FAST & FURIOUS™

Build
BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R



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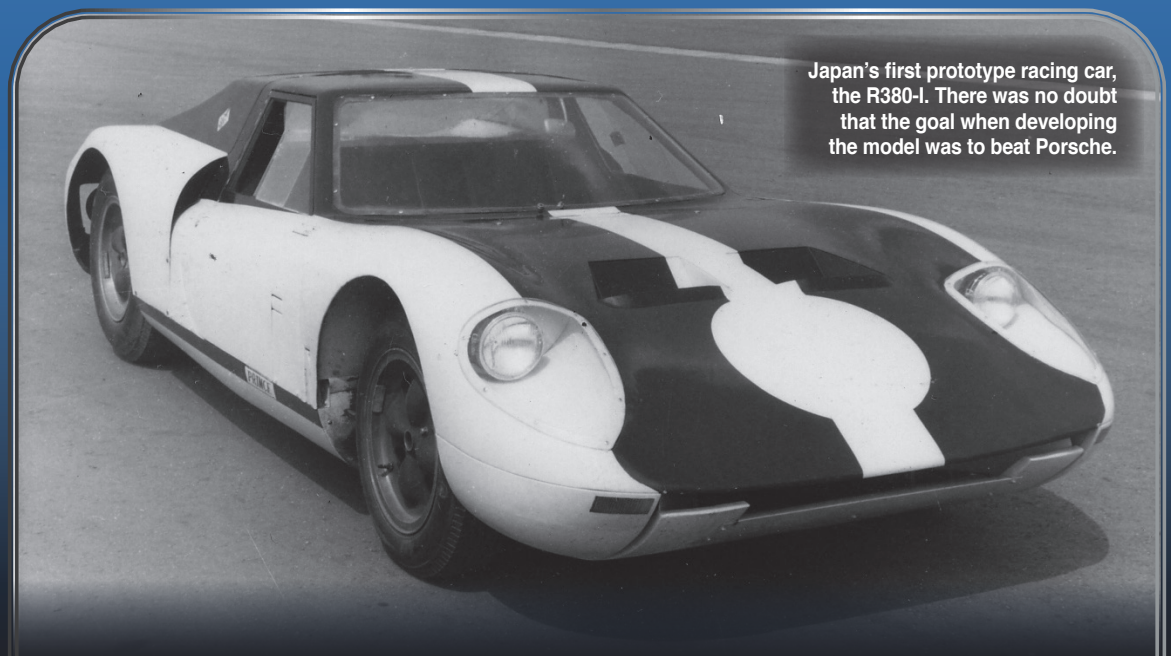
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Japan's first prototype racing car, the R380-I. There was no doubt that the goal when developing the model was to beat Porsche.

DEVELOPING JAPAN'S FIRST PROTOTYPE RACING CAR

The Skyline GT (S54A-1), a hastily built GT car based on a four-door sedan, was defeated in the 2nd Japanese Grand Prix by the Porsche Carrera GTS (904), which was considered the most advanced pure racing car at that time. This result prompted the engineers of Prince Motors, Ltd. to decide to develop Japan's first prototype racing car in order to win the next Japanese Grand Prix.

One car that is essential to the story of the first-generation Skyline 2000 GT-R (PGC10) is the Prince R380, the first full-scale prototype race car that was produced in Japan in 1966. This model was the prototype of the Skyline 2000GT-R, which was released in 1969, and was powered by the GR8 – the basic engine of the S20 two-liter, in-line six-cylinder four-valve DOHC engine.

The dream of developing a pure racing car by Prince Motors, Ltd. began in the summer of 1962, the year before the 1st Japanese Grand Prix. Ryoichi Nakagawa, the executive in charge of technology who was accompanied by his subordinate Shinichiro Sakurai, went on an outing to Europe to watch the Belgian F1 Grand Prix at Spa-Francorchamps, where the two discussed their idea of developing a race car. Sakurai said: "I'm going to make a great high-performance racing engine when I get back, and you're going to make the chassis." However, it was not until some time later that this became a reality.

The inspiration for Nakagawa was the 2nd Japanese Grand Prix in 1964. The Prince

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Skyline GT (S54A-1), which had been painstakingly prepared in time for the race, was defeated by the Porsche Carrera GTS (904), which entered the race at the last moment. This led to the decision by Prince Motors, Ltd. to develop its own prototype racing car.

Immediately after the 2nd Japanese Grand Prix, Jiro Tanaka, General Manager of the Design Department, and Yuji Sakakibara, Manager of the Engine Design Department, went to Europe to procure racing components and to watch races. The main purpose of the trip was to purchase Dunlop racing tires.

In England, they also visited the race-car manufacturer Brabham. While there, Sakakibara happened to see a two-seater mid-engine racing car called the Brabham BT8A. After confirming that "it could accommodate the six-cylinder engine from Prince Motors, Ltd." he decided to purchase it, along with the F2 "BT10", a formula car for chassis research.

The engineers from Prince Motors, Ltd. had found that technological development for high-speed cars required testing under severe conditions such as racing, and that results could be obtained efficiently and in a short period of time. From there, the idea of building a prototype race car as a "running laboratory" was born. Of course, there was also a genuine desire to build a competitive race car.

The development of the first Prince R380 – which later became the R380-I – began in earnest in the summer of 1964. However, there was too little time to complete the project for the following year's Japanese Grand Prix. Starting from scratch required materials, while foreign magazines and the Brabham racing cars Sakakibara had purchased were a great source of reference.

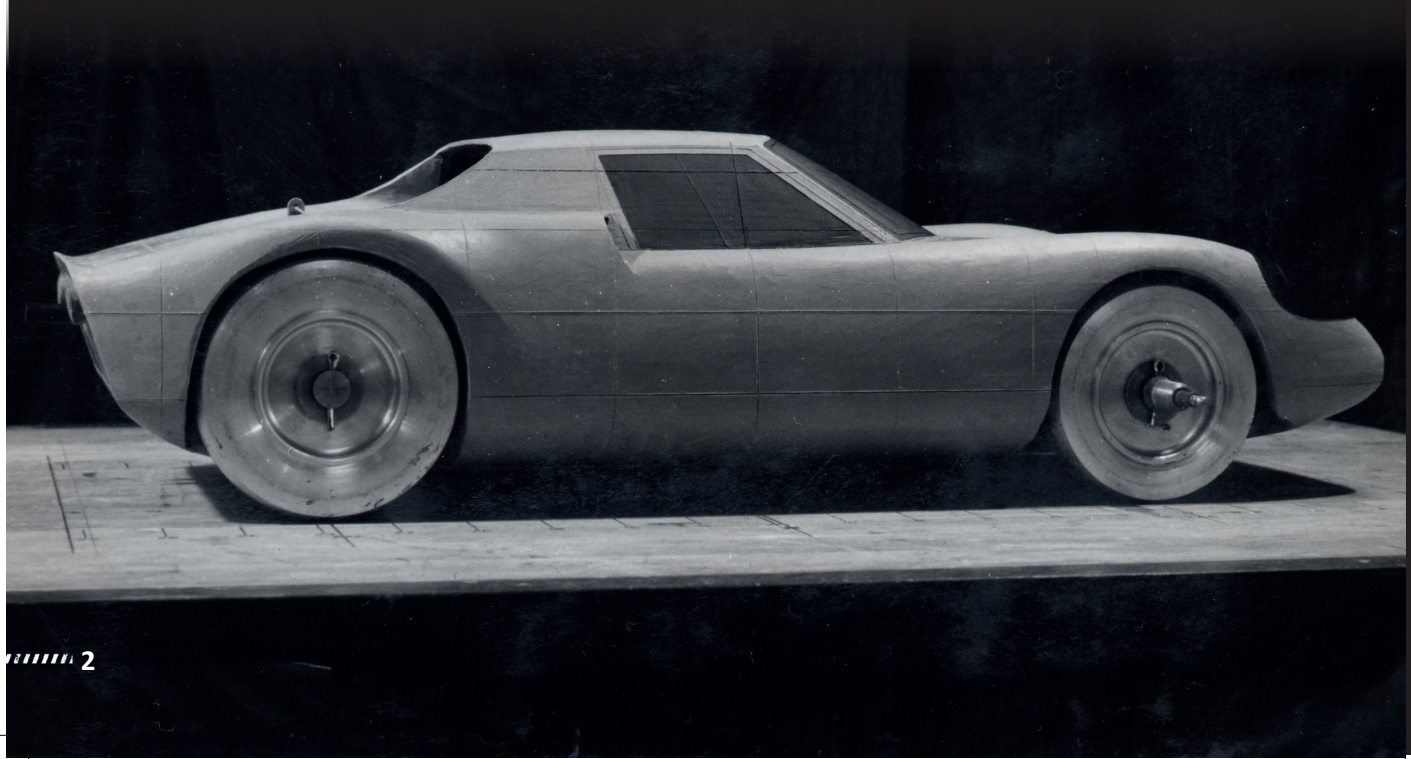
USING AIRCRAFT MANUFACTURING SKILLS

Development began with a sketch of the Brabham BT8A. Initially, the gearbox and other parts were purchased from Brabham. Although many of the Brabham parts were used in the first prototype, there were major differences: the BT8A was originally an open two-seater sports car with a four-cylinder engine, while the R380-I had a six-cylinder engine and a closed body. As a result, most of the car was redesigned, including the addition of a roll bar and reinforcing the frame.

The target for the debut race was the 1965 Japanese Grand Prix, but an unexpected situation occurred: in October 1964, the JAF announced that the following year's Japanese Grand Prix would be canceled. However, development of the R380-I continued.

A one-fifth scale clay model was made to determine the design. This was the traditional scale of Tachikawa Aircraft. The wind tunnel from the Nakajima Aircraft era in Ogikubo could not be used because it had been abandoned after the war,

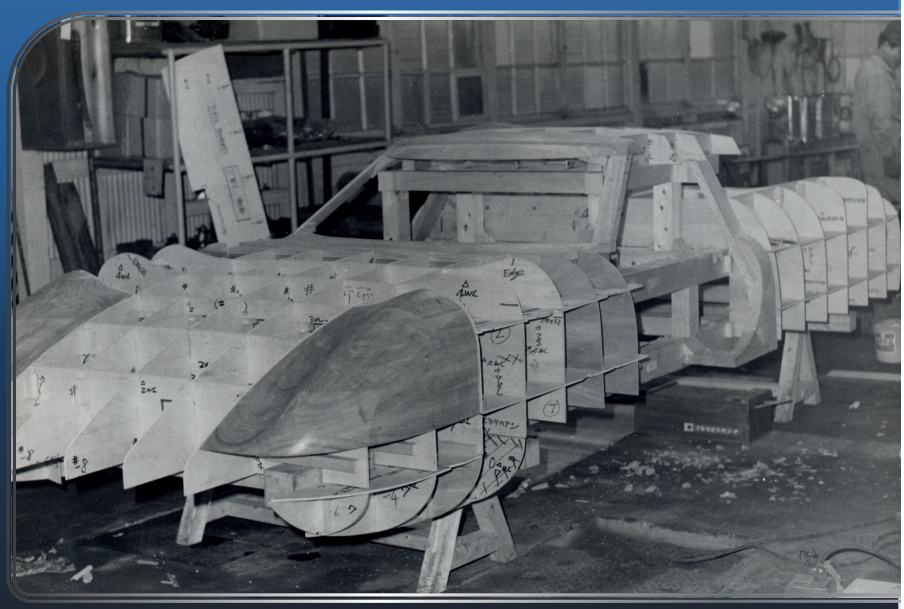
A one-fifth scale clay model was made, and the body shape was refined through experiments in the wind-tunnel facilities of the University of Tokyo.



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so the clay model was taken to the Institute of Space and Aeronautical Science at the University of Tokyo for wind-tunnel testing. Aerodynamics at that time focused on reducing drag by channeling airflow around the body, and the idea of using wings to generate powerful downforce to press the body against the road surface for traction had yet to become mainstream.

The aluminum body was based on a wooden grid model for sheet metal. Where a single aluminum sheet could not be used, it was butt-welded together. Experienced craftsmen who had been involved in aircraft manufacturing played an active role in the production of the frame and body. They used advanced skills cultivated in aircraft manufacturing, such as precise welding of steel tubing with thermal stress calculations and beaten aluminum sheets for the body.



A full-scale wooden model was made for the aluminum hood. The company was familiar with such manufacturing methods because it had previously been an aircraft manufacturer.

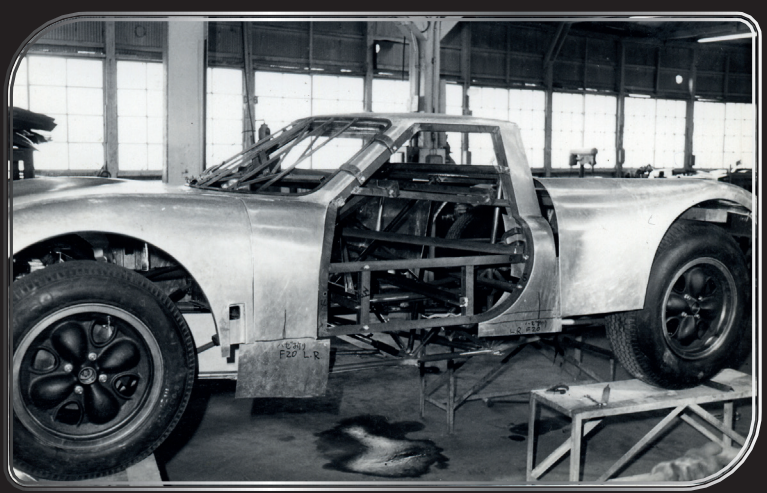
ACHIEVING HIGH PERFORMANCE

The GR8 engine, redesigned for the R380-I, had a four-valve DOHC cylinder head, a wet-lined cylinder block, and a forged seven-bearing crankshaft suitable for high rpm. It was a fully-fledged racing engine that incorporated the best of the technology from Prince Motors, Ltd, including a dry-sump system that used an oil pump to introduce oil for lubrication.

Development continued with the primary goal of achieving 100ps per liter. However, the pace of prototype development was slowed by the fact that the engine team had to compete in the All-Japan Automobile Club Championship Race ('65 Funabashi CCC Race) at the newly constructed Funabashi circuit.

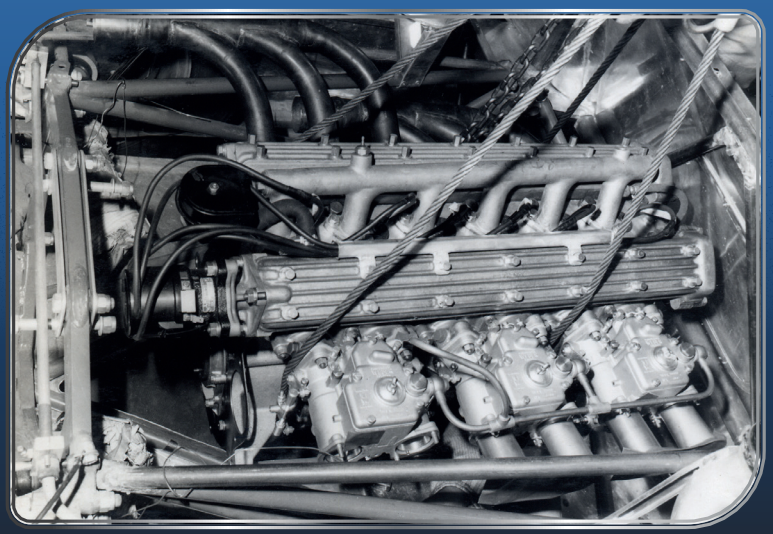
The engine developed for this race was an improved version of the G7 type installed in the Skyline 2000GT (S54B-2), and a cross-flow cylinder head was developed for Group 5 (special touring cars), although it was SOHC. The unit, which was designed to provide a significant increase in power over the previous Group 2 engine, was called the GR7B' (GR7B dash) type and was fitted in the Group 5 specification Skyline 2000GT (S54CR), where it was actively used. It is said that the technology of this engine became the basis for the SOHC cross-flow G15 engine installed in the Skyline 1500 Deluxe (S57D), which was much talked about for its maximum power of 88ps.

The experience gained in the development of these high-performance engines was a great help



Aluminum panels were beaten into shape according to the wooden mold above. Welding of the aluminum was also carried out by skilled workers from Nakajima Aircraft, which made it possible to develop the product in a short period of time.

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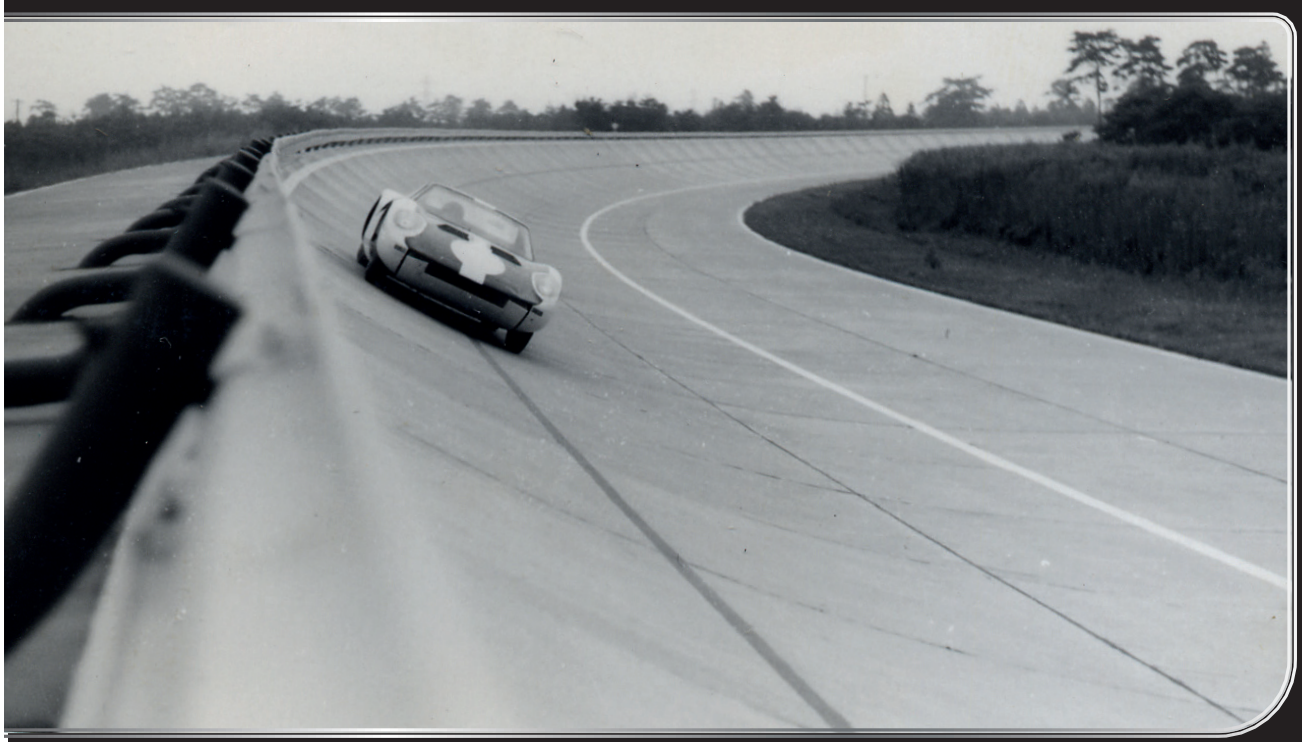
The GR8 engine was a 2,000cc, in-line, six-cylinder four-valve DOHC unit. It was an advanced four-valve DOHC engine at a time when two-valve DOHC engines were the norm around the world.

in the development of the in-line, six-cylinder, four-valve DOHC GR8 engine. Prototype 1, which had been delayed, was completed in April 1965 and produced almost 200ps in its debut test.

The first model of the R380-I, Japan's first full-scale prototype racing car, was finished at the Mitaka plant in early June 1965. Immediately after its completion, it was taken to the test track at the Murayama plant and basic testing began. However, a number of unexpected problems arose. One of the most troublesome was oil leaking from the engine breather pipe. Although there were no problems during the bench tests, oil spurted out when the prototype was actually driven. In addition to the dry-sump system, which was used for the first time in a racing engine, the front/rear G-forces during acceleration and deceleration and the lateral G-forces during cornering were much higher than those of previous sedans.

The R380-I matured despite various problems, and it reached its first target of 250 km/h (155 mph). As the speed increased, the cramped test track at the Murayama plant was no longer suitable for testing, and the team began using the high-speed track at the Automobile and Highway Testing Center in Yatabe, Ibaraki Prefecture. ♦

The performance of the R380-I could not be evaluated on the test track at the Murayama factory. Therefore, various driving tests were conducted on a high-speed track in Yatabe.



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THE RACE IN LONDON

A key sequence in *Fast & Furious 6* takes place in the city of London: an exciting, impromptu car race during which Dom Toretto tries to help Letty Ortiz remember her past.



Despite having no memory of her past, Letty is still very good at driving fast cars. She proves this in a race against Dom in central London.

The sixth movie was the first in the franchise to visit London, a destination that would remain closely linked to the series' story. Dom and his team travel to the UK's capital in pursuit of the dangerous ex-soldier Owen Shaw, and above all to try to retrieve Letty; she has joined the mercenary in his attempt to acquire a powerful device that could threaten any country in the world.

IN THE OLYMPIC CITY

The film crew, led by Director Justin Lin and actors Vin Diesel, Paul Walker, and Dwayne Johnson, arrived in London during the summer of 2012, just as the Olympic Games started in the city. Thorough

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planning was required to avoid conflicts between filming and the Games' events.

The inner courtyard of the HM Treasury building served as the film's backdrop for an exclusive motorsports party. There, Dom finds Letty, who, suffering from severe amnesia, doesn't recognize him at all. In the hope of igniting her memory, Dom challenges her to a race through the center of London: she at the wheel of a 1971 Jensen Interceptor; he in his Dodge Charger Daytona. In the middle of the night, the two automobiles set off at top speed around Piccadilly Circus, the city's commercial heart. The race does not go unnoticed by the authorities, who set off in hot pursuit of the racers.

For a full night, Westminster City Council authorized the closure of streets in the center of the city so the crew of *Fast & Furious 6* could film this thrilling sequence. Whitehall, Piccadilly Circus, and the surrounding streets were cordoned off to prevent onlookers from spilling onto the roads while stunt drivers, coordinated by Andy Gill, repeated incredible skids and slalomed around corners at breakneck speed. The results could not have been more spectacular.

A SPECIAL SPARKLE

Justin Lin intended to make the race as emotional as it was thrilling, showing Dom trying again and again to break down Letty's mental block. When they shake off pursuing police cars and Dom wins the improvised race, Letty leads him to a deserted part of the city. There, Dom again brings up the past he shares with the woman who has always been the love of his life – he returns to Letty the cross necklace she left for him after he rebuilt her emblematic 1970 Dodge Charger R/T. Although Letty returns to Shaw's center of operations, a sparkle can be detected in her eyes. Dom's persistence may well have paid off. ♦

THE ADVENTURES OF BRIAN O'CONNER

The end of Fénix

When, in *Fast & Furious,* Dom and Brian enter Mexico and capture Braga, the powerful drug-trafficker's men amass to prevent them from leaving the country. Brian and Dom drive at top speed through the desert, Braga's heavily armed troops in pursuit. The pulsating race continues through the tunnels used by the traffickers to cross the border. Fénix intercepts Brian's car with the intention of freeing Braga. Just before Fénix can shoot the ex-FBI agent, Dom rides to the rescue, crashing his car into the thug at top speed, avenging Letty's "death."

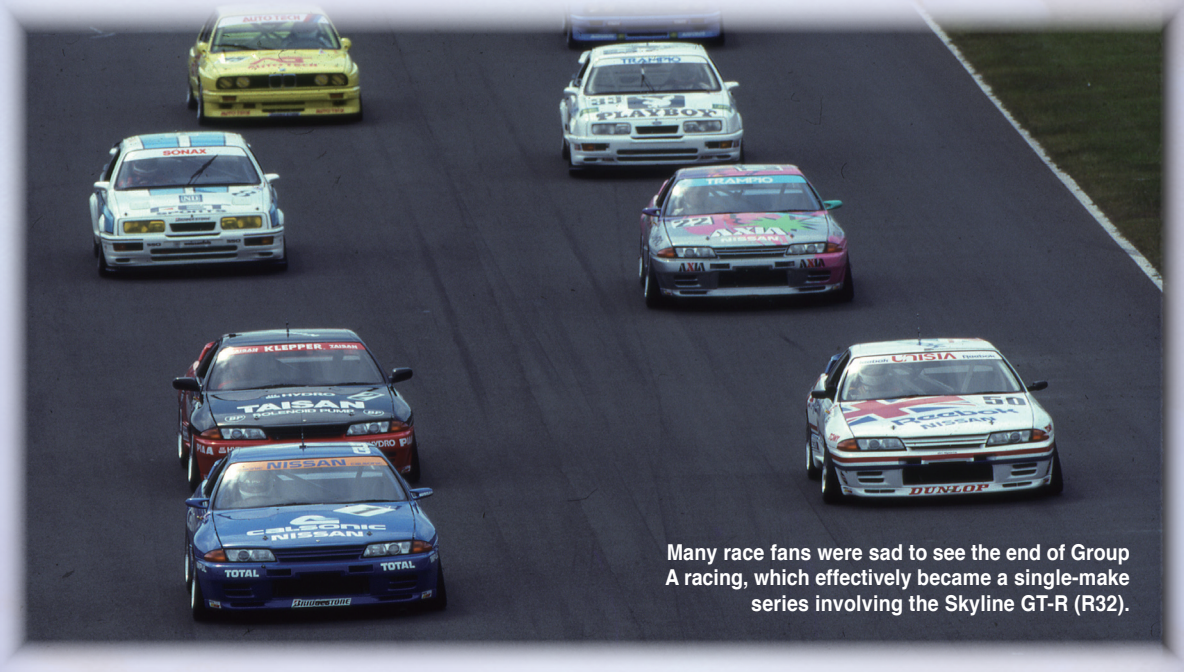


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NISMO CELEBRATES ITS FIRST DECADE

Part 2: New strategies into the 1990s

NISMO's early successes in Group A racing continued through to the 1990s, when the Skyline GT-R (R32) became a dominant force in the category. In 1994, NISMO decided to withdraw from many forms of domestic racing and began to focus its attentions on making tuning parts.



Many race fans were sad to see the end of Group A racing, which effectively became a single-make series involving the Skyline GT-R (R32).

Group A racing had been a popular series since 1985, shortly after NISMO was founded, and NISMO participated with its Skyline and Silvia models.

In 1986, NISMO won the Series Title with a Skyline RS Turbo (DR30), while in 1989, NISMO secured the Driver's Title with the Skyline GTS-R (HR31). In 1990, the Skyline GT-R



Touring car events comprised two races in a single day. The fierce battles between the cars made them popular with fans, but the races were difficult for the teams to manage.

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Nissan produced the Bluebird SSS-R (U12), March R (K10), and other cars that dominated the domestic rally scene, but the company withdrew from the rally scene after the Pulsar GTI-R (N14).

(R32) was introduced, and by the end of the series in 1993, the team had won 29 consecutive races without a defeat and four consecutive Series Championships.

Starting in 1994, the Group A series moved to the new All Japan Touring Car Championship (JTC). This was a new touring car series based on non-turbo, 2.0-liter four-door sedans. It was modeled on the BTCC (British Touring Car Championship) that had become popular in the UK. Instead of an endurance race, it was a sprint competition with two heats of intense racing. Nissan would enter its Primera and Sunny models in the series.

Although many race fans were sad to see the end of Group A, it was effectively a single-make race for the Skyline GT-R (R32), but its popularity never waned. In the tenth year of its existence, NISMO's racing series, the stage for its competition activities, underwent a major change. The team also effectively withdrew from the domestic rally, dirt track, and gymkhana categories – where it had supported leading users and developed competition parts – because it no longer had a strong base for its vehicles.

At the same time, the world of street tuning was blossoming. NISMO entered this market in earnest, and its rally team, which also used public roads as a stage, began to develop street cars. ♦



In dirt-track racing, as in the rally world, Nissan drivers switched to other manufacturers as there were no longer any base cars with the potential to be race tuned.

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NEW FRONT-WHEEL DRIVE SUNNY WITH TURBO OPTION

The 5th-generation Sunny debuted in October 1981, when its official name was changed from Datsun Sunny to Nissan Sunny. The mechanics of the model were also modified to create a completely new car – the rear-wheel drive layout and A-type OHV engine were replaced with a newly developed E-type engine and front-wheel drive system to quickly respond to the coming era of resource and energy conservation.

The body configurations included a four-door sedan, a three-door hatchback coupe, and a five-door wagon called the California. The two-door sedan that was part of the previous generation's lineup was continued in the Sentra for export, but was no longer available in Japan.



As this was a sports car with a turbocharged engine, the interior of the Leprix also had a sporty feel. The design was aimed at the youth of the time.

The E-type, which replaced the A-type as Nissan's mainstay small-displacement engine, was an in-line four-cylinder SOHC engine that used a then-rare timing belt to drive the camshafts. Engine options were the 1.3-liter E13 (electronically controlled carburetor type, 75hp), 1.5-liter E15 (electronically controlled carburetor type, 85hp),



In 1983, the coupe underwent a minor change and was transformed into a three-door hatchback as was fashionable in the era.

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and E15E (EGI type, 95hp). Transmissions were four- or five-speed manual or three-speed automatic, depending on the model.

The suspension was a strut type in the front and a trailing arm type in the rear – the Sunny's first four-wheel independent suspension. The steering gear was rack and pinion, and power steering was standard on some models.

The three-door hatchback coupe adopted a very unique design with six lights. Fender mirrors were installed before the ban on door mirrors was lifted. The coupe's unique feature was a wire side-window opener – the rear side windows could be opened and closed with a lever on the center console.

In September 1982, about a year after its debut, the Turbo Leprix was added to the coupe and sedan models. With the slogan "Lightning Leprix, GO!", actress Keiko Matsuzaka and actor Saburo Tokito appeared in commercials wearing black jumpsuits.



When the Leprix Coupe was first introduced, it had a unique design for the time. It was a wagon-like hatchback coupe, which was quite innovative.

The Sunny's first 1.5-liter turbo E15E/T model produced 115hp, and the commercial also promoted the engine's power and ease of use, with the line: "It charges from just 800rpm." The three-spoke steering wheel and bucket front seats featured a "TURBO" logo, as did the front grille.

The unique coupe was replaced in October 1983 with a slightly modified two-box-type three-door hatchback. It disappeared after two years. ♦

TECHNICAL DATA

SUNNY TURBO LEPRIX SEDAN HB11 TYPE (1982)

Length:	162.8in (4,135mm)
Width:	63.8in (1,620mm)
Height:	54.7in (1,390mm)
Wheelbase:	94.5in (2,400mm)
Tread (front):	54.9in (1,395mm)
Tread (rear):	54.1in (1,375mm)
Engine:	E15E-T type (straight four, OHC turbo)
Total displacement:	1,487cc
Maximum output:	115ps / 5,600rpm
Maximum torque:	17.0kgm / 3,200rpm
Vehicle weight:	1,874lb (850kg)
Suspension (front/rear):	strut / trailing arm
Brakes (front/rear):	disk / disk
Tires:	175/70SR13



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STAGE 61
BODY (1)

In this issue, we will attach the door sill decorative trims and fit the trunk lock to the rear of the body.

PARTS

61A



61B



61C



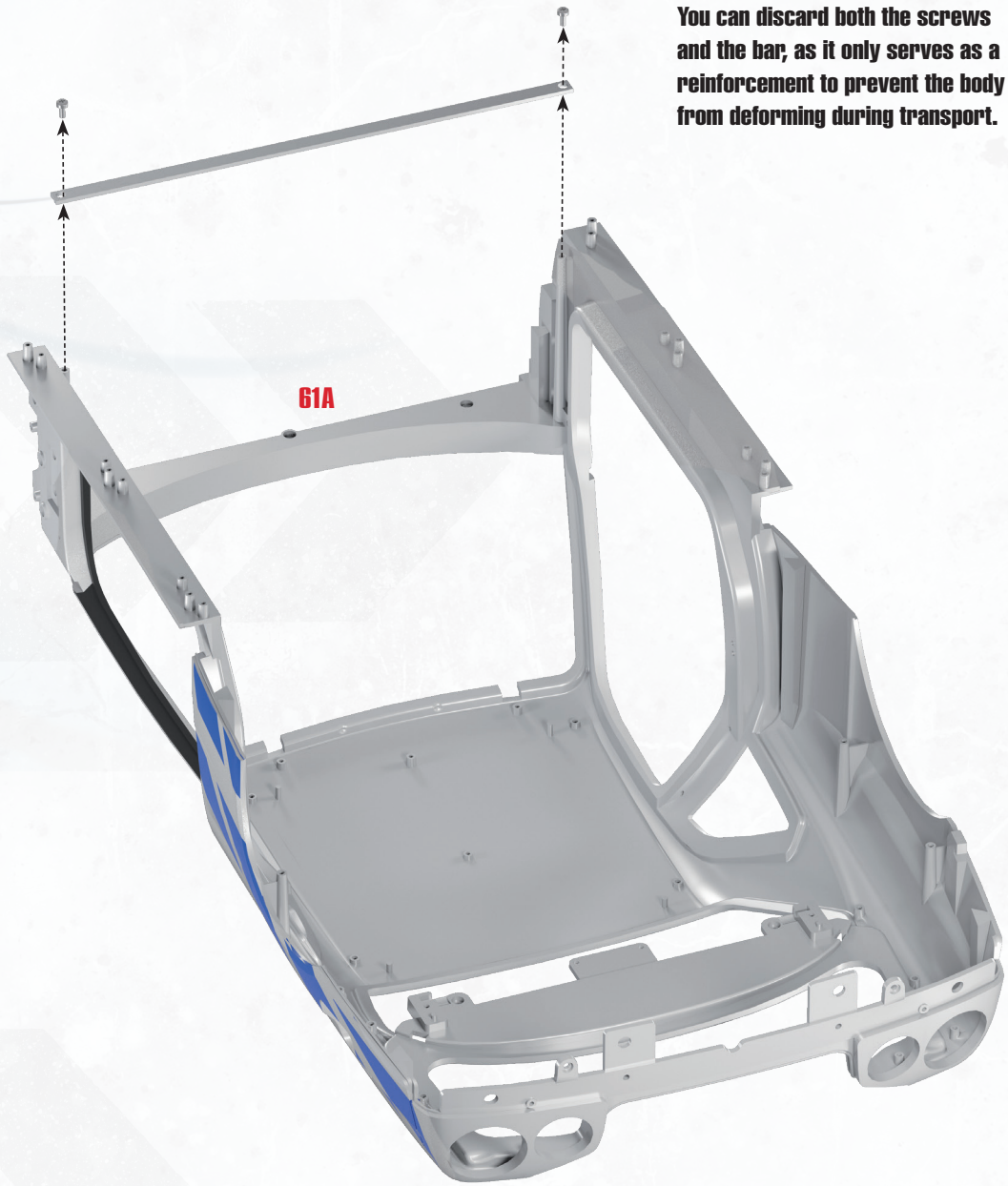
61A Body
61B Trunk lock
61C Door sill decorative trim (×2)

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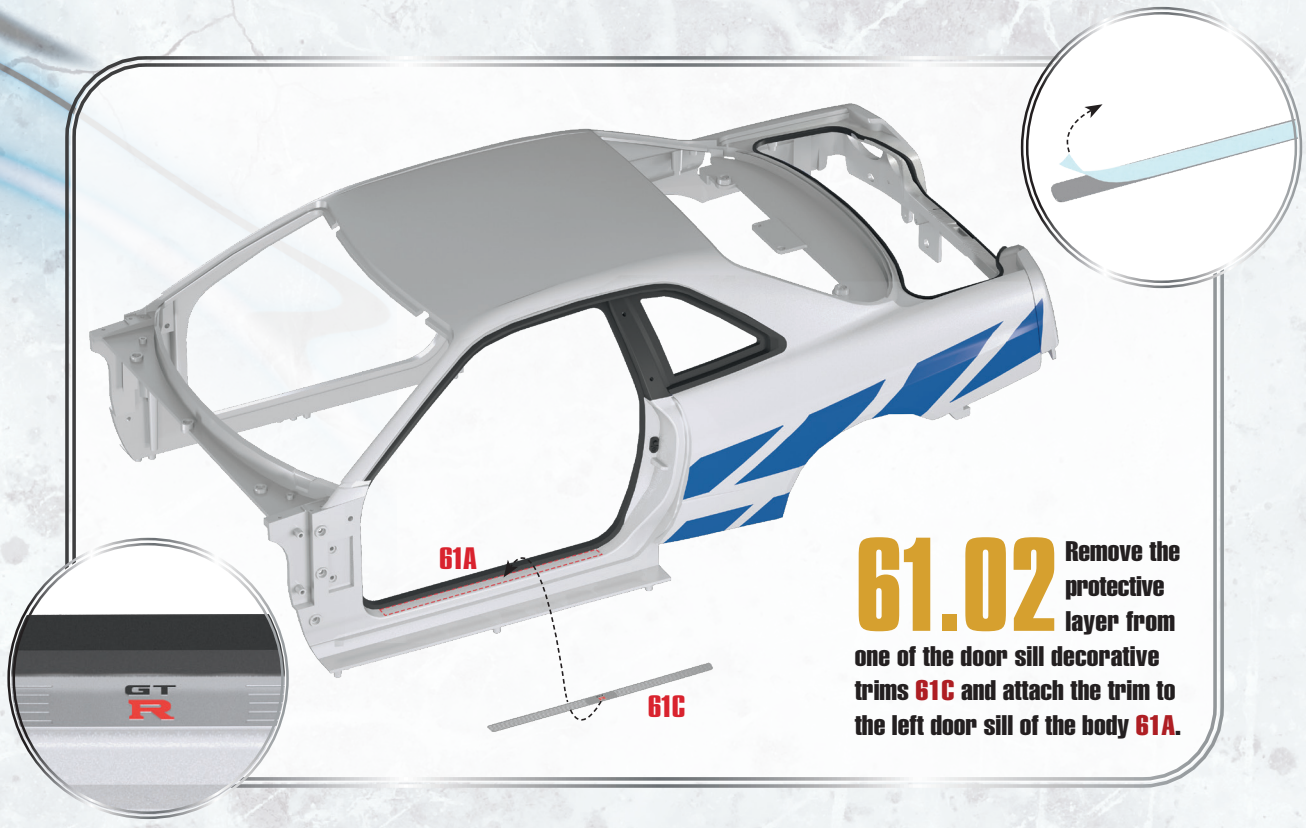
PROTECTING THE BODY DURING ASSEMBLY

When assembling body panels, precautions should be taken to protect the paint finish from scratches. The key is to have a clean, clear, flat and stable work surface. For best results, you may want to place a cutting mat, piece of cardboard, or piece of cloth under the body part.

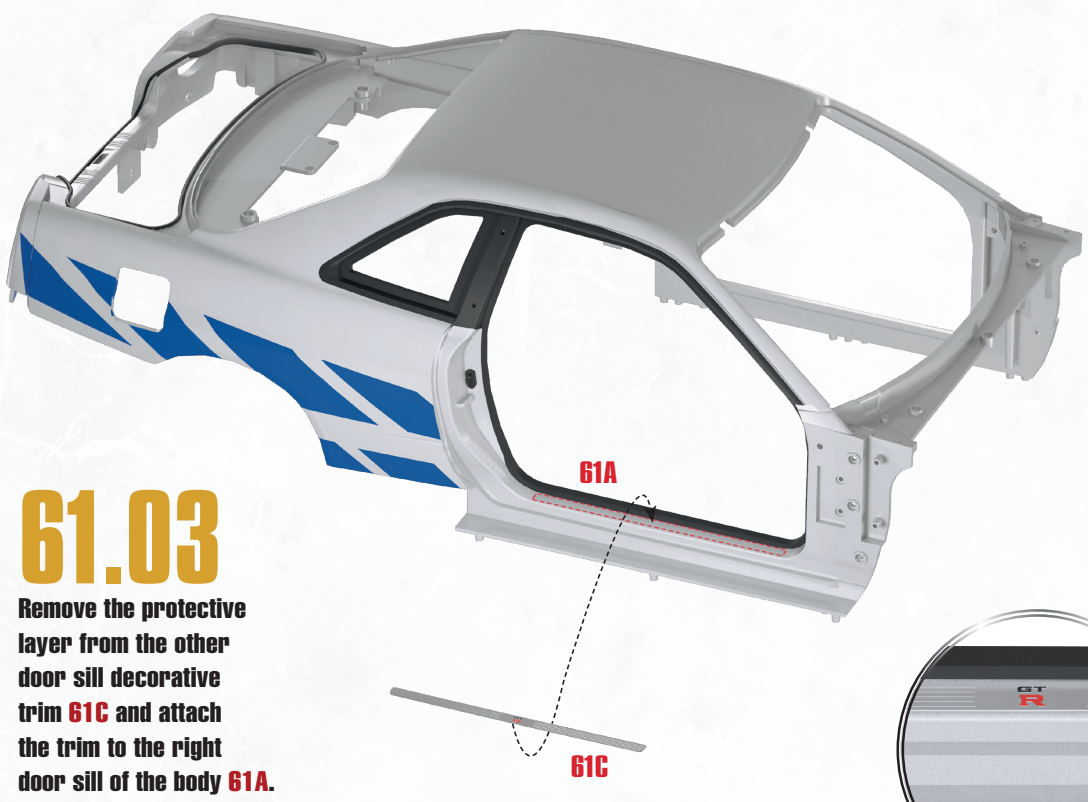
61.01 Remove the two silver screws and the safety bar from the front of the body **61A**. You can discard both the screws and the bar, as it only serves as a reinforcement to prevent the body from deforming during transport.



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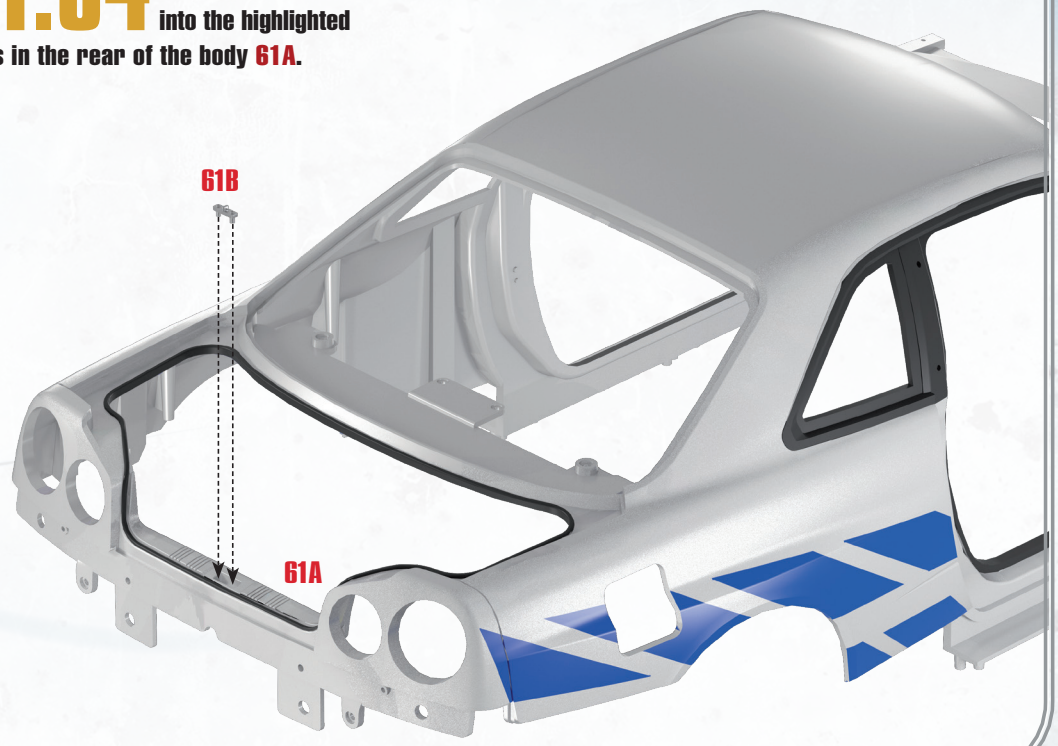
61.02 Remove the protective layer from one of the door sill decorative trims 61C and attach the trim to the left door sill of the body 61A.



61.03 Remove the protective layer from the other door sill decorative trim 61C and attach the trim to the right door sill of the body 61A.

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61.04 Finally, insert the trunk lock **61B** into the highlighted holes in the rear of the body **61A**.



Final assembly



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