FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R



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The Prince Skyline GT was introduced with the aim of winning the 2nd Japanese Grand Prix in 1964. It was developed in a rush to target the main race – the GT-II class.

BIRTH OF THE NISSAN SKYLINE GT (S54A-1)

Although motor racing had been a sport in Japan since before World War II, it was suspended during the hostilities. After the war, as Japan recovered and entered a period of rapid economic growth, the automobile industry grew significantly, and in May 1963, Japan's first full-scale automobile race was held at the Suzuka circuit. The following year, the legendary limited-edition Prince Skyline GT made its debut.

There are various theories about the origins of automobile racing, but the first recorded motorsport event was the Paris-Rouen Trial organized by the French newspaper *Le Petit Journal* in July 1894. Twenty-one cars, including gasoline-powered, steam-powered, and electric cars, gathered and drove from Paris to Rouen, 78 miles (126 km) away.

The first automobile race in Japan was surprisingly early, with foreigners and the wealthy participating at the end of the Meiji period, soon after the first automobile was imported in 1898. By the mid-Taisho period (1912–26), public automobile races were being held on horse racetracks and special courses, but they were still little more than a spectacle.

It was not until June 1936, at the beginning of the Showa period in the lead up to the war, that a full-scale automobile race was held on a permanent track. The *Hochi Shimbun* newspaper sponsored the "1st All-Japan Automobile Racing Tournament". The venue for the event was Tamagawa Speedway, Japan's first permanent circuit, which was located the north side of the Tamagawa railway bridge. It consisted of a simple, paved, 3,937ft (1,200m) left-handed oval track.

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The race was attended by car and racing enthusiasts from the sales and service department of Nissan Motor Co., Ltd., who built their own cars. One of them was Yutaka Katayama, later called the "Father of the Z". Soichiro Honda, before he founded Honda Motor Company, also participated in this race with his own car, the "Hamamatsu". However, the winning car was a factory model from Ota Jidosha Kogyo. Coincidentally, this was one of the companies that would later become Nissan Kohki Co., Ltd., a Nissan Group company that would go on to produce the RB26DETT engine for the Skyline GT-R (R34).

Yoshisuke Ayukawa, then president of Nissan, had watched the race from the stands, and afterwards gave a strict order: "Do whatever you can to beat Ota in the next race in the Autumn." Within four months, the aluminum-bodied Datsun NL-75 race car, equipped with a DOHC engine and supercharger – the most advanced technology at the time – was completed.

In a race held in October 1936, the Datsun Racer lived up to President Ayukawa's expectations and won the race, which was sweet revenge. The next day, the *Hochi Shimbun* newspaper carried the headline: "Thirty thousand spectators, great enthusiasm, speed thrills on the Tama River, and the Minister of Commerce and Industry's Cup goes to Heihachiro Anzai of Nissan." However, the Sino-Japanese War broke out in July 1937, triggered by the Roh-Mizo Bridge incident, and the National Automobile Races were suspended after the fourth event in April 1938.

When the Pacific War started in December 1941, the lights of Japanese motorsports were completely extinguished. The war ended in August 1945.

THE 1ST JAPANESE GRAND PRIX

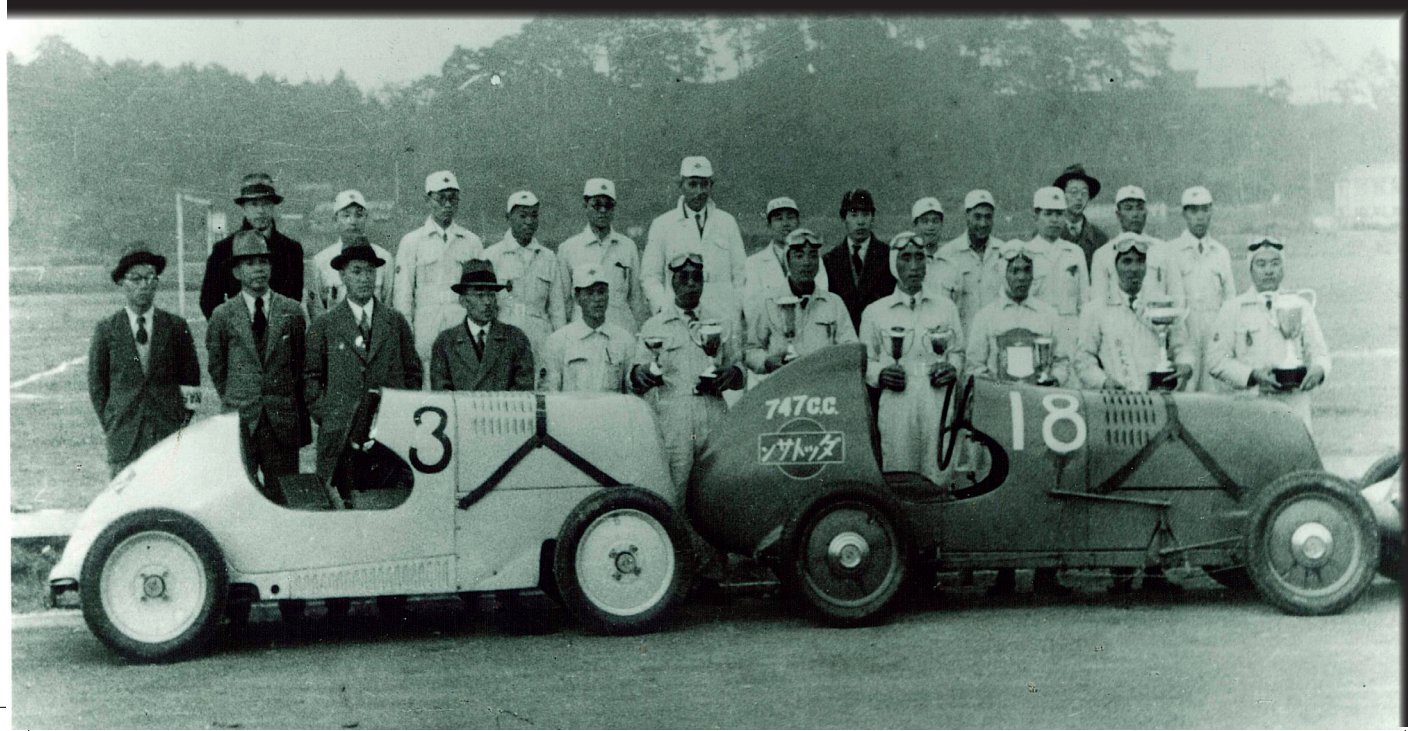
The 1956 Economic White Paper, released 11 years after the words, concluded with the statement, "It is no longer the postwar," and this phrase became a popular expression. The meaning of "no longer postwar" was that the real gross national product (GNP) per capita exceeded the prewar level by 1955. That year also marked the beginning of the Jinmu Boom, a period of rapid economic growth.

In May 1963, in the midst of this period of rapid economic growth, Japan's postwar motorsports industry began to take off in earnest. The first FIA (Fédération Internationale de l'Automobile) sanctioned automobile race, the 1st Japanese Grand Prix Automobile Race, was held at the Suzuka circuit and attracted a total of more than 200,000 spectators over two days.

At that time, Nissan and Prince Motors, Ltd. were two different companies and rivals. Nissan's car, Genichiro Tahara's Fairlady 1500 (SP310), competed in the B-II race, and out of 19 entries, it won the race despite the fact that it featured many competitive imported sports cars such as the Triumph TR3, Triumph TR4, and MGB.

Prince Motors, Ltd. commented: "The manufacturers will not cooperate in any way. No factory teams

The Nissan team entered the race held on the banks of the Tama river in October 1936 with a must-win system. This was a major event in the early days of motorsports for Nissan and for Japan.





To make up for the previous year, Prince Motors, Ltd. developed the race specifications, and the Skyline 1500 dominated the top positions at the start of the T-V class of the 2nd Japanese Grand Prix in May 1964.

will participate. We'll leave it to the users." True to the industry dictum of "leave it to the users themselves", the first Skyline (ALSI) and Skyline Sport (BLRA-3) were entered almost as production cars. The difference between the manufacturers who focused on racing and those who did not was obvious, and Prince Motors, Ltd., who had provided the car, failed this time.

After the 1st Japanese Grand Prix, the winning manufacturer promoted its sales by advertising its victory. It is said that the Prince Motors, Ltd. sales team demanded, "Do something about it!" The humiliation inspired Prince Motors, Ltd. The engineering team set their sights on the 2nd Japanese Grand Prix a year later and decided to develop a race car.

In July 1963, the Board of Directors approved the Race Work Plan and development of race specification versions of the Gloria Super 6 (S41D) and Skyline 1500 Deluxe (S50D) touring car began.

A Skyline 1500 won the race driven by Tetsu Ikuzawa. The model also secured the next eight places in the race, demonstrating its overwhelming speed and power.

ACCOMMODATING THE SIX-CYLINDER ENGINE

In January 1964, it was decided that the most promising specification for the GT-II car would be a "Skyline + G7 engine for the Gloria Super 6 + Weber triple carburetor". In other words, the idea was to force a two-liter, in-line six-cylinder OHC engine from the Gloria into a family car – the Skyline 1500 – and turn it into a GT machine. It seemed like a reckless idea.

The problem was that in order to obtain homologation for the GT car, more than 100 units of the same model had to be produced by March 15, before the official vehicle certification was submitted. Moreover, it was unclear whether the compact car, which was originally designed to be equipped with a four-cylinder engine, could even be balanced with a longer in-line



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BIRTH OF THE NISSAN SKYLINE GT (S54A-1)



In the T-VI class of the 2nd Japanese Grand Prix, Prince Motors, Ltd. entered the Prince Gloria Super 6 (S41D) equipped with a 2,000cc in-line, six-cylinder OHC engine. This car dominated the top positions in the qualifying rounds.

six-cylinder engine, since the hood and wheelbase had to be extended by approximately 8in (20cm) to accommodate the longer engine. However, tests showed that the powerful six-cylinder engine had a positive effect. Although this runaway horse was difficult to control, its track times were definitely improved.

With only two months remaining, there was no time to manufacture a special hood and other parts using a press machine. Therefore, the team decided to produce 100 units of the GT-spec Skyline by hand on site. The hood and front fenders were made by welding two pieces together, and the frame and steering shaft were extended by 8in (20cm). The in-line six-cylinder OHC engine for the Gloria was fitted with a triple carburetor from Weber, imported from Italy, and a mechanical LSD was installed on the differential gears to gain traction.

The entire company was involved in this super-expedited work. The general design specifications were completed on February 15, 1964. Official vehicle testing was scheduled for March 5, and three test cars and five entry cars were produced by that date. The remaining 92 cars were to be produced by March 15, an extremely tight schedule that was like skating on thin ice.

Thus, the homologation model Skyline GT (S54A-1) was completed, and on March 14 it was officially announced that it would go on sale on May 1 – just before the 2nd Japanese Grand Prix – at a price of 880,000 yen. This was the beginning of the legend of the Skyline GT, which came to be known as "a wolf in sheep's clothing". ♦



Hideo Oishi's Gloria Super 6 won the T-VI class of the 2nd Japanese Grand Prix, and Yukiro Sugita's Gloria Super 6 finished in second place.

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OWEN SHAW, THE SOPHISTICATED VILLAIN

Fast & Furious 6 **features a new kind of villain, far more active and dangerous than those we have seen previously, whose principles are the exact opposite of Dom Toretto's.**



Former British Army Special Forces operative Owen Shaw has assembled a team of highly skilled mercenaries to pursue a sophisticated technological device known as the Nightshade.

Driven by the desire to get Letty back any way he can, Dom Toretto puts together the best possible team and places it at the service of Luke Hobbs, who asks for help arresting a former army special operations commander. The DSS agent tells them that the objective is Owen Shaw, who led mobile divisions in Kabul and Basra. But something went wrong and Shaw began working illegally, forming an exclusive group of elite mercenaries, which Letty has recently joined.

PAYING THE PRICE

Shaw found Letty in hospital suffering from severe amnesia. Taking advantage of her condition, he added her to his team. When they go into action, she gradually realizes how cold and ruthless her new boss is. For example, when a member of the team dies and Shaw doesn't show any emotion, this clearly underlines one of his mottoes: if you make a mistake, you pay the price.

Surrounded by his most trusted associates – ever-sinister Vegh, burly Klaus, martial arts expert Jah, and Letty – Shaw wants to assemble a Nightshade bomb, capable of blocking a country's entire military communications network for 24 hours, and he only needs one more component to complete the device. Hobbs, meanwhile, tries to anticipate the mercenaries' plans, something he doesn't always manage to do.

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OWEN SHAW, THE SOPHISTICATED VILLAIN

A QUESTION OF CODES

After a thrilling race with Letty through the streets of London while trying to restore her memory, Dom has an unexpected encounter with Shaw in the lonely outskirts of the city. The mercenary recalls the lesson his brother taught him when they were younger: every man has a code. And Shaw's code is precision. For him, teams are simply to be used until they complete the task and then discarded, a ruthless approach when contrasted with Dom's family-based one. Shaw believes Dom's code makes him predictable and, therefore, vulnerable.

Because of this predictability, the former soldier insinuates that he has the advantage over Dom. Unfazed, Dom retorts that when he dies, at least he'll know why.Shaw admires Dom's determination and attachment to his principles, and offers him one last chance to join his team and keep his family safe. Dom counters that threatening a family is a dumb tactic and that he'll only leave when Letty does.

From then on, the confrontation between Dom and Owen Shaw becomes an open battle in different locales, as they pursue one another in sophisticated cars, tanks, and even military transport airplanes. And despite achieving a few successes, the ruthless mercenary will eventually succumb to Dom's ferocity.

Masterfully played by Luke Evans, Owen Shaw will appear again briefly but crucially in subsequent movies, opening the door to the introduction of new members of Dom's family who will play important roles in the development of the franchise. ♦

THE ADVENTURES OF BRIAN O'CONNER

Relieved

In *Fast & Furious*, Brian is beset by one problem after another. After convincing his FBI bosses to agree to his plan to unmask and capture Braga in a drug swap, Agent Trinh receives a fax saying that the mysterious drug-trafficker is none other than Campos. However, Trinh doesn't have time to warn the FBI operative, whose intervention in the swap ends in failure. Brian manages to escape again with Dom, but is immediately relieved of his post as a federal agent. He once again finds himself forced to take the law into his own hands.



Acclaimed actor Luke Evans portrays the brilliant and deadly Owen Shaw.

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THE LAST YEAR OF DOMESTIC GROUP A RACING

Part 1: A strong field for an expanded season

The 1993 All Japan Touring Car Championship (JTC) was destined to be the last to feature Group A models. It could have been a disappointing season, but the number of entries remained high and the championship was even expanded with an extra race.



Kazuyoshi Hoshino and Masahiko Kageyama's CALSONIC Skyline won the first round at MINE. After round 5, their car featured a new body and they picked up their early-season form.

It had already been decided and announced that the All Japan Touring Car Championship (JTC) series for Group A cars would end in 1993. This was a global trend and meant that Group A racing, which the Skyline GT-R (R32) was intended for, would no longer exist.

Normally, teams would have started preparing for the new racing category and fewer cars would have entered, but seven Skyline GT-Rs were still competing for the Title in the final year of the series. The season also expanded from the previous year's eight rounds to

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The STP TAISAN with Yokohama tires won round 2 with the young and senior driving duo of Keiichi Tsuchiya and Kunimitsu Takahashi.

nine with the addition of Tokachi International Speedway in Hokkaido. The Group A series would take place all over Japan.

Attendances grew as the season drew to a close. The final Inter TEC race at Fuji Speedway in October drew an astounding 94,600 fans, who were sad to see the end of Group A racing.

The 1993 season was a mixed one, as the teams running the Skyline GT-Rs seemed to have grasped the characteristics and know-how of the cars. In terms of tires, until 1991 Bridgestone and Dunlop had the advantage, but from 1992, Toyo gradually became stronger. Then in 1993, Yokohama seemed to have gained knowledge in the field of tires for the Skyline GT-R.

In the first round of the 1993 season, the STP TAISAN GT-R with Yokohama tires secured pole position, and in the next round they won the race. In round 3, the HKS Skyline with Yokohama tires secured victory, while the final round saw BP OIL TRANPIO GT-R victorious using Toyo tires. ♦



The winner of round 3 in Sugo was the HKS team, again using Yokohama tires. The team celebrated with champagne on the podium.

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AMERICAN STYLING WITH THE SUNNY CALIFORNIA

A new design of American five-door sports sedan arrived on the roads of Japan in January 1979. This was when the Sunny California made its debut as the model's first station wagon, a year and two months after the launch of the Sunny sedan/coupe (B310). However, it was not treated as a station wagon at the time, but rather as a five-door sports sedan with a hatchback derived from a sedan. The model designation was "WHB 310", which was different from that of a sedan or a coupe.

While most cars at that time were passenger vans, the Sunny California was given a body completely different from that of a van. This was evidenced by the body height of 52.9in (1,345mm), which was lower than the van's 55.1in (1,400mm) and the sedan's 53.9in (1,370mm), and closer to the coupe's 52.8in (1,340mm). The slope of the hatch was also moderate, in contrast to that of a commercial vehicle. The wood panelling on the body side was an option for the first time in Japan, and the new model brought an American station wagon feel that was worthy of the term "new California style".

Only one engine was available – the 1.4-liter OHV single-carburetor A14 (80ps) – while three grades of DX, GL, and SGL were offered at the model's launch. Transmissions



The interior of the later models had a sporty look. A cigar lighter and ashtray, no longer seen in the current generation of models, were standard equipment.



The late-era Sunny California had a new front end with a sloped nose. The wood panelling gave it American flair.

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The body of the commercial Sunny Van was different from that of the California. It featured four different body styles, which would be unthinkable today.

were four- or five-speed manual and three-speed automatic.

The front suspension was strut type, while the rear was a four-link coil rigid like the sedan. The rear suspension of the Sunny Van was a leaf spring-type rigid system, which was common in commercial vehicles, so it was clear that the California was a derivative of the sedan. The steering gear box was a recirculating ball.

In October 1979, the California had a minor upgrade after only nine months on the market. Like the sedan and coupe, it had a slanted front nose, while the square headlamps that were popular at the time were adopted. The new design of the instrument panel was another change.

At the same time, a sporty GX grade was added. In November 1980, the engine displacement was increased from 1.4 to 1.5 liters (A15 type, 1,487cc), and the 1.5 SGX-E equipped with the A15E type with electronically controlled fuel injection was added. The maximum output was 83ps for the A15 and 92ps for the A15E.

The Sunny California catalog included the following taglines: “An expression of freedom and youth” and “a base camp for fun”. The model was one of the forerunners of today’s SUVs. ♦

TECHNICAL DATA

SUNNY CALIFORNIA 1400 SGL WHB310 TYPE (1979)

Length:	163.8in (4,160mm)
Width:	62.8in (1,595mm)
Height:	53.0in (1,345mm))
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:	80ps / 6,000rpm
Maximum torque:	11.7kgm / 3,600rpm
Vehicle weight:	2,028lb (920kg) (with 3AT)
Suspension (front/rear):	strut / four-link
Brakes (front/rear):	disk / drum
Tires:	6.15-13-4PR



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STAGE 58
STEERING COLUMN

In this issue, we will connect the lower and upper covers of the steering column and attach the steering wheel control levers.

PARTS

58A



58B



58C



58D



58E



58F



58G



AP



58A Steering column lower cover
58B Steering wheel left control lever
58C Steering wheel right control lever
58D Steering column upper cover
58E Steering wheel shaft seal
58F Steering wheel front buttons
58G Steering shaft
AP Screws 1.7 × 4 mm (×5*)

*Including spares

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58.01 Place the steering wheel shaft seal **58E** into the wider semicircular opening in the steering column lower cover **58A**.

58.02 Fit the spherical ends of the left and right control levers, **58B** and **58C**, into the highlighted hollow posts in the interior of the steering column lower cover **58A**. Check the correct orientation of the control levers in the detail images.







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58.03

Match the steering column upper cover 58D with the lower cover 58A and connect the parts from beneath with two AP screws.



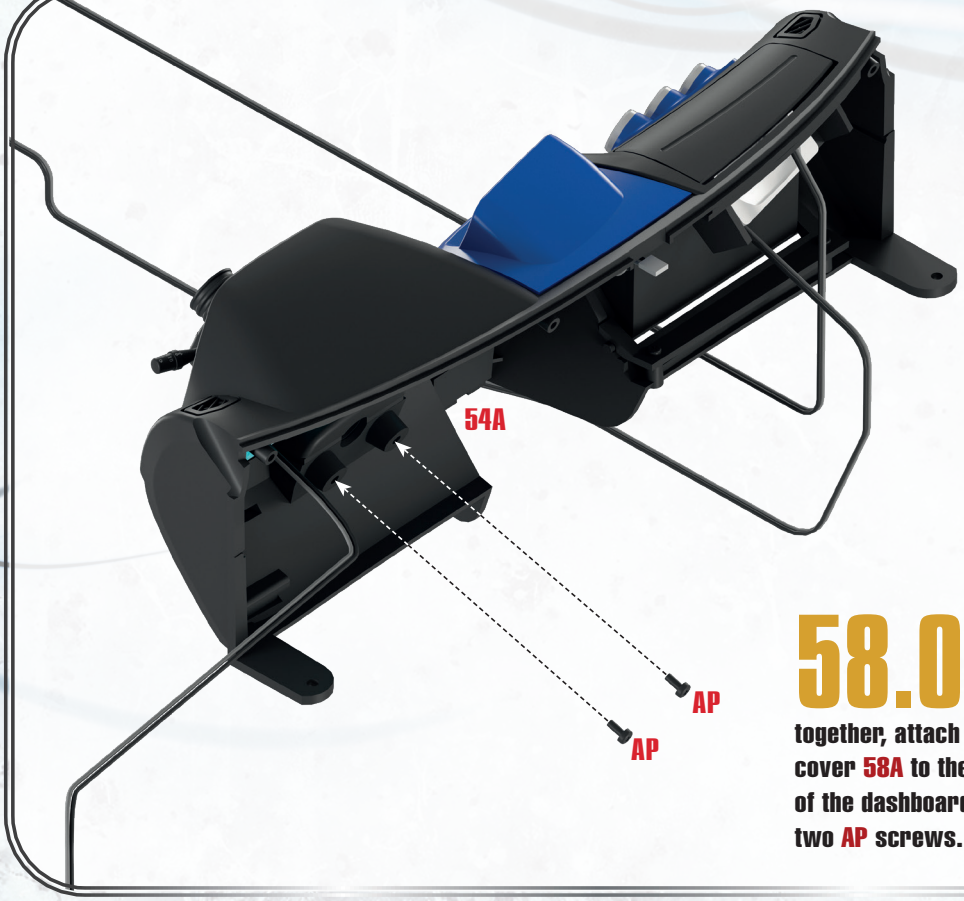
58.04

Take the steering column cover assembly and insert the pivots on the lower cover 58A into the highlighted holes on the lower part of the dashboard 54A.



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STEERING COLUMN



58.05 While holding the parts together, attach the lower cover **58A** to the lower part of the dashboard **54A** with two **AP** screws.

Final assembly



Keep the steering wheel front buttons **58F** and steering shaft **58G** aside for later stages of assembly.

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