FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R



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The Nissan Heritage Collection in Zama City, Kanagawa Prefecture, houses a collection of rare Prince sedans.

THE BIRTH OF THE PRINCE SEDAN

The starting point for Prince Motors, Ltd. was in March 1952. This was when Tama Jidosha built the body and Fuji Precision Machinery developed the engine for the first Prince model.

The model that His Majesty the Emperor purchased as his first car when he was Crown Prince was the Prince Sedan (AISH-2) in 1954. He saw the car on display at the 1st All-Japan Motor Show (later the Tokyo Motor Show) held in Hibiya Park, Tokyo, and decided to purchase it. The actual car is stored in the Nissan Heritage Collection at Nissan Motor's Zama plant.

The first car with the Prince badge was launched in March 1952. The model, which was sold by Tama Motor Company at the time, was named "Prince" by Tama Motor Chairman, Shojiro Ishibashi – who was also the President of the Bridgestone Tire Company – to commemorate Prince Akihito (who would reign as Emperor of Japan from 1989–2019) becoming Crown Prince. Four models were released: Prince Sedan, Prince Truck, Prince Van, and Prince Pickup.

Incidentally, Tama Motor, which was a successor to the Tachikawa Aircraft Company, was renamed Prince Motors, Ltd. (the first automotive company name) in November 1952 to match the Prince brand name with the company name.

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THE BIRTH OF THE PRINCE SEDAN

In April 1954, Nakajima Aircraft merged on equal terms with Fuji Precision Machinery, and Fuji Precision Machinery became the new company. In February 1961, it underwent a complicated transition to be renamed Prince Motors, Ltd. (the second company name). Finally, in August 1966, the company merged with Nissan Motor Co., Ltd.

When Tama Motor began developing the Prince, the first thing to be considered was the choice of model and engine. At that time, trucks were in much greater demand than cars, so it was decided to start with trucks. Since Tama Motor had originally produced electric vehicles under the name Tama Electric Car Company, it did not produce its own engines, but it could not place an order with a competing automobile manufacturer. So the engineers at Fuji Precision Machinery, which had developed and manufactured the "Homare" engine – a masterpiece used in the Zero fighter plane and other aircraft – looked to France's Peugeot as a reference point for their first automobile engine development project. At the time, most domestic cars were small and had a displacement of 1 liter or less, but they decided to develop a 1.5-liter engine, which was the maximum displacement allowed by small car rules.

The first prototype engine was completed in October 1951, and the second prototype, the FG4A, was finalized in early November 1951. The "F" in FG4A stands for Fuji Precision Machinery, the "G" for gasoline engine, "4" for four-cylinder, and "A" to signify this was the first approved version. The 1,484cc liquid-cooled, in-line four-cylinder engine produced a maximum output of 45hp at 4,000 rpm and a maximum torque of 10.0kgm at 2,000 rpm; the top speed of the Prince sedan was estimated at 68mph (110km/h).

The transmission was an advanced four-speed system, at a time when three-speed manual transmissions were the norm; second gear and above were remotely controlled with a synchromesh mechanism, a first on a Japanese car. The shift lever was mounted on the lower left side of the steering wheel.

HANDCRAFTED BODYWORK

The Prince Sedan was born as a six-seater, four-door sedan with bench seats in the front and rear. The development of the FG4A prototype engine took only five months from completion to launch. Despite its small size, the Prince Sedan's stately design gave it a presence unrivaled by imported cars. The front windshield consisted of two

The Prince Sedan has a majestic style, and its elegant appearance is even more impressive in real life than in a photograph.



panes of glass, joined at the center – a style not previously seen. The mascot, in the shape of a flying fish, was also beautifully sculpted and mounted on the top of the hood.

The dimensions of the car were a length of 169in (4,290mm), width of 65in (1,655mm), and height of 64in (1,633mm), with a wheelbase of 97in (2,460mm). Excluding the overall width and wheelbase, the dimensions were similar to those of the Kicks (2WD) compact SUV, one of Nissan's current vehicles.

At that time, the Mitaka plant, which was in charge of the body shop, had not yet introduced large press machines, and the body was made by hand by craftsmen working with sheet metal. The result was that the workmanship of the car was superb, and even today it retains the beauty of a work of art. It is not difficult to imagine that the car was carefully constructed for delivery to the then Crown Prince. The door latch is so solid that it is hard to believe that this is a domestic car made almost 70 years ago.

The passenger car chassis was mounted on a ladder frame with X-shaped reinforcements. For the suspension, orthodox front and rear rigid axles with longitudinally mounted leaf springs were adopted for durability and other reasons. The interior was sumptuous, giving the car a furnished feel. The steering wheel, dashboard, and instrument panel were all elegantly designed.

The Prince Sedan (AISH-1) that launched in March 1952 was priced at 1.32 million yen. Incidentally, the starting salary for national public servants (college graduates) at that time was about 6,500 yen.



The engine was a Fuji Precision Machinery FG4A, a 1,484cc in-line four-cylinder OHV engine with a maximum output of 45hp. Although less powerful than today's 1,500cc engines, it was ahead of its time.

In January 1955, the Prince Sedan was boosted to 52hp, and in October 1955, the two-tone Prince Sedan Standard was introduced. In January 1955, Nissan and Toyota unveiled the Datsun Sedan 110 and Toyopet Crown RS, respectively. This marked the beginning of the new car competition among domestic automakers.

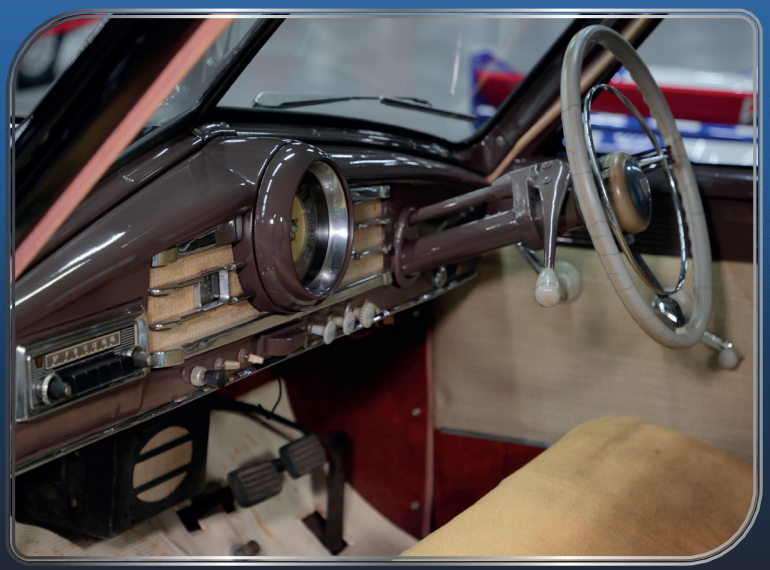
Manufacturers began to focus on upgrading quality by improving ride comfort, changing the body design, and enhancing interior fittings. In response, Fuji Precision Machinery modified the body of the 1956 Prince Sedan. A dynamic front grille with a V-shaped cut in the center was adopted, and at the rear the round lamps were replaced with narrow vertical combination lamps integrated with the rear fender fins.



The mascot on the top of the hood was a flying fish motif. Many cars of this era featured similar mascots.

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THE BIRTH OF THE PRINCE SEDAN



The uniquely designed interior included a surprising center gauge. The dashboard was made of resin and did not have the anti-reflective treatment of today's cars.

In addition, the suspension and rear seat springs were upgraded for improved ride comfort compared to the previous model, and the brake lining area was increased by 30 percent for improved braking performance. In addition, tubeless tires were adopted for the first time in Japan.

In April 1956, the long-awaited Prince Sedan Special Deluxe with double-arm independent front suspension was introduced. The subsequent model, the 1957 Prince Sedan, was even more powerful and attracted attention with the slogan: "The world's most powerful 60hp in the 1,500cc class."

Although considered the best technological minds in Japan during the war, the engineers from the Tachikawa Aircraft Company and the Nakajima Aircraft Company had never previously built a car. The experience gained from the Prince Sedan proved invaluable in the development of subsequent new models, which would lead to the introduction of the Prince Skyline. ♦

There was ample rear seat space in the elegantly finished interior. The front bench seat was typical of the period.



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THE TRAIN HEIST

As in a classic Western, the heroes of *Fast Five* take part in a train heist, only they're not out to steal a railroad payroll… they're after the deluxe sports cars the train carries. It's a thrilling action sequence that stands out as one of the most memorable in the franchise.



A Ford GT40 being transported on the train, and the electronic chip hidden inside it, will be the cause of a serious confrontation between Dom and Hernán Reyes's men.

No sooner do Brian and Mia arrive in the Rio de Janeiro *favela* where Vince now lives than Vince offers them a new job – a seemingly simple heist, convinced that Brian's buddies will be interested in taking part. Brian feels obliged to accept.

A SUSPICIOUS CAR

Brian and Mia board a passenger train that is transporting high-end vehicles in its freight cars. When they reach the cars, Brian learns they are not automobiles that have just left the factory, but cars seized by the DEA, which worries him. Just then, a remodeled all-terrain vehicle with a platform, driven by Dom and Vince, pulls alongside the freight car, cutting a hole in its side. Accompanying Dom and Vince are the heist's organizers: Zizi – who we will learn is corrupt businessman Hernán Reyes's right-hand man – and his thugs.

The plan is to take the cars out out of the freight car and down the sloping platform of the truck parallel to the train. With this process underway, Vince speeds off in a 1972 De Tomaso Pantera. Zizi tries to take a Ford GT40 that particularly interests him, but Dom insists his sister drive the car. Mia leaves the train and heads off in a direction not agreed upon with the organizers of the robbery, the situation becomes tense, and a fight breaks out between them and Dom. While Dom fights Zizi, Brian jumps into the truck to prevent Zizi's thugs from following Mia, but he can't keep the vehicle from embedding in one of the train's freight cars. Dom drives a 2007 Corvette GS convertible to Brian's rescue before the train reaches a bridge, but the sports car plunges into a reservoir, giving Dom and Brian an unexpected, but spectacular, dip.

HOW IT WAS MADE

For three weeks, the movie's third unit set up near the town of Rice in

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the California desert to film this astonishing sequence.

"Shooting the train heist was a real challenge," said the Director Justin Lin. "We had to get permission to basically own a piece of a working railroad, buy trains, and build these trucks that were able to go up against the train."

The movie's stars were fully involved in filming the sequence, aware that it was going to be something special. Vin Diesel felt like the hero in a Western. "We don't ride horses, but we have cars with a whole lot of horsepower," he remarked.

Vehicle Coordinator Dennis McCarthy faced the challenge of launching automobiles like the Ford GT40 – market value close to $2,000,000 – from a moving freight car. He recommended making replicas of the actual cars so as not to damage the originals while filming. "When you get into the quantities of cars that we're destroying through that train heist sequence, I'd burn through the entire picture budget with one vehicle. It was more feasible to find cars we could duplicate," said McCarthy, whose work helped make this scene one of the most popular with fans of the franchise. ♦

THE ADVENTURES OF BRIAN O'CONNER

Concerning good guys and bad guys

Brian had hopes Mia might forgive him, but when he talks with her again, he realizes her heart remains full of resentment. Mia is so mad that she suggests to him: "Maybe you're lying to yourself. Maybe you're not the good guy pretending to be a bad guy. Maybe you're the bad guy pretending to be the good guy. You ever think about that?" Deeply hurt, Brian swears that he thinks about that every day. He never wanted any harm to come to Mia or Dom, whom he helped escape at the risk of losing his badge. But they haven't yet forgiven him for getting close to them under false pretenses, claiming to be someone he was not.



A spectacular 1972 DeTomaso Pantera is part of the loot targeted in the train heist.

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NISMO AND GROUP N RACING IN THE EARLY 1990S

Many manufacturers including Nissan invested time and resources in the Group A category of the World Rally Championship (WRC), but NISMO also supported private teams competing in Group N racing. This comprised cars that were only slightly different from production models.



In 1987, Nissan entered the WRC with the Silvia (S12), which became a Group A vehicle. It was difficult for non-turbo, rear-wheel drive cars to win in sprint rallies.

The N14 Pulsar GTI-R released in 1990 was a homologation model designed to win the World Rally Championship (WRC), which was held under Group A regulations. At that time, Group A cars were the premier category in the WRC.

The WRC began to use Group A cars as its top class in 1987. Prior to that, the WRC had Group B regulations, which were fought in powerful 4WD machines with pipe-frame chassis, carbon-kevlar cowls, and mid-mounted 400–500hp turbocharged engines. The problem was that the cars became so fast that they became difficult for the drivers to control. As a result, accidents frequently occurred, and the Fédération Internationale de l'Automobile (FISA) abruptly pulled Group B in 1986. The following year, the WRC decided to use Group A models.



The Group A Pulsar GTI-R debuted in the 1991 Safari Rally and was the most advanced rally car equipped with an electronically controlled torque-split 4WD system.

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NISMO AND GROUP N RACING IN THE EARLY 1990S

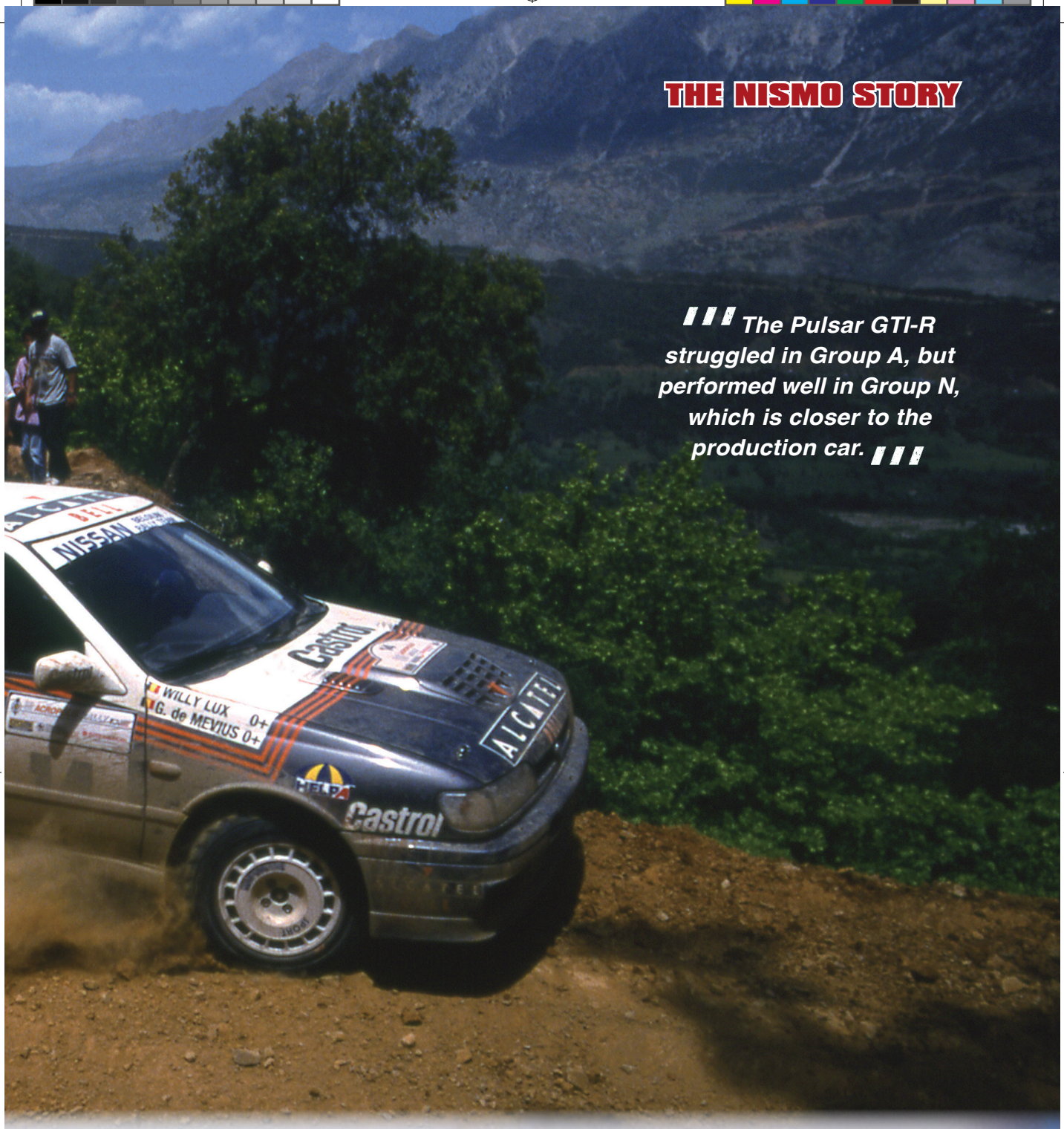


In 1992, one of the drivers for the Group A Pulsar was a young Tommi Mäkinen (right). He would go on to win the WRC for four consecutive years in a Mitsubishi Lancer.



Driver Hiroshi Nishiyama challenged the WRC Group N class in a Pulsar GTI-R, and was very successful, finishing runner-up in the Drivers' Title in 1992.

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"The Pulsar GTI-R struggled in Group A, but performed well in Group N, which is closer to the production car."

Lancia was quick to respond to this change in regulations and entered a 2.0-liter 4WD turbo Delta HF with Group A specifications. Nissan, on the other hand, entered its S12 Silvia (export model 200SX), an orthodox, non-turbo RWD car powered by a 3.0-liter VG30 engine. The Silvia was a spot entry in the WRC.

The Silvia continued to compete in the WRC until 1989. During this period, an increasing number of rivals introduced 4WD turbo cars. Nissan finally decided to stop participating in the WRC in 1990 in order to introduce 4WD turbo engines. In 1991, the Group A version of the Pulsar GTI-R made its debut at the Safari Rally. It attracted much attention as a rival to Lancia, which was at the height of its popularity at the time.

The WRC works activities with the Pulsar GTI-R were led by the Sports Car Development Center in Oppama. NISMO, on the other hand, was responsible for supporting private teams competing in the Group N class, which has a narrower scope of modification than Group A. The Group N cars were mostly production cars.

Group N vehicles are only slightly modified and are pretty close in

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Released in 1990, the Pulsar GTI-R (N14) was a homologation model of the Group A rally car that aimed to defeat Lancia. It was popular as a road car.

specifications to standard production vehicles. The limited slip differential (LSD), which is a necessity for a competition car, could not be installed. Fortunately, the Pulsar GTI-R was equipped with a viscous LSD in the rear as standard equipment, but it was not as effective as a mechanical LSD at the competition level. Therefore, a reinforced viscous LSD was developed.

As for the engine, since the turbo was installed to achieve its original performance when converted to Group A specification, the operation of the turbo could not be fully demonstrated in Group N specification where the camshafts and other parts were not permitted to be changed. In the Group N class at that time, similar machines to those in the Group A class, such as the Lancia Delta HF Integrale, Ford Sierra Cosworth 4×4, Mitsubishi Galant VR-4, Toyota Celica GT-FOUR, and Subaru Legacy, were competing, but their rivals were also based on Group A spec cars. Therefore, they must have had their own problems as Group N cars.

The number of drivers of the Group N-spec Pulsar GTI-R gradually increased due to its proven track record. It was a car that required a special technique to drive fast while at the same time taking care of the mechanics.



The Group N version of the Pulsar GTI-R won a class victory in the 6th round of the 1991 WRC ,the Acropolis Rally. The car was driven by Stratis “Stratissino” Hatzipapayiotou – a local Nissan dealer from Greece – and Tonia Pavli.

In 1992, the Pulsar GTI-R began to make rapid progress. After winning the Acropolis Rally, it went on to win the Ivory Coast Rally and the RAC Rally, for a total of three wins. The result was a Group N series victory for Belgian Grégoire de Mevius and a second-place finish for Japanese driver Hiroshi Nishiyama. ♦

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STAGE 50
CENTER CONSOLE (1)

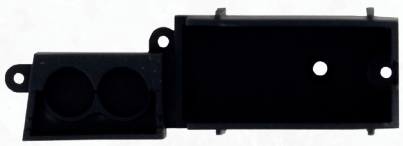
In this issue, we will mount the center console inner box and the cup holder on the center console. We will also attach the speaker for the horn and engine sound to the rear of the chassis.

PARTS

50A



50B



50C



KP



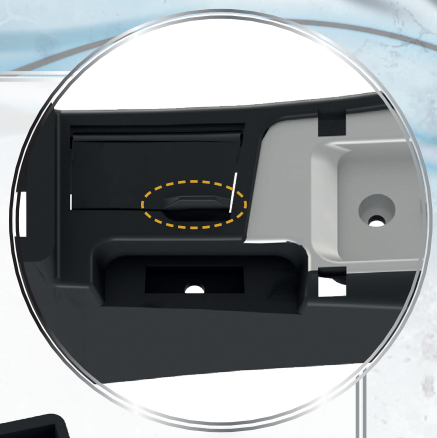
50A Center console trim
50B Center console inner box
50C Center console cup holder lid
KP Screws 1.4×4mm (×4*)

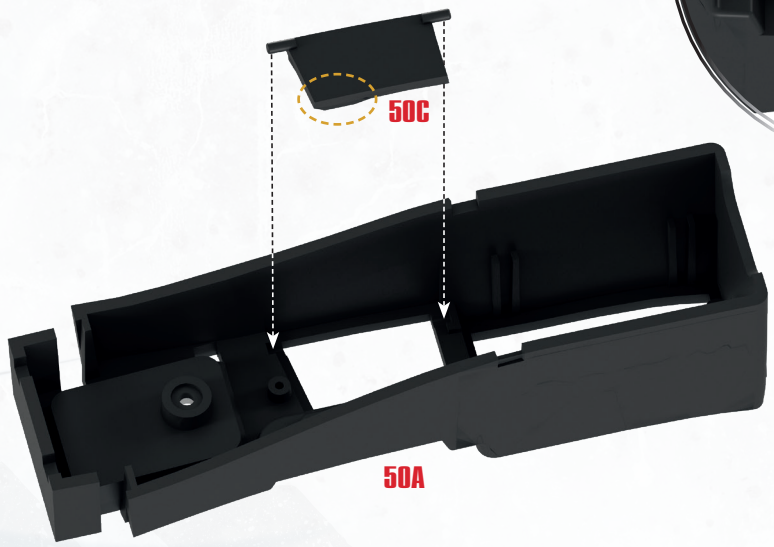
*Including spares

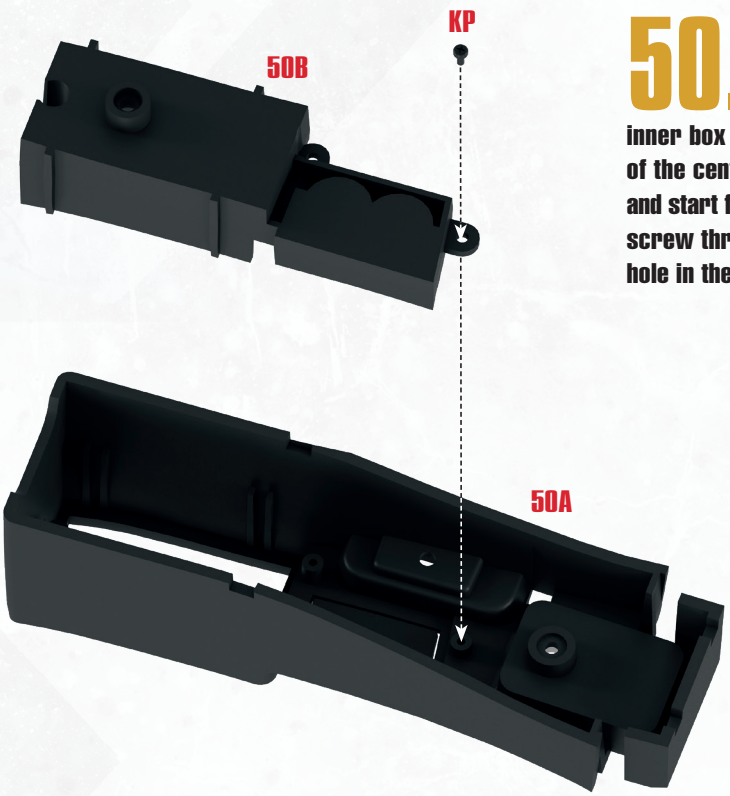
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CENTER CONSOLE (1)

50.01 Insert the two arms of the center console cup holder lid **50C** into the notches in the interior of the center console trim **50A**. Check the correct orientation of the lip on the lid in the detail picture.





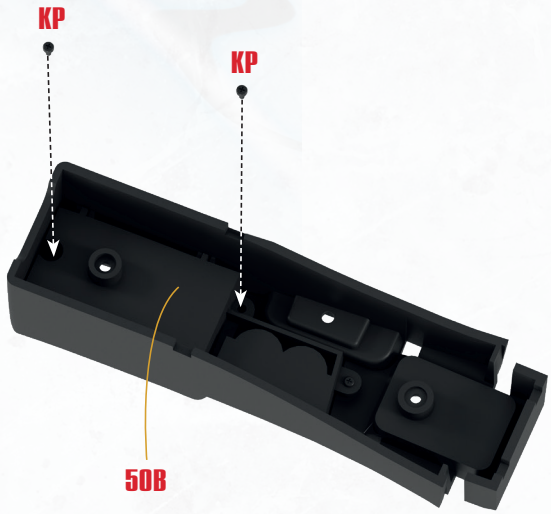


50.02 Place the center console inner box **50B** into the bottom of the center console trim **50A** and start fixing the parts with a **KP** screw through the highlighted hole in the box.

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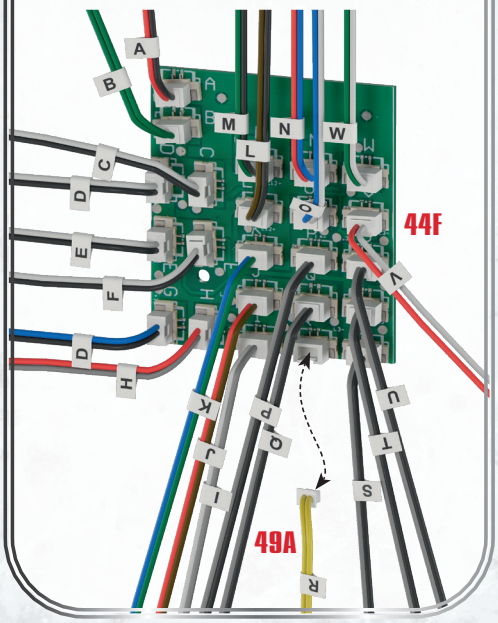
50.03

Insert another two KP screws into the highlighted holes in the center console inner box 50B.



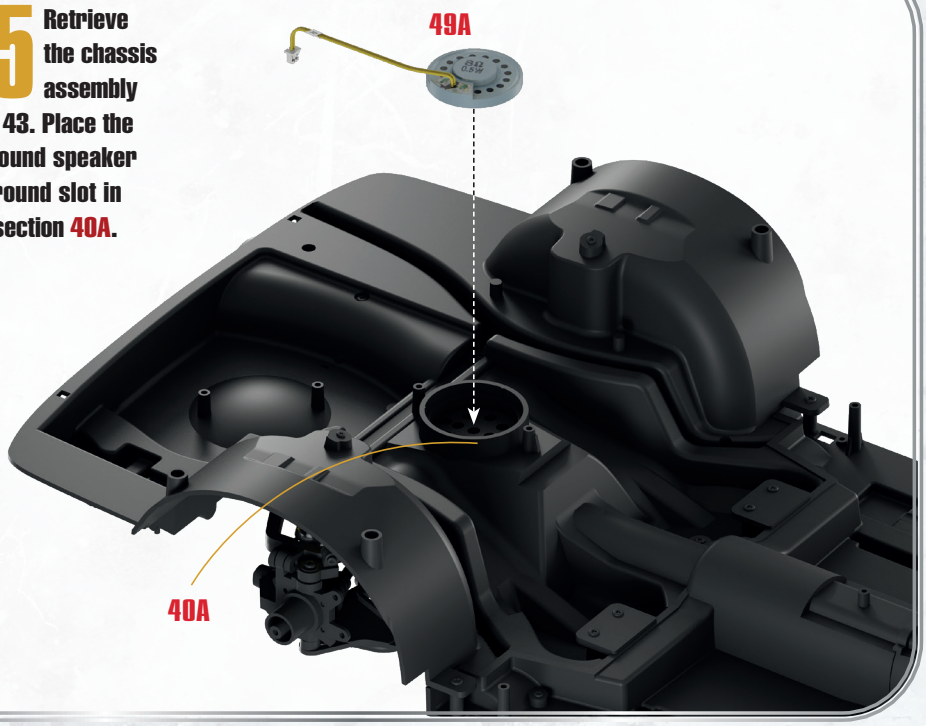
50.04

Retrieve the car PCB 44F and disconnect the terminal of the horn and motor sound speaker wire (R) 49A.



50.05

Retrieve the chassis assembly prepared in issue 43. Place the horn and motor sound speaker (R) 49A into the round slot in the chassis rear section 40A.



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50.06

Finally, retrieve the speaker mounting 49B from issue 49 and position it over the speaker, aligning the holes in both ends with the two screw posts in the chassis rear section 40A. Secure the mounting with two CM screws from issue 49.



Final assembly



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