The two-door hardtop model had the usual two-arm windshield wiper, while the three-door hatchback was equipped with a single-arm wiper for the first time in Japan.



The instrument panel of the two-door hardtop turbo ZSE-X featured futuristic digital dials. At that time, digital dials were becoming fashionable in many cars.

Three types of engines were available: a 2.8-liter Z20E type (120ps), a 1.8-liter Z18E type (115ps), and a single-carburetor Z18 type (105ps). All engines were SOHC with twin plugs. The chassis was based on the A10 Violet sedan. Therefore, the wheelbase figure of 94.5in (2,400mm) was also the same. Suspension was a combination of struts at the front and four-link rigid at the rear, while the steering gearbox was a recirculating ball type. The 2L model had four-wheel disk brakes – ventilated at the front – while the 1.8L model had disks at the front and drum brakes at the rear. In October 1981, the long-awaited Silvia



The two-door hardtop with notchback body emphasized the linear design of the third-generation Silvia, and at the same time displayed sporty styling.

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The Silvia (S110)-based 240R was a production rally car equipped with a 2.4-liter FJ24 engine, FRP hood, over-fenders, and acrylic glass (except for the windshield).



Turbo ZSE/ZSE-X and Gazelle Turbo XE/XE-II equipped with the Z18E-T turbo (135ps) were added.

In April 1982, the 2000DOHC RS/RS EXTRA equipped with a four-valve DOHC FJ20E type (150ps) engine – the same as the Skyline (R30) RS – was added. However, both the Silvia and Gazelle were only available as two-door hardtop models. The FJ20E model had a new intake and exhaust system to match the engine compartment of the Silvia and Gazelle. Therefore, the engine characteristics were said to be different from those of the Skyline RS.

In 1983, the 240RS, a WRC Group B machine based on the Silvia two-door hardtop, was introduced. About 200 units were produced to meet Group B homologation. Since the car was intended for overseas sales, most of them were left-hand drive versions. The FJ24 model equipped with an in-line, four-cylinder, four-valve DOHC engine with a total displacement of 2,340cc and two Solex carburetors produced 240ps, while the works car – the FJ24 modified version – produced 275ps. Although it did not win a rally, it finished second in the 1983 New Zealand Rally and third in the 1985 Safari Rally. ♦

TECHNICAL DATA

SILVIA HATCHBACK TURBO ZSE S110 TYPE (1981)

Length:	176.2in (4,475mm)
Width:	66.1in (1,680mm)
Height:	51.6in (1,310mm)
Wheelbase:	94.5in (2,400mm)
Tread (front):	52.9in (1,345mm)
Tread (rear):	53.7in (1,365mm)
Engine:	Z18E-T type (straight four, OHC turbo)
Total displacement:	1,770cc
Maximum output:	135ps / 6,000rpm
Maximum torque:	20.0kgm / 3,600rpm
Vehicle weight:	2,447lb (1,110kg)
Suspension (front/rear):	strut / four-link coil
Brakes (front/rear):	disk / disk
Tires:	185/70HR14



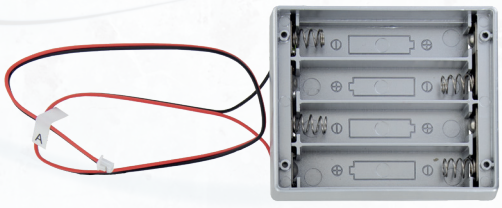
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STAGE 48
LIGHTING SYSTEM (3)

In this issue, we will connect the wire from the battery compartment and the wire from the power switch to the car PCB. We will also connect the wires for the LED lights 13, 14, 15, 16, and 17 to the PCB splitter.

PARTS

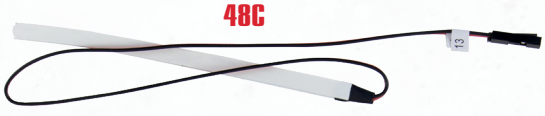
48A



48B



48C



48D



48E



48F

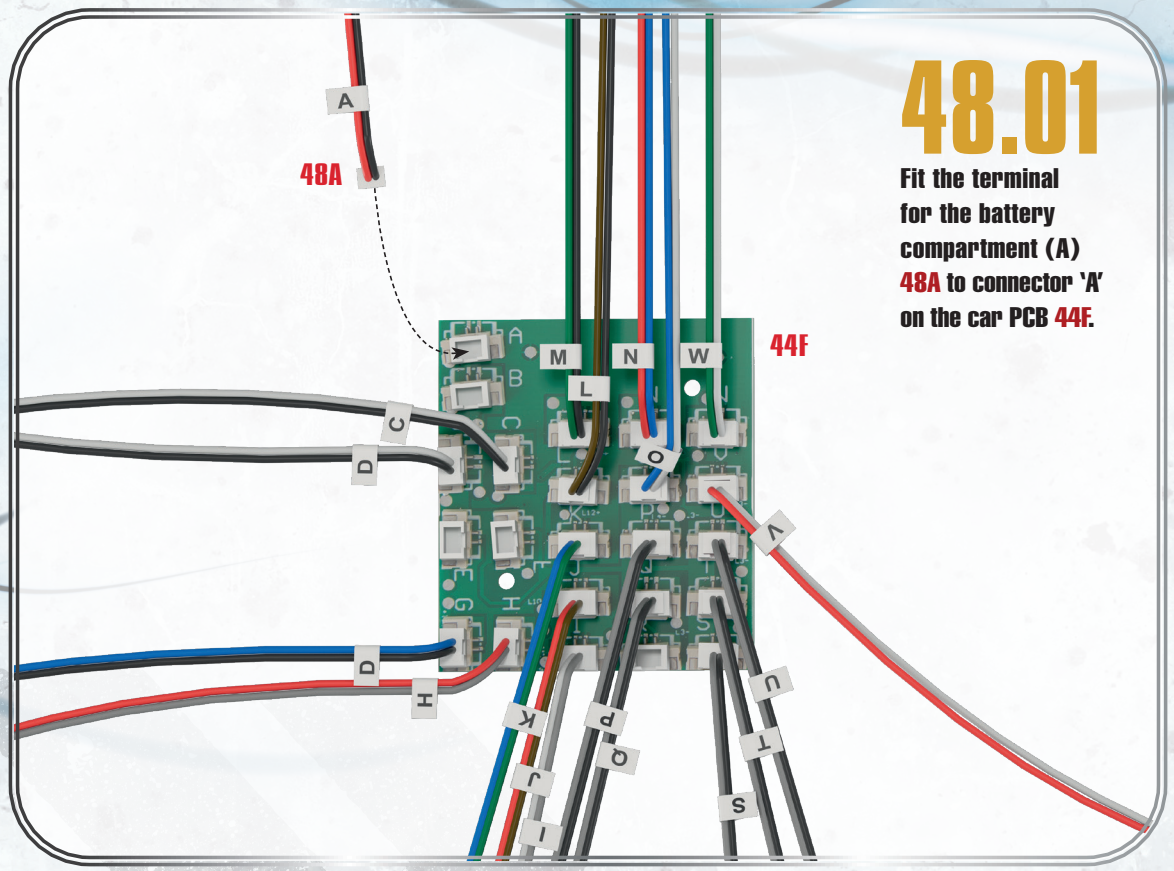


48G



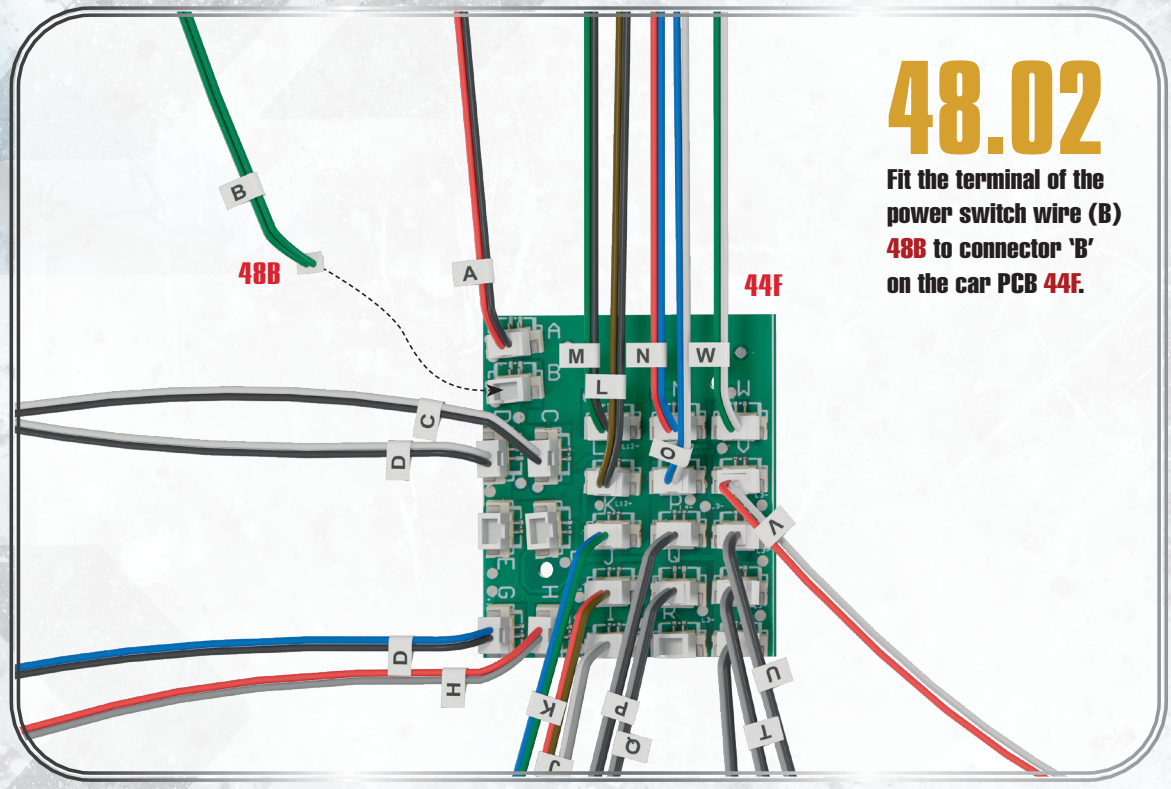
48A Battery compartment with wire (A)
48B Power switch wire (B)
48C Wire for bottom left-side LED light (13)
48D Wire for LED light 14 (14)
48E Wire for LED light 15 (15)
48F Wire for LED light 16 (16)
48G Wire for LED light 17 (17)

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48.01

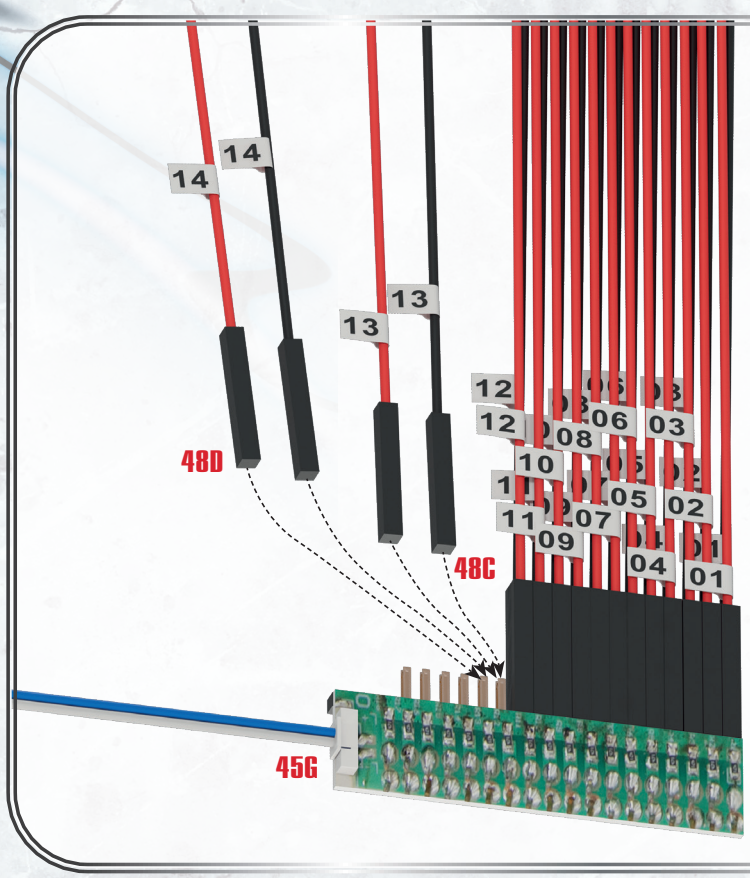
Fit the terminal for the battery compartment (A) 48A to connector 'A' on the car PCB 44F.



48.02

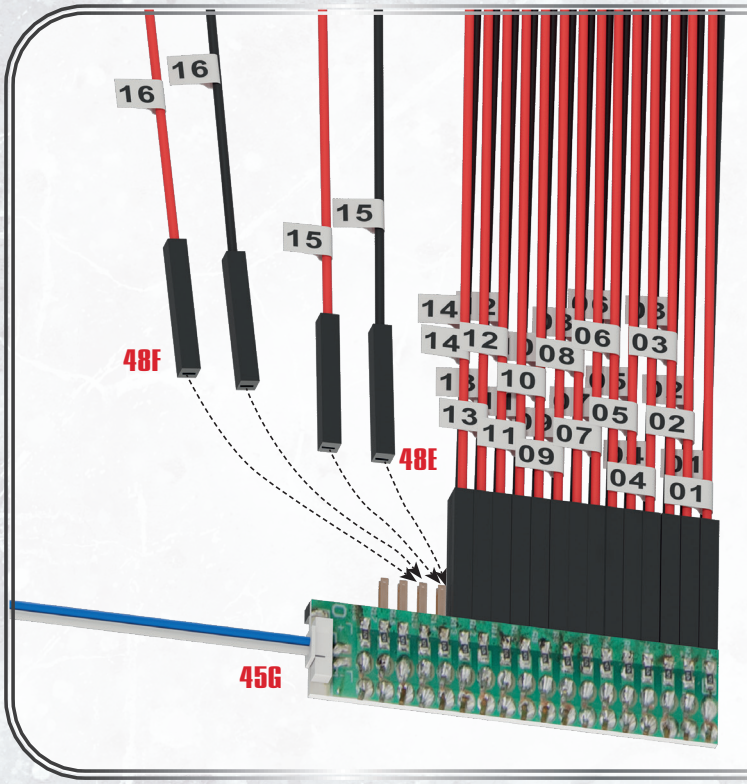
Fit the terminal of the power switch wire (B) 48B to connector 'B' on the car PCB 44F.

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48.03

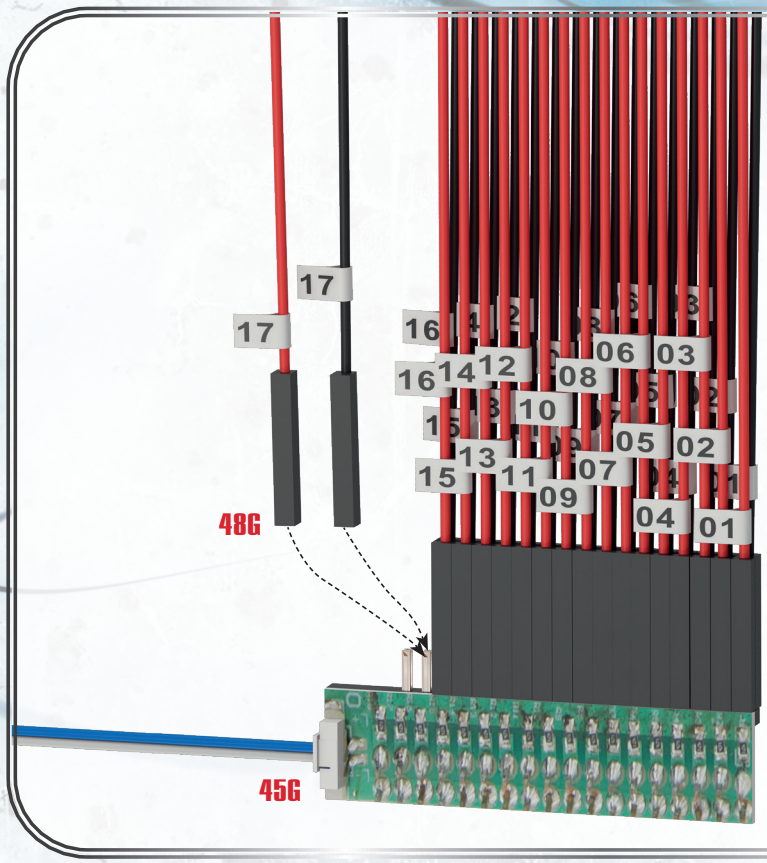
Take the wire for the bottom left-side LED light (13) 48C and the wire for LED light 14 (14) 48D; attach the red segment connectors to the front pins on the PCB splitter 45G and the black segment connectors to the rear pins.



48.04

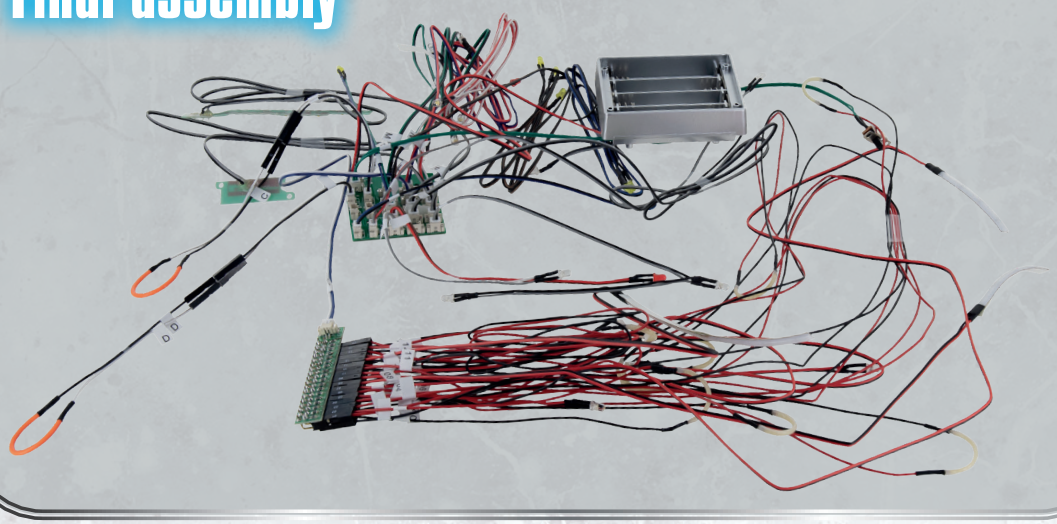
Take the wire for LED light 15 (15) 48E and the wire for LED light 16 (16) 48F; attach the red segment connectors to the front pins on the PCB splitter 45G and the black segment connectors to the rear pins.

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48.05 Finally, take the wire for LED light 17 (17) 48G and attach the red segment connector to the front pin on the PCB splitter 45G and the black segment connector to the rear pin.

Final assembly



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