FAST & FURIOUS™

Build
BRIAN'S NISSAN SKYLINE GT-R

F237FSC053

53



FANHOME

Fast & Furious Franchise
© 2024 Universal City
Studios LLC. All Rights Reserved.

UNIVERSAL

FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

ORIGINAL VERSION
© 2024, Editorial Planeta DeAgostini S.A.U.
Avda. Diagonal, 662-664
08034 Barcelona, Spain
All rights reserved

© 2024 De Agostini Publishing S.p.A

ENGLISH LANGUAGE ADAPTATION
USA Published by De Agostini
Publishing USA, Inc.
299 Park Avenue, New York,
New York 10171

UK Published by De Agostini UK Ltd
c/o Royds Withy King, 69 Carter Lane,
London EC4V 5EQ

DE, AT, NL, HU, PL, CZ, SK, LT, SE, IT
Published by De Agostini Publishing,
S.p.A, Via G. da Verrazano 15,
28100 Novara, Italy

Picture Credits: p. 1-4: Nissan Press Office; p. 5-6: NBCUniversal Archive; p. 7-10: Nissan Press Office.

NISSAN MOTOR CORPORATION
OFFICIAL LICENSED PRODUCT

Nissan Motor Co., Ltd. trademarks, designs, copyrights and/or other intellectual property rights are used under license.

Printed in Italy

ISSN 2977-1609

ISBN (EE countries): 979-12-209-0811-5

CUSTOMER SERVICES

USA
Email support@usa.fanhome.com

UNITED KINGDOM
Email support@uk.fanhome.com

DEUTSCHLAND
Email support@de.fanhome.com

ÖSTERREICH
Email support@at.fanhome.com

NETHERLANDS
Email support@nl.fanhome.com

POLAND
Kontakt z biurem obsługi klienta:
Tel: 22 307 64 59
E-mail: bok@deagostini.pl

CZECH REPUBLIC
Kontakt na zákaznické centrum SR:
Tel: 246 017 120
E-mail: zakaznicke.centrum@deagostini.cz

SLOVAKIA
Kontakt na zákaznické centrum SR:
Tel: 0220 839 090
E-mail: zakaznicke.centrum@deagostini.sk

The price of this issue includes the magazine and the attached assembly parts.

TO OUR READERS
The publisher reserves the right to modify any components as required during the course of the collection. Not suitable for children under the age of 14 (12 for USA). This product is not a toy and is not designed or intended for use in play. The model is complete in 110 issues.

WARNING
Any reproduction, even partial, of the contents of the magazine is prohibited without permission from the Publisher. The assembly parts and the magazine that accompanies it are strictly for private use, and within the family, in accordance with Article L122 - 5 10 of the Code of Intellectual Property. Any reproduction other than that provided for in Article L122 - 5 20 of the Intellectual Property Code is prohibited. The magazine and/or elements of the collection may not be distributed, loaned, resold, rented or exploited for commercial purposes.

MORE INFORMATION AT

fanhome.com deagostini.com



FANHOME

DeAgostini COLLECTIBLES

Fast & Furious Franchise
© 2024 Universal City
Studios LLC. All Rights Reserved.

UNIVERSAL



A 1963 Skyline Sport preserved at the Nissan Heritage Collection in Zama, Kanagawa Prefecture, Japan. As Japan's first production car by a renowned Italian designer, it still stands out to this day.

THE MICHELOTTI-DESIGNED PRINCE SKYLINE SPORT

Prince Motors, Ltd. launched the Gloria with a 1.9L engine as a derivative of the Skyline. The company also developed the Skyline Sport, which replaced the Gloria's four-door sedan body with a sleek two-door coupe. The Skyline Sport was styled by Italian master automotive designer Giovanni Michelotti.

Fuji Precision Machinery manufactured and sold not only automobiles, but also a wide range of other products, including sewing machines, yarn knitting machines, movie projectors, and marine diesel engines. Sales of automobiles, in particular, continued to grow year over year, reaching over 90 percent of total sales by the end of 1960.

In February 1961, the company changed its name to Prince Motors, Ltd. to unify the brand and the company name. So began the second era of the Prince Motors, Ltd. name after it was originally used by Tachikawa Aircraft Company.

Prior to the company name change, the passenger car lineup was expanded, and the first-generation Gloria (BLSI) with a 1.9L engine was launched in February 1959 as a derivative model of the Skyline (ALSI). In February 1960, the reputation of Japan's first four-lamp headlights and strengthened brakes adopted for the Gloria and Skyline Deluxe further spurred an increase in demand – at times, sales outstripped production.

In April 1962, a new model was created using the Gloria chassis and engine. This was the Prince Skyline Sport (BLRA-3). It was a luxury

053_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 1 23/7/24 1:10

sports coupe, something that had never been produced in Japan before; it was also the first domestic car to adopt Italian design. At that time in Japan, there were still many examples of commercial light vans being used as private cars in addition to sedans, so the two-door coupe was a very luxurious model.

The concept of the Skyline Sport took shape in 1960 with the idea of acquiring superior foreign technology and combining it with Prince Motor's own technology. At the time, domestic cars were finally catching up with foreign cars in terms of functionality, but they were still far behind in terms of design. Therefore, Prince Motors, Ltd. asked Giovanni Michelotti, an up-and-coming Italian designer, to design the Skyline Sport.

Michelotti was a car designer born in Turin in 1921. His clients include automakers not only in Italy, but around the world. The many cars he had designed included the Maserati 3500GT, Fiat 1800, Abarth 2200 Spider, Alpine A110, Triumph TR4, BMW 1500, and Hino Contessa 1300.

The chassis and engine of the Gloria were sent from Japan to the Carrozzeria Alemanno in Turin, and a new body designed by Michelotti was fitted to complete the Mediterranean Blue coupe and Ivory White convertible.

The two Skyline Sports were displayed at the 42nd Torino Auto Show in November 1960, and as the first Japanese cars to be exhibited there, they attracted much local attention. Unlike later production models, this car had the Olympic logo commemorating the 1960 Rome Olympics engraved on the inside mirror, and there were also differences in the badge and emblem on the grille and the shape of the instrument panel.

Two of the show cars displayed at the Turin Auto Show were shipped from the port of Genoa and arrived in Yokohama in March 1961. A press conference was held at the Akasaka Prince Hotel, and the car was shown to the public in April. The Skyline Sport went on sale the following April 1962, and was available in eight different body colors. The catalog of the time declared: "There are eight different combinations of body and seat colors suitable for a sports model. All of them have a fresh feel and match the Japanese climate."

HANDBUILT BY ITALIAN SHEET METAL CRAFTSMEN

The production version of the Skyline Sport was to be manufactured at the newly established Sports Car Division in Prince Motors, Ltd. Mitaka plant. Carrozzeria sheet metal workers came to Japan from Italy with their tools, and their skills were taught to the workers. They made the body panels using the sheet metal technique of cutting steel sheets to fit a wooden form, beating the sheets with a foot press machine with hammers on the top and bottom, and forming them with wooden hammers while heating them over a fire. Larger panels were welded with the end

The other Skyline Sport in the Nissan Heritage Collection is the very car that was exhibited at the 1960 Turin International Motor Show. Although it bears the Skyline name, it is a completely revolutionary, luxury sports car.



053_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 2 23/7/24 1:10



The Skyline Sport was characterized by its large, long trunk. The model was a high-class car even at that time – its exotic style could have appeared in an Italian movie.

faces butted together, and uneven surfaces were sanded and finished. Although this production method was almost like that of a prototype car, it produced beautiful body lines that looked like they could not have been created by hand.

The body sheet-metal techniques taught by Italian craftsmen were later used to create the prototype Prince 1900 Sprint and the Prince Royal.

The Skyline Sport retained some elements that revealed its handcrafted character. It is well known to enthusiasts that the angle of the four "pendulous" headlamps differed slightly from left to right. The driver's side lamps were slightly more inclined. This was already known at the time of production, but the car was produced with that in mind.

The interior used high-quality genuine leather for the seats and upholstery. The instrument panel of the show car manufactured in Torino was a combination of a speedometer and a dial, but the production car had a large-diameter speedometer and a tachometer. A small-diameter fuel gauge, water temperature gauge, oil pressure gauge, and clock were mounted alongside it, while a Nardi type Japanese-made steering wheel was adopted.



Since it was based on the chassis of the first-generation Gloria, it shared the same 99.8in (2,535mm) wheelbase. However, at 183in (4,650mm), the overall length was 11.4in (290mm) longer than the Gloria, and most of this was used to extend the rear overhang. As a result, the trunk was very deep. The vehicle weight was 2,976lb (1,350kg) for the coupe and 2,954lb

Opening the large hood reveals the GB4 engine, a 1,864cc in-line four-cylinder OHV that produced 94ps/4,800rpm maximum output.

053_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 3 23/7/24 1:10



The inside mirror was engraved with the Olympic logo commemorating the 1960 Rome Olympics. This show car was a one-off, with different elements from the production model.

(1,340kg) for the convertible. Incidentally, the coupe could accommodate five, while the convertible could seat four. The suspension was the same as that of the Gloria, with double wishbones in the front and a De Dion axle with leaf springs in the rear.

The engine was a 1.9L in-line four-cylinder OHV GB4 type. This square-type engine had a bore of 84mm and a stroke of 84mm, and produced a maximum output of 94ps/4,800 rpm and maximum torque of 15.6kgm/3,600 rpm from a displacement of 1,862cc. Combined with a remote-controlled four-speed manual transmission, it reached a top speed of 93mph (150km/h).

The price of the Skyline Sport was announced as 1,850,000 yen for the coupe and 1,950,000 yen for the convertible. This is roughly equivalent to more than 20 million yen ($130,000) in today's money, so it is not surprising that production was limited to about 60 units.

Although the Skyline Sport was such a rare car, the convertible appeared in the 1963 movie *The Most Beautiful Man in Japan* starring Hitoshi Ueki, the sci-fi movie *Undersea Warship* (1963), and the sci-fi TV drama *Ultra Q* broadcast in 1966.

In addition to the 1960 blue show car, the Nissan Heritage Collection also includes a 1963 coupe production car in Palermo Beige Metallic. The two Skyline Sport cars, which still stand out even after more than 60 years, quietly testify to the exceptional talent of the master of car design, Giovanni Michelotti. ♦

The interior was as gorgeous as the exterior. Even today, the interior still gives off an air of superior Italian design.



053_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 4 23/7/24 1:10

ELENA NEVES: SHE IS THE LAW

As an intrepid patrolwoman in the Rio de Janeiro police department, Elena transmits authenticity and integrity, which wins over Dom Toretto and all fans of the franchise. But that won't keep her from a tragic fate.

When, in *Fast Five,* Agent Luke Hobbs arrives in Rio de Janeiro with his team on the trail of Dom Toretto and Brian O'Conner, he requests the help of a local liaison officer. And he's quite clear that he wants Elena Neves. She seems like any other patrolwoman, but Hobbs knows she is an incorruptible woman committed to justice. What he can't imagine is that Elena might question the arrest warrant. Elena is the first to cast doubt on the danger Dom presents.

Elena's doubts become convictions when Dom saves her life. Two wounded souls, they hit it off right from the start. Elena saw her husband fall in the line of duty, and Dom has lost Letty. They will escape together to rebuild their lives.

SACRIFICED FOR LOVE

But the new couple's love affair does not last very long. At the start of *Fast & Furious 6,* Hobbs visits Dom and shows him a photo of Letty, who is very much still alive. Elena's astonishing integrity becomes evident as she tells Dom with absolute seriousness: "If that was my husband, and there was a chance, no matter how small, I would go."



Actress Elsa Pataky plays Agent Elena Neves, a patrol officer in Rio de Janeiro.

053_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 5 23/7/24 1:10

"The sacrifice that Elena makes is such an amazing way of showing her love, but it doesn't mean she's not suffering," says the Spanish actress Elsa Pataky, who plays Elena in the series. "Not many people would be able to do that."

Elena's attitude is very noble and generous, as she sacrifices her happiness for Dom's. Heartbroken, she attempts to rejoin Hobbs in the DSS. However, she soon understands that her days of adventure are a thing of the past and chooses to leave it all behind.

PREDESTINED FOR TRAGEDY

"The only thing that really matters about Elena and Dom is that they will always be ready to help one another," notes Elsa Pataky. "The feeling that unites them is no longer romantic, it's based on respect. What they experienced together is the basis for a profound friendship. Elena, like Letty, knows that family is the most important thing for Dom."

And that is something also learned by the Cipher, a hacker who discovers that Dom has given Elena rather more than just good memories. She has given birth to Marcos, a baby conceived during their brief romance. In *The Fate of the Furious,* the cold, Machiavellian Cipher kidnaps both mother and baby to force Dom to betray his people and work for her. Sadly, following his boss's orders, Cipher's henchman executes Elena and Dom is powerless to stop it. However, his team will manage to save his son, who grows up by Dom's side. ♦

THE ADVENTURES OF BRIAN O'CONNER

A poisoned toast

After coming face to face again in a race, Brian and Dom meet in *Fast & Furious* with Ramón Campos in a nightclub. Braga's right-hand man wants to make sure the drivers can be trusted before assigning them their first mission. He lets them know that he has investigated them, but luckily, he didn't discover the real reasons why Brian and Dom are there. Campos raises his glass and toasts: "To the ladies we've loved, and the ladies we've lost." Dom tenses, suspecting it could be a provocation associated with what happened with Letty, but he stays silent. So does Brian, who waits for Campos to leave and reminds Dom, "Braga's mine."



After a brief romantic relationship with Dom Toretto, Elena steps aside when she discovers that Letty is still alive. Her resignation hides nothing more than a clear declaration of love.

053_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 6 23/7/24 1:10

GOING HEAD-TO-HEAD WITH BMW AT SPA

Part 2: The race

With the preparation and qualifying out of the way, race day arrived for the 1992 Spa 24 Hours. The Skyline GT-R's all-wheel drive and sheer power proved to be decisive over the first few hours, but everything changed during a routine pit stop for a driver change…



The 1992 Spa 24 Hours had a standing start system instead of the rolling start of previous years. It meant that the 4WD Skyline GT-R would have an overwhelming advantage when it came to accelerating away.

At 16:00 on August 1, the 1992 Spa 24 Hours got underway, and the GT-R immediately made a move. Despite losing one wheel in the dirt, it was able to overtake the three BMW M3s and run up the Auvergne in third place before disappearing out onto the mountainous course.

Soon after, the Skyline GT-R was back on the home straight.

Five BMW M3s tried to block the path of the Skyline GT-R right after the start of the race.

The 4WD advantage put the Skyline GT-R into the lead. Things looked good at the beginning of the race, but unexpected problems forced it to retire.



053_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 7 23/7/24 1:10

GOING HEAD-TO-HEAD WITH BMW AT SPA



With one wheel on the dirt on the outside of the track, the Skyline GT-R used its high-traction 4WD and power to accelerate past the M3s.

It was trying to pull away from the BMW M3s, despite its weight handicap. The BMWs tried desperately to hold on, but the gap between them and the Skyline GT-R continued to widen. At the routine pit stop, Masahiro Hasemi took up the driving duties, but soon after, an engine malfunction occurred. An emergency pit stop was made, and the team worked to repair the damage.

During this time, Hasemi dropped to 8th position. However, the race was still in its early stages, and there was still a chance to make up ground in the 24-hour race. After 20:00, the team pitted the car to switch drivers from Hasemi to Olofsson, but tragedy then struck the Skyline GT-R when some gasoline that had spilled during refueling ignited. The car was quickly engulfed in flames. Despite the desperate efforts of the mechanics to extinguish the fire, the Group A Skyline GT-R's second year of racing came to an end. The 1992 Spa 24 Hours concluded with a clean sweep by the BMW M3s.

On a positive note, the three-year challenge of the Skyline GT-R in the Spa 24 Hours undoubtedly made Europeans take note of the amazing Nissan, which was fitted with electronically controlled 4WD and twin turbocharged engines. ♦



The GT-R that started 6th in qualifying dodged the blocks of the M3 and entered Spa's famous Eau Rouge section. It was already up to 3rd place and eyeing the lead.

053_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 8 23/7/24 1:10

NEW STYLING FOR THE SILVIA

The previous-generation Silvia (S13) had been a hit during the "bubble economy", but the sixth generation Silvia (S14), which was launched in October 1993 after the economic collapse, struggled in the new market conditions.

After August 1990, domestic cars began to become larger and more luxurious due to the change in automobile taxation from body size to classification by displacement. It was also during this period that new car genres such as minivans and SUVs, which are still popular today, began to appear; sports models such as the Silvia, which had been popular as date cars for the young generation, began to show signs of decline.

The Silvia (S14) had a larger body, and although it was powered by a two-liter engine, all models had a license plate classification of 3. However, the overall width was only 68in (1,730mm), which was only slightly larger than the classification number 5. The rounded design of the entire body was perhaps responsible for the perception that the Silvia had become larger and was no longer viewed as a genuine sports car.



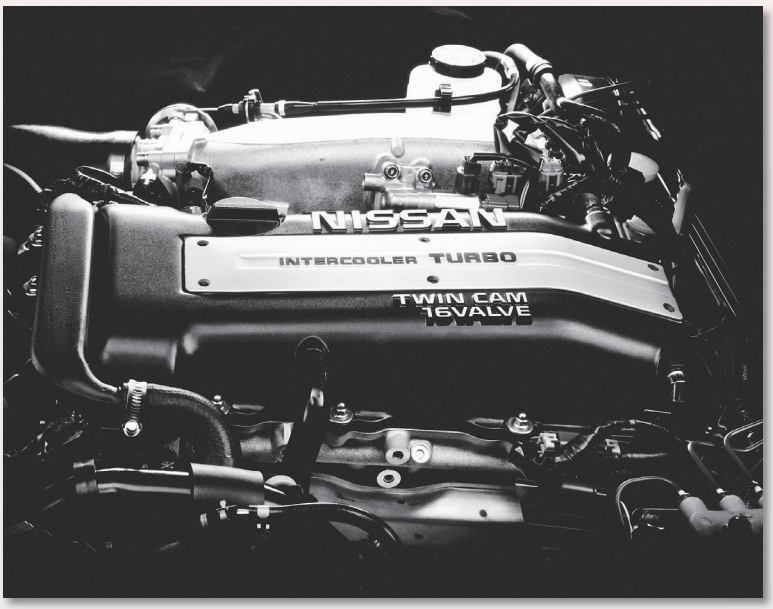
The Silvia (S13) had a snug interior, but the Silvia (S14) had a spacious and liberating cockpit.

The same three grades were offered as in the previous generation. The non-turbo models were J's and Q's, while the turbocharged model was the K's. The mechanics were the

The overall appearance of the Silvia (S14) was softer. It was easy to drive, making it popular with female drivers.



053_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 9 23/7/24 1:10



The SR20DET type engiine, which was adopted from the late Silvia (S13), was equipped with a variable-valve timing system, and the cam cover shape was also significantly changed.

same as in the previous generation, but both the non-turbo and turbo engines had been improved. The non-turbo SR20DE engine, which now used high-octane fuel, produced 160hp, while the turbo SR20DET engine delivered 220hp. Transmission choices were five-speed manual or four-speed automatic.

Suspension was a combination of front struts and a rear multilink setup. The brake calipers on the high-performance turbo K models were upgraded to opposed four-piston aluminum calipers in the front and opposed two-piston aluminum calipers in the rear.

In June 1996, minor changes were made to the model. The front-end design was changed and the headlights were given a sharper, so-called "suspension eye" type appearance. The number of aero parts increased, including a larger rear spoiler.

In October 1997, a special model was added – Autech Version K's MF-T, which was fine-tuned in various ways by Autech Japan. The engine was equipped with a turbocharger made exclusively for the MF-T by IHI (Ishikawajima-Harima Heavy Industries). Combined with Fujitsubo's exclusive exhaust system, the engine produced 250hp at 6,400 rpm and 28.0kgm at 4,800 rpm; it was the highest power output for the SR20DET type engine at that time.

In January 1999, the seventh-generation Silvia (S15) was launched, returning to the 5-number size. ♦

TECHNICAL DATA

SILVIA K'S TYPE S (S14) (1993)

Length:	177.2in (4,500mm)
Width:	68.1in (1,730mm)
Height:	51.0in (1,295mm)
Wheelbase:	99.4in (2,525mm)
Tread (front):	58.3in (1,480mm)
Tread (rear):	57.9in (1,470mm)
Engine:	SR20DET (straight four, four-valve DOHC, turbo)
Total displacement:	1,998cc
Maximum output:	220ps / 6,000rpm
Maximum torque:	28.0kgm / 4,800rpm
Vehicle weight:	2,690lb (1,220kg)
Suspension (front/rear):	strut / multi-link
Brakes (front/rear):	ventilated disk / disk
Tires:	205/55R16



053_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 10 23/7/24 1:10

STAGE 53
DASHBOARD (2)

In this issue, we will fit the control panel, the central display, and the N_2O gauges to the dashboard.

PARTS

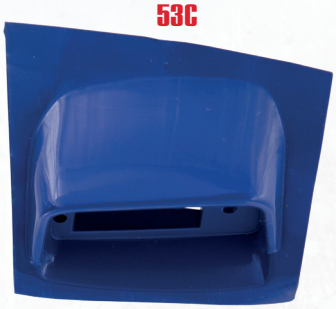
53A



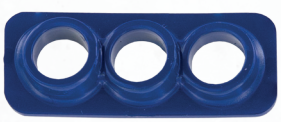
53B



53C



53D



53E



53F



53G



AP



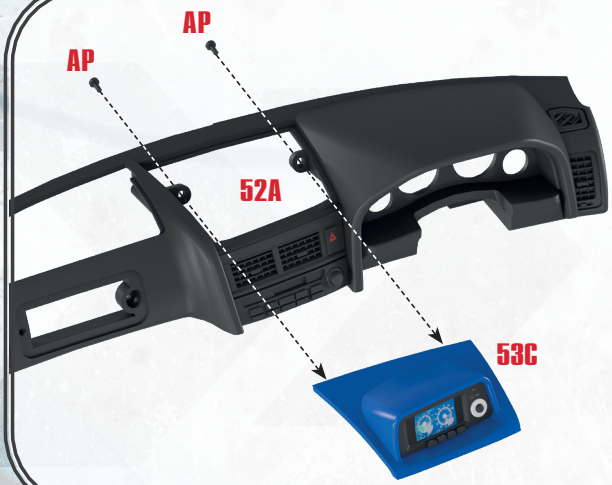
53A Control panel
53B Central display
53C Central display housing
53D N_2O gauges housing
53E N_2O gauge 1
53F N_2O gauge 2
53G N_2O gauge 3
AP Screws 1.7×4mm (×9*)

*Including spares

053_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 11 23/7/24 1:11

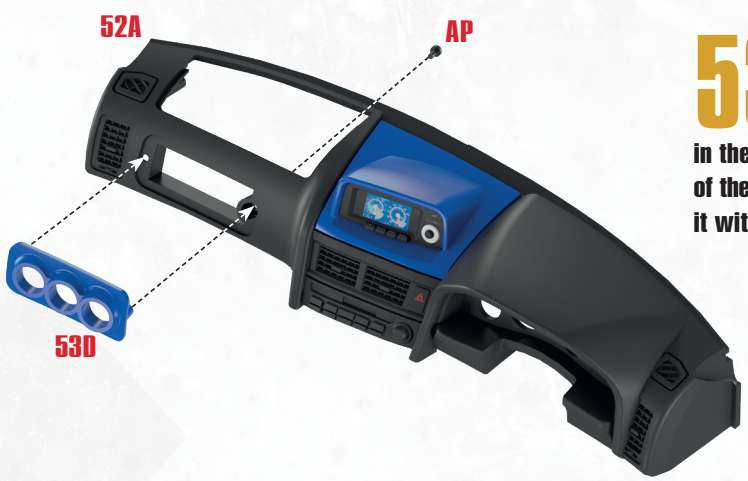


53.01 Fit the two pivots on the central display 53B into the two holes in the central display housing 53C.



53.02 Retrieve the dashboard 52A from issue 52. Position the central display housing 53C into the central opening in the dashboard 52A, so that the housing is flush with the two flaps in the middle of the dashboard, as shown in the detail image. Connect the parts with two AP screws.





53.03 Place the N_2O gauges housing 53D in the left opening at the bottom of the dashboard 52A and connect it with an AP screw.

053_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 12 23/7/24 1:11

53.04

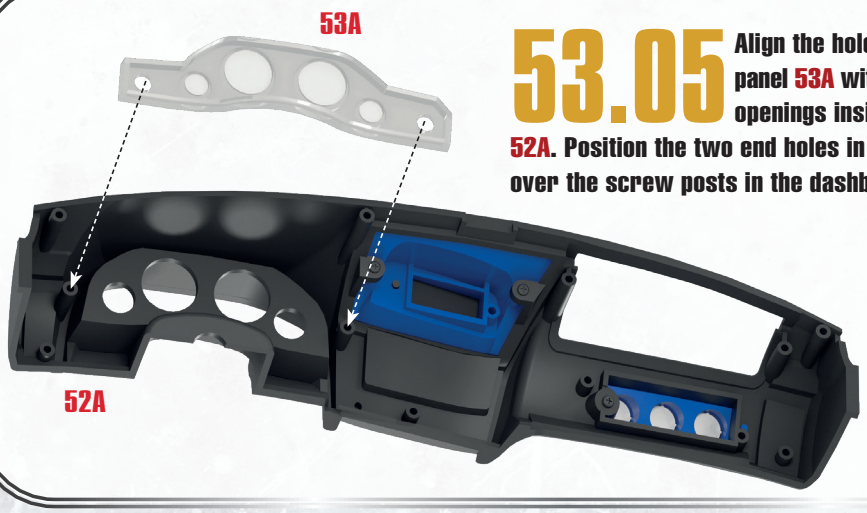
Insert the N_2O gauges 1, 2, and 3 (53E, 53F, and 53G) into the three openings in the housing 53D.





53.05

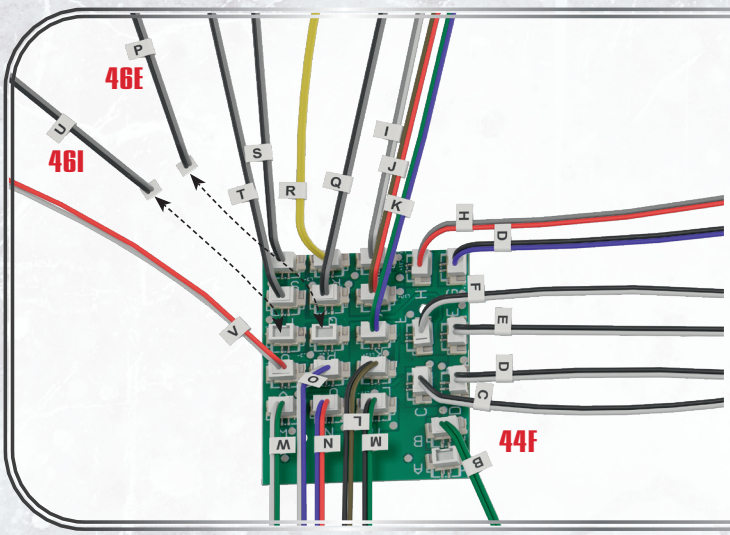
Align the holes in the control panel 53A with the corresponding openings inside the dashboard 52A. Position the two end holes in the control panel over the screw posts in the dashboard.





53.06

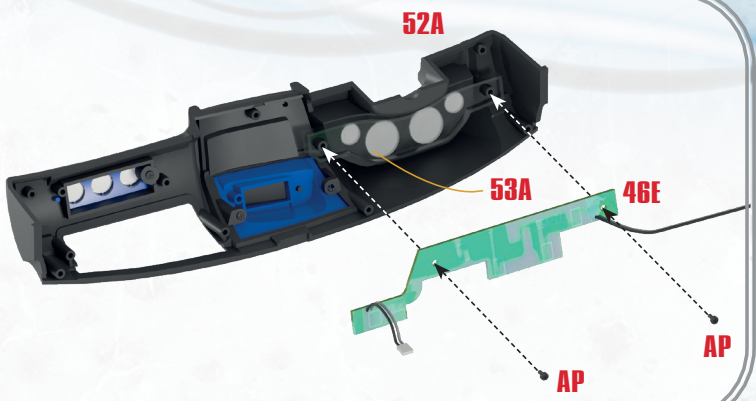
Retrieve the car PCB 44F and remove the terminal of the instrument panel light wire (P) 46E and the terminal of the instrument panel N_2O light wire (U) 46I.



053_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 13 23/7/24 1:11

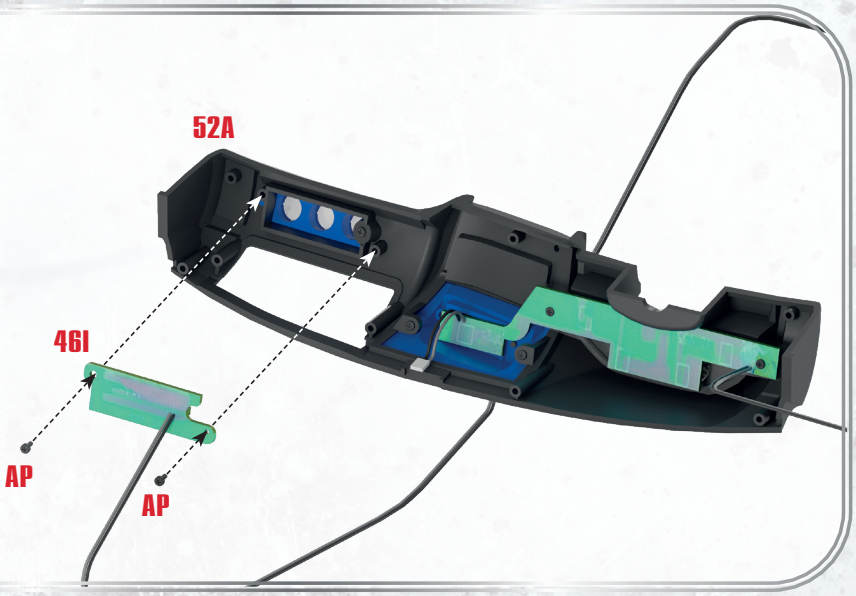
53.07

Place the PCB of the instrument panel light wire (P) 46E over the the control panel 53A and align the two PCB holes with the screw posts on the dashboard 52A, as shown in the picture. Carefully, attach the PCB 46E to the dashboard with two AP screws.



53.08

Place the PCB of the instrument panel N_2O light wire (U) 46I, aligning the two PCB holes with the screw posts on the dashboard 52A. Carefully, attach the PCB 46I with two AP screws. For the moment, do not connect the wires.



Final assembly



FANHOME

Fast & Furious Franchise
© 2024 Universal City
Studios LLC. All Rights Reserved.
UNIVERSAL