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Build

BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R



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The first Nissan Skyline Deluxe (ALSID-1), manufactured in 1957, is housed at the Nissan Heritage Collection in Zama City, Kanagawa Prefecture, Japan.

DEVELOPING THE FIRST SKYLINE

The Skyline, Nissan's longest-running car, debuted in April 1957. At the time, fast highways had not yet been built in Japan, but the car was developed with the latest automotive technologies, such as the use of a De Dion axle in the rear suspension to enhance driving performance.

The development of the first Skyline (ALSI-1) began in May 1953 at a technical round-table meeting held at Prince Motors, Ltd. (the first iteration of the company). In March of the previous year, a year had passed since Tama Electric Car Company – as the company was known before it changed its name – launched four models, including the Prince Sedan (AISH). At the time, domestic automakers were rationalizing, expanding their facilities, and competing fiercely to secure market share by launching new models, so the development of a new model to follow the Prince Sedan was a pressing issue.

The company entered the full-scale planning stage for a new model in May 1954, immediately after the merger of Tama Electric Car Company and Fuji Precision Machinery. In January of the following year, the next stage of the plan was formulated and the design phase got underway. As the second fully-fledged passenger car, the design team poured its heart and soul into improving ride comfort, maneuverability, comfort, driving performance, and equipment. The Skyline name has always been associated with the most advanced technologies of its time, and it was this first model that marked the beginning of the Skyline's pioneering reputation.

The first prototype was completed in May 1956, three years after development began, and it undertook road tests of 435 miles (700km) each day. The total driving distance during the tests reached several hundred thousand miles. At the time, Fuji Precision Machinery had not yet established a full-scale test course within the company, so it conducted driving tests on

051_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v2.indd 1 23/7/24 1:10

DEVELOPING THE FIRST SKYLINE



The 1958 catalog shows that the Skyline (ALSI-1) came in two versions – Standard and Deluxe. As its name suggests, the Deluxe model was the high-end version, with thicker and straighter stripes on the body side moldings and a novel two-tone body color. The body style was like a smaller version of an American car.

public roads at night when the model could not be seen by the public. Other motor manufacturers used the same approach.

On March 23, 1957, the initial production model of the Skyline (ALSI-1) left the production line of Fuji Precision Machinery's Mitaka plant under the watchful eyes of executives and employees. It had taken four years from the planning stage. On April 24–25 of the same year, the first presentation to the Japanese automobile industry was held at the Tokyo Takarazuka Theater, where the car was officially announced as the Prince Skyline. The car's "Skyline" name is said to have been chosen for its elegant sound, meaning a ridge line where a mountain divides the blue sky.

The body design of this solid and refined four-door sedan was unlike any other domestic car of the time. The chrome side moldings and small tail fins gave the car a glamorous, American-style design. Standard and Deluxe versions were available, each with a different front grille and side moldings. The Deluxe version was also innovative in that it featured a two-tone body color as standard, which had never been seen on a domestic car before.

EXPORTS TO THE US IN 1959

The first 5,000 yen bill and 100 yen coin were issued in Japan in 1957. The department store Sogo, which used the song "Yurakucho de Aimasho" ("Let's meet in Yurakucho") in its commercials, opened its first store in Tokyo. The Housing Corp. built the "Hikarigaoka Danchi" in Kashiwa City, Chiba Prefecture, and the name "New Town" was used from this time on. It was also in this year that landfill began of the Yumenoshima Island in Tokyo Bay.

Road construction was progressing rapidly in the country, but there were still bumpy, unpaved roads even within the 23 wards of Tokyo – when it rained, the roads quickly became muddy. Although expressways had not yet opened, plans for the Meishin Expressway were underway, and construction of the Komaki – Nishinomiya route began in October 1957.

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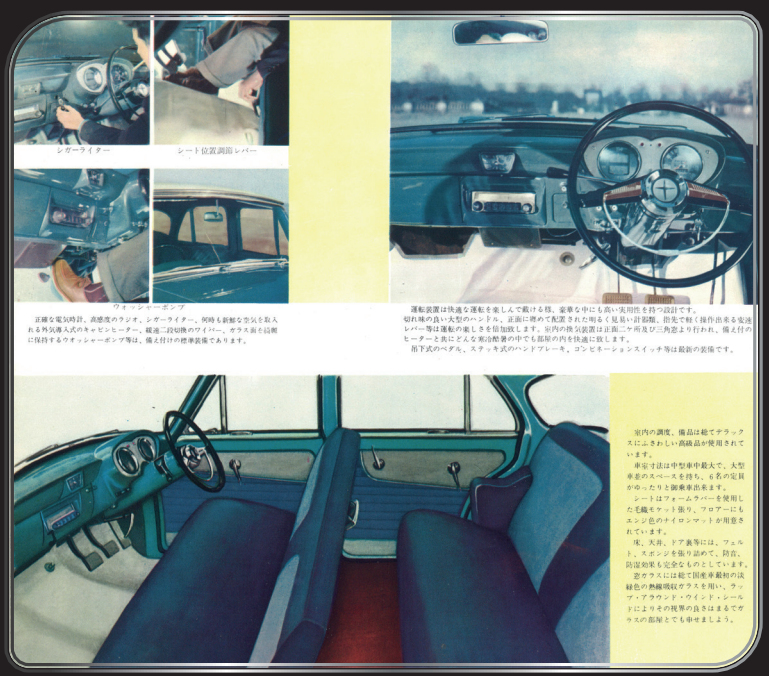


The moldings on the side of the Standard body were V-shaped. The design was reminiscent of the skyline of a mountain range.

The Skyline was designed with a number of new features to achieve high performance, excellent ride comfort at high speeds, and driving stability. The most significant feature was the adoption of a backbone tray-type frame to lower the center of gravity and achieve a stable and low vehicle height. The previous Prince Sedan was built on a frame with X-shaped reinforcements, which gave it an overall height of 64.3in (1,633mm) – equivalent to that of today's SUVs – but did not allow for much interior height. The back-bone tray frame of the Skyline was a structure in which the frame was combined with a tray that served as the floor. Although not a complete monocoque structure, the body was made more durable and rigid, and the overall height was lowered by about 3.9in (100mm) to 60.4in (1,535mm), resulting in more balanced proportions.

The front suspension was an independent double wishbone system, which was introduced in the later Prince Sedan models. The rear suspension featured new De Dion axle technology. In this suspension system, the left and right wheels are connected by a tube instead of an axle, and differential gears are fixed to the body floor, from which driveshafts with universal joints are extended to drive the left and right wheels.

The conventional rigid axle used in the Prince Sedan did not provide a comfortable ride because the axle, which was integrated with the heavy differential gear, was fixed to leaf springs. The De Dion type axle fixed the heavy differential gear, which was the unsprung weight, to the body side, which had the advantage of better tracking to the road surface and improved ride quality. However, because of the increase in the number of parts, it was adopted only in some high-end vehicles such as sports cars. In domestic cars, Mazda's Cosmo Sport was an example. In addition, the width of the rear suspension leaf springs

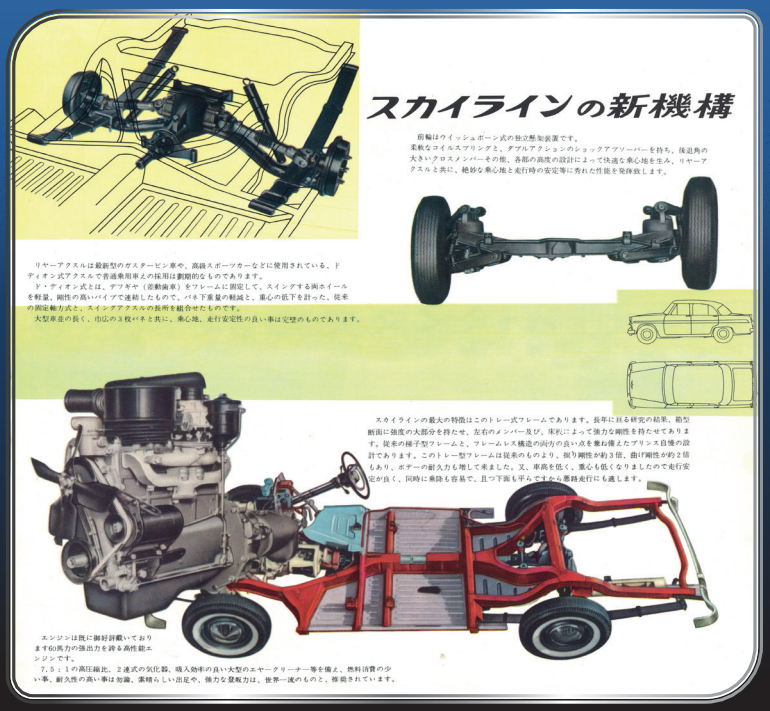


The catalog describes the interior equipment – radio, cigarette lighter, two-stage wipers, and washer pump were all standard. In this era, there was no air-conditioning, and only a heater was included. The front seats were bench type.

051_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v2.indd 3 23/7/24 1:10

DEVELOPING THE FIRST SKYLINE

The front suspension had double wishbones and the rear suspension was a De Dion axle, which was an intermediate structure between a rigid axle and independent suspension. The structure of the tray-type frame is illustrated.

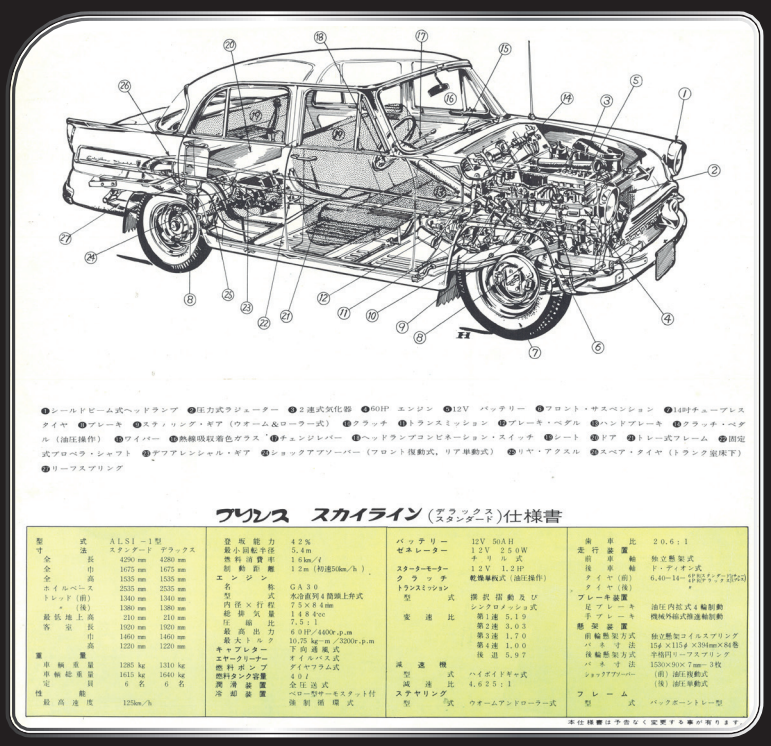


was widened from 1.8in (45mm) to 3.6in (90mm) and the number of combined leaf springs was reduced to three to reduce friction between the plates, thereby improving ride comfort and stability. A worm-and-roller type steering mechanism was used.

The 1.5-liter in-line four-cylinder OHV GA30 type engine, with a maximum output of 60ps, was connected to a remote-controlled, four-speed manual transmission and reached a top speed of 78mph (125km/h) – it was the fastest Japanese passenger car of the era.

After launch, the Skyline became popular everywhere, including the 4th All Japan Motor Show in May (followed by the Tokyo Motor Show). It was also the first domestically produced car to be exhibited at the 44th Paris International Motor Show, attracting much attention as a new Japanese model. After that, the car was sent to various parts of the world as a sample car for display, and in 1959, 40 cars were exported to Taiwan. The contract was awarded through an international bidding process, and this was the first time in the industry that 40 domestic cars were exported to Taiwan at one time.

The main export market was the United States. Prince exhibited the Skyline at the Import Auto Show in Los Angeles in March 1959, and the company signed a passenger car export contract with Cameron Motors in California in May 1959, marking the start of exports of Prince vehicles to the United States. On July 3 of the same year, 30 Skyline cars were shipped to the US as the first batch of full-scale exports. ♦



プリンス スカイライン（デラックス／スタンダード）仕様書

型式	ALSI-1型 スタンダード	ALSI-1型 デラックス
寸法 全長	4290 mm	4280 mm
全巾	1675 mm	1675 mm
全高	1535 mm	1535 mm
ホイールベース	2535 mm	2535 mm
トレッド（前）	1340 mm	1340 mm
〃（後）	1380 mm	1380 mm
最低地上高	210 mm	210 mm
室内 長	1920 mm	1920 mm
巾	1460 mm	1460 mm
高	1220 mm	1220 mm
重量 車輌重量	1285 kg	1310 kg
車輌総重量	1615 kg	1640 kg
定員	6 名	6 名
性能 最高速度	125km/h	

登坂能力	42%
最小回転半径	5.4m
燃料消費率	16km/l
制動距離	12m（時速50km/h）
エンジン 名称	GA30
型式	水冷直列4筒頭上弁式
内径×行程	75×84mm
総排気量	1484cc
圧縮比	7.5：1
最高出力	60HP/4400r.p.m
最大トルク	10.75 kg-m/3200r.p.m
キャブレター	下向通風式
エヤークリーナー	オイルバス式
燃料ポンプ	ダイヤフラム式
燃料タンク容量	40l
潤滑装置	全圧送式
冷却装置	ペーパーサーモスタット付強制循環式

バッテリー	12V 50AH
ゼネレーター	12V 250W キャル式
スターターモーター	12V 1.2HP 乾燥単板式（油圧操作）
クラッチ	
トランスミッション 型式	摺動及び常時シンクロメッシュ式
変速比	第1速 5.19
	第2速 3.03
	第3速 1.70
	第4速 1.00
	後進 5.97
減速機 型式	ハイポイドギヤ式
減速比	4.625：1
ステヤリング 型式	ウォームアンドローラー式

歯車比	20.6：1
走行装置 前車軸	独立懸架式
後車軸	ド・ディオン式
タイヤ（前）	6.40-14-4PR（6.40-14-4PR チューブレスタイヤ）
タイヤ（後）	〃
ブレーキ装置 足ブレーキ	油圧内拡式4輪制動
手ブレーキ	機械外拡式推進軸制動
懸架装置 前輪懸架方式	独立懸架コイルスプリング
バネ寸法	15φ×115φ×394mm×8枚
後輪懸架方式	半楕円リーフスプリング
バネ寸法	1320×90×7mm-3枚
ショックアブソーバー	（前）油圧複動式
	（後）油圧単動式
フレーム 型式	バックボーントレー型

本仕様書は予告なく変更する事が有ります。

The catalog includes detailed specifiications of the Skyline (ALSI-1). The names of the various parts were also included in a perspective illustration, as well as the maximum power output of 60ps at a low rpm of 4,400 rpm. It is also interesting to note that the car accommodates six passengers.

051_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v2.indd 4 23/7/24 1:11

THE WORLD OF HERNAN REYES

In the wake of other villains who have appeared in the franchise, Hernan Reyes appears in *Fast Five* as a powerful businessman from Rio de Janeiro. His empire, built on greed and violence, will begin to crumble when he crosses paths with Dom Toretto.

The train heist to steal high-end sports cars does not end well. In a 1966 Corvette GS, Dom and Brian find themselves forced to make a spectacular leap, ending up submerged in a reservoir. When they come up for air, Hernan Reyes's heavily armed men are waiting for them. Dom and Brian are taken in chains into a dark, sinister warehouse. The sordid setting contrasts with the elegance of Hernan Reyes, who tells them: "You two stirred up quite a bit of trouble today. Three of my men are dead. Three DEA agents along with them. Of course, this is business and sometimes things go astray."

Without raising his voice, Reyes makes Dom and Brian see that the only thing he wants is to recover the Ford GT40 driven away by Mia during the train robbery. Dom questions whether they can harm his sister and doesn't say anything. "I don't know how you guys do business in your part of the world," says Reyes, "but here in Rio, I like it when all parties know what they're up against." Dom and Brian wait for the right moment, come up with a way to escape, and plan to return as soon as possible with Mia.

USED TO WINNING

The breakout does not outwardly upset Reyes, and he orders his right-hand man, Zizi, to find Dom and Brian. In his luxurious center of operations, the criminal succinctly explains the secret of his control of the city: "Now, if you dominate the people with violence, they will eventually fight back because they have nothing to lose. And that's the key. I go into the *favelas* and give them something to lose: electricity, running water, school rooms for their kids… and for that taste of a better life, I own them."

Hernan Reyes is used to winning easily. But when he attacks Dom and his family,



International star Joaquim de Almeida plays Hernan Reyes, a greedy and heartless businessman who controls almost every shady business in Rio de Janeiro.

051_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v2.indd 5 23/7/24 1:11

he makes a big mistake. The legendary driver from Los Angeles decides to get revenge on Reyes, depriving him of what he loves the most: his money. Dom assembles the best possible team to help him destroy the cash Reyes has hidden in the houses he uses for drug trafficking. The cautious businessman reacts by hiding his entire fortune in a safe secreted inside Rio's main police station. But not even that will be enough to shake Dom and his team from his trail.

International star Joaquim de Almeida accepted the challenge of playing Hernan Reyes. He knew that, in collaboration with Director Justin Lin, he would be able to give the character necessary depth. "Justin is very attentive to the small things," Almeida says. "He finds the time to get it right. It's great because in this type of film, some directors can lose the focus on the actors amidst too many cars and actions." ◆

THE ADVENTURES OF BRIAN O'CONNER

Dom's revenge

In *Fast & Furious*, Brian just keeps on having awkward encounters. After getting over his first chat with Mia following their years of separation, he goes to David Park's apartment to ask him some questions about his connections with the drug-trafficker Arturo Braga and finds Dom Toretto about to throw the criminal out the window. Brian prevents this, reminding Dom that Letty was also his friend. "I'm going to get these guys, Dom. Let me do my job." But Toretto's reply is emphatic. "I'm gonna kill this Braga... and anyone else who gets in my way." Dom's quest for revenge has only just begun.



051_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v2.indd 6 23/7/24 1:11

THE ALL JAPAN DIRT TRIAL WITH THE PULSAR AND SUNNY

In addition to the racing categories Nissan was involved with on traditional asphalt circuits, it also supported events on Japanese dirt tracks. And with NISMO developing specialist parts for this unique type of racing, both the Sunny and Pulsar GTI-R achieved notable successes.



In the numbered AIV class, Mitsuo Ayabe, an All Japan Rally competitor, mastered driving with a mechanical center differential and won the series Championship.

Dirt Trial is a motorsport unique to Japan. As the name implies, it is a competition in which contestants race on dirt courses. Originally, it was a rally practice event with pylons set up in a square, and then it became an actual competition. It can be called a gymkhana on dirt roads, or a special stage in a rally.

The competition format is the same as in gymkhana, with one car entering the course at a time, rather than multiple cars competing against each other as in a race. In the early days, the main venues were pylon courses in open spaces, such as grounds, but soon dedicated dirt tracks began to appear in many areas. However, the courses were short, and when it rained, they became very muddy, while in the dry, they were very bumpy and tough on the cars.

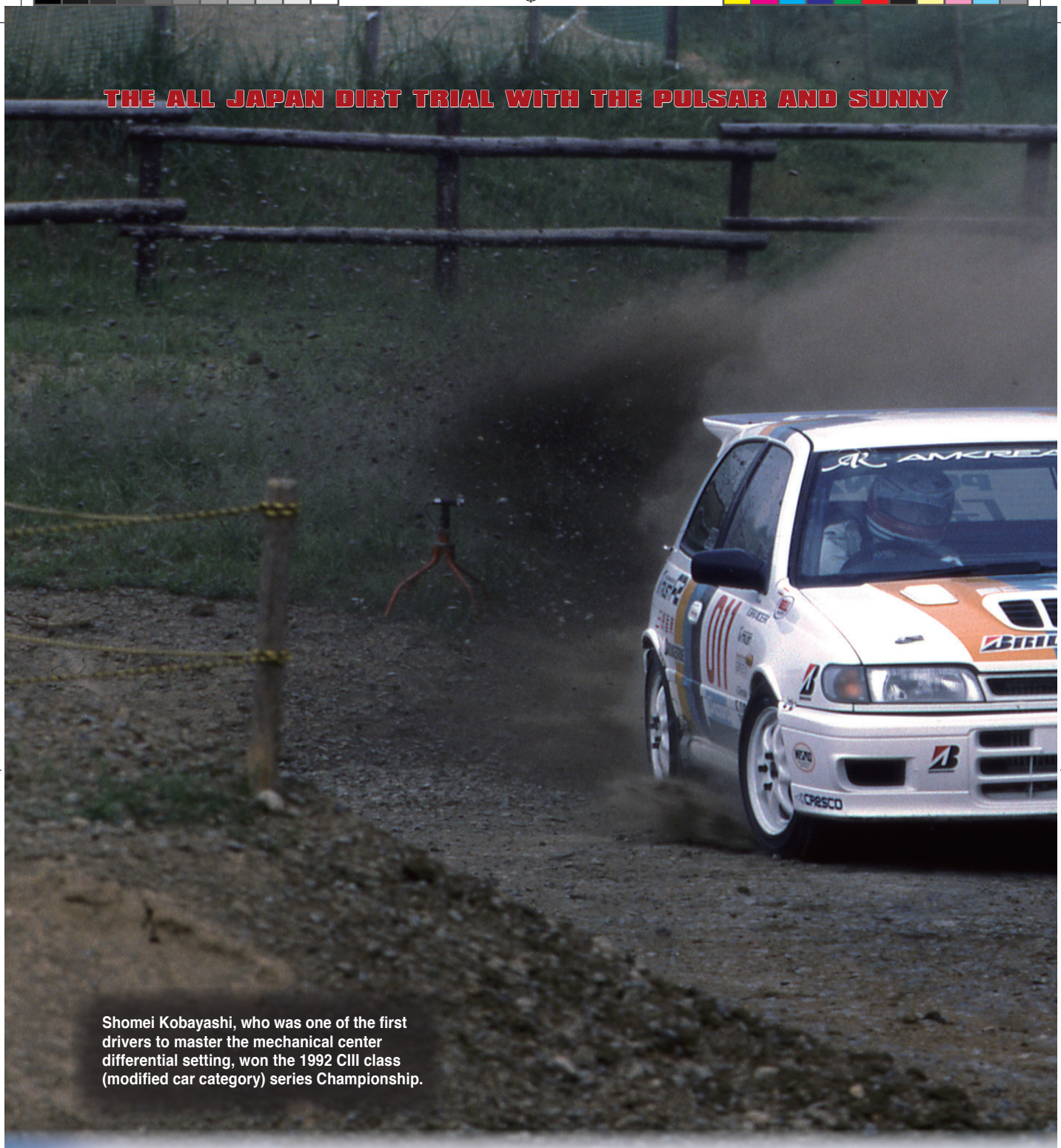
In the 1980s, large-scale dirt tracks of 0.6 mile (1km) or more in



In the CII class, Hitoshi Tosaka in a Sunny 4WD (B14) won the series Championship. This machine used a different system from the Ferguson 4WD.

051_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v2.indd 7 23/7/24 1:11

THE ALL JAPAN DIRT TRIAL WITH THE PULSAR AND SUNNY



Shomei Kobayashi, who was one of the first drivers to master the mechanical center differential setting, won the 1992 CIII class (modified car category) series Championship.

length began to appear. NISMO supported All Japan Dirt Trial competitors from the very beginning, initially with a Sunny (310) in the modified car class. With its abundance of racing parts, the Sunny (310) was a popular car, and the class in which it participated was almost single-make. Later, the March Super Turbo (K10) also won the Title in the modified class in 1990.

When the Pulsar GTI-R was introduced in 1990, the number of competitors increased. Before then, Nissan had not really participated in the 2000cc turbo class, but soon many of the leading drivers switched to the Pulsar GTI-R.

The move to the Pulsar was most noticeable in the modified class,

"NISMO's user support also included the development of various competition parts, some of which later became commercially available."

051_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v2.indd 8 23/7/24 1:11



Akira Kameyama of Tochigi, who had been driving Nissan cars since the days of the Sunny (310), later competed at Pikes Peak. He struggled to set up the mechanical center differential.



The Skyline GT-R (R32) was thought to be unsuitable for dirt-track racing, but its formidable performance and presence made it an extremely popular machine. Although a heavy machine, it was extremely easy to drive.

051_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v2.indd 9 23/7/24 1:11

THE ALL JAPAN DIRT TRIAL WITH THE PULSAR AND SUNNY



Yoshiaki Sumiyama of Aichi Prefecture piloted a Sunny (310). He was so skilled in setting up the machine that he was given the nickname of "Running Laboratory".

where engine tuning and other modifications could be carried out. NISMO supported these Pulsar GTI-R drivers and worked with them to develop various parts – as an example, the first mechanical LSD center differential in Japan was born out of these race activities, though it was difficult to set up, and all the teams had a hard time with it.

In 1992, however, there was a breakthrough. Mitsuo Ayabe, who also competed in the All Japan Rally, won the All Japan Dirt Trial Championship in the numbered class, and Shomei Kobayashi won the series Championship in the modified car class with a Pulsar GTI-R equipped with a mechanical center differential. In the under-2000cc category, Hitoshi Tosaka took the series Championship with his Sunny 4WD (B14), making it a three-class sweep for Nissan vehicles. NISMO mainly provided engine tuning support for the Sunny 4WD.

The Skyline GT-R (R32) was the talk of the town at the time. It was driven by Takao Matsumoto of Nissan's experimental division, who was well known as the development driver of the Nissan GT-R (R35). The Skyline GT-R (R32) was the first Nissan car to win the overall series Championship. Its impressive acceleration and overwhelming power were also a famous feature in the dirt-track world at that time.

The 1992 All Japan Dirt Trial Championship was when NISMO's activities really began to blossom. ♦



Masanori Horie, the top driver in the Chubu region, was able to make a challenge in the modified car class with a Pulsar GTI-R. He was also famous for his unique car design at the time.

051_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v2.indd 10 23/7/24 1:11

STAGE 51
CENTER CONSOLE (2)

In this issue, we will assemble the parts for the gearshift and the handbrake, and fit the handbrake into the center console.

PARTS

51A



51B



51C



51D



51E



51A Gearshift dust cover
51B Gearshift knob
51C Handbrake dust cover
51D Handbrake handle
51E Center console armrest cover

051_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v2.indd 11 23/7/24 1:12

CENTER CONSOLE (2)

WORKING SPACE

When it comes to building your assemblies, it is important that you have your own work and storage area that is adapted to your needs. Obviously, it is ideal to work on a flat, smooth, horizontal, well-lit surface that allows you to maintain an ergonomically correct posture. This will provide you with the best possible conditions for assembling your model to the highest standard.

51.01 **Insert the bottom of the gearshift knob 51B into the central hole in the gearshift dust cover 51A.**



051_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v2.indd 12 23/7/24 1:12

51.02 Insert the handbrake handle **51D** into the central hole in the handbrake dust cover **51C**.



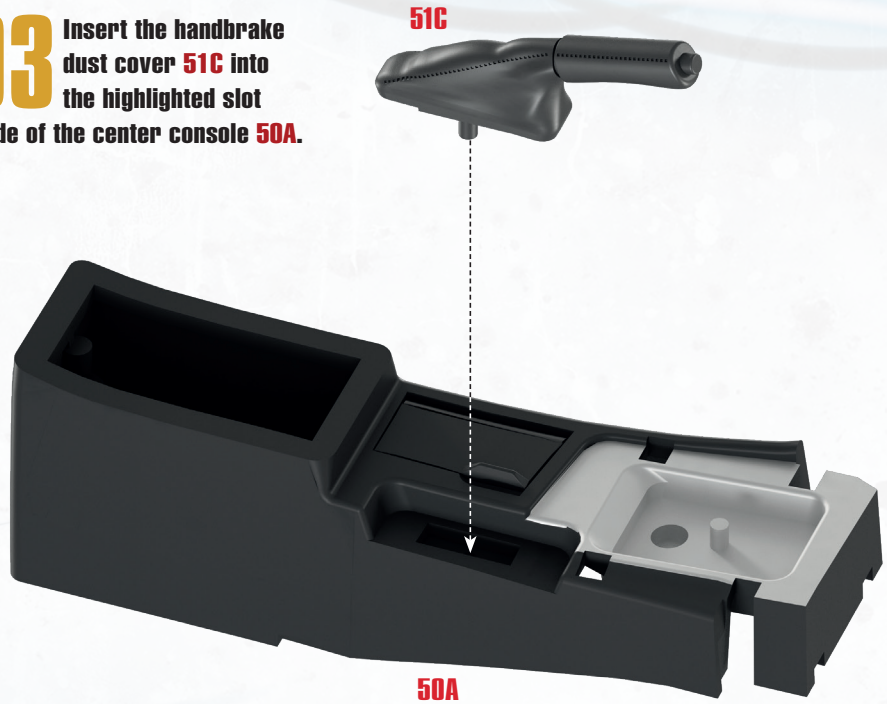
JOINING THE PARTS

Before you begin to fit the parts together, you should carefully examine the shapes of the mating elements. For example, semicircular joints require a unique way of fitting the pieces together to ensure their proper orientation in the assembly.

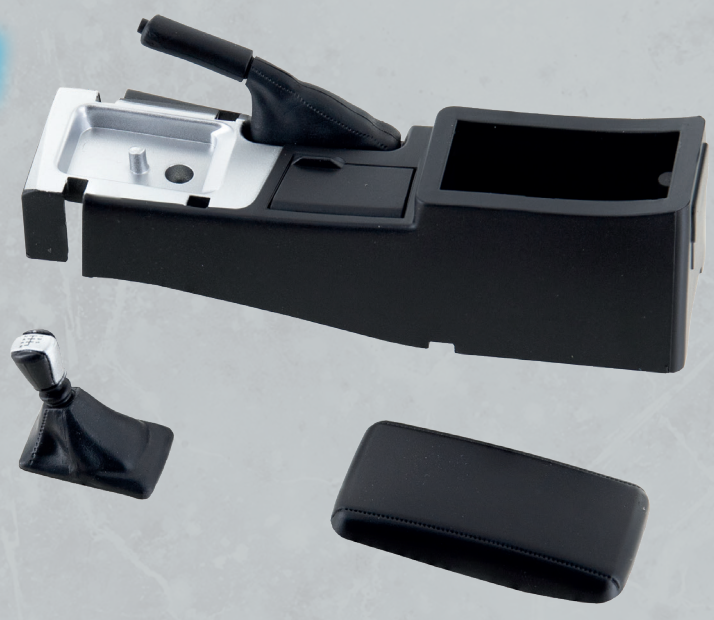
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51.03

Insert the handbrake dust cover **51C** into the highlighted slot in the right side of the center console **50A**.



Final assembly



Keep the center console armrest cover **51E** aside for use in later stages of assembly.

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