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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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SHINICHIRO SAKURAI – "FATHER OF THE SKYLINE"

The Skyline is one of Nissan's brands with a long history. Shinichiro Sakurai was involved in the first 30 years of the Skyline's more than 60-year history. He was an engineer at the Japanese automaker, and his name was widely known among racing buffs, as he was Chief Product and Vehicle Engineer and appeared in the company's catalog.

The most important person in the history of the Skyline in the 20th century was Shinichiro Sakurai, known as the "Father of the Skyline" or "Mr. Skyline". He was the Chief Product and Vehicle Engineer of the second-generation Skyline (S5 series), and remained in this position for about 20 years from the third generation (C10) to the seventh generation (R31) of the model.

He was also famous for being Chief Product and Vehicle Engineer of the racing cars that won the Japanese Grand Prix in the 1960s, such as

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the Prince R380, Nissan R381, and Nissan R382. His talents were such that he was developing both the mainstream production Skyline and the racing cars at the same time.

The most notable models that Sakurai was in charge of creating include the Skyline 2000GT-B (S54B) – the origin of the GT-R – the first-generation Skyline 2000GT-R (PGC10, KPGC10), and the Skyline 2000GT-R (KPGC110), a car produced in extremely small numbers of just under 200 units. He also developed the Skyline 2000GT Turbo (C211) and the in-line, four-cylinder, four-valve DOHC Skyline 2000RS/2000 Turbo RS (DR30). All of these models were equipped with high-powered engines and new technologies that were ahead of their time, and all of them still enjoy the enthusiastic support of many Skyline fans as vintage classics.

Shinichiro Sakurai was born in Yokohama, Kanagawa Prefecture in 1929. He had loved tinkering with machines since childhood, and even improved machine tools at a munitions factory in Kawasaki during the Second World War. In 1948, he entered the Mechanical Engineering Department of the former Yokohama Technical College (now the Faculty of Mechanical Engineering of Yokohama National University) and at the same time joined the Automobile Club, where he devoted himself to tinkering with and driving cars to his heart's content.

After graduating from Yokohama Technical College in March 1951, Sakurai naturally hoped to find employment with an automobile manufacturer, but that was not to be. At the time, Japan was in the midst of postwar turmoil and recession – the previous year, Toyota had experienced a management crisis and was forced into painful layoffs following a labor dispute. Other automakers were in a similar predicament and were not hiring new graduates. It would be some time before the Japanese economy fully recovered due to special procurement needs resulting from the Korean War, which had broken out the previous year in June 1950.

On the recommendation of his mentor, Sakurai joined Shimizu Corporation, a major general contractor. About a year and a half later, he was told that Tama Motor Company had a vacancy for a designer, so Sakurai decided to go for the job. Sakurai was successful and in October 1952 he joined Tama Motor Company, taking his first step as a car designer. In November of the same year, Tama Motor Company changed its name to Prince Motors, Ltd. in order to match the brand name. In April 1954, Prince Motors, Ltd., which manufactured car bodies, and Fuji Precision Machinery, which manufactured engines, merged to form Fuji Precision Machinery, which was then renamed Prince Motors, Ltd. in February 1961. Five years later, in August 1966, the company merged with Nissan Motor Co., Ltd.



A photo of workers from the Prince Motors, Ltd. days, when the corporate culture was open-minded. Shinichiro Sakurai is in the front row, second from the left, with his legs crossed.

TEACHING THE BOSS TO DRIVE

Sakurai was assigned to the Engineering Department, where he was in charge of chassis design. At the time, the company had just launched the Prince Sedan (AISH), and plans for a new model that would become the first Skyline (ALSI) began to be considered in 1953.

"My boss asked me, a newcomer who had just joined the company, 'How should this part of the design be done?' I was a rookie, and he asked me, 'What should we

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A 24-year-old Shinichiro Sakurai, who had just joined the company, stands with a Prince truck (ATF-1) in the background on the banks of the Tama river in 1953. At the time, Sakurai was one of only two or three people in the company with a driver's license.

do with this part of the design?' I wondered, 'Why is he asking me?' Then I realized that he was an aircraft engineer, so he didn't have a license to drive a car. So, I taught him how to drive."

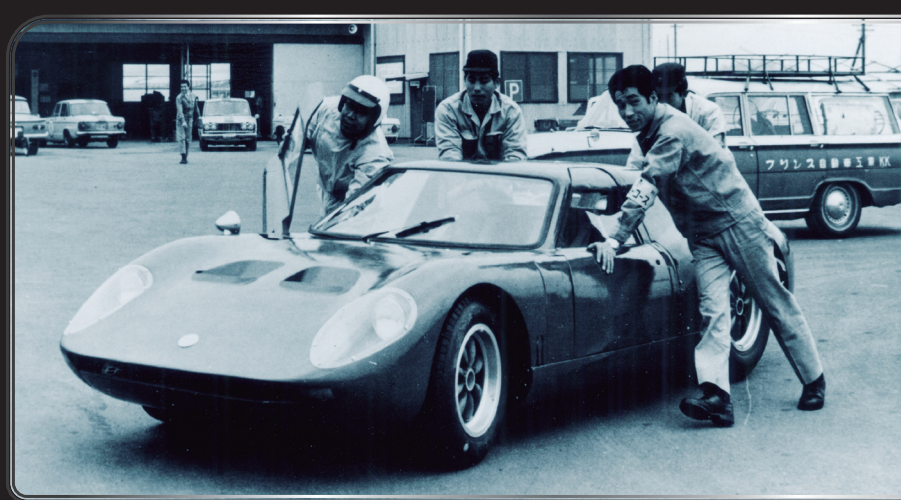
This is an anecdote that is unique to the time when Nakajima Aircraft and Tachikawa Aircraft, two of Japan's leading aircraft manufacturers in the prewar period, were transformed into automobile manufacturers after the war. Many of the engineers were top notch, but were amateurs when it came to automobiles. Sakurai was astonished to find himself in such a difficult position, and began to study the latest in automotive engineering on his own.

At that time, Prince Motors, Ltd. was a company where even the bosses were called by their surnames, such as "XX-san," rather than by their titles. In meetings, even new employees could express their opinions freely and openly. In addition, there were many skilled welders and machinists on the factory floor. "It was a good company that made me think, if I were to be born again, I would want to work for Prince," recalled Sakurai.

A newcomer to the company, Sakurai was involved in the design of the first-generation Skyline and is credited with giving the car its name. There are various theories as to how the Skyline was named, but the following is an excerpt from the catalog for the Skyline (C110).

Skyline – an unforgettable name in the history of Japanese automobiles. The godfather of this name was the chief engineer, Shinichiro Sakurai himself. Impressed by the white mountains and blue sky of the Northern Alps seen from the Shiga Kogen plateau, he named the car he designed "Skyline" with the hope that everyone would be impressed by the beauty of the car like the ridges that separate the mountains from the sky, and that the car would remain familiar to everyone forever. (From the February 1977 edition of the Skyline 2000GT catalog, original text in Japanese.)

As we rested there in March 1955 during a skiing holiday, I looked back at the route we had taken and was struck by the beauty of the white ridge against the almost black sky. It was incredibly beautiful and moving. The old man at the lodge told us, 'Three people went missing on that skyline this year'. Even after I returned to Tokyo, the beautiful mountains and the word "skyline" were etched in my mind. So when the company asked for a name for



Shinichiro Sakurai, wearing a helmet, drives the R380 racing car with his staff. While developing both production and racing cars, he sometimes took the wheel himself.

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SHINICHIRO SAKURAI – "FATHER OF THE SKYLINE"



栄光の讃歌に包まれたスカイラインの歴史。
事実の積み重ねと、設計者の願いが込められて
クルマを識る人は、いま「スカイラインの神話」と名付けました。

「スカイラインの名も都は、あの名設計者だから。」
スカイライン・あの頃の自動車の歴史を語るとき、忘れることのできないキーワードです。この名付け親こそ、設計主要「桜井真一郎」氏その人なので。正面広場から見たエアフロの美しい小公ルと背景に感動し、おしゃれな街の雰囲気のように、誰もが「美しい感動し、いつまでも眺めを楽しくしたい。」と願いを込めて、自分の設計する車に「スカイライン」と命名しました。

イージーケア時代の先陣をつけたスカイライン。
1963年9月、「美しい愛「スカイライン・ALPHA」登場。優れたボディーデザインとともに、社長面でも大きなセンセーションを巻き起こしました。スカイライン・オリジアップは1年おくれの59年2月なく、メインテナンス期間を大幅に延長させました。また、スカイラインは自信保証付。こうした数々の新技術を採用してマイカー・ニューカテゴリを 確 立 つけたのが「スカイライン1500」で。一方1964年に開かれた第2回日本グランプリでは一時を争う、当時のサンロビレベル級のスターでした。

S54B(スカG)型ポルシェ904の激闘。
1964年3月30日発表。5月1日発売。発売後、ほどなく高嶺を開かれる日がきました。5月2-3日に鈴鹿サーキットにおける第2回日本グランプリがそれです。5月3日午前9時55分にスタートしたGT-Ⅱレースにおける6ポルシェ904と スカイラインGTのデッドヒートは、いまでも日本のモータースポーツ史に残る名勝負のひとつに数えられています。勝敗はくしくもパワーの差でポルシェに軍杯を譲りましたが、観客は一時はトップにたったゼッケン41番・生沢徹のスカイラインGTに惜しみない拍手を送りました。このレースから、スカイラインGTは「スポーツカー」として若者たちの熱い信頼と期待をこめて呼ばれて参くのです。当時は4人乗り・4ドアセダンでしたが、1970年代、この一種をの日本のスポーツカーに大きな影響を与えました。

「羊の皮を着た狼」—スカイラインGT-R
ホーミングでは、真のグランツーリスモ(安心感、安全性)にもこの技術を(すべての皮を着た狼」と呼んでいます。「狼の男衣を与えられたクルマには、ご存知のスカイラインGTRをはじめ、アルファロメオGTAなどが知られます。日本では、スカイライン2000GT-B(S54B)型もいわれました。「羊の皮を着た狼」と呼ばれたカーは、いずれもレースで鍛えられた高性能を一見おとなしそうなボンネットに収めたGTで、この「狼の男衣を与えられたクルマには、ご存知のスカイラインGTRをはじめ、アルファロメオGTAなどが知られます。日本では、スカイライン2000GT-B(S54B)型もいわれました。

もうひとつの代名詞「サーフィンライン」
スカイラインといえば、「サーフィンライン」と言われるほど、その優雅的なスタイリングは名声を得ています。スカイラインの両サイドを引締めるラインは、1957年度型の1代目から採用され、試行錯誤の末生で"サーフィンライン"と命名されました。はやり廃りの激しいスタイルの中で、スカイラインは誕生以来、一貫して同じスタイルラーや変革、今日では、ひと目みただけでスカイラインとわかる伝統のラインとなっています。思想の確立ができて、カタチのこともスカイライン誕生を支援します。

GT-R、平均の記録50勝を達成。
第3回日本グランプリを制覇した生沢徹のスカイラインGT-Ⅱは、トーマス高場のたGT-Ⅱを破り、「勝ってうれ、我われはニューヒになる。」といわれるほどの強さを示すました。'65年JAFグランプリでもレースおいて、初勝を飾っては、あげる'65年7月レース(短期間に監督的な50勝をマーク。日本のモーターカーの中に占くがんばる華(金字塔)をつくり、この記録はいまだに破られていません。スカイラインの神話は一日にしてできたのではなく、こうした事実の積み重ねから生まれたからなのです。

S54B型「最も印象的な一台」
高嶺清春車両門は「自分は実用車」が主張する「高嶺車用車入気投票」。その第1回目にあたる昨年のプロ野球総東用車入気投票で、スカイライン法人気自車—GTのオーナーとレーシング「最も印象的な一台」を獲得、栄光の大トロフィー手予中にあるのました。また、あわせて上級車部門、第一位を受賞。2つの部門での不動の人気を実証しました。思い起こせば'59年、第1回、「上級車部門」で第一位に輝き、第11回、第12回では「総合部門第一位」に選出されており、今回の受賞で栄華の道程を歩むました。

「リーダーズ・ベスト・カー」6年連続受賞
権威ある自動車専門誌「モーターファン」が今、その年度の国産新型車の最有車日本一を選ぶカー・オブ・ザ・イヤー。その当年の選考で、スカイライン・ハードトップ2000GTX-E-Sタイプが5連が、リーダーズ・ベストカーの栄誉を受けました。今回の受賞で前賞11年連続・パーフェクトの記録を達成。

「76下シャン」——この夏も日本新記録！
昨年夏、場面的な話題が作んだ"ナンとオーのTマーク。あの7年も我が日本中に熱いブームを起こしました。その勢は実に3万台超で、空前絶後の日本新記録。この夏のファッションにも大きな衝撃を与えたスカイライン旋風でした。

「格様ボディ」
4ドアセダンマリミーカー。そのイメージを固めた上に実現の車、スカイライン2000GT-X・4ドア。SU型ツインキャブレター1基当たりエンジンを搭載、最高速度175km/hとさらに増した速度。静しいつに進化のニューマーク。メカニズムとイタリアの独創を求めた設計思想。

まさにスカイラインの名声を決定づけ、誰しもが「憧れる4ドア」と呼ばれた名車です。そのイメージチェンジにふさわしいのが、レーシングイメージに塗られたGT-Xでした。ファストバックマシンのレーシングカラーをそのままイメージした今期待の全仕上。その後ではいよいよグレードが合作期のシンボルカラーとなりました。

The 1976 catalog for the fourth-generation Skyline (GC111) also mentions the origin of the car's name – "Skyline" is a mountain range in the Japanese Northern Alps.

Vehicle engineers for domestic automobiles are well known today, but in the past they worked behind the scenes and their faces and names did not appear in advertisements or catalogs. The fact that Sakurai appeared in the catalog for the fourth-generation Skyline as a "master designer" was not because he wanted the exposure. Instead, it was part of a clever strategy by the advertising department of Nissan-Prince Auto Sales at the time, which aimed to enhance the Skyline's brand image. ◆

the new model he was designing, he came up with "Skyline".

Shojiro Ishibashi, then Chairman of Fuji Precision Machinery and founder of Bridgestone, wanted to name the new luxury car after the sky, a word that had something in common with the company's "Blue Sky" and "Skyway" golf balls. From the internal naming suggestions, Shojiro Ishibashi and President Ino Dan chose "Skyline" for its clear image, and it became the official name of the new model. The name "Skyline" is the same as the name Sakurai later said he wrote and submitted to the company, so it is not surprising that his naming suggestion was adopted as is.

According to Shinichiro Sakurai before his death, there is still a mountain lodge at a place called Yoshigadaira on the way from Shibu Pass in Shiga Kogen to Kusatsu Onsen. The mountain range Sakurai saw was actually the ridge of Kusatsu-Shiranesan.



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THE CARS OF *FAST FIVE*

Besides reuniting many of the stars of the previous movies, *Fast Five* stood out for its spectacular gallery of automobiles, fascinating true car lovers again.



The makers of *Fast Five* remained committed to giving cars an outstanding role in the story. Screenwriter Chris Morgan presented the 1970 Dodge Charger as the trusty companion that always accompanies Dom Toretto on his adventures. Despite having been destroyed twice, the emblematic auto was revived by Vehicle Coordinator Dennis McCarthy, who made changes to the original model, giving it larger wheels and improving the suspension, steering, and other areas of the car unseen on screen. McCarthy's team prepared five versions of the Dodge Charger with their respective modifications, which were used at different times in the filming.

The crew used a 1966 Chevrolet Corvette Grand Sport Sting Ray for Dominic Toretto's character to drive in the train heist scene. In addition to the original model, a total of 10 replicas were used for the most challenging shots during the filming of the movie.

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AN EFFECTIVE COMBINATION

To match the film's setting in Rio De Janeiro, the team included vehicles popular in Latin America. Their choices combined renowned European brands, like Porsche, Volkswagen and BMW, with classics from the United States, such as the Ford Maverick and the Chevrolet Impala. These were joined by powerful Japanese cars, like the 1993 Toyota Supra, the 2009 Nissan 370Z, and the Nissan Skyline GT-R that, together with Dom's Dodge Charger, had already proven to be vital in the series. Three automotive "jewels" carried out the amazing train heist: a 1972 De Tomaso Pantera, a 2007 Corvette GS convertible, and a Ford GT40.

THE NEW DODGE CHARGERS

For the film's thrilling safe robbery set piece, Dodge unexpectedly offered the producers the opportunity to use the new 2011 Dodge Charger. Although the filmmakers did not usually work so closely with car manufacturers, this was an offer they couldn't refuse. Producer Michael Fottrell recalls, "The brand gave us more than 20 cars to use, and they sent a couple of technicians down to modify the cars. They were so cordial and just willing to get in there and make it happen."

With the engines reworked to provide more power, and with upgraded brakes, the Dodge Charger SRT8s figured prominently in the stunning safe robbery. ◆

THE ADVENTURES OF BRIAN O'CONNER

Code of friendship

Brian and Dom escape the trap set them by Fénix in *Fast & Furious* by stealing a vehicle belonging to Braga's gang that contains $60 million in drugs. After hiding it in a police impound lot, Brian asks Mia to tend to her brother's bullet wound. For a moment, it seems all is forgiven among the trio. But when Dom discovers that Letty was working with Brian when she was believed killed, resentment and suspicion between them resurface. Finally, the FBI agent reveals the truth: "She did it for you, Dom! Letty came to me to clear your name in exchange for bringing down Braga."



Dom Toretto's Dodge Charger, already a true icon of the franchise, was once again among the cars featured in *Fast Five.*

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THE 1992 ALL JAPAN TOURING CAR CHAMPIONSHIP

Part 1: New teams and drivers

The 1992 season of the All Japan Touring Car Championship (JTC) no longer included overseas models such as the Ford Sierra RS500. Instead, it was essentially a single-make series comprising several Skyline GT-Rs piloted by a mix of new and experienced drivers.



The competitive CALSONIC Skyline had an up and down racing season, which included three wins and three retirements.

From 1991, the Skyline GT-Rs had been competing in Division 1 of the JTC, which was becoming more and more like a single-make series. In the 1992 season, the trend became even more clearly defined: two new Skyline GT-Rs entered the race in addition to the five from 1991. A total of seven Skyline GT-Rs were now competing against each other.

The new Skyline GT-Rs included the KYOSEKI GP-1 Plus entered by NISMO. The drivers were Anders Olofsson, who had competed for REEBOK until the previous year, and young driver Takayuki Kinoshita.

The other new entrant was from HKS, a well-known tuning parts manufacturer, with drivers Yukihiro Hane and Osamu Hagiwara, an employee of Yokohama Rubber. This caused a major change in the driver lineup for the other GT-Rs. Firstly, the previous year's Champion Anders Olofsson

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Kiyoshi Misaki and Naoki Nagasaka in the FET Sports Skyline GT-R finished third in the opening race, but had a disappointing season with four retirements.

left the REEBOK outfit, so mid-level driver Hideo Fukuyama joined the experienced REEBOK driver Masahiro Hasemi in the team. The car was also changed from REEBOK colors to the JECS livery, and with a fresh start, the team was aiming for a second consecutive Championship.

Kazuyoshi Hoshino remained in the blue CALSONIC, with young driver Masahiko Kageyama joining the team. With Masahiko Kageyama out, the AXIA car was piloted by Tom Kristensen alongside Kazuo Shimizu.

The TAISAN STP Skyline GT-R was driven by the popular duo of Kunimitsu Takahashi and Keiichi Tsuchiya, while FET Sports retained Kiyoshi Misaki and Naoki Nagasaka. The rival Ford Sierra RS500 was no longer participating in the series, yet the popularity of the racing series was on the rise as the number of Skyline GT-Rs competing against each other meant that fans' eyes were focused on which one would win. ♦



The TAISAN STP team of the outfit's original driver, Kunimitsu Takahashi, and Keiichi Tsuchiya – AKA Drikin, who was at the peak of his popularity at the time – went into the season with a completely new livery.

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THE FINAL SILVIA – POWER AND STYLE

In January 1999, the seventh-generation Silvia (S15) was launched. Until then, the body size of Japanese cars had increased with each model change, but the seventh-generation Silvia returned to being classified as a 5-number body, a complete change from the previous S14, which had a 3-number body. The grade names were altered from the three basic grades of "Js", "Qs", and "Ks" that had continued from the S13 to S14 models to five grades: Spec S, Spec S G package, and Spec S Aero for models with the NA SR20DE engine, and Spec R and Spec R Aero for models with the turbo SR20DET engine. The turbocharged SR20DET engine models were the Spec R and Spec R Aero grades.

The body was more compact than the previous generation Silvia (S14). At the same time, the rigidity of the body was improved, resulting in better driving performance.



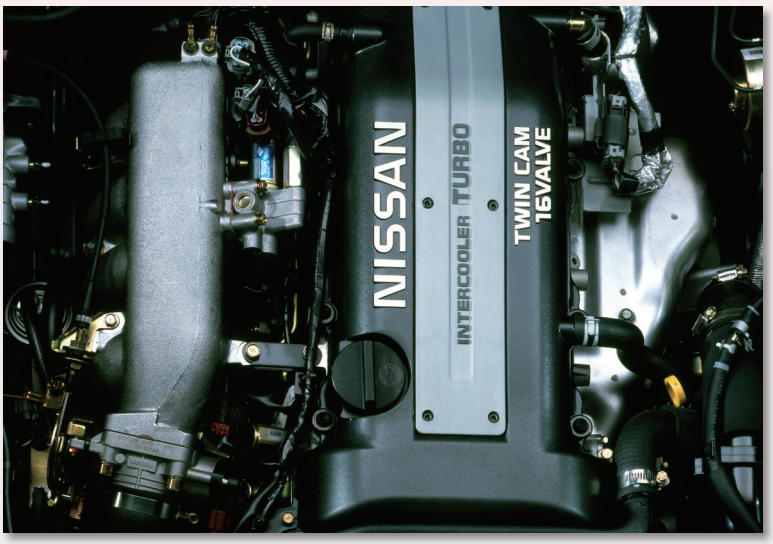
The sporty cockpit featured standard aftermarket items such as white gauges and an A-pillar boost gauge.

The S15 model also featured more power, with the NA SR20DE engine delivering 165ps (up 5ps from the previous generation) for manual models and 160ps for automatic versions. The turbo SR20DET engine delivered 250ps (up 30ps) for manual and 225ps (up 5ps) for automatic transmission.

The drivetrain was modified, and in terms of transmissions, a six-speed manual was adopted for the turbo SR20DET type, while the NA SR20DE type was still a five-speed manual; a



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The SR20DET with variable-valve timing system boosted power to 250hp. This powerful rear-wheel drive model is still very popular in the used car market.

four-speed automatic was available for all grades. The six-speed manual transmission of the turbo model Spec R had a helical LSD as standard equipment in the rear differential, while the five-speed manual version of the NA model Spec S was available as a factory-installed option.

The suspension was the same as the previous generation, with struts in the front and multi-link in the rear. The same four-wheel disk brakes – ventilated at the front – were also used. The turbo model Spec R featured opposed four-piston calipers at the front, while ABS was standard on all models.

Inside, the instrument panel featured white gauges and other sporty touches, and front seats with the Silvia logo were available as an optional interior package. Pillar dials with a boost gauge (Spec R) and oil pressure gauge (Spec S Aero) were installed on the driver's side A-pillar.

Derivative models included the "Autech Version", an NA SR20DE tuned to 200ps, and the Varietta, Japan's first fully-open convertible with an electric metal roof.

Like many other Japanese sports cars such as the Skyline GT-R (R34), the SR20DET engine mounted in the Silvia (S15) did not comply with the 2000 emission regulations, and production ended in August 2002. It was sold for only three years and seven months. This is where the history of the Silvia came to an end. ◆

TECHNICAL DATA

SILVIA SPEC R S15 TYPE (1999)

Length:	175in (4,445mm)
Width:	66.7in (1,695mm)
Height:	50.6in (1,285mm)
Wheelbase:	99.4in (2,525mm)
Tread (front):	57.9in (1,470mm)
Tread (rear):	55.5in (1,460mm)
Engine:	SR20DET (straight four, four-valve DOHC, turbo)
Total displacement:	1,998cc
Maximum output:	250ps / 6,400rpm
Maximum torque:	28.0kgm / 4,800rpm
Vehicle weight:	2,734lb (1,240kg)
Suspension (front/rear):	strut / multi-link
Brakes (front/rear):	ventilated disk / disk
Tires:	205/55R16



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STAGE 56
DASHBOARD (5)

In this issue, we will assemble the multimedia screen and fit it to the lower part of the dashboard.

PARTS

56A



56B



56C



56D



56E



AP



KP

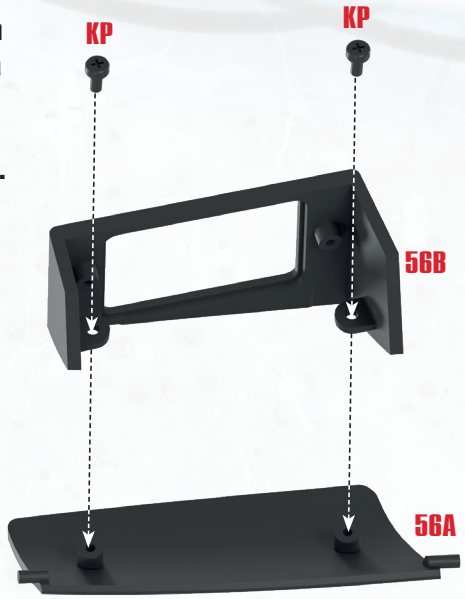


56A Multimedia center lid
56B Multimedia center housing
56C Multimedia screen
56D Back of the multimedia center
56E Bracket of the multimedia center lid
AP Screws 1.7×4mm (×6*)
KP Screws 1.4×4mm (×5*)

*Including spares

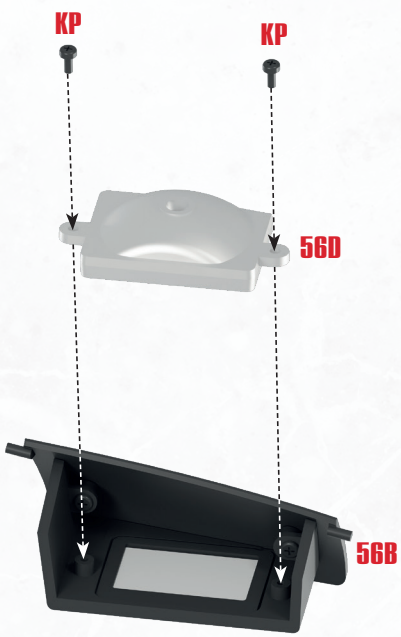
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56.01 Align the two tabs with holes in the multimedia center housing 56B with the holes in the multimedia center lid 56A. Secure the parts with two KP screws.



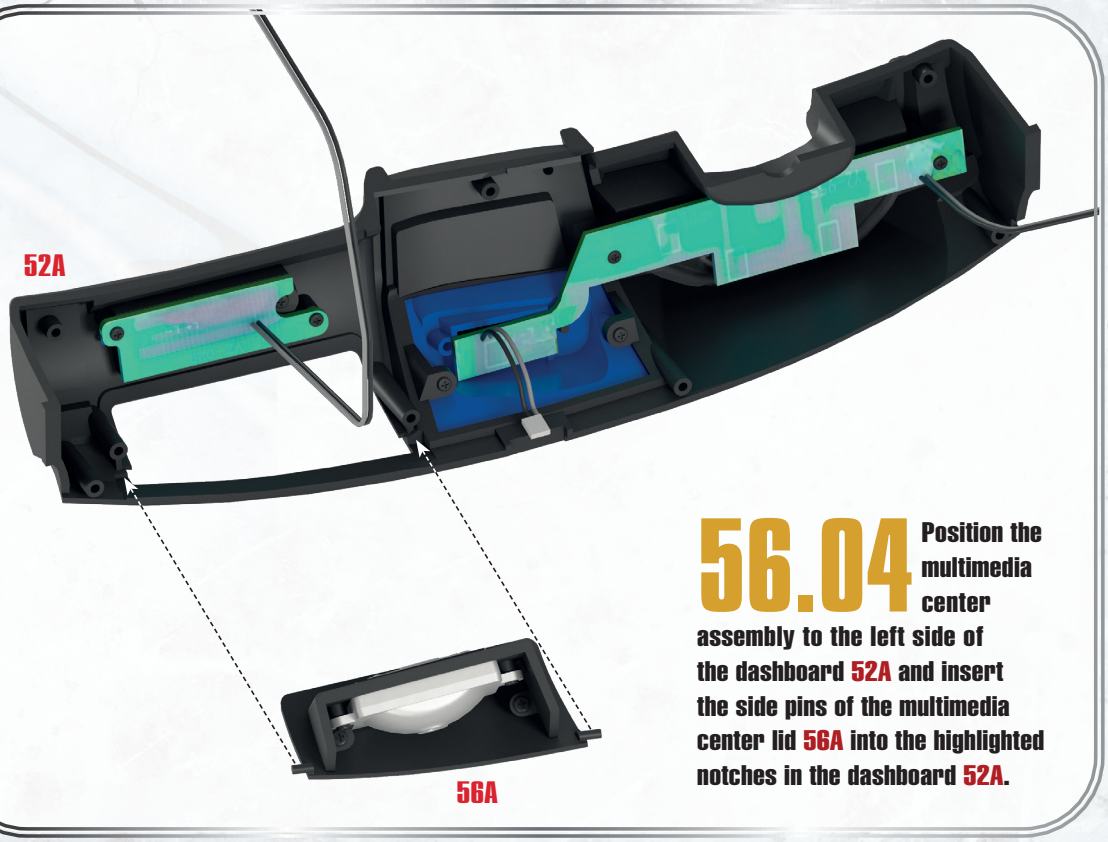


56.02 Place the multimedia screen 56C into the multimedia center housing 56B. Pay careful attention to its correct orientation, as shown in the detail image.

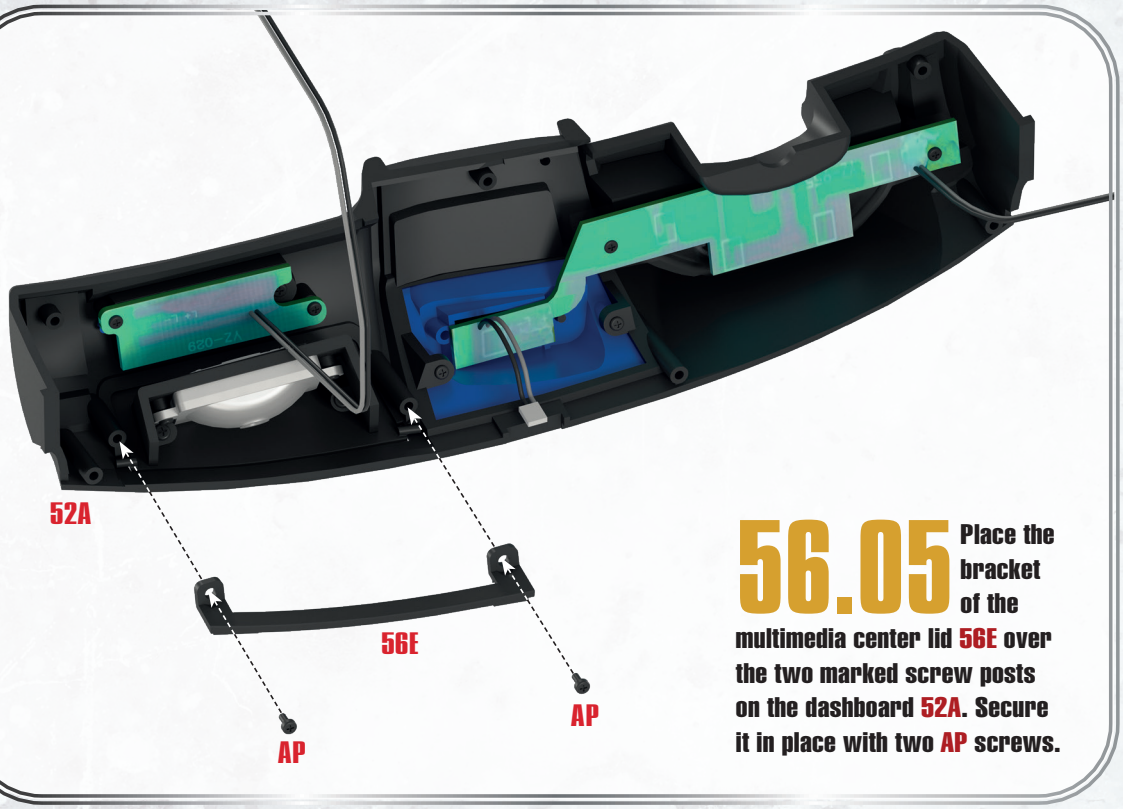


56.03 Place the back of the multimedia center 56D over the multimedia center housing 56B and fix it with two KP screws.

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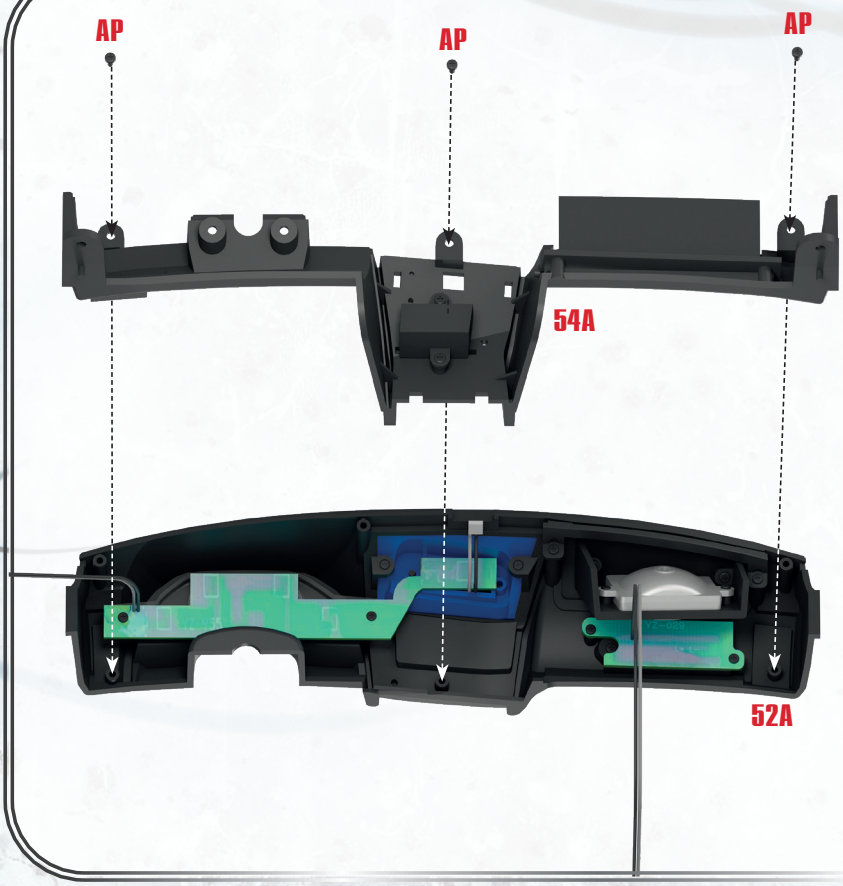


56.04 Position the multimedia center assembly to the left side of the dashboard 52A and insert the side pins of the multimedia center lid 56A into the highlighted notches in the dashboard 52A.



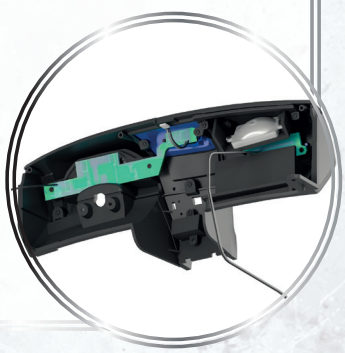
56.05 Place the bracket of the multimedia center lid 56E over the two marked screw posts on the dashboard 52A. Secure it in place with two AP screws.

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56.06

Retrieve the final assembly from issue 55. Align the three highlighted flaps on the lower part of the dashboard 54A with the three highlighted screw holes on the dashboard 52A. Secure the assembly with three AP screws.



Final assembly



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