FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

62



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FANHOME

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BRIAN'S NISSAN SKYLINE GT-R



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BREAKING SPEED RECORDS WITH THE NEW RACER

While the chassis of the Prince R380 was modeled on the Brabham BT8, Prince Motors, Ltd. developed its own two-liter, in-line six-cylinder, four-valve DOHC racing engine. When the 1965 Japanese Grand Prix was abruptly canceled, the company decided to challenge speed records as an opportunity to test the model's capabilities. Furthermore, a more advanced version of the Prince R380 was completed in time for the 3rd Japanese Grand Prix the following year.

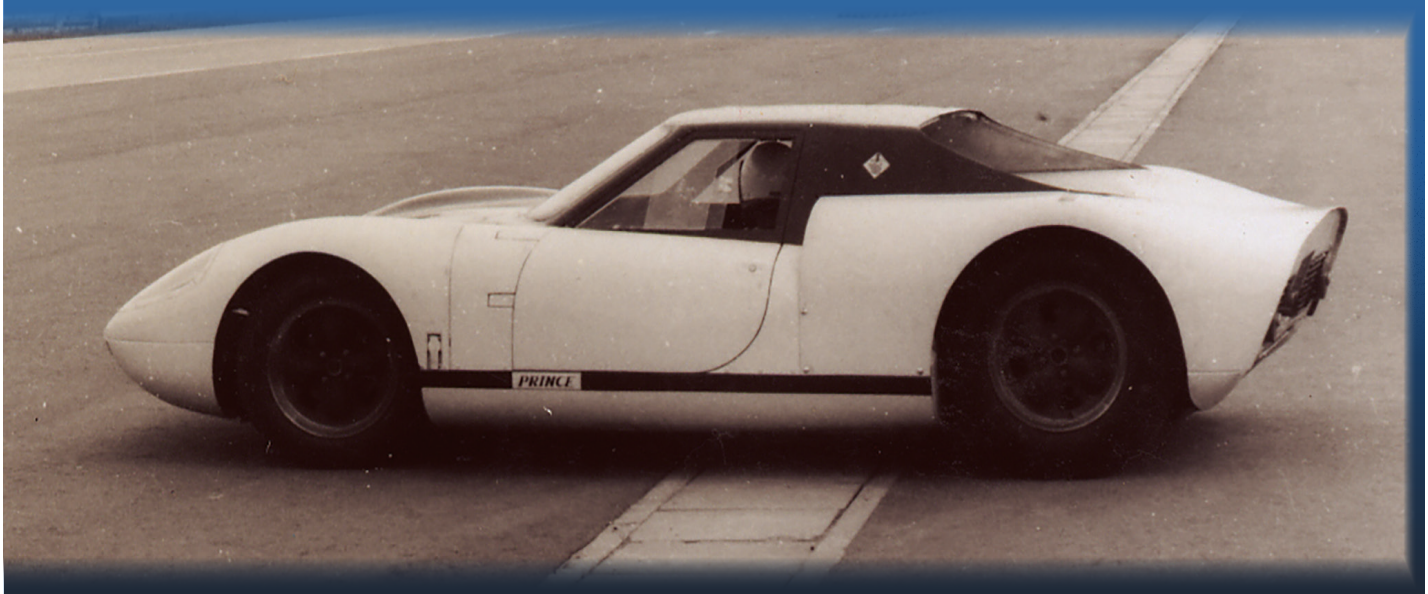
Although the 1965 Japanese Grand Prix was canceled, the development of the Prince R380 (hereafter, R380-I) was progressing smoothly with the following year's Grand Prix as the target. At the same time, the development team was gaining momentum to test the results of the project. Furthermore, a plan to exhibit the R380-I at the Tokyo Motor Show in the fall was proposed; the team wanted to go beyond simply exhibiting a prototype and add some extra element to it.

As a result, a proposal was made to challenge speed records. The FIA (Fédération Internationale de lAutomobile) had never held this event in Japan before, and there were a number of regulations that stipulated various types of races, beginning with the 1km SS (standing start) and extending over long distances of 5,000km (3,107 miles) or more that took hundreds of hours. At the time, there were no races other than the Japanese Grand Prix in which prototype racing cars could compete under Group 6 regulations, so this was the first real event in which they could test the speed of the R380-I. It also inspired the engineers from Prince Motors, Ltd.

In order to prove the capability of the newly completed R380-I, Prince Motors, Ltd. decided to hold a speed record challenge in October 1965,

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BREAKING SPEED RECORDS WITH THE NEW RACER



This was Prince Motors, Ltd.'s first prototype racing car, so the development of the R380-I was a learning experience. Data was vigorously collected at the Murayama plant and the Yatabe test track.

something which had never been done before in Japan. It was a little more than a month after the completion of the first prototype car. The seven events chosen for the challenge were 50km SS, 50 miles, 100km, 100 miles, 200km, and 200 mile distance records, plus the 1-hour SS time record. As a result of studying the past records of Class E cars (with an engine displacement of 1,500cc to 2,000cc), to which the R380-I belonged in the FIA competition, it was expected to break several records.

The course for the speed record challenge was a high-speed circuit at the Automobile High Speed Test Center (now the Japan Automobile Research Institute) in Yatabe, Ibaraki Prefecture. This was where full-scale testing of the R380-I was being conducted. The 3.4-mile (5.5km) oval test course consisted of two straight stretches of approximately 0.7 mile (1.1km) connected by high-speed corners with a 45-degree bank angle able to accommodate speeds of up to 118mph (190km). This test course was relocated to Jori-machi, Ibaraki Prefecture in 2005. The former site of the high-speed circuit in Yatabe has now been redeveloped into Tsukuba Express Kenkyugakuen Station, along with commercial and residential areas, and there is almost no trace of it these days. Only a portion of the southern bank remains as a memorial to the track.

Transmission gear ratios, tire pressures, and the bodywork were matched to the high-speed circuit. The body color was repainted from the original white and dark blue to a combination of white and red. The car was driven by employee driver Yukiro Sugita, who had competed in the 2nd Japanese Grand Prix and achieved solid results; he took part in the first speed record attempt on October 6, 1965.

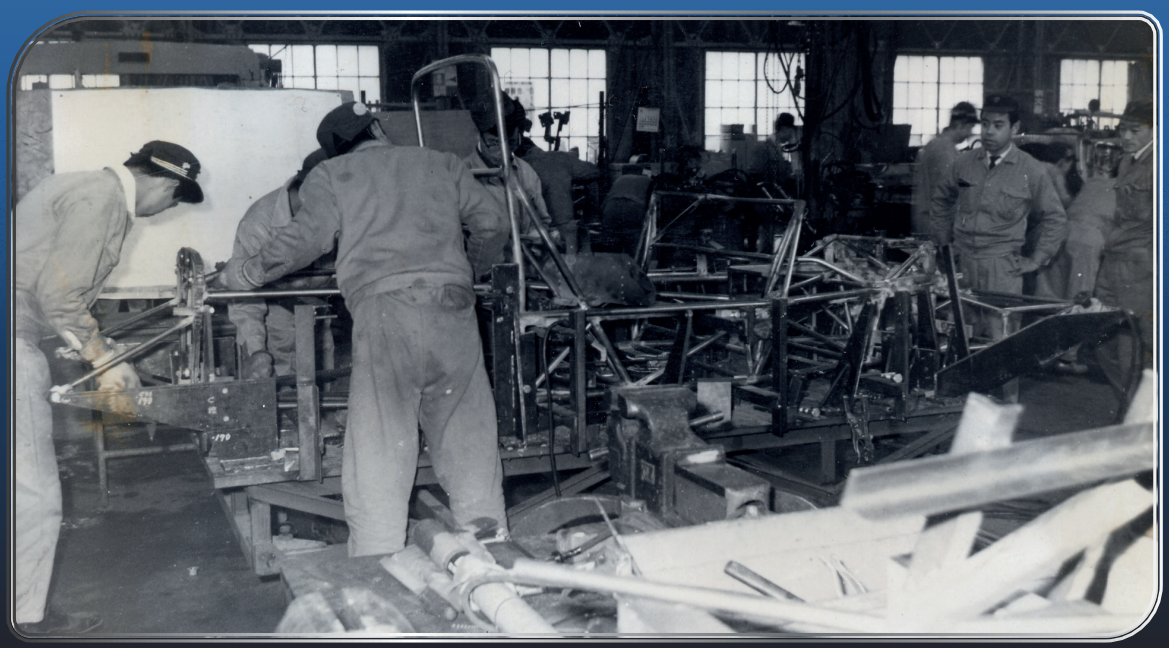
On the day of the event, the team had already successfully broken four international records and was challenging the final 200-mile record. Suddenly, on the 52nd lap, suspension problems caused the car to lose control, overturn, and crash. It meant that the car could not complete the target distance that day. Fortunately, Sugita only sustained a minor injury. The R380-I was brought home and repaired immediately.

On October 14, another record attempt was made. This time, due to transmission trouble, Sugita could only break the record in one 50km event, and gave up on any further attempts. As a result, he broke the international record in four events, but because the high-speed circuit in Yatabe was not FIA-approved at that time, the records were not officially recognized as international records, and the total of six events remained as Japanese records. Thus, the 1st Speed Record Challenge came to an end.

EVOLVING THE MODEL FOR THE JAPANESE GP

In 1966, it was decided that the 3rd Japanese Grand Prix would be held at the newly completed Fuji Speedway in Shizuoka Prefecture. The new circuit was very different from the previous technical Suzuka

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Through repeated trial and error, it was decided to build a new car from the frame up for the upcoming Japanese Grand Prix.

Circuit, with a peculiar high-speed course with a 30-degree bank at the first corner.

For the main event, the Japanese Grand Prix, the participating cars were Group 6 prototype racing cars and Group 4 sports cars. The final event was a 60-lap, 360km (224-mile) race, which was a very long-distance race for the time.

Improvements to the R380-I were made mainly by the design group based on the experience of the speed record attempt. The machine for the Japanese Grand Prix became the upgraded R380A-I, with a new frame made of thin-walled, large-diameter tubing. The body design was more aerodynamically refined. The front cowl was also changed from the previous aluminum to a lighter FRP. To meet the regulations for prototype racing cars, space was provided for a spare tire and luggage, and a refueling port was placed in front of the front window to meet the need for refueling during races. New eight-spoke wheels were used.

The body shape was modified to be more aerodynamic. The photo shows the rear section mold being fabricated. The company's experience in aircraft manufacturing was also put to good use.



The cockpit was also redesigned. The R380-I, which challenged the speed record, had the same right-hand drive and right-hand gearshift as the reference Brabham BT8A, but the new R380A-I had a right-hand drive and left-hand shift. This was a request from drivers accustomed to piloting touring cars based on production cars.

The production of the R380A-I for the Japanese Grand Prix was delayed due to the change in body shape, and the first car was not completed until February 1966. It was immediately run on the test track at the Murayama plant before being brought to Fuji Speedway in mid-March. The first trial run was

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For the Japanese Grand Prix, the car was fitted with an FRP cowl to reduce weight. The FRP was applied by hand by skilled workers.

completed without any major problems, with a lap time of 2 minutes and 11 seconds. The target time was set at 1 minute and 59 seconds, which was calculated by an electronic calculator. Lap times were gradually shortened by making minor improvements and increasing the power of the engine.

However, the lap time remained in the 2 minute, 7 second range. The reason was the slow speed in the bank. Based on interviews with the drivers and the data recorder, it was assumed that the driver's unique sense of lateral G caused by the 30-degree bank – which was called the "Sushiri drop" – and the fact that the rough road surface caused a lot of jumps, led the driver to ease off the accelerator pedal. Based on the calculation results, the drivers were shown the maximum speed for each corner and informed that there was enough leeway to enter the first corner at full throttle. As a result, they were able to easily achieve lap times in the 2 minutes and 4 seconds range.

Subsequently, the suspension settings were refined to the point where lap times were consistently in the 2 minutes and 3 seconds range, with best laps around 2 seconds quicker. The final specifications were decided in late April, just before the race.

Thus, four R380A-I production machines, painted in red, blue, yellow, and green, were completed for the Japanese Grand Prix, where qualifying began on May 2, 1966. ♦

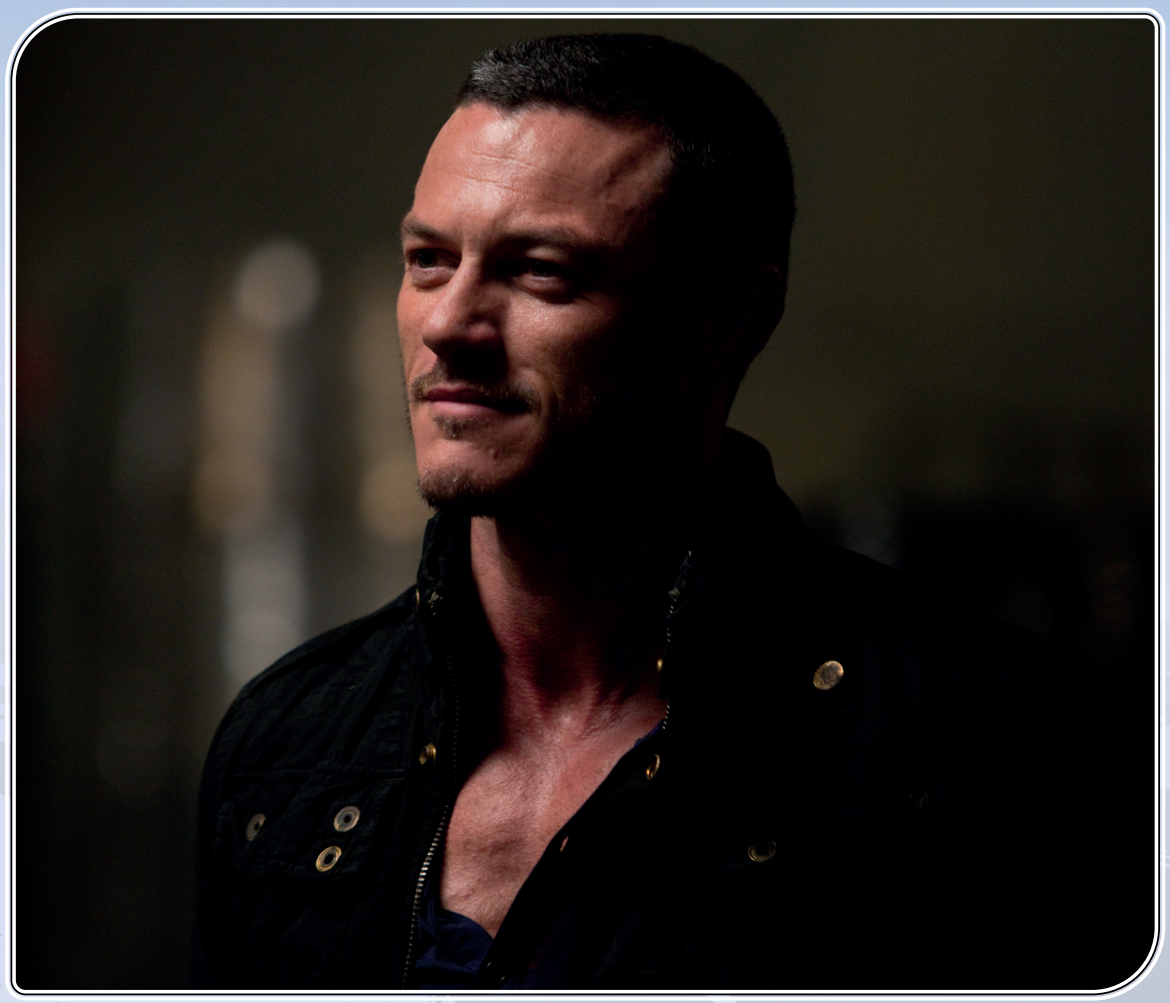


The R380A-I was designed to defeat its archrival Porsche in the 3rd Japanese Grand Prix. The machine was completed just before the event in May, 1966.

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PURSUED BY A TANK

Of all the fantastic action scenes in the *Fast & Furious* franchise, many fans single out one in particular, in the sixth movie, when the stars' vehicles are pursued by an enormous tank down the middle of a busy highway.



The ever-unpredictable Owen Shaw always seems to be one step ahead of his pursuers. When they try to trap him in Spain, the mercenary surprises everyone by driving a tank onto a highway.

In *Fast & Furious 6,* Dom Toretto and his team travel to Spain to search for Owen Shaw and his gang of mercenaries. Learning the ex-soldier plans to attack a NATO convoy carrying the last component Shaw needs to complete the Nightshade device, Dom gets behind the wheel of a Dodge Charger Daytona; Brian a Ford Escort MK I; and Roman a 1969 Ford Mustang Fastback to catch the villain on a busy highway in the Canary Islands. But when they move in just as Shaw attacks the convoy, Shaw emerges from a military truck driving a thundering Vickers-Armstrong FV 4201 Chieftain tank, destroying everything in its path.

THE MOST SPECTACULAR CHASE

To enable the filming of this electrifying chase, the Canary Islands government closed off a 12-mile (19-km) stretch of Gran Canaria's GC-2 highway, including the eye-catching Puente de Silva bridge. Different technical teams worked around the clock:

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while Dennis McCarthy was personally responsible for building two lightweight replicas of the Chieftain, his team collected automobiles from local junkyards so they could be crushed by the tank.

The special effects crew built partial plaster replicas of the bridges across the highway rather than damage the original constructions. The stars, the stunt performers, and the entire technical crew worked tirelessly for a week to achieve a sequence that would stun audiences.

SOMEONE'S TAKING CARE OF YOU

When Shaw hits the highway in his tank, everything spins out of control. Immediately, members of Dom's team find themselves in mortal danger. Gisele sets off on her motorbike to take part in the chase, and mercenary Denling crashes into her in an off-road vehicle. Luckily, Giselle is rescued by Han, who shows he is always thinking of her. Roman is forced to jump out of his Mustang before Shaw's tank rolls over it. Brian catches Roman, enabling Dom's team to use Roman's crushed automobile as an anchor that halts the tank's wild advance.

Letty – who has joined Shaw in the heist – is thrown out when the tank finally rolls over. Without thinking twice, Dom jumps from his car, catches her in mid-air, and falls with her onto the hood of another vehicle. This act of extraordinary bravery profoundly moves Letty, who now believes everything Dom had told her about the strong bond that previously existed between them. She at last decides to join Dom's team. ♦

THE ADVENTURES OF BRIAN O'CONNER

A friend sentenced

At the end of *Fast & Furious*, Brian is injured in the pulsating chase through the tunnels beneath the Mexican border. After settling his score with Fénix, Dom stays with Brian, abandoning his escape from the police. Despite having been key to the arrest of drug-trafficker Arturo Braga, Dom ends up before a judge who does not believe one good deed makes up for a life of crime, and is sentenced to 25 years to life in a maximum-security jail. The judge's decision makes Brian seriously question his faith in the system.



At the wheel of a spectacular Dodge Charger Daytona, Dom Toretto puts his driving skills to the test in a hair-raising chase, dodging the constant attacks of Owen Shaw's tank.

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DEVELOPING A NISMO PRODUCTION CAR

Part 1: Seeking new directions

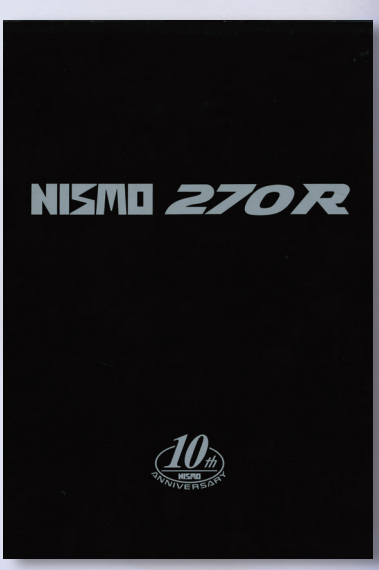
A decade after its inception, NISMO found itself faced with the demise of its principal racing series. During the hiatus, the company decided to implement a new business plan based around producing tuning parts, and also started to build NISMO's first production model.



In 1994, NISMO celebrated its 10th anniversary. The motorsports world in which NISMO was competing was undergoing major changes during this time. Group C and Group A racing had come to an end, and a new category of racing, GT and Touring Cars, was about to begin.

However, the two most popular racing series were over, and there was something of a feeling of emptiness in the racing industry around this time. On the other hand, the world of street tuning was booming, and it was during this period that NISMO began its fully-fledged participation in this activity.

Meanwhile, NISMO itself reached an important milestone. President Yasuharu Namba, who had led the company since its founding in 1984, retired in July and became a consultant. The new president, Jiro Adachi, made significant changes to the company's internal structure. At the same time, the company



When the 270R was launched, a special catalog was produced. Inside, it featured an image of the car with a NISMO aero exterior and larger than standard wheels and tires.

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The seats in the 270R were stock, but the covers were changed to NISMO's original design with checkered flags. The front-mounted intercoolers were exclusive to NISMO.

merged with Mobility Park, a camping facility with an off-road course in Izu. The idea was for NISMO to expand its base of motorsports fans by offering rallies, dirt trails, and off-road training.

In October 1993, the company had launched a new business model that saw the creation of a parts installation business aimed at the general public. This was the starting point for the Omori factory, which still exists today.

Several commemorative events were planned to mark NISMO's 10th anniversary. The most notable of these was the launch of the 10th Anniversary Commemorative Car, which would be the first NISMO-compliant model developed and marketed for street use. It would be known as the NISMO 270R. ♦



Standard tires were 205/55R16 front and rear, but the 270R's tires were 215/50R16 at the front and 225/50R16 at the rear. The ride was lowered by 0.4in (10mm).

NISMO 270R

	NISMO 270R	S14 (K's) std車	NISMO 270Rの狙い
全長 mm	4,500	4,500	
全幅 mm	1,730	1,730	
全高 mm	1,285	1,295	操縦安定性、車両姿勢改善
ホイールベース mm	2,525	2,525	
トレッド FR mm	1,485	1,480	
RR mm	1,475	1,470	
車高ダウン mm	10		
最低地上高	120	130	操縦安定性、車両姿勢改善
車両重量 kg	1,240	1,220	
ホイール FR オフセット	7.5JJ 16 38 (NISMO NS5R)	6.5JJ 16 40	コーナリング性能、ブレーキ冷却能力の向上
RR オフセット	7.5JJ 16 38 (NISMO NS5R)	6.5JJ 16 40	
タイヤ FR 半径	215/50R16 287 (BS POTENZA)	205/55R16 291	ストリートからサーキットまでカバーするハイグリップタイヤ
RR 半径	225/50R16 291 (BS POTENZA)	205/55R16 291	
エクステリア			NISMOオリジナル車に相応しいジェントルなデザイン
カラーリング	純正ブラック+270R専用ストライプ	std	精悍さを表現する、ブラック
オーナメント	新型NISMOオーナメント+270Rステッカー	std	NISMOオリジナル車専用ステッカー
ボンネット	NISMOエアロ+エアーアウトレット追加	std	冷却能力の向上
ストラットタワーバー	NISMOオリジナル品 Fr・Rr	なし	ボディ剛性のさらなる向上
ロッカーカバー	オリジナル色(ブルー) 繊維塗装	std	270ps NISMOチューンを主張するロッカーカバー
バンパー	NISMOエアロ+Frバンパー開口部追加	std	精悍さと、冷却能力の向上
サイドスカート	NISMOエアロ	なし	精悍さと、安定感を表現
スポイラー	NISMOエアロ	std	空力性能の向上 NISMOらしさの表現
フードトップモール	NISMOオリジナル品	std	冷却性能の向上
インテリア			
ネームプレート	NISMO 270R 製造番号	std	NISMOオリジナル車を識別。NISMOチューンを強調
シート	特別オリジナル生地シート	std	NISMOオリジナル車限定
ステアリング	NISMOオリジナル	std	操作性が良く、運転が楽しめる
シフトノブ	NISMOオリジナル	std	操作性が良く、運転が楽しめる

※ 表中の「std」は標準仕様を意味します。

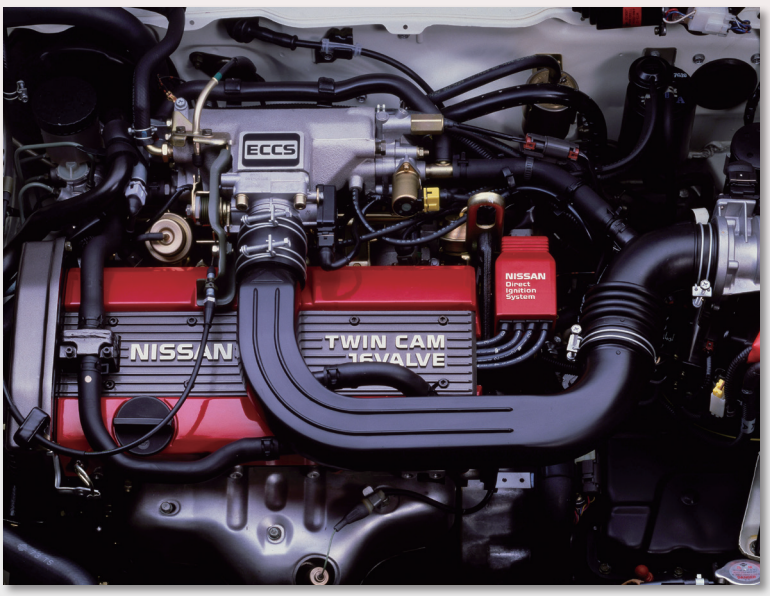
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A NEW SUNNY WITH A NISMO VARIANT

In September 1985, the 6th-generation Sunny (B12) was born. It was called "Trad Sunny" because of its square styling reminiscent of the former Bluebird (P510). In order to rejuvenate the Sunny, which had a relatively old owner base, a standard four-door sedan, a three-door hatchback with a youthful image, and a five-door "California" wagon were offered.

The hatchback models were designated by numbers including 303 and 305. The three-door hatchback coupe, which had disappeared with the previous generation, was revived as the sporty Sunny RZ-1 that was introduced in February 1986. The front-wheel drive system and engine lineup from the previous generation were retained: 1.3-liter E13 and 1.5-liter E15 in-line, four-cylinder SOHC engines, with a 1.5-liter turbocharged engine also available. In addition, a 1.7-liter diesel engine was offered, as in the previous generation.

The NISMO 305Re was a three-door hatchback aimed at young



The 1,600cc, four-valve DOHC CA16DE engine. The DOHC head with a cast-iron block highlighted this as a high-performance engine.

A NISMO grade was also available for the coupe-bodied RZ-1. In the 1980s, "TWINCAM" was still proudly displayed on the side of the body.



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drivers. This was the first catalog model that debuted the year after Nissan Motorsports International Co., Ltd. (NISMO) was founded. While the engine was the same as the base model, a front bumper spoiler with yellow-bulb fog lamps, side skirts, and a rear bumper spoiler were added. It also had a reinforced suspension, NISMO wheels, NISMO-branded sport seats and steering wheel, and white gauges.

In August 1986, about a year after the release of the B12, the CA16DE 1.6-liter four-valve DOHC engine was added to the four-door sedan, three-door hatchback, and RZ-1. The CA16DE was a long-stroke engine with regular gasoline specification, and was the most powerful engine in the Sunny series at that time.

At the same time, a NISMO version was available for the CA16DE model. The three-door hatchback was called the 306 TWINCAM NISMO and featured a large-diameter exhaust and bronze glass.

The RZ-1, called RZ-1 1600 TWINCAM, also came in a NISMO version. In January 1989, at the end of the life of the Sunny (B12), the 1500 and 1600 TWINCAM Super Saloon NISMOs were added to the four-door sedan lineup, increasing the number of variations to meet the demand for NISMO versions. ♦



The square body style of the sedan became popular. This is the competition Sunny VR for domestic rallying. It was introduced in 1988 and was popular for its supreme maneuverability.

TECHNICAL DATA

SUNNY 306 TWINCAM NISMO EB12 TYPE (1986)

Length:	162.8in (3,995mm)
Width:	63.8in (1,640mm)
Height:	54.7in (1,415mm)
Wheelbase:	94.5in (2,430mm)
Tread (front):	54.9in (1,425mm)
Tread (rear):	54.1in (1,420mm)
Engine:	CA16DE (straight four, four-valve DOHC)
Total displacement:	1,598cc
Maximum output:	120ps / 6,400rpm
Maximum torque:	14.0kgm / 5,200rpm
Vehicle weight:	1,874lb (1,040kg) (5MT)
Suspension (front/rear):	strut / parallel link
Brakes (front/rear):	ventilated disk / disk
Tires:	185/60R14

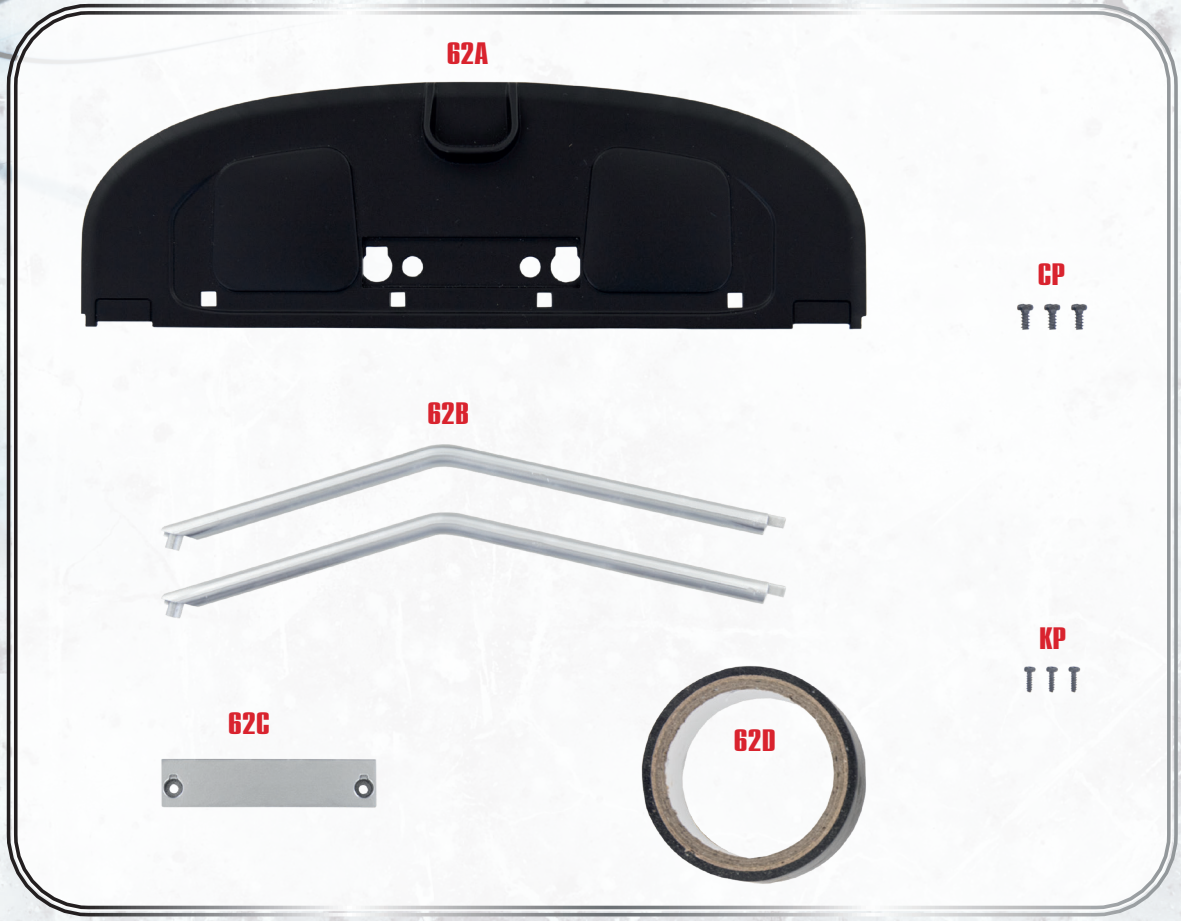


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STAGE 62
ROLL CAGE (2) & TRUNK TRAY

In this issue, we will secure the LED light wires 11 and 12 to the trunk tray and then attach the tray to the rear of the body.

PARTS



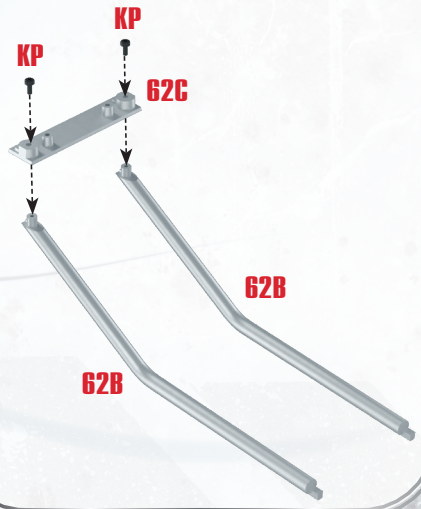
62A Trunk tray
62B Roll cage rear bar (×2)
62C Rear roll cage mount
62D Adhesive tape
CP Screws 2×4mm (×3*)
KP Screws 1.4×4mm (×3*)

*Including spares

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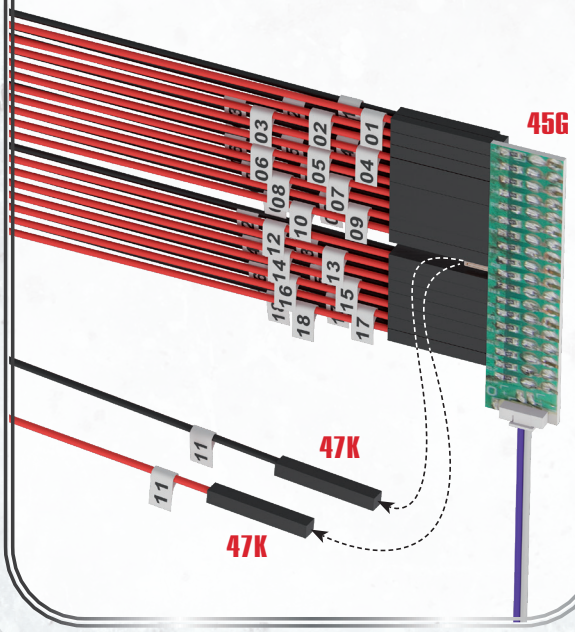
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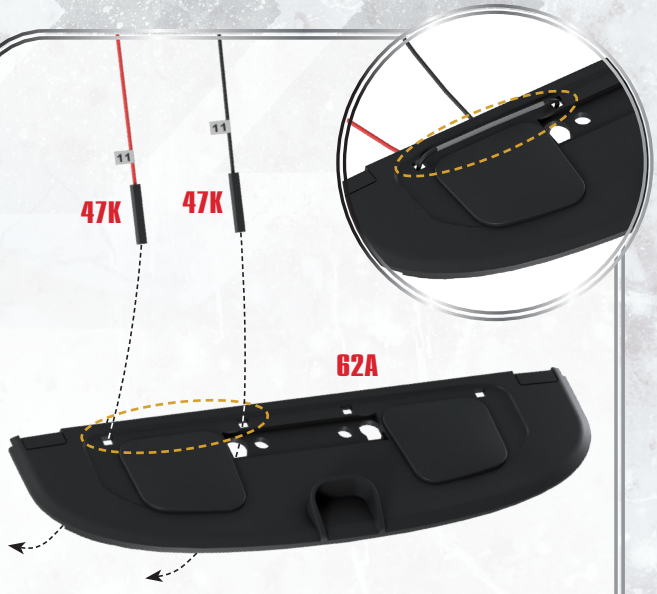
Place the flat surface of the rear roll cage mount 62C over the angled, cut ends of the roll cage rear bars 62B. Secure the assembly with two KP screws.



62.02

Retrieve the PCB splitter 45G and remove the two wire connectors from the LED lights wire 11 47K.



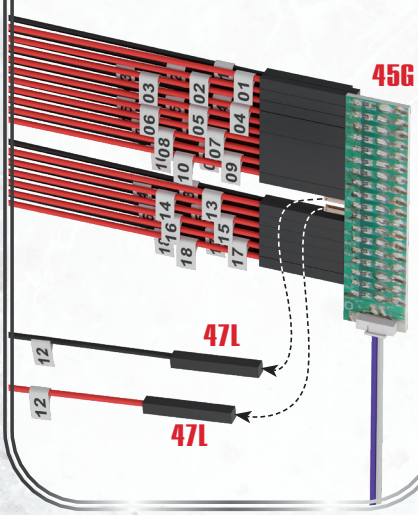


62.03

Guide the two connectors on the LED lights wire 11 47K through the two marked holes on the left side of the trunk tray 62A until the LED strip at the other end of the wire fits to the trunk tray 62A.

62.04

Now remove the two cable connectors of the LED lights wire 12 47L from the PCB splitter 45G.

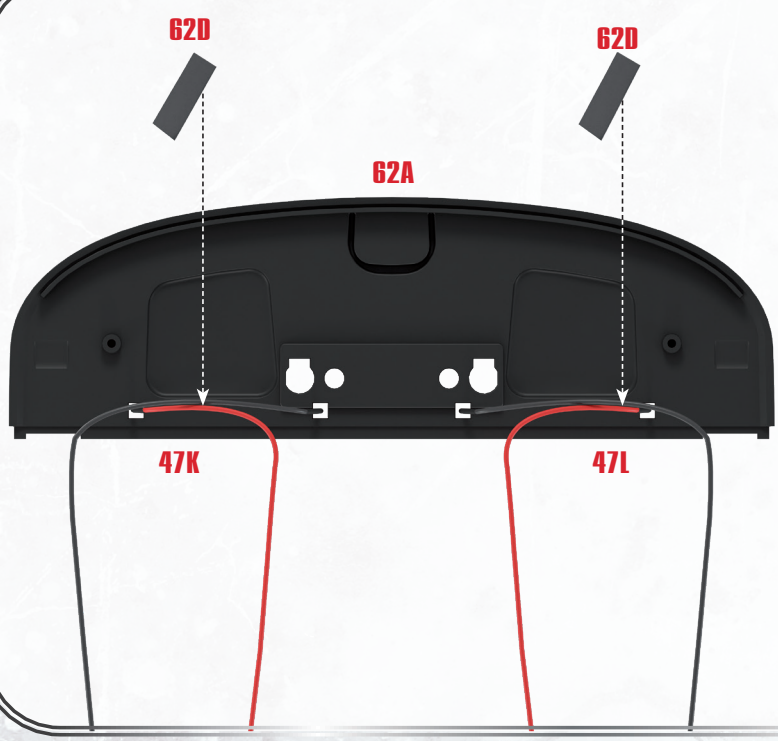


062_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 12 31/7/24 23:11



62.05

Guide the two connectors on the LED lights wire 12 47L through the two marked holes on the right side of the trunk tray 62A so that the LED strip at the other end of the wire is positioned on the trunk tray 62A.



62.06

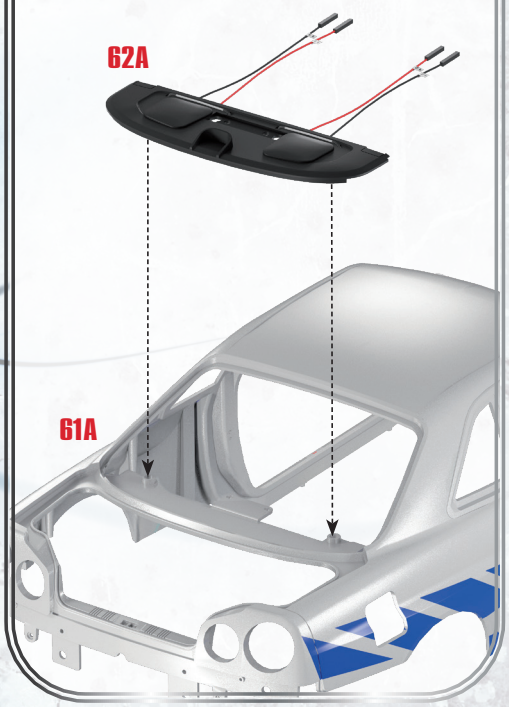
Using scissors, cut two 1.2in (3cm) strips of the adhesive tape 62D. Turn the trunk tray upside down and fasten the red and black wires of the LED lights wire 11 and led lights wire 12, 47K and 47L, with the two pieces of adhesive tape 62D.



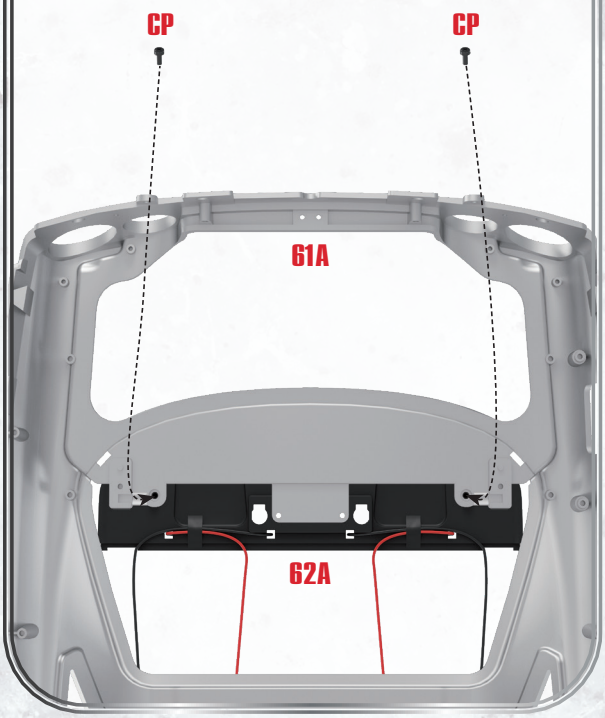
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ROLL CAGE (2) & TRUNK TRAY

62.07 Place the trunk tray 62D over the rear of the body 61A.



62.08 Turn the body 61A upside down and secure the trunk tray with two CP screws.



Final assembly



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