FAST & FURIOUS™

Build
BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R



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SAKURAI'S LATER WORK ON THE SKYLINE

Prince Motors, Ltd. was so focused on advanced technology that it was ridiculed as "Prince Automotive Engineering" instead of Prince Motors, Ltd. The aircraft engineers were determined to take on the automobile manufacturers, and leveraged their technical experience. It was in this environment that the young Shinichiro Sakurai was trained as an engineer.

Shinichiro Sakurai, "Mr. Skyline," was responsible for the development of the Skyline (R31) onwards until the end of 1984, when he fell ill. He later recovered and became the first President of Autech Japan, Inc. (now Nissan Motorsports and Customizing Co., Ltd.), a company that developed and manufactured special-purpose vehicles. He is a rare example of a person who was responsible for the development of a single domestic model for a long period of time.

Sakurai, who helped make the Skyline one of Japan's most iconic cars, met two respected bosses when he began working as a young engineer at Prince Motors, Ltd. Sakurai says these encounters had a major impact on his development as a engineer.

One was Takuya Himura, who was responsible for the design of the Prince Sedan, the first-generation Skyline, and the second-generation Gloria, and was an engineer who had worked on aircraft fuselage design at Tachikawa Aircraft, where Prince Motors, Ltd. originated. When Sakurai first joined the company, Himura, who was the deputy manager of the engineering department at the time, asked him to make drawings for a remote-control device that would operate the transmission shift lever. Himura was impressed by Sakurai's

057_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 1 31/7/24 23:03

talent and generously shared with Sakurai the knowledge and expertise he had gained as an engineer.

In April 1954, Prince Motors, Ltd., which manufactured car bodies, and engine maker Fuji Precision Machinery merged to become Fuji Precision Machinery. From the former Fuji Precision Machinery came engineers from Nakajima Aircraft. It was here that Sakurai met another respected boss, Ryoichi Nakagawa, who had been the head of the engineering department at Fuji Precision Machinery.

Nakagawa was an engineer who had been involved in the design of aircraft engines at Nakajima Aircraft. At the age of 23, he was selected as the chief designer of the Sakae 21 (Ha115), a high-powered version of the Sakae 12 (Ha25), an air-cooled, double-row, star-shaped, 14-cylinder engine used in the Army's Hayabusa fighter and the Japanese Imperial Navy's Zero fighter. At the age of 27, he was also the chief design engineer of the Homare (Ha45), a high-performance, air-cooled, double-row, star-shaped, 18-cylinder engine that was fitted to the Navy's Shiden Kai regional fighter and the Army's Type 4 Hayate fighter.

Nakagawa's view was that they had to take a "quantum leap". Aircraft engineers could not afford to fall behind in technology if they were to break into the strongholds of the automobile manufacturers. This idea had a great impact on Sakurai and the rest of the development team at Prince Motors, Ltd.

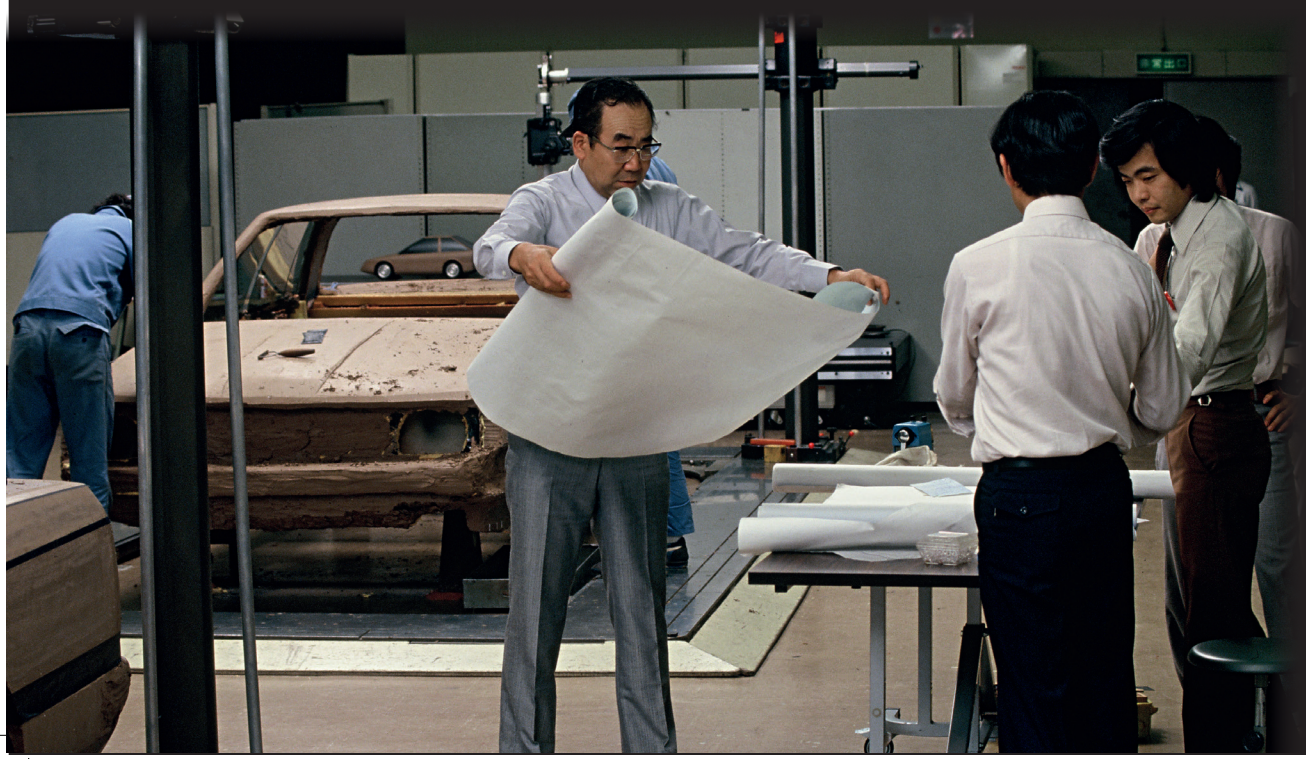
Under Nakagawa, Sakurai was responsible for the development of the Skyline GT (S54A-1), which competed against the Porsche Carrera GTS (904) in the 2nd Japanese Grand Prix.

THE "SAKURAI SCHOOL" AND THE GT-R

Sakurai vividly remembers the days when the young engineer struggled with and overcame the heavy responsibilities entrusted to him. "After the Prince Sedan, I was ordered to design the suspension for a new model that would become the first-generation Skyline. As a new technology that no other company had, we adopted a De Dion axle for the rear suspension, which secured the heavy final gear to the body side. In addition, the number of leaf springs, which had previously been eight to ten, was drastically reduced to three to reduce the unsprung weight and friction between the springs, thereby improving ground contact and ride comfort. According to our calculations, we needed to increase the width of the leaf springs from 45mm to 90mm."

"When the prototype was installed, maneuverability and stability were improved as desired. However, somehow all the springs in the prototype broke. Mr. Nakagawa, the director of the company, said: 'If you just change the springs back because they don't work, you'll never make any progress. Do what Sakurai thinks is right.' When we tracked down the cause, we found that a decarburization layer had formed at the fracture point due to sparks from welding during installation at the prototype

Shinichiro Sakurai checks a mock-up of the 6th-generation Skyline (R30 series) with development staff. As Chief Product and Vehicle Engineer, he was known for his passionate leadership of the team.





Sitting in the driver's seat of the mock-up himself, Sakurai tried to revive the image of the "Driving Skyline" after the environmental measures that had become stricter in the early 1970s were put to rest.

section. We asked them to cover the leaf springs with a canvas cloth during welding, and the breakage problem was completely eliminated."

"Even new employees are given important jobs, and when there were employees who did not back down, their supervisors had the courage to accept their opinions. Free and vigorous discussion became the corporate culture of Prince Motors."

Sakurai, who was the Chief Product and Vehicle Engineer of the Skyline, was famous for strictly instructing new employees on everything including how to draw blueprints, earning him the nickname "Sakurai's School". At the same time, the development team led by Sakurai was so tight-knit that it could be called a family. Sakurai's passionate engineering spirit was passed on to his students.



Naganori Ito, who oversaw the 8th-generation Skyline, and Kozo Watanabe, who served as Chief Product and Vehicle Engineer for the 9th- and 10th-generation Skylines, were graduates of the Sakurai School. Hiroshi Tamura, who served as CPS (Chief Product Specialist) for the Nissan GT-R (R35) from 2012, also worked under Sakurai in his later years at Autech Japan, Inc., where he was transferred to.

Shinichiro Sakurai was particularly strict when it came to drawing designs, even for a single line. Before his death, he would say, "The drawings speak to me".

057_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 3 31/7/24 23:03



The Skyline two-door Hardtop 2000GT-R (KPGC10) was the car that Sakurai wanted the most among all the Skylines that he had worked on. He said it was not a two-door but a "short wheelbase".

DEVELOPING THE SKYLINE

In an interview before his death, Sakurai was asked about the model of the Skyline that he would nominate as his favorite car. "The Skyline was a car that I worked on for one year before I stopped producing it. I thought I wanted to own one just before they stopped production of this car and the KPGC10 is the car I wanted the most," he said without hesitation. He had selected the Skyline hardtop 2000GT-R (KPGC10), well known as the "Hakosuka".

At the heart of the Skyline 2000GT-R (KPGC10), which was unveiled in February 1969, was the S20 engine, which was redesigned for production use based on the GR8 two-liter in-line six-cylinder four-valve DOHC engine of the Prince R380 that had won the 3rd Japanese Grand Prix in 1966. In other words, the car was conceived from the start with race victory in mind. In fact, its performance was outstanding.

"The Skyline was not so much designed for racing as it was to reflect the know-how gained from that experience in the production car. This what made it different from other cars. As a result, it received positive feedback from customers who drove the Skyline: 'I don't know what it is about this car, but it's easy to drive,' and 'It's easy to drive once you get in it,'" said Sakurai.

The development of racing cars, which were worked on night and day, the pursuit of the ultimate in performance, and the know-how gained from racing activities were all directly transferred to the engineering and development of production cars. This was the era in which Sakurai operated.

"At the time of its debut, we wanted to make a car with performance that no other car could come close to, but it was a racing car, so I thought there would be someone who would overtake it soon. However, the GT-R kept winning, and people stopped talking about it when it won. When it lost, it becomes the talk of the town. In the end, we were beaten by the rotary [engine], but I thought it was a great achievement to have continued to win up to this point."

When asked what kind of car the Skyline was, Sakurai gave a surprising answer: "I was told that the Skyline was made with a consistent philosophy, but that is not true at all. The development team gritted their teeth and worked hard to correct the course of the car as they were being knocked sideways."

Sakurai loved cars, loved Prince, and lived out his 81-year life with the Skyline. ♦



The first two-door hardtop GT-R was especially nimble, highly praised by drivers of the time, and had a brilliant racing record.

057_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 4 31/7/24 23:03

THE RESURRECTION OF LETTY

In a startling plot twist, the producers of *Fast & Furious* brought back the charismatic Letty Ortiz after audiences believed she had died. With her return, emotions ran high.

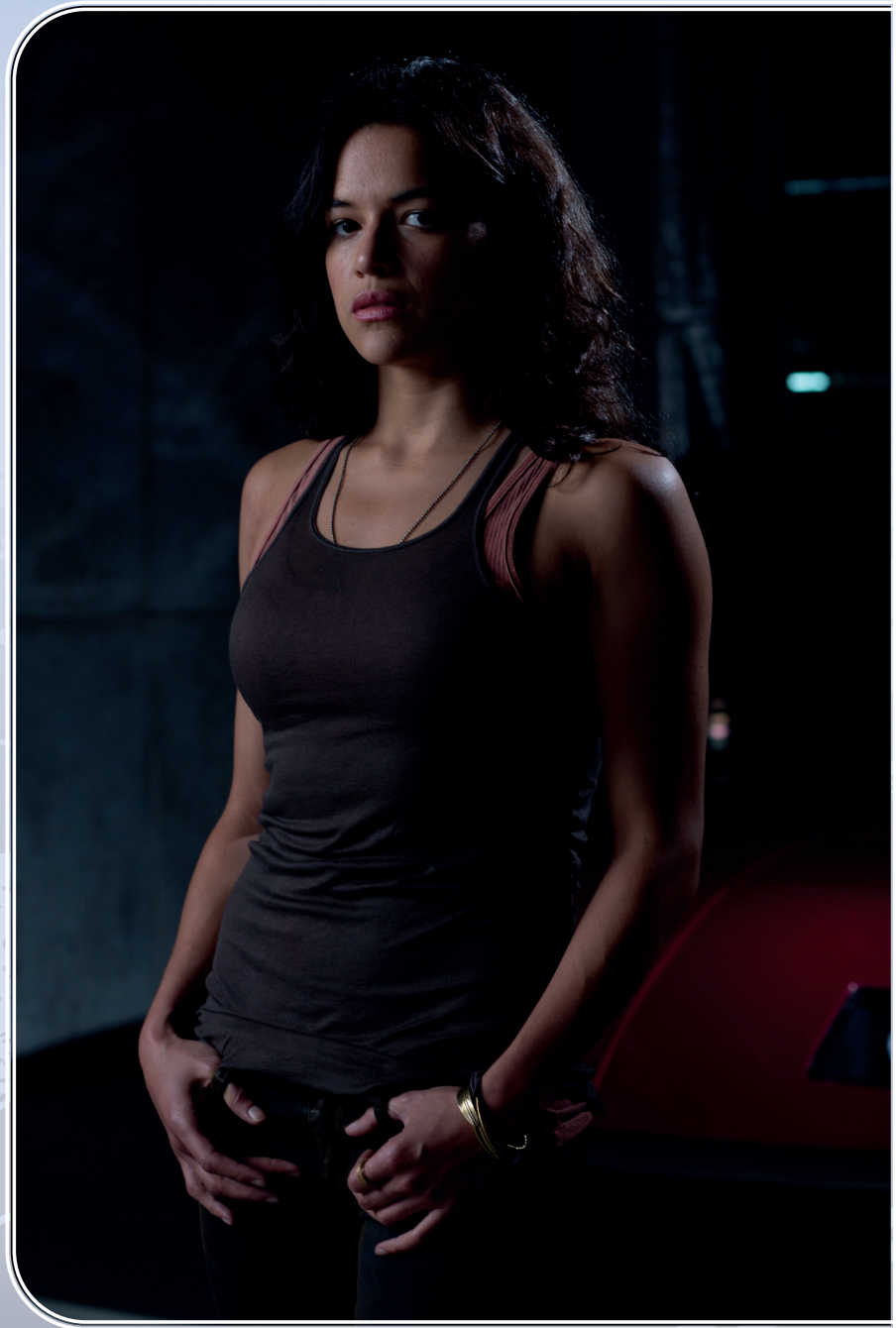
When, in *Fast & Furious,* Mia phoned Dom to tell him Letty had been killed, Dom's world fell apart. Likewise, the development shocked audiences, as Letty was an emblematic character in the franchise. Brave, independent, and determined, Letty won not only the heart of Dom Toretto, but also those of a massive legion of fans. However, no one imagined her "death" was part of a plan that would make the series even more exciting.

A GLIMPSE INTO THE FUTURE

In *Fast Five*'s post-credits scene, Agent Luke Hobbs received an unexpected visit from Monica Fuentes. She gave him a file detailing a recent robbery in Berlin, which included a startling photo of one of the robbers: Letty Ortiz. The image confirmed she was still alive, but also that she was part of a dangerous group of international criminals.

Fan forums buzzed with theories about how Letty could still be alive and involved in a gang of mercenaries. Only *Fast & Furious 6* would reveal the whole truth. And Dom would learn it at the same time as the audience.

At the movie's start, Hobbs stuns Dom with the photo of Letty.



To the delight of her many fans, actress Michelle Rodriguez reprised her role as Letty Ortiz in *Fast & Furious 6.*

057_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 5 31/7/24 23:03

Hobbs suggests that, to get Letty back, Dom should reunite his team and help Hobbs capture Owen Shaw, the ex-soldier leading a team of mercenaries with Letty as his second-in-command. Once the team is gathered, Brian demands that Hobbs wipe all their rap sheets clean if the mission succeeds.

MEMORY LOSS

When Shaw perpetrates another heist, Dom's crew sets out in thrilling pursuit. Dom decides to pursue Letty, but when he approaches her, she shoots him without batting an eye. Dom painfully realizes Letty is suffering total memory loss and doesn't remember him. Later, he learns her amnesia was caused by an accident she had while working undercover for drug-trafficker Arturo Braga. She was then recruited by Shaw.

While teaming with Hobbs to prevent Shaw from stealing the pieces needed to build a device that will block military communications, Dom approaches Letty again, hoping to help her remember. They take part in a spectacular car chase before he explains that he knows everything about her, even how she got her scars. Gradually, Dom makes Letty question what she is doing, and also opens a crack in her mind through which memories can begin to filter. ♦

Letty reappears in Europe, now actively working with a group of elite mercenaries under the command of Owen Shaw.

THE ADVENTURES OF BRIAN O'CONNER

Brian's plan

In *Fast & Furious*, after Brian and Dom survive their first job as couriers, the arrest of drug-trafficker Arturo Braga becomes complicated. Brian and Dom manage to escape, taking the merchandise they were carrying with them. When his FBI superiors urge Brian to hand over the drugs, Brian suggests using the drugs in a straight swap with the gangsters and get Braga to show his face in the process. If the plan works, Brian insists, Dom's rap sheet must be wiped clean.



057_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 6 31/7/24 23:03

THE 1992 ALL JAPAN TOURING CAR CHAMPIONSHIP

Part 2: A competitive season

Once racing began in 1992, it was clear that the season was going to be more competitive than ever. In part this was due to the additional number of Skyline GT-Rs in the race, which meant that traditionally strong teams now had to up their game.



Hasemi Motorsports changed its livery from REEBOK to JECS. Masahiro Hasemi and Hideo Fukuyama won the series.

The number of races in the 1992 season increased, up from six to eight. The new venues were the TI Circuit Eida (now Okayama International) in Okayama Prefecture and the MINE Circuit in Yamaguchi Prefecture.

Except for HKS, which used its own engines, all six cars were powered by Nissan Kohki engines. To ensure fairness, the engines were supplied by lottery prior to the race.

Once the season started, it was a different story from the previous year. There was a different winner every race until the 4th round. CALSONIC, who had traditionally been



New entrant KYOSEKI GP-1 Plus secured two wins when driven by Anders Olofsson and Takayuki Kinoshita.

057_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 7 31/7/24 23:03

The second new entry in 1992 was from HKS, a manufacturer of custom tuning parts.



regulars on the podium, had an erratic season – they won three races in 1992 but also retired three times. The consistency and strength that the team had shown until last year had disappeared. It was later discovered that the reason for CALSONIC's poor performance was due in part to the reduced rigidity of its bodywork.

According to a Nissan Kohki engineer at the time, CALSONIC's Kazuyoshi Hoshino was the only driver who shifted up at the moment he hit the rev limit without returning the accelerator pedal. The competition was so fierce that even Hoshino had to push that hard to try to win.

The JECS Skyline and the AXIA Skyline emerged from the crowded season with two wins each. JECS Skyline won two races this season, and AXIA Skyline won only once, but they both consistently finished near the top of the standings and earned points.

In the end, the battle went down to the final round, with the JECS Skyline finishing second and AXIA Skyline finishing third after a fierce battle. As a result, the JECS team won the Championship for the second consecutive year – though the previous year in REEBOK colors – and a Skyline GT-R won the Championship for the third consecutive year. ♦

The AXIA Skyline fought hard for the Championship and finished runner-up. Tom Kristensen's aggressive driving attracted a lot of attention.

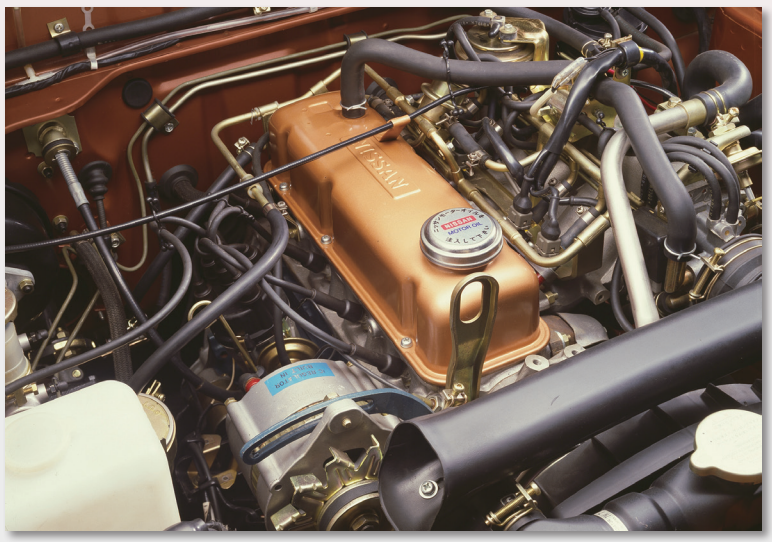


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THE LAST REAR-WHEEL DRIVE SUNNY

In November 1977, the fourth-generation Sunny (B310) made its debut. The design was a straight, boxy line, a far cry from its predecessor's curvaceous styling. It gave the impression that the Sunny had become more luxury-oriented. The body styles consisted of a four-door sedan, a two-door sedan, and a coupe. A commercial van was also added to the lineup. The body size was wider than the previous model, with an overall length of 157.3in (3,995mm) and an overall width of 62.8in (1,595mm).

The A-type engine, the same as that of the previous generation, was an OHV unit offered in two sizes – 1.2L and 1.4L. The A12A type 1,237cc engine (70ps) and the A14 type 1,397cc engine (80ps) were both compliant with the 1978 emission regulations. The 1200 was the A12A type with a 2mm larger bore than the conventional A12 type 1,171cc engine, resulting in a larger displacement. The Excellent series with the L-type four-cylinder engine was no longer available.



The 1,397cc A14 OHV engine was much-used in motorsports; it was capable of revving to nearly 10,000 rpm.

The platform was completely redesigned, resulting in a different suspension system. The front strut-type suspension remained unchanged from the previous generation, but the rear was changed



The fastback-style Sunny (B310) had good aerodynamic characteristics, and could be used on high-speed circuits such as the Fuji Speedway.

057_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 9 31/7/24 23:03



The Sunny's cockpit was simple and sporty. First gear was on the lower left of the gearshift, which enabled quick shifting between the 2nd and 3rd gears that was a feature of race driving.

from a leaf rigid-type to a four-link type using the same coil springs as the Violet (A10 type). The steering gearbox was a recirculating ball.

In February 1978, three months after its debut, the high-grade 1400GX-E and 1400SGX-E using the A14E type 92ps with electronically controlled injection were added to the four-door sedan and coupe grades. The engine was positioned as a high-performance alternative to the conventional SU carburetor.

In October 1979, a minor change was made. The front of all models except the van was slanted, and rectangular headlights were adopted. In November 1980, the engine displacement was increased from 1.2L to 1.3L (A13 type, 1,270cc) and from 1.4L to 1.5L (A15 type, 1,487cc), respectively.

The B310, the last Sunny to adopt the rear-wheel drive system, was a popular model in motorsports. In particular, the TS (special touring car) category race version was well-balanced, and its fastback body shape with excellent coupe aerodynamics helped it outperform rivals for speed. Many Sunny TS machines were used in Fuji Freshman, Fuji GC race support races, and minor touring events. The B310, which like its predecessor, the B110, was highly acclaimed, can still be seen at classic car race events. ♦

TECHNICAL DATA

SUNNY COUPE 1400SGX-E B310 TYPE (1978)

Length:	157.3in (3,995mm)
Width:	62.8in (1,595mm)
Height:	51.0in (1,340mm)
Wheelbase:	92.1in (2,340mm)
Tread (front):	52.4in (1,330mm)
Tread (rear):	51.2in (1,300mm)
Engine:	A14E type (straight four, OHV)
Total displacement:	1,397cc
Maximum output:	92ps / 6,400rpm
Maximum torque:	11.7kgm / 3,600rpm
Vehicle weight:	1,929lb (875kg)
Suspension (front/rear):	strut / 4-link
Brakes (front/rear):	disk / drum
Tires:	165/70HR13



057_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 10 31/7/24 23:03

STAGE 57
DASHBOARD (6)

In this issue, we will fit the LED bulb of the upper display light wire into the back of the multimedia center.

PARTS

57A



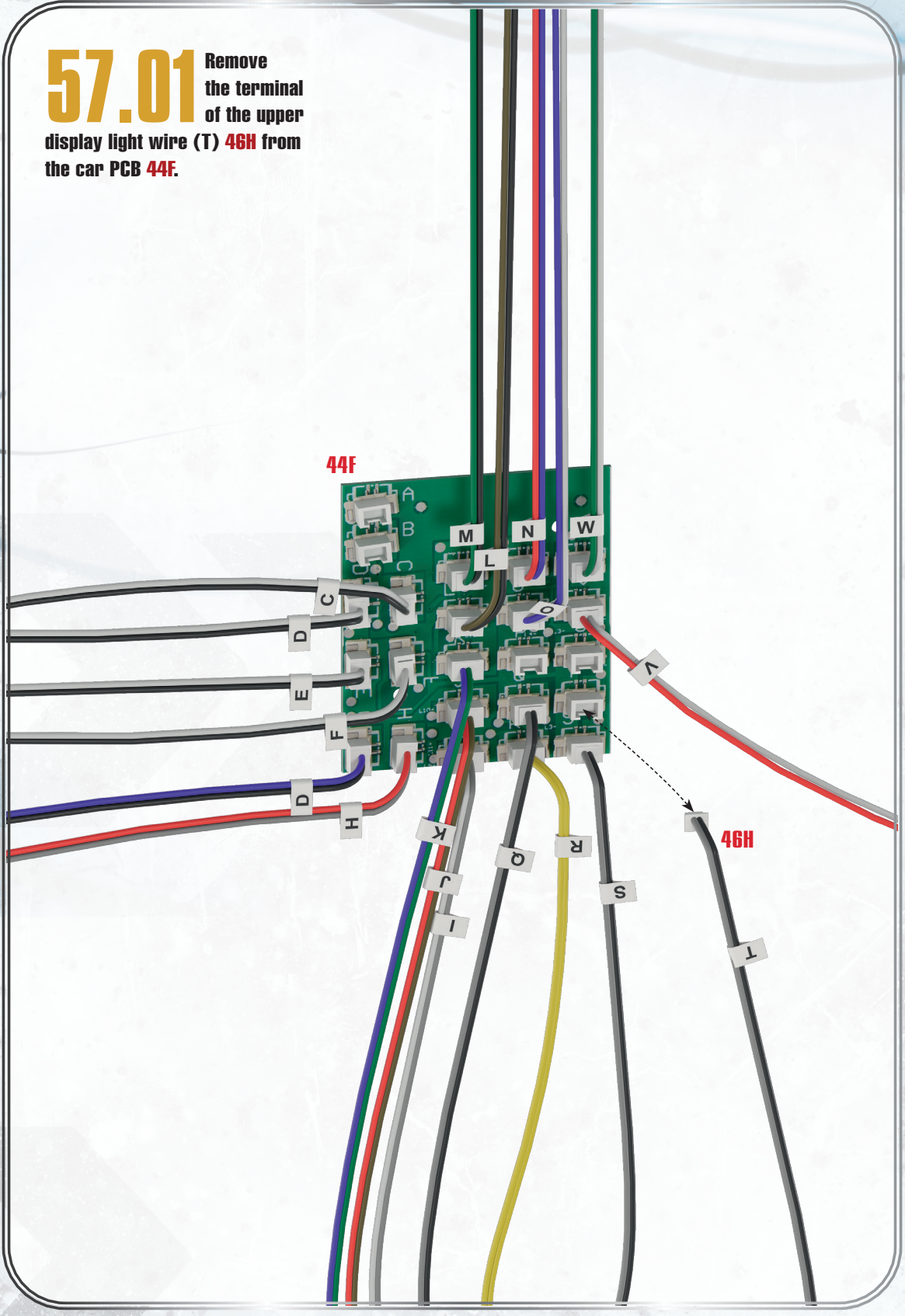
57A Dashboard upper vent

INSTALLING THE LED LIGHTS

When installing the LED bulbs in the headlight housings or in the dashboard of the car, handle the wires very carefully. If you need to bend the wire to fit into a tight space, only do it once and only bend in one direction. Repeated bending in opposite directions may cause the wire to break.

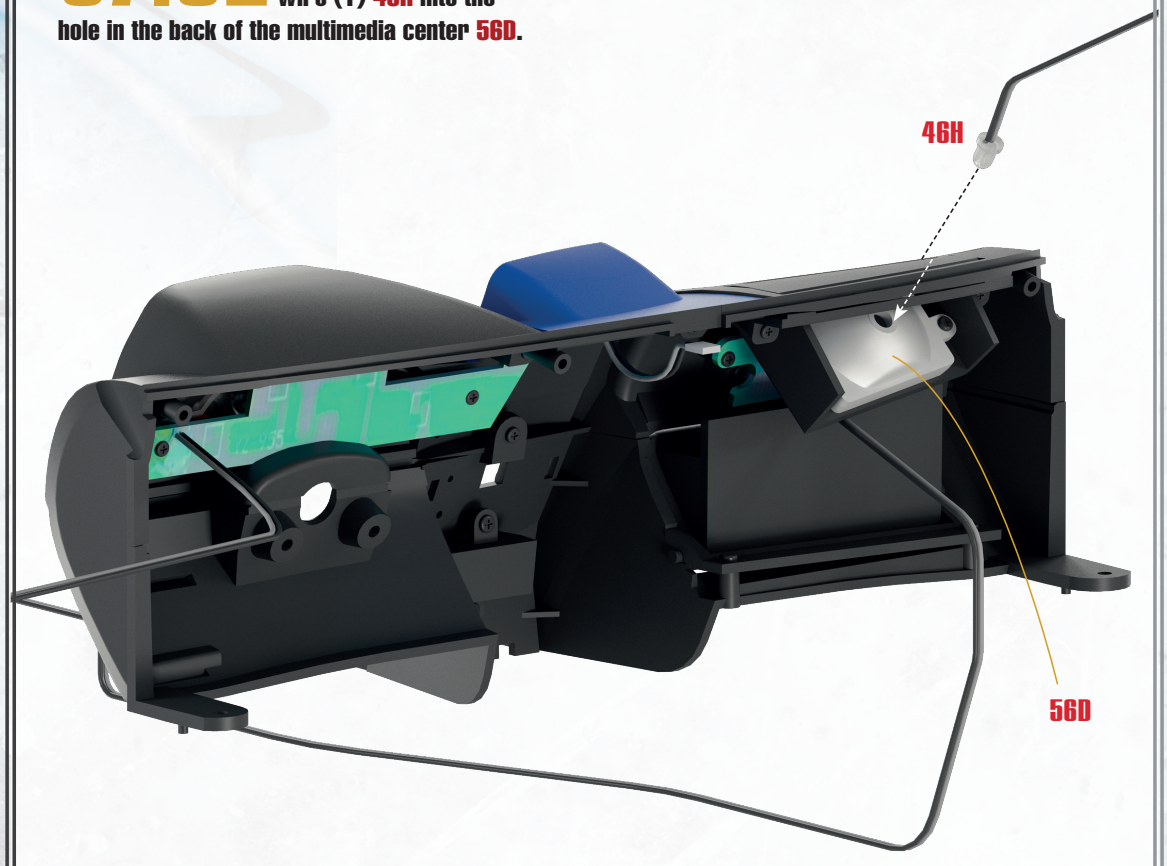
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57.01 Remove the terminal of the upper display light wire (T) 46H from the car PCB 44F.



057_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 12 31/7/24 23:03

57.02 Insert the LED bulb end of the upper display light wire (T) **46H** into the hole in the back of the multimedia center **56D**.





057_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 13 31/7/24 23:03

DASHBOARD (6)



57.03 Finally, check the movement of the media center by lifting the media center lid **56A**.

Final assembly



Keep the dashboard upper vent **57A** aside for later stages of assembly.

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