FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R



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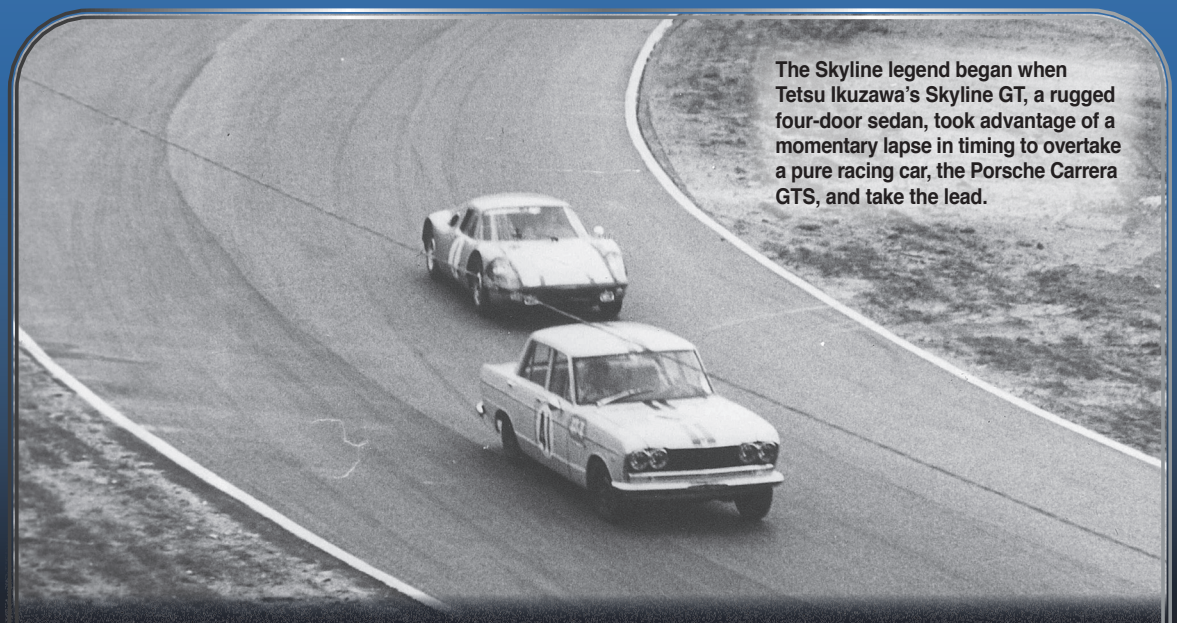
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The Skyline legend began when Tetsu Ikuzawa's Skyline GT, a rugged four-door sedan, took advantage of a momentary lapse in timing to overtake a pure racing car, the Porsche Carrera GTS, and take the lead.

NISSAN'S HISTORIC RACE WITH PORSCHE

The year 1964 was memorable for Japan as it continued its postwar recovery. The first Asian Olympic Games were held in Tokyo in the Autumn and, to coincide with these events, important transportation infrastructure such as the Metropolitan Expressway and the Tokaido Shinkansen Line were built one after another. Six months earlier, the Prince Skyline GT had a historic and memorable race against the Porsche Carrera GTS at the Suzuka circuit.

May 3, 1964. The Suzuka circuit in Mie Prefecture was blessed with clear skies, and 170,000 spectators flocked to watch the 2nd Japanese Grand Prix. The Suzuka circuit was built in line with the words of Honda's founder, Soichiro Honda, in mind: "I want a place to race. Cars can't get better without racing."

The track was Japan's first full-scale racing circuit. It had a total length of 19,698ft (6,004m) at the time of its opening, and construction was completed on September 20, 1962, after a difficult process of trial and error. Two months later, in November, the first All-Japan Championship Road Race was held as a memorable opening race.

The 1st Japanese Grand Prix event was held in May 1963. At the time, this was the first full-scale race for both domestic car manufacturers and drivers, though domestic cars were at a level where they could not compete with European cars.

In July 1963, the Meishin Expressway opened, a 44.6-mile (71.7km) route between near Osaka and Kyoto. This led to the demand for high-speed performance from domestic cars, and the need to improve high-speed durability and handling stability became an issue.

The beginning of full-scale motorsports was a catalyst for dramatic technological advances by domestic car-makers, tire makers, and parts

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Yoshikazu Sunako's #39 Skyline GT, which finished as runner-up, is a valuable historical asset that is housed at the Nissan Heritage Collection in Zama, Kanagawa Prefecture.

suppliers. Back then, however, few domestic car manufacturers had their own test courses equipped with full-scale high-speed circuits. Incidentally, Nissan Motor Co Ltd.'s Oppama test track was completed in 1961, while the first phase of construction of Prince Motors, Ltd.'s Murayama test track was completed in 1965.

When the 2nd Japanese Grand Prix was held in 1964, it was an unforgettable year for postwar Japan, as the Tokaido Shinkansen bullet train started service just before the opening of the Tokyo Olympics, the first Olympic Games to be held in Asia. With the "Dream Super Express", as the train was known, Japan's railroads reached a world-class level. The foundations of today's important transportation infrastructure were laid that year.

THE SKYLINE GT'S GERMAN RIVAL

At the 2nd Japanese Grand Prix, people's attention was focused on the main race, the GT-II category. It was a showdown between the Prince Skyline GT (S54A-1), a four-door sedan-based racing car developed by Prince Motors, Ltd., and the Porsche Carrera GTS (904), a mid-ship German sports car. It is no exaggeration to say that this famous match-up, which is still talked about in the history of Japanese motorsports, shook the souls of not only the large crowd gathered at the Suzuka Circuit, but also the Japanese nation.

In addition to the Skyline GT and Porsche Carrera GTS, other Japanese and European sports cars participated in the GT-II race, such as the Datsun Fairlady 1500 (SP310), Lotus Elan, and MG-B. The Porsche of Sokichi Shikiba, which was flown in from West Germany for this race, attracted the most attention on the circuit. It was a state-of-the-art European sports car equipped with an air-cooled, two-liter horizontally opposed four-cylinder DOHC engine delivering 180ps in the rear midship and clothed in a silver-painted FRP body that looked like it was crawling on the ground.

The representative of the Japanese cars in this class was the Prince Skyline GT, of which 100 units were produced for homologation as a result of a rush job by

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The interiors of race cars of the time were quite simple. The Skyline GT's gauges were the same as those of the 1500 series, with a large tachometer added afterwards.

Prince's entire company. It was tuned based on the Gloria Super 6 (S41-D), a two-liter, in-line six-cylinder SOHC G7 engine, and fitted with a trio of Weber 40DCOE carburetors to deliver 150ps. Prince Motors, Ltd. prepared as many as seven factory-spec Skyline GTs with the aim of winning the GT-II race.

Shinichiro Sakurai, who was in charge of the development of successive generations of the Skyline, said in later years: "I still remember the first time I saw the silver Porsche at the Suzuka circuit. I can't drive with that flat, squashed thing!"

The engine was a tuned, two-liter in-line six-cylinder SOHC G7 engine from the Gloria Super 6 (S41D). It gave the car a unique, long-nose styling.

A MIRACLE ON LAP 7

The Prince Motors, Ltd. team entrusted the driving of the Skyline GT to seven drivers: contract drivers Yoshikazu Sunako, Tetsu Ikuzawa, and Tatsu Yokoyama, and employee drivers Yukiro Sugita, Masaru Kodaira, Sukehiro Suda, and Nobuyuki Tonoi.

In qualifying, the Skyline GT of #41 driver Ikuzawa took pole position. This was followed by the #39 Skyline of Sunako, while a total of seven Skyline GTs were in the top 10 qualifiers.

Third on the grid was the #1 Porsche of Shikiba, but on the second day of qualifying in



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the rain, it ran into trouble and crashed off the course. The front end of the car was damaged, and after all-night emergency repairs, Shikiba managed to make it just in time for the start of the final race. The flowing form of the car was repaired with duct tape, and it was a painful sight.

In the 16-lap race, the #1 Porsche took the lead at the start, followed by the #41 and #39 Skylines. However, the Porsche was not able to reach its top speed due to the lack of accurate wheel alignment caused by the crash.

The real drama happened on lap 7. The top two cars caught up with the lapped Triumph TR4 just before the hairpin. The #1 Porsche hesitated to pass the Triumph TR4, and Ikuzawa's #41 Skyline took advantage of this to pass the Porsche from the inside and take the lead.

The grid before the start of the race, taken from a different angle. At this point, there was still no Porsche in sight as the car was undergoing frantic repair work. The Prince team may have expected the Porsche to retire from the race.



As a result, the Skyline appeared in front of the packed grandstand with the Porsche in tow.

The crowd was thrilled and stood in total awe. The scene was symbolic of an era when the Japanese, having overcome the hardships of the postwar period, dreamed of catching up with and surpassing the rest of the world. This was also the starting point of modern Japanese motorsports.

Prince's PR magazine *Prince Graph* also reported extensively on the Skyline GT's performance in the 2nd Japanese Grand Prix. The body of the Porsche on the grid displays fresh repair marks.



However, Ikuzawa's lead in the #41 Skyline was over after only one lap, as he was overtaken by the Porsche on the Spoon Curve on lap 8. Eventually, Shikiba's #1 Porsche sped away to win the race, and Sunako's #39 Skyline finished second after passing Ikuzawa's #41 Skyline on lap 12; Ikuzawa secured third place.

Despite the loss to the Porsche, Skylines occupied 2nd to 6th finishing places. The next day, a newspaper carried the headline: "Don't cry, Skyline, you were the flower of Suzuka." After the Japanese Grand Prix, the way people looked at the Skyline changed. The impression of "the Skyline that overtook the Porsche" was soon transformed into "the wolf in sheep's clothing," and the legend of the Skyline began. The Skyline GT, a handmade limited production car of 90 or so units, was sold out in an instant. ♦

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THE UNSTOPPABLE "FLIP CAR"

After offering a journey through decades of automobile innovation in the franchise's first movies, the makers of *Fast & Furious* decided to once again surprise audiences by using original vehicles they created. The first example was the stunning "Flip Car".



Owen Shaw makes a spectacular start at the wheel of a Flip Car, setting off thunderous explosions to shake off his pursuers.

The *Fast & Furious* franchise made a name for itself by placing moviegoers behind the wheels of fast cars in the most thrilling races. But the sixth movie took a great leap forward: now the audience would feel the thrill of seeing a frenetic and explosive pursuit with cars literally designed to sweep rivals out of the way. And that adrenaline rush would come in the film's first half-hour.

MOTORIZED WEDGES

When Dom Toretto and his team agree to help Agent Hobbs arrest dangerous former soldier Owen Shaw, they observe a large police presence around the parking lot in London where the criminal is thought to be. Before the police go into action, they receive an alert: Shaw's men are attacking the headquarters of Interpol. Dom sends his crew to Interpol while waiting for Shaw to appear, convinced

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he will be the one to lead Dom to Letty. But nothing goes as planned. Shaw and his enigmatic deputy Vegh suddenly appear, driving very fast, unusual vehicles called "Flip Cars" to help the mercenaries escape. Dom and Brian, however, are not about to let them get away. The spectacular car chase through the streets of London has only just begun.

Before the filming of *Fast & Furious 6,* Director Justin Lin talked with Vehicle Coordinator Dennis McCarthy about adding a surprising and spectacular element to the franchise's gallery of vehicles. The director imagined an unusual automobile that could maneuver at top speed and meet other cars head-on and flip them into the air. McCarthy came up with a daring and unique wedge-like model that could sweep any automobiles in front of it out of the way.

AGILE AND DEADLY

McCarthy named this automobile – which was exclusive to the world of *Fast & Furious* – the "Flip Car." Along with his team, he spent more than three weeks assembling the vehicle, a fascinating combination of a spectacular Formula 1 car and a go-kart. With a low profile and weighing just under 4,000lb (1,814kg), it had a 500hp LS3 engine and power-assisted steering on all four wheels, which guaranteed exceptional maneuverability.

Once the prototype was finished, Stunt Coordinators Spiro Razatos, Andy Gill, and Joss Williams wanted to make sure it was ready to interact with other automobiles and met all the safety requirements. To film the spectacular chase around the Interpol offices, the special effects team planned a series of ramps to create the effect of the "Flip Cars" catapulting the police cars into the air. However, McCarthy's creation had been so precise that the ramps were not needed. The new cars could launch other cars into the air without any special effects. That's how they were filmed, and they created a truly memorable sequence. ♦

THE ADVENTURES OF BRIAN O'CONNER

A second chance

Despite being relieved of his position in the FBI, Brian remains determined to find Braga and lure him out of his Mexican hideout. He travels to the Toretto family home, where Dom readies his Dodge Charger to cross the border and seek his revenge. The former agent wants to join Dom, who reminds Brian that he's not making the trip to hand anyone over to the authorities. Brian says goodbye to a concerned Mia, and they kiss passionately, putting their mistrust behind them. They both deserve a second chance.



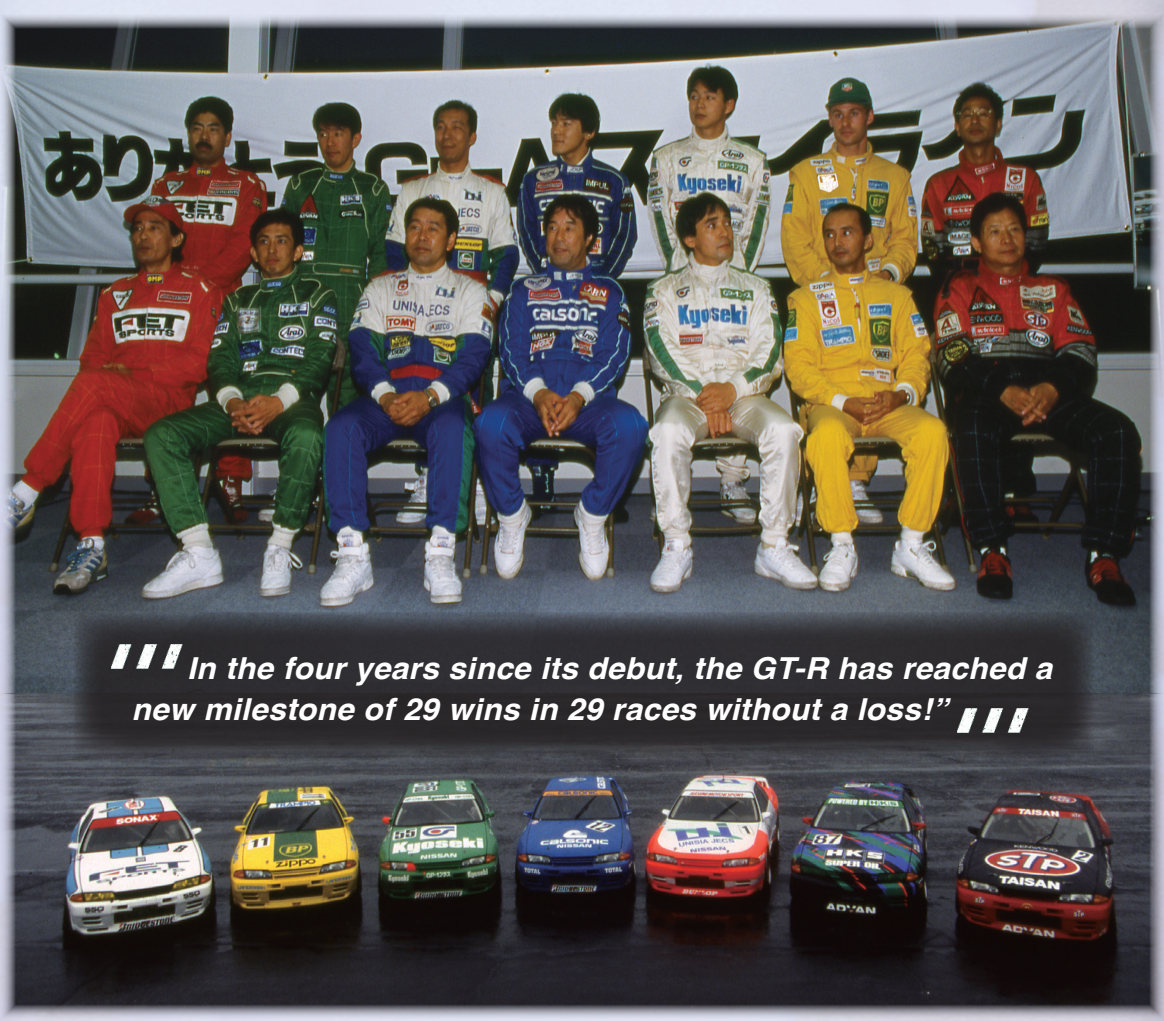
Vehicle Coordinator Dennis McCarthy and his team took on the challenge of designing what would become one of the most charismatic villain vehicles specifically for *Fast & Furious 6.*

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THE LAST YEAR OF DOMESTIC GROUP A RACING

Part 2: A successful finale for the Skyline GT-R Group A racer

The fact that each team did not know what engine they would be using before each race, plus mid-season developments to the bodywork on some of the models, made it an interesting last season. In the end, a team with proven race pedigree would secure the Title.



"In the four years since its debut, the GT-R has reached a new milestone of 29 wins in 29 races without a loss!"

Of the seven GT-Rs competing in 1993, six were powered by Nissan Kohki engines. To ensure fairness, the engines were distributed by lottery before each race. Only HKS used its own engines. In the third round at Sugo, HKS led from pole to finish. "If we had another year of racing, we could have made it to the top team," said an HKS staff member at the time.

Another topic was the introduction of a new body, even though it was the last season. First of

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The scorching sixth race at Tsukuba was won by NISMO's Nikko Kyoseki Skyline GP-1 Plus on Bridgestone tires. It featured new bodywork from round 4.

all, NISMO's Nikko Kyoseki Skyline GP-1 Plus introduced a new body in round 4. It gave the car increased speed from the previous rounds and took pole position. CALSONIC, who had been struggling since the 1992 season, also started using a new body from the fifth race, which they won.

CALSONIC continued to make great strides in the latter part of the season. The team won four out of the nine races, secured the Championship, and finishing the series as the last Group A car.

The Group A specification Skyline GT-R (R32), which made its debut in 1990, did not lose a single race in those four years. It won an unprecedented 29 consecutive races and left an indelible mark on the hearts of the public.

At the time, it was a Group A version of the GT-R, the pinnacle of touring cars, but it was basically a race car tuned from a production model. The fact that this fast and powerful car was close to a standard road model was one of the attractions of Group A racing. ♦



Round 4 at Suzuka was won by the UNISIA JEX Skyline driven by Masahiro Hasemi and Hideo Fukuyama using Dunlop tires (photo from the first round).



In the final round, the Inter TEC at Fuji, the BP OIL TRANPIO GT-R of Hisashi Yokoshima and Tom Kristensen secured victory on Toyo tires.

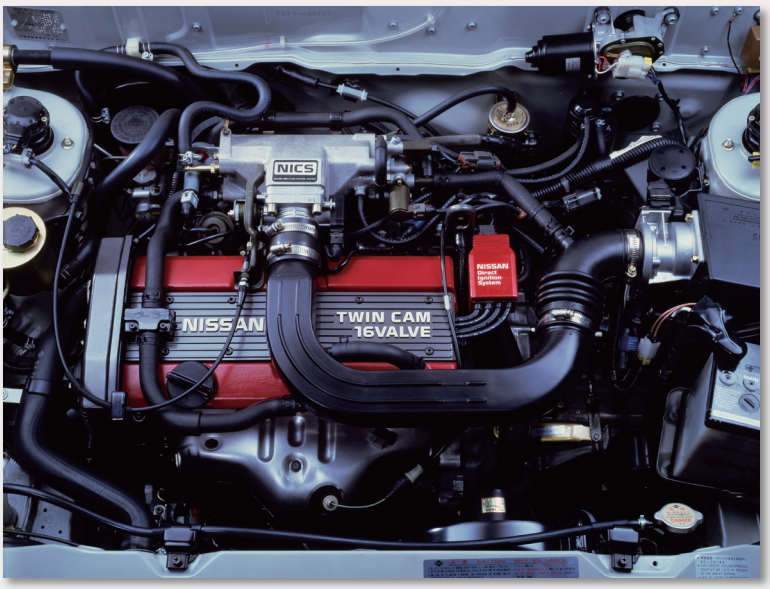
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THE PULSAR BECOMES A SPORTY HATCHBACK

The third-generation Pulsar was fully remodeled in May 1986. Three body types were available: a three-door hatchback, a five-door hatchback, and a four-door saloon. It was characterized by a sporty style that combined taut curves and sharp lines. As with previous generations, the design was strongly European-oriented. Various items were adopted, such as the optional JBL speakers in the higher grades and the "umbrella pocket" in the driver's door of the three-door hatchback. The second-generation Pulsar EXA coupe became a standalone model as an EXA with a T-bar roof.

As for engines, five models were available: 1.3-liter E13S type (67ps), 1.5-liter E15S type (73ps) and E15E type (82ps), 1.7-liter diesel CD17 type (55ps), and a new 1.6-liter DOHC CA16DE type (120ps). The power output figures listed are in gross form. The E15ET 1.5-liter turbo engine, which existed in the previous generation model, was no longer available. The five-speed model of the sports grade 1600 Milan X1 Twincam equipped with the CA16DE engine featured viscous LSD.

As with Pulsar's first DOHC engine, the "Full Auto Full Time 4WD" – Japan's first full automatic full-time 4WD with viscous coupling system – attracted much attention. This new 4WD system, which realized automatic control of optimal torque distribution to the front and rear wheels, was highly acclaimed as a breakthrough that

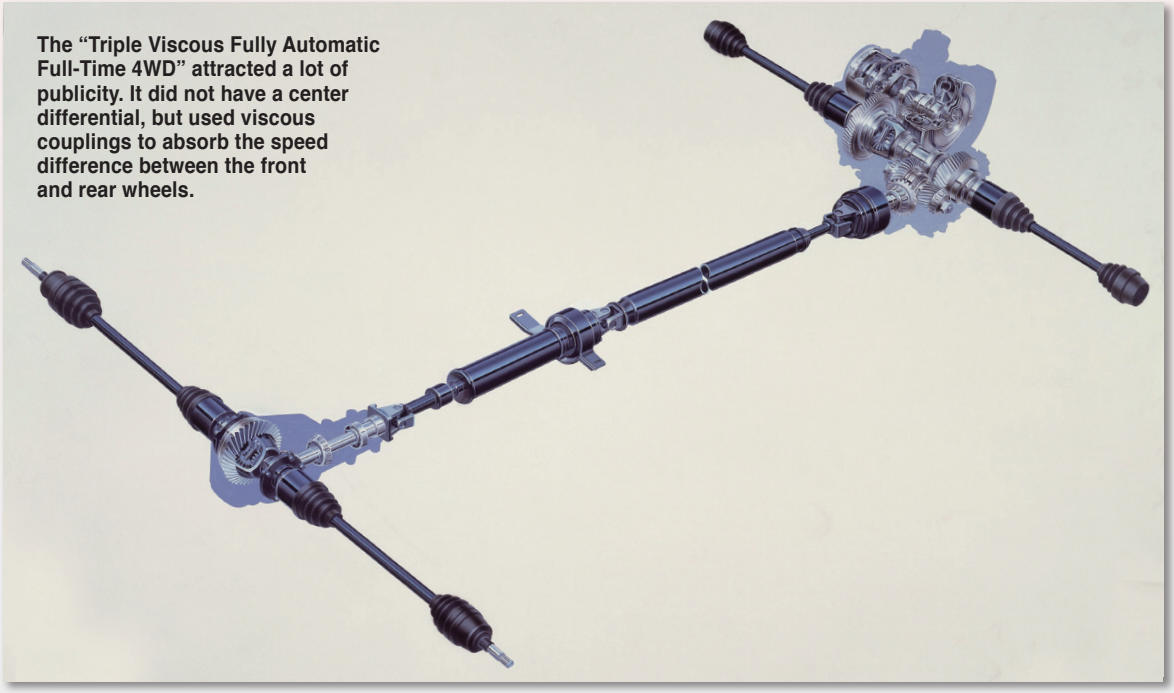


The newly developed four-valve DOHC engine CA16DE. Today this is a standard four-valve DOHC engine, but at the time it was synonymous with sports models.



The interior was simple and sporty with good all-round visibility. The steering wheel proudly displayed the "TWIN CAM" lettering.

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The "Triple Viscous Fully Automatic Full-Time 4WD" attracted a lot of publicity. It did not have a center differential, but used viscous couplings to absorb the speed difference between the front and rear wheels.

made easy and safe driving possible. The third-generation Pulsar won the "7th Japan Car of the Year 1986–87" together with its sister models, the EXA, Langley, and Liberta Villa. This was the first time that a Japanese car had won this award.

In April 1988, the 1.5-liter engine was changed from the E15S and E15E types to the GA15S (85ps) and GA15E (97ps) SOHC three-valve power plants. The GA engine was a long-stroke variety, which focused on ease of use and practicality.

The R1 twin-cam R1 with three-door hatchback was also set up for motorsports such as domestic rally competitions. A single-make event, the Pulsar Twin Cam Race, was also held at Fuji Speedway's Fuji Freshman event. ♦

TECHNICAL DATA

PULSAR 3-DOOR HATCHBACK 1600 MILAN X1 TWIN CAM N13 TYPE (1986)

Length:	158.7in (4,030mm)
Width:	64.6in (1,640mm)
Height:	54.3in (1,380mm)
Wheelbase:	95.7in (2,430mm)
Tread (front):	56.1in (1,425mm)
Tread (rear):	55.9in (1,420mm)
Engine:	CA16DE (straight four, DOHC)
Total displacement:	1,598cc
Maximum output:	120ps / 6,400rpm
Maximum torque:	14.0kgm / 5,200rpm
Vehicle weight:	2,249lb (1,020kg)
Suspension (front/rear):	strut / parallel link
Brakes (front/rear):	disk / disk
Tires:	6.15-13-4PR



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STAGE 59
DASHBOARD (7)

In this issue, we will install the radio and the center display on the dashboard.

PARTS

59A



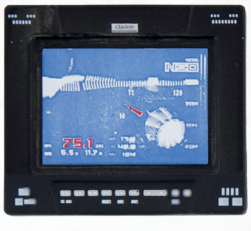
59B



59C



59D



59E



AP



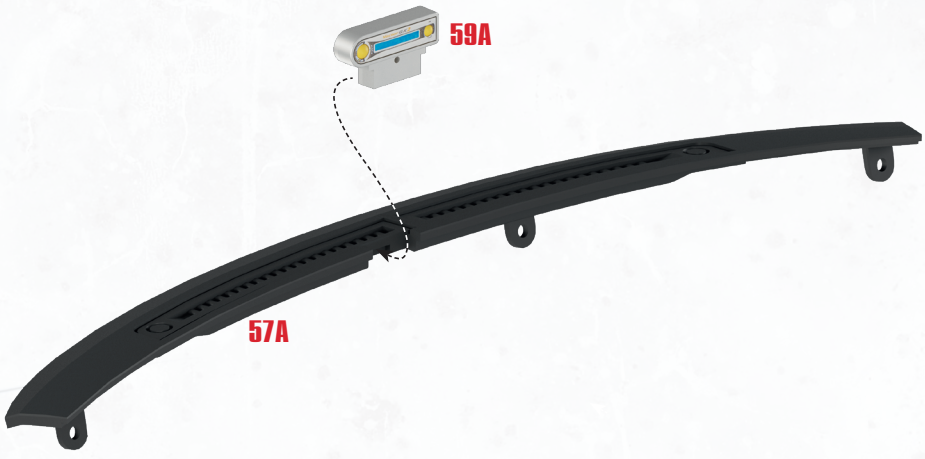
59A Radio
59B Cable connector
59C Radio cable
59D Center display
59E Rear part of the center display
AP Screws 1.7×4mm (×4*)

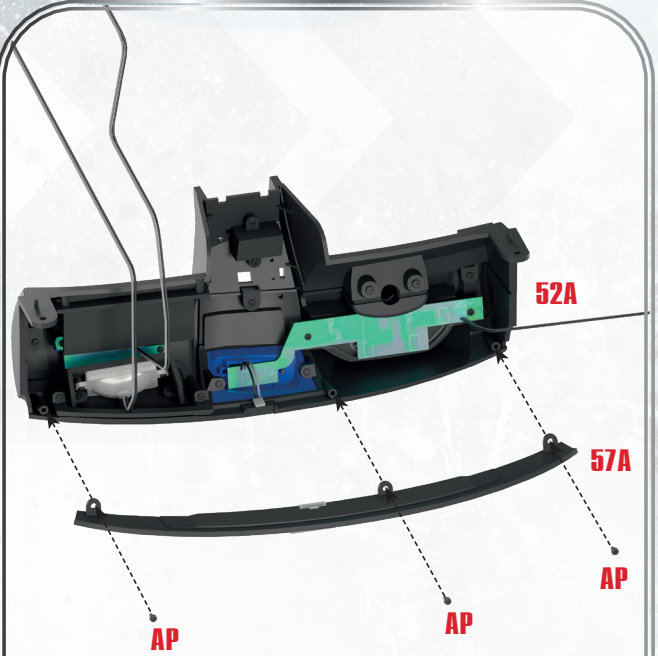
*Including spares

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59.01

Retrieve the dashboard upper vent 57A and fit the radio 59A into the highlighted notch.



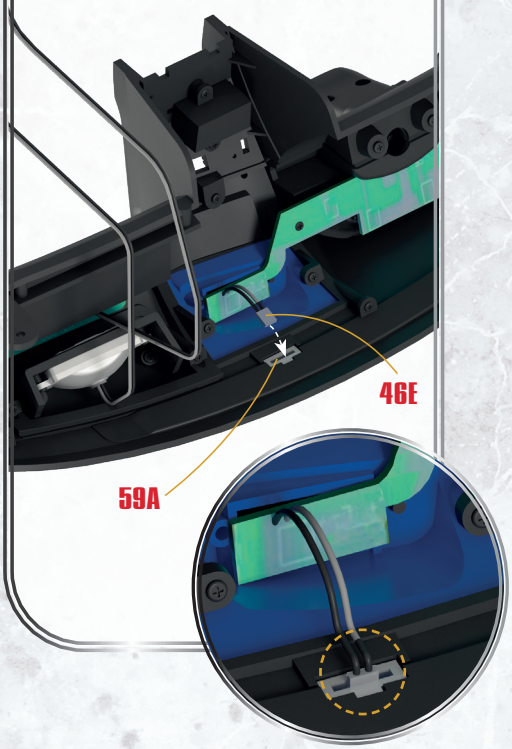


59.02

Align the three tabs on the dashboard upper vent 57A with the highlighted screw posts on the dashboard 52A and attach the parts with three AP screws.

59.03

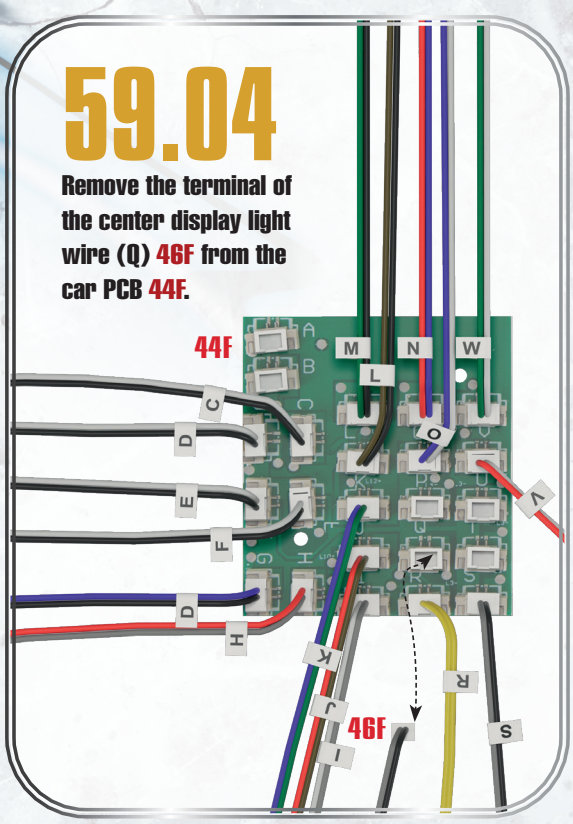
Take the LED of the shortest wire of the instrument panel light (P) 46E and carefully insert it into the bottom of the radio 59A.



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59.04

Remove the terminal of the center display light wire (Q) 46F from the car PCB 44F.



59.05

Pass the LED of the center display light wire (Q) 46F through the hole in the middle of the rear part of the center display 59E. Bend the wire carefully and fit the LED in the highlighted slot.



59.06

Connect the center display 59D to its rear part 59E, as shown in the picture.



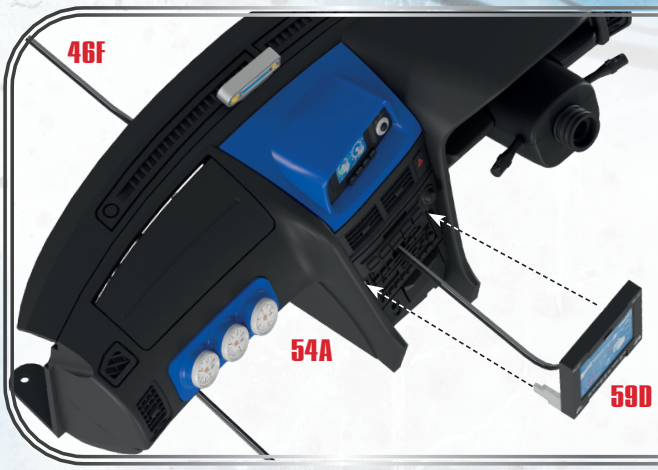
59.07

Pass the end of the center display light wire (Q) 46F, which is now attached to the central display, through the highlighted hole in the lower part of the dashboard 54A.



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DASHBOARD (7)



59.08 When you have inserted the entire center display light wire (Q) 46F into the hole in the dashboard, snap the center display side pivots 59D into the corresponding slots in the lower part of the dashboard 54A.

59.09 Insert the pin on the cable connector 59B into the highlighted hole in the lower part of the dashboard 54A. Then insert one end of the radio cable 59C into the hole in the base of the radio 59A and the other end into the hole in the connector 59B.



Final assembly



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