FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

55



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BRIAN'S NISSAN SKYLINE GT-R



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The Skyline 1500 Deluxe, unveiled in 1967 after the merger with Nissan, was equipped with a new 88ps engine to meet the coming age of fast highways. It had an "88" emblem on the front grille.

MAKING AN IMPRESSION ON THE TRACK

In the Skyline 1500, driving performance was dramatically improved, and efforts were made to develop its race specifications for the 2nd Japanese Grand Prix. The Skyline 1500's dominant performance in the race ensured that the technological capabilities of Prince Motors, Ltd. were known around the world.

Launched in November 1963, the Skyline was reborn as a 1.5-liter class family sedan with a smaller body. As a practical and economic car, it was suited for use not only as a family car but also for business.

The model was initially limited to the 1500 Deluxe (S50D), but in April of the following year, the 1500 Standard (S50S) was added. The Deluxe model featured a complex-shaped front grille, while the Standard had a simpler front grille design, shorter side moldings, and a "Skyline 1500" emblem mounted on the front doors.

In the model catalog, it mentioned "No glass...?", to promote the patented, non-reflective combination dials. The Deluxe model featured a trip meter and a metered-injection windscreen washer as standard equipment. The Deluxe model had separated front seats and room for five in total (down from six in the previous model), while the Standard model had front and rear bench seats, but still had seating capacity for five passengers. The catalog emphasized the spacious ride that could be achieved by the five-passenger seating capacity.

The high-power 70hp "sealed engine" no longer required frequent opening of the head cover for valve clearance adjustment, and the water pump and distributor could run without lubrication for 37,282 miles (60,000km) thanks to the

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The Skyline 1500 catalog leveraged the appeal of the victory at the 2nd Japanese Grand Prix in May 1964. This was an era when race results were linked to sales.

development of lubrication-free auxiliary equipment. In addition, all models were equipped with an all-synchronized, three-speed, column-shift transmission. The catalog claimed that "even a six-year-old child can operate the steering wheel and all-synchronized transmission lever" because of the lightness of touch.

DRIVEN TO SUCCEED

The Skyline 1500 was the car that publicized the technological prowess of Prince Motors, Ltd. to the world through motorsports.

Before the 1st Japanese Grand Prix held at the Suzuka Circuit in May 1964, Prince Motors, Ltd. said: "Manufacturers will not cooperate at all. No factory team will participate either. It will be left in the hands of the drivers themselves." The first-generation Skyline (ALSI) and the Skyline Sport (BLRA-3) took part almost as production cars. The difference between Prince Motors, Ltd. and the other manufacturers – who were trying to win by any means possible – was obvious, and Prince Motors, Ltd. was not very competitive in the race.

After the 1st Japanese Grand Prix, the winning manufacturer used its victory to promote sales. The sales staff at Prince Motors, Ltd. were said to have almost screamed, "Do something about it!" To make up for the disappointment of the first race, the entire company was committed to ensuring success in the upcoming 2nd Japanese Grand Prix, also at Suzuka.

The limited-edition Skyline GT (S54A-I) that competed in the main GT class against the Porsche Carrera GTS (904) is well known, but the Skyline 1500 that raced in the T-V class was also tuned to race specifications in every way. The engine was rebored to increase the displacement within the upper limit of 1,600cc. The compression ratio was increased, ports were polished, strengthened valve springs were installed, and the carburetor was optimized to increase power output.

The transmission was changed from the production car's three-speed column shift to an easy-to-operate four-speed floor shift, and the optimum gear ratio for the Suzuka circuit was selected. The suspension was strengthened with

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The catalog also displayed the car's interior comfort and ride quality, which was so impressive that a child could take a nap in it.

springs, shock absorbers, and stabilizers to improve cornering performance. Weight reduction was also implemented by using thinner body paneling, which could only be carried out by the manufacturer.

In May 1964, nine Skyline 1500s, including seven Prince factory teams and two private entries, competed in the 2nd Japanese Grand Prix T-V race. In addition to the three factory team contract drivers, Tetsu Ikuzawa, Yoshikazu Sunako, and Hideo Oishi, four employee drivers, Yukiro Sugita, Masaru Furuhira, Sukehiro Suda, and Nobuyuki Tonoi, participated in this class.

While the Skyline (ALSI) had seating for six passengers, the Skyline 1500 emphasized that it seated five. On the other hand, the catalog also promoted its large trunk space and load-carrying capacity.



In qualifying, Sugita took pole position with a time of 2 minutes, 58.6 seconds. The Skyline dominated the top six places, beating rivals such as the Isuzu Bellett, Toyopet Corona, and Cortina Lotus. The seventh-place qualifier, the Bellett, had a time of 3:01.0, indicating the impressive speed of the Skyline 1500.

In the actual race, Ikuzawa, who had qualified in 12th place due to engine trouble, worked his way through the field and displayed outstanding performance. He overtook the Bellett and his fellow Skyline competitors one after the other to win the race. The Skyline 1500 dominated the top eight places in



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the class with the inclusion of one private entry.

After the event, the front page of a publication had the following headline: “Performance Demonstrated in a Race! JAF-sponsored 2nd Japanese Grand Prix Race: Gloria Winner (T-VI), Skyline Winner (T-V).”

NEW 1.5-LITER ENGINE

When Prince Motors, Ltd. merged with Nissan Motor Co, Ltd. in August 1966, the model was renamed the Nissan-Prince Skyline, and in October it underwent a minor change in design around the front and rear. The round rear combination lights were given a unique inverted trapezoidal shape with rounded corners, and the “no-greasing-required” chassis warranty was further extended to two years or 60,000km (37,282 miles).Furthermore, in August 1967, the new Skyline 1500 Deluxe (S57D) was introduced with the engine changed from the G1 type to the newly developed G15 type. The G15 type featured a five-bearing cylinder block for high-speed driving, a cross-flow SOHC cylinder head, and hemispherical combustion chambers. The engine was a short-stroke type with a bore of 82mm and a stroke of 70.2mm with a displacement of 1,483cc.

Its performance figures were a maximum output of 88ps/6,000rpm and maximum torque of 12.2kgm/4,000 rpm. A red “88” badge was attached to the front grille of the 1500 Deluxe to indicate its power output, which was extremely high for a 1.5-liter Japanese car. However, the 1500 Standard and Van/Estate models continued to be powered by the conventional OHV G1 engine.

The G15 engine was succeeded by the Skyline (C10) in 1968, and the 1.8-liter G18 engine with an extended stroke was also incorporated. A larger displacement 2.0-liter G20 was also developed and installed in the first (C30) and second (C130) generations of the Laurel.

When we think of the second-generation Skyline, the Skyline 2000GT-B (S54B) – the forebear of the Skyline 2000GT-R – with its 2.0-liter in-line six-cylinder engine comes to mind. In fact, the basic 1500 family sedan was the original Skyline. ♦



The appeal of the front was that it was roomy even for a large person. The lightweight operation of the steering wheel and shift lever was marketed with the line, “even a 6-year-old child can use it”.



The gauges appeared to lack glass, but the glass was actually fitted at an angle to make it non-reflective, a common practice in cars today. The speedometer design was reminiscent of the Showa period.

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AN IMPOSSIBLE HEIST

Have you ever wondered if a gigantic safe could be stolen by being dragged away by a car? If you've seen *Fast Five,* then you know the answer. The incredible stunt stands as one of the most spectacular heists in the franchise's history.



In the fifth *Fast & Furious* movie, Dom Toretto squares off against Hernan Reyes, who controls drug-trafficking in Rio de Janeiro. When Dom and his team neutralize hiding places for the criminal's drugs and money, Reyes decides to remove his remaining money from harm's way by stashing it in an enormous safe inside police headquarters, where most of the officers are on the drug-trafficker's payroll. Reyes then puts a price on the heads of Dom and his helpers, including Special Agent Luke Hobbs. Getting out of Rio might be the most sensible course of action, but Dom has no intention of running away. He plans a heist designed to hit Reyes hard. "The only thing he cares about is his money. We pull that, we pull him," says Toretto.

TAKE THE MONEY AND RUN

The scheme is simple to describe, but a nearly impossible challenge to pull off: Dom and his team, having added Hobbs and

Filming of *Fast Five's* spectacular car chase was completed on the popular Teodoro Moscoso Bridge in San Juan, Puerto Rico. It had to be closed to traffic for two full days to complete the sequence.

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patrolwoman Elena Neves, will use steel cables attached to two 2011 Dodge Charger SRT8s to pull the safe out of the building and drag it through the streets.

The robbery became one of the film series' most complex shoots. Screenwriter Chris Morgan had toyed with the idea of the powerful cars tugging such a huge haul through a city for some time, and in *Fast Five* he found the ideal place for the sequence. Director Justin Lin decided to film the heist without almost any computer-generated visual effects, leading Second Unit Director Spiro Razatos to prep the heist almost as if he was a member of Dom Toretto's team.

A SAFE ON WHEELS

The filmmakers readied the Dodge Chargers for the scene, and created six replicas of the enormous safe. Each safe had its own peculiarities to make filming easier. One was built on the front of a truck to better film close-ups of the safe destroying cars in its way. Another was a reinforced box that could be dragged by the cars using to two 30ft (9m) steel cables. The most practical safe was an 8ft- (2.4m-) high model mounted on a platform, with four wheels, a steering wheel, and a small engine, allowing Stuntman Henry Kingi to drive it as if it were a car.

Although in the movie the action takes place in Rio de Janeiro, the crew filmed the sequence in San Juan de Puerto Rico. For several days, important avenues in the city were closed to traffic, treating onlookers to an amazing spectacle. ♦

THE ADVENTURES OF BRIAN O'CONNER

Problems on the border

Despite not having regained each other's trust, in *Fast & Furious* Dom and Brian join drug-trafficker Arturo Braga's team of new drivers. Along with two other drivers, Tash and Malik, they cross into Mexico to pick up contraband and drive it back into the United States through the intricate maze of the Barranco del Legardo. Sinister Fénix waits for them at the handover point with a gang of thugs, perhaps to kill the two new drivers. Dom uses the nitrous in his automobile to create an explosion, providing enough confusion needed to escape with Brian – but not before getting Fénix to admit he caused Letty's death. Dom's revenge is underway.

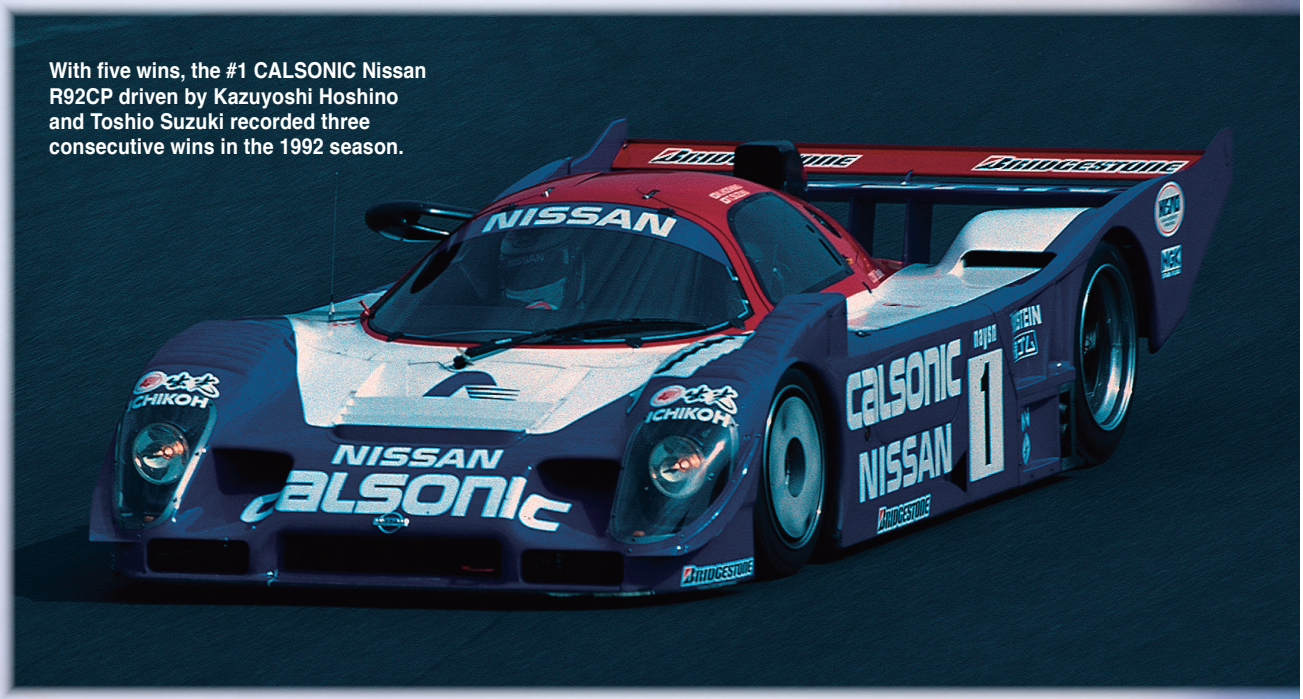
The film crew had to customize the 2011 Dodge Charger SRT8 to pull off the daring heist in Rio de Janeiro.



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A VICTORIOUS LAST SEASON IN GROUP C

Despite the disappointment of not being able to compete at Le Mans and Daytona in 1993 due to the Group C category being discontinued at the end of the 1992 season, NISMO bowed out in style. It secured both the Drivers' and Manufacturers' Titles in the 1992 JSPC.

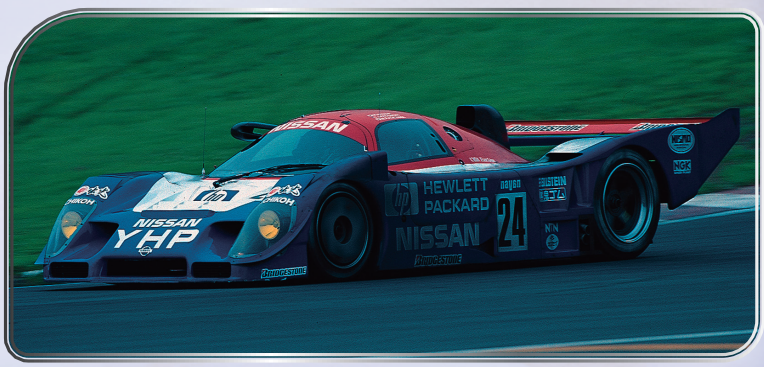


With five wins, the #1 CALSONIC Nissan R92CP driven by Kazuyoshi Hoshino and Toshio Suzuki recorded three consecutive wins in the 1992 season.

In January 1992, NISMO's Group C season had got off to a good start by winning the Daytona 24 Hours for the first time. For the R92CP equipped with the 3.5-liter turbo engine, this was effectively the last season of the National Championship series.

Due to the worldwide trend of non-turbo engines, the 1992 All Japan Sports Prototype Championship (JSPC) was a mixed race between naturally aspirated 3.5L Group C cars and conventional 3.5L turbo-engined Group C cars, which were scheduled to be used in the World Championship from 1993. The domestic Championship was also due to see the integration of turbo and non-turbo models.

The NISMO team and the R92CP car, which were already world-class competitors, continued their dominating performance in the



In the first half of the season, the #24 YHP-Nissan was driven by Masahiro Hasemi, Jeff Krosnoff, and Masahiko Kageyama, but Krosnoff then left the team.

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A VICTORIOUS LAST SEASON IN GROUP C

The V12 non-turbo engine produced over 630hp at 11,600 rpm in the ill-fated Group C NP35.



final 1992 season, winning all the races. Naturally, they took the Manufacturers' Title, while Kazuyoshi Hoshino secured the Drivers' Title for the third year in a row.

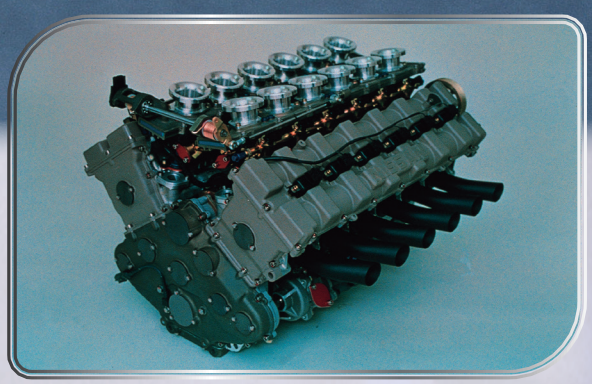
The Nissan team had been developing the P35 Group C car with a non-turbo engine to meet the regulations of the World Championship series since 1990. The shakedown took place in March 1992 in San Diego, California, US, with the engine being supplied by Nissan and the chassis by American company NPTI. The car was then driven around the US, including at Daytona, and preparations were made for its entry into the 1993 Daytona and Le Mans 24-hour races. Meanwhile, NISMO developed the NP35 – a monocoque and suspension design based on the P35 – and was preparing to enter it in the 1993 National Championship series and the Le Mans 24 Hours.

However, after many manufacturers withdrew from Group C racing,

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The NP35 debuted in the final round of the season at Mine. Driven by development driver Toshio Suzuki and Jeff Krosnoff, it finished in 10th place.



The VRT35 engine in the NP35 was a 70-degree banked 3.5L four-valve DOHC V12 unit that delivered power at over 10,000 rpm. Its distinctive sound is popular at NISMO festivals.

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A VICTORIOUS LAST SEASON IN GROUP C



The P35 undergoes testing in the US in March 1992, when the NISMO team worked towards winning the 1993 World Championship Series and the Le Mans 24 Hours.

the World Championship for this category was discontinued in 1992. It meant that this was also the last season for Group C racing in the domestic Championship series. The NP35 made its debut in the final round of the series, the Inter Challenge Cup 500km in Mine, and successfully completed the race.

Despite 1992 being the last season for Group C cars, both domestically and internationally, the NP35 was still being tested in 1993. The Group C races, which had been the mainstay of NISMO's motorsports activities since its establishment in 1984, came to an end. At first, it was a struggle, but with the development of the excellent VRH3 turbo engine later in the 1990s, NISMO quickly emerged as a top team and set its sights on winning around the world. The various technologies cultivated during this period can be said to be the origin of the VR38DETT used in the current Nissan GT-R (R35).

The overwhelming speed of the Group C cars and the F1-like sound of the NP35 non-turbo V12 engine can still be enjoyed at the NISMO Festival. ♦



NISMO tested the NP35 at Sportsland Sugo in November 1993, about a year after the Sugo 500km race in 1992. The project was completed after confirming that the target performance had been achieved.

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STAGE 55
DASHBOARD (4)

In this issue, we will mount the glove box and ashtray on the lower part of the dashboard.

PARTS

55A



55B



55C



55D



55E



AP

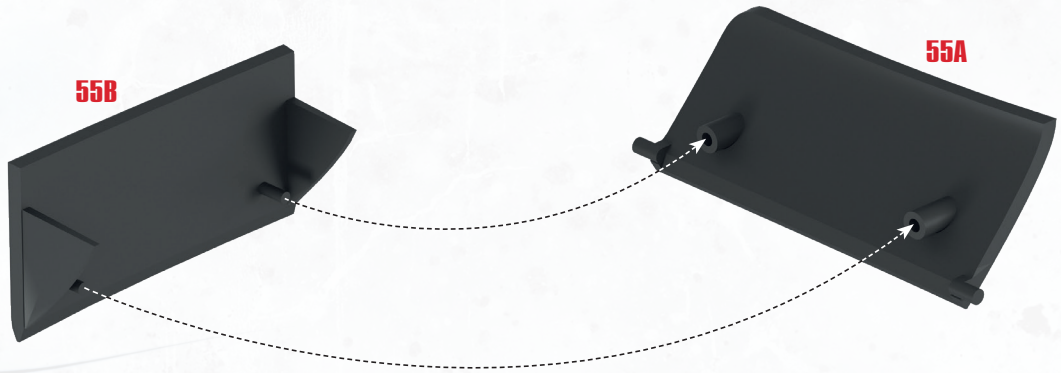


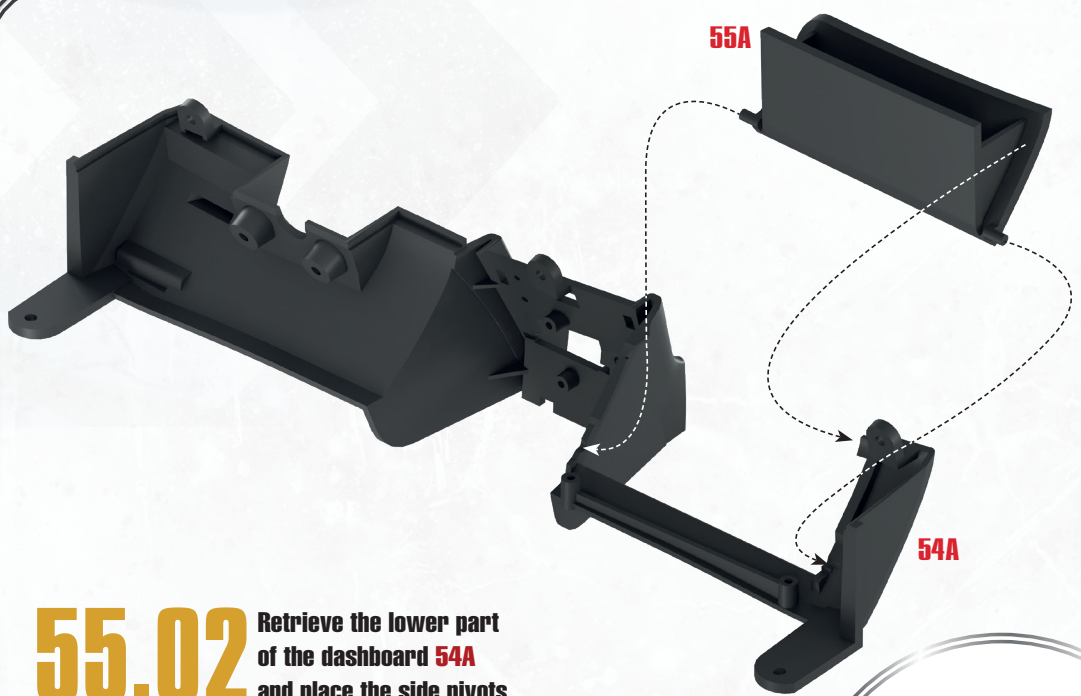
55A Glove box lid
55B Inner part of the glove box
55C Glove box lid bracket
55D Ashtray box
55E Ashtray lid
AP Screws 1.7×4mm (×5*)

*Including spares

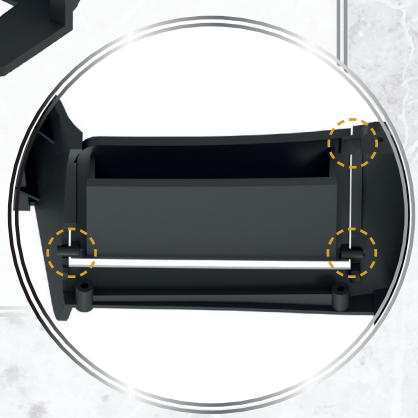
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55.01 Fit the two pivots on the inner part of the glove box **55B** into the holes in the glove box lid **55A**.





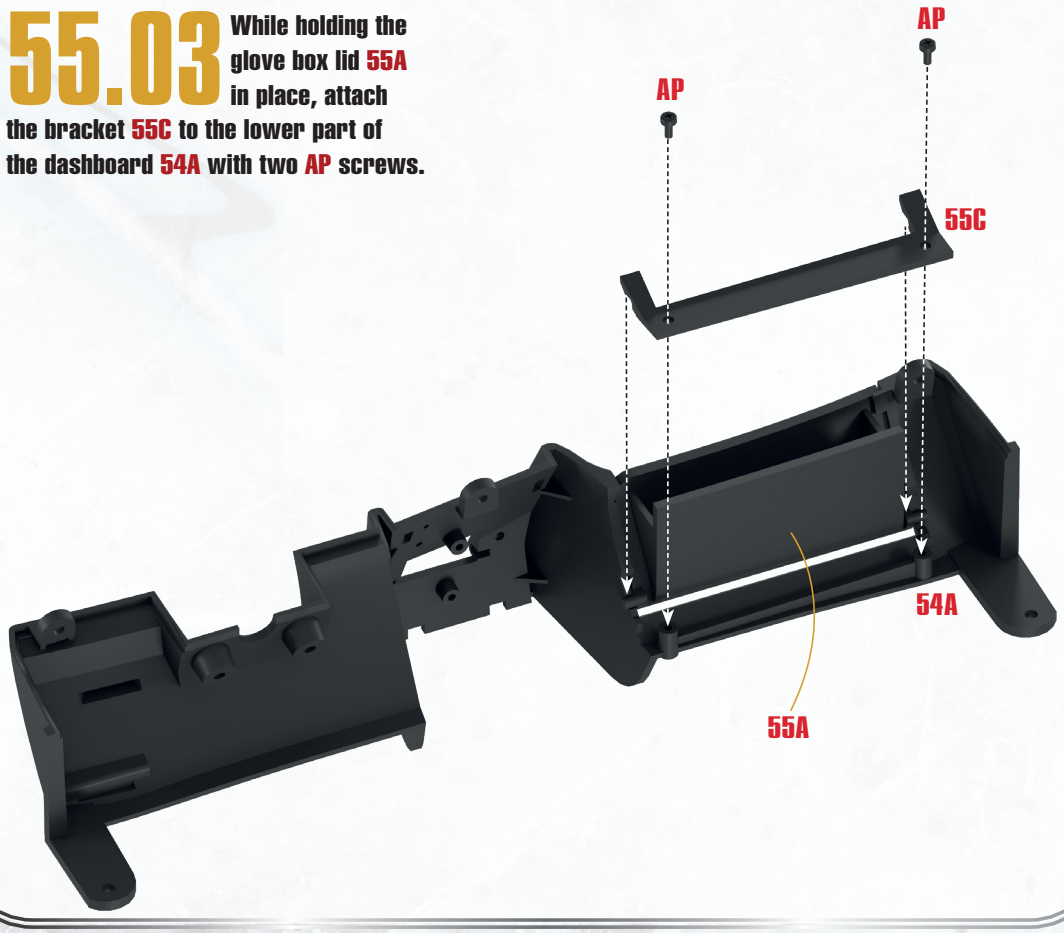
55.02 Retrieve the lower part of the dashboard **54A** and place the side pivots of the glove box lid **55A** into the notches of the dashboard, as shown in the detail image. Note that the lid must be positioned behind the flap at the bottom of the dashboard (as seen from the interior).



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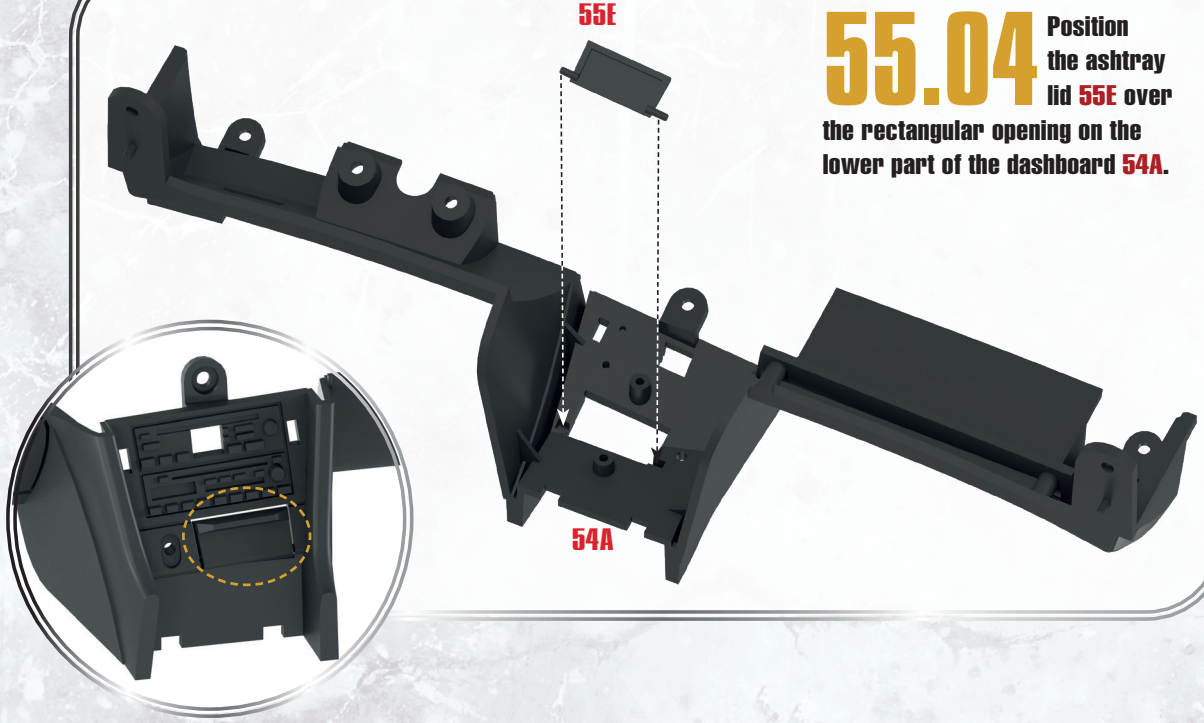
55.03

While holding the glove box lid 55A in place, attach the bracket 55C to the lower part of the dashboard 54A with two AP screws.

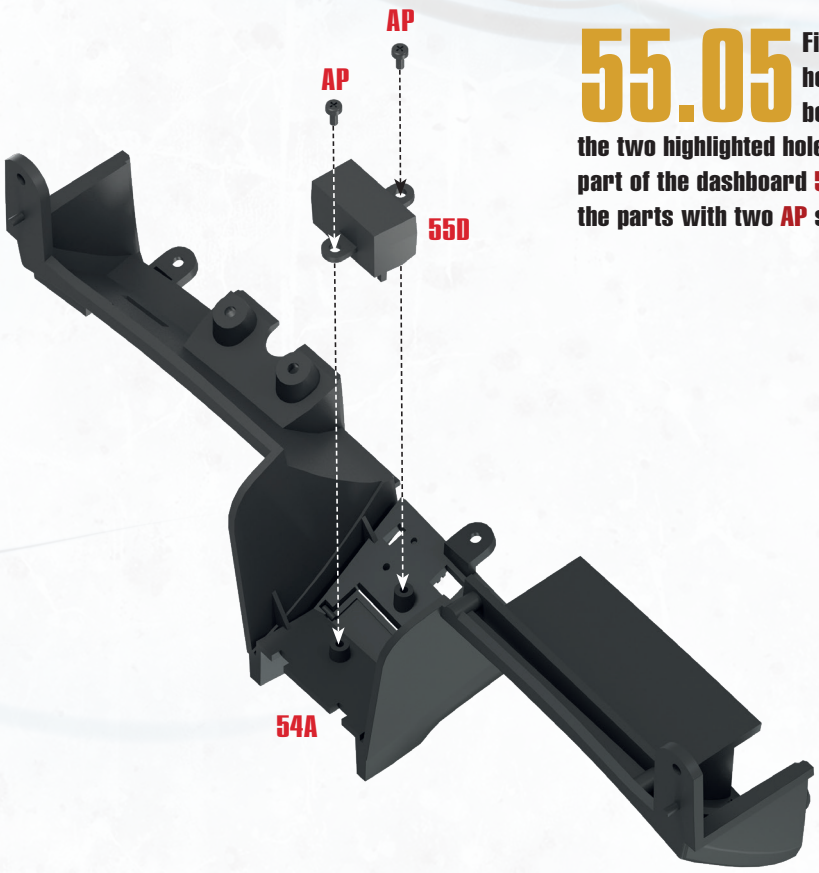


55.04

Position the ashtray lid 55E over the rectangular opening on the lower part of the dashboard 54A.



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55.05 Finally, align the holes in the ashtray box **55D** with the two highlighted holes in the lower part of the dashboard **54A**. Connect the parts with two **AP** screws.

Final assembly



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