FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

63

F237FSC063



FANHOME

Fast & Furious Franchise
© 2024 Universal City
Studios LLC. All Rights Reserved.

UNIVERSAL

FAST & FURIOUS

Build
BRIAN'S NISSAN SKYLINE GT-R

ORIGINAL VERSION
© 2024, Editorial Planeta DeAgostini S.A.U.
Avda. Diagonal, 662-664
08034 Barcelona, Spain
All rights reserved

© 2024 De Agostini Publishing S.p.A

ENGLISH LANGUAGE ADAPTATION
USA Published by De Agostini Publishing USA, Inc.
299 Park Avenue, New York, New York 10171

UK Published by De Agostini UK Ltd
c/o Royds Withy King, 69 Carter Lane, London EC4V 5EQ

DE, AT, NL, HU, PL, CZ, SK, LT, SE, IT
Published by De Agostini Publishing, S.p.A, Via G. da Verrazano 15, 28100 Novara, Italy

Picture Credits: p. 1-4: Nissan Press Office; p. 5-6: NBCUniversal Archive, p. 7-10: Nissan Press Office

NISSAN MOTOR CORPORATION
OFFICIAL LICENSED PRODUCT

Nissan Motor Co., Ltd. trademarks, designs, copyrights and/or other intellectual property rights are used under license.

Printed in Italy

ISSN 2977-1609

ISBN (EE countries): 979-12-209-0811-5

CUSTOMER SERVICES

USA
Email support@usa.fanhome.com

UNITED KINGDOM
Email support@uk.fanhome.com

DEUTSCHLAND
Email support@de.fanhome.com

ÖSTERREICH
Email support@at.fanhome.com

NETHERLANDS
Email support@nl.fanhome.com

POLAND
Kontakt z biurem obsługi klienta:
Tel: 22 307 64 59
E-mail: bok@deagostini.pl

CZECH REPUBLIC
Kontakt na zákaznické centrum SR:
Tel: 246 017 120
E-mail: zakaznicke.centrum@deagostini.cz

SLOVAKIA
Kontakt na zákaznické centrum SR:
Tel: 0220 839 090
E-mail: zakaznicke.centrum@deagostini.sk

The price of this issue includes the magazine and the attached assembly parts.

TO OUR READERS
The publisher reserves the right to modify any components as required during the course of the collection. Not suitable for children under the age of 14 (12 for USA). This product is not a toy and is not designed or intended for use in play. The model is complete in 110 issues.

WARNING
Any reproduction, even partial, of the contents of the magazine is prohibited without permission from the Publisher. The assembly parts and the magazine that accompanies it are strictly for private use, and within the family, in accordance with Article L122 - 5 10 of the Code of Intellectual Property. Any reproduction other than that provided for in Article L122 - 5 20 of the Intellectual Property Code is prohibited. The magazine and/or elements of the collection may not be distributed, loaned, resold, rented or exploited for commercial purposes.

MORE INFORMATION AT

fanhome.com deagostini.com



PRINCE V PORSCHE AGAIN AT THE 3RD JAPANESE GRAND PRIX

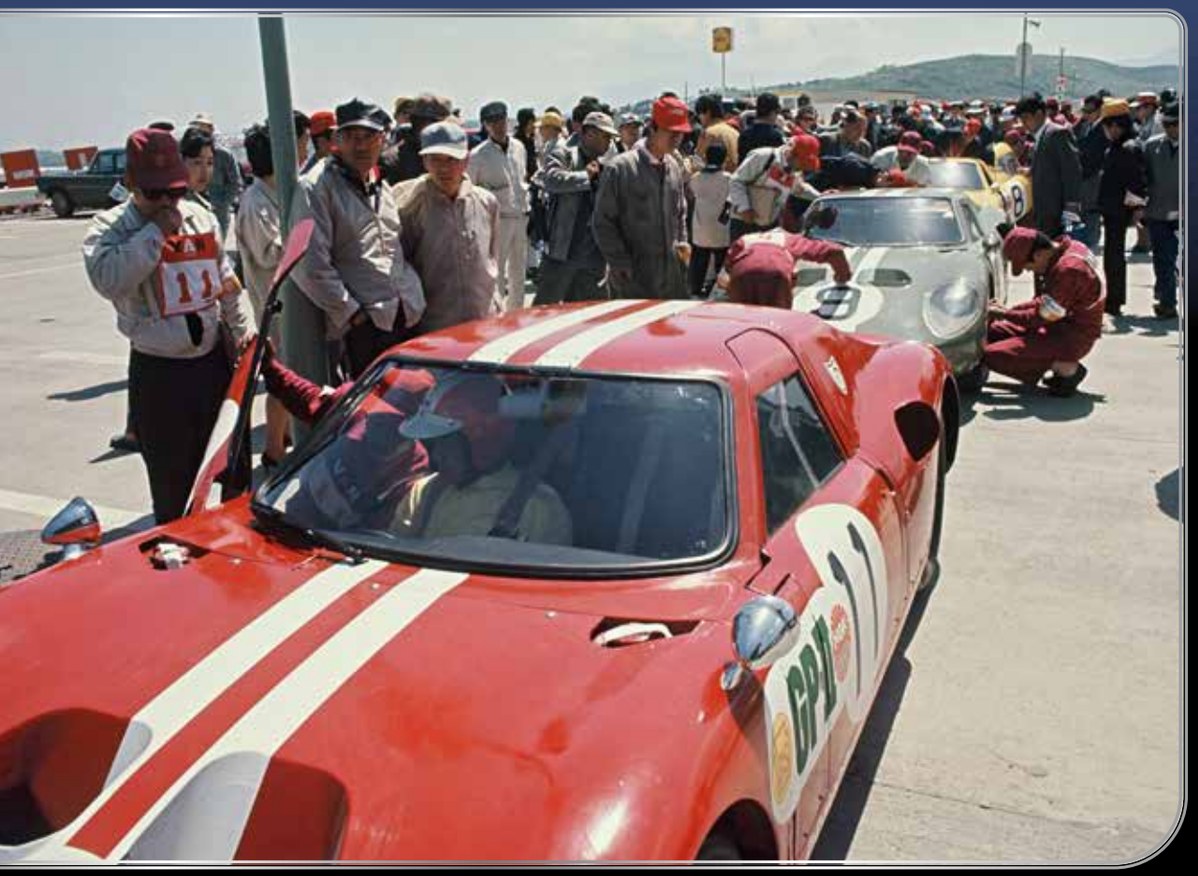
The 3rd Japanese Grand Prix, which was to be held in 1965, was postponed until May 1966. The venue was moved from the Suzuka Circuit in western Japan to the Fuji Speedway in the east, which opened in January 1966 as the second international class circuit in Japan. Prince Motors, Ltd. was eager to win the Japanese Grand Prix for the first time with its reworked Prince R380.

The 3rd Japanese Grand Prix in May 1966 was an unusually exciting event. Prince Motors, Ltd. had developed a prototype racing car, the Prince R380 (R380A-I), equipped with a rear midship, two-liter in-line six-cylinder four-valve DOHC engine. Four models were entered into the race in an attempt to win the Japanese Grand Prix for the first time. However, a private team, Taki Racing, imported the state-of-the-art prototype sports car Porsche Carrera 6 (906) from West Germany. Once again, Porsche stood in the way of Prince.

In addition, Nissan Motor Co, Ltd. entered the Fairlady S into the race. It looked like a modified version of the Fairlady 1600 (SP311), but in fact it was a special machine with a two-liter in-line six-cylinder DOHC engine. Toyota had entered two 311S race-spec cars based on the Toyota 2000GT (MF10), a sports car under development; it was also equipped with a two-liter in-line six-cylinder DOHC engine and a lightweight aluminum body.

The final race was expected to be a battle between prototype sports cars from Prince Motors, Ltd. and Porsche. According to the Prince Motors, Ltd. team's calculations, the Porsche Carrera 6 had a lap time of 1 minute 58 seconds. In contrast, the R380's best lap time was in the 2 minutes and 1 second range. However, while only one Porsche Carrera 6 featured – driven by Shintaro Taki in the #6 Taki Racing car – four Fairladys from the Prince Motors, Ltd. team were involved. The four drivers were #8 Tetsu Ikuzawa (yellow body color), #9 Tatsu Yokoyama (green), #10 Hideo Oishi (blue), and #11 Yoshikazu Sunako (red). The team was gaining confidence in its durability and team strength, which it had

FANHOME
DeAgostini COLLECTIBLES
Fast & Furious Franchise
© 2024 Universal City Studios LLC. All Rights Reserved.
UNIVERSAL



Hideo Oishi in the blue #10 R380 finishes second, making it a one-two finish for the R380. The Prince team used a novel drop-fueling system for fast refueling in the pits.

emphasized since its speed record attempts.

The 3rd Japanese Grand Prix was a grueling long-distance race of 60 laps and 360km (224 miles). Since the fuel tank capacity of a 2,000cc Group 6 prototype sports car was limited to a maximum of 100 liters (26 gallons), the car had to run at a fuel consumption of less than 3.6km/l to complete the race without refueling. If the fuel consumption was higher than that, the driver had to make at least one pit stop during the race. The Prince Motors, Ltd. team had created a secret solution that would drastically reduce the time required for refueling: the "gravity refueling system".

On May 2, the official qualifying session was held. It was pouring with rain at Fuji Speedway. At the time, tires for heavy rain were not available, so the cars suffered from hydroplaning. In particular, the R380 and Porsche Carrera 6 with engines mounted in the rear midship were at a slight disadvantage, and the Fairlady S and Toyota 2000GT with heavier engines in the front had the advantage.

As it turned out, it was the #12 Fairlady S of Moto Kitano that took pole position. His lap time was 2 minutes 37.70 seconds, which beat the 2 minutes 52.43 seconds of the second-place qualifier, the #17 Toyota 2000GT of Mitsuo Tamura, and the third-place Prince R380 of Yoshikazu Sunako of #11, which clocked in at 2 minutes 52.71 seconds. Rain was potentially forecast for the next day's Japanese Grand Prix, but there was a sense of uncertainty that placed the teams in a quandary.

Prince brought four R380s to Fuji Speedway for the decisive battle to beat Porsche, and although the R380s could not match the Porsche Carrera 6 in lap times, they had a secret tactic.

SWEET REVENGE FOR PRINCE MOTORS, LTD.

The 3rd Japanese Grand Prix Final was held under skies so clear that Mt. Fuji was visible in the background. This was not a bad thing for the four Prince R380 and Porsche Carrera 6 cars that had struggled in the rain. The roads around Fuji Speedway were jam-packed with fans who came to see the "Prince vs. Porsche" showdown. According to an article in *Autosport* magazine at the time, 95,000 spectators attended the race.

The 60-lap race started at 2:35p.m., about an hour later than scheduled, with the flag waved by race director Osamu Hirao. On the opening lap, Tetsu Ikuzawa (#8) in a yellow R380 took the lead, followed by Yoshikazu Sunako (#11) in a red R380, Mitsuo Tamura (#17) in a Toyota 2000GT, and Shintaro Taki (#6) in a Porsche Carrera 6, who came from way behind on the grid. The Fairlady S of Moto Kitano (#12), who had started on pole position, made a bad start and had to repeatedly go into the pits; the car retired after 36 laps.



The yellow R380 of #8 Ikuzawa shone in the early phase of the race in a fierce battle for third place with its archrival, Porsche, but had to retire late on due to transmission trouble.

On lap 2, #11 Sunako passed #8 Ikuzawa before the S curve to take the lead, with #6 Taki in third and #21 Tadashi Sakai in the Cobra Daytona Coupe with a large-displacement V8 coming in fourth. The #17 Toyota 2000GT of Tamura, which qualified in second place, had to retire after five laps due to overheating caused by a newspaper blown into the front of the engine by the strong wind and blocking its radiator.

The highlight of the early stages of the race was the fierce battle for second place between the yellow R380 of #8 Ikuzawa and the white Porsche Carrera 6 of #6 Taki. The



battle lasted about five laps, and on lap 8, Taki finally passed Ikuzawa to take second place. He continued his pursuit and finally took the lead on lap 25 when he passed #11 Sunako's red R380. After that, he began to pull away from the pursuing cars.

The race changed after the end of the 30th lap when the #6 Porsche Carrera 6 made a pit stop for fuel on lap 31. It lost 55 seconds of time and was not able to catch up to the #11 R380, which extended its lead from 8 to 70 seconds. The #8 R380 in third place driven by Ikuzawa was lagging so far behind that its position remained unchanged. By this time, the top three cars had lapped all the cars below the 4th-place #21 Cobra Daytona Coupe driven by Sakai.

On lap 37, the leading car, #11 Sunako's R380, made its pit stop. All eyes of the spectators in the grandstands were on the red machine. The Prince team had a novel drop fueling system – the race regulations stipulated that fueling must not be carried out under pressure, but the team had devised a way to mount the fuel tank high in the air and use the gravity drop to refuel the car quickly using a large-diameter hose. In fact, it took only 13 to 14 seconds from stop to restart to refuel 20 liters (5.3 gallons). Including the time lost before and after the pit stop, it took only 30 seconds. The difference between the factory team and the private team was evident in this situation.



This red R380A-I, which is housed at the Nissan Heritage Collection in Zama City, Kanagawa Prefecture, was the winning machine driven by Sunako. It has been restored and is now ready to race on the circuit.

It meant that #11 Sunako returned to the track still in the lead. Furthermore, #8 Ikuzawa, who was running in third place, passed #6 Taki on lap 34 to take second place, making it a one-two R380. Taki had to push hard to try to return to the front. This may have been the cause of his troubles as the Porsche Carrera 6 spun out of control on the final corner on lap 43 after hitting an oil slick on the track. The car crashed head-first into the guardrail and had to retire from the race. The R380 of #8 Ikuzawa also stopped at the start of the home straight due to transmission trouble. He pushed his car back to the pits and retired.

The first driver to receive the checkered flag was #11 Sunako in the red R380, who completed the 360km ((224-mile) race in 2 hours, 9 minutes, 51.59 seconds, way ahead of the rest of the field. The #10 of Hideo Oishi in the blue R380 took second place after three more laps and third place went to #15 Hosoya in the Toyota 2000GT, who completed the race without refueling. This was the first time that the Prince team had won in two years since the Skyline GT (S54A-I) lost to the Porsche Carrera GTS (904) in the 2nd Japanese Grand Prix in 1964. It was the crowning glory of Prince Motors, Ltd. ♦



The red R380 that won the 3rd Japanese Grand Prix may be seen running at the Nismo Festival held every year in the off-season. However, it does not feature every time, so please check the schedule beforehand.

RILEY HICKS, A WOMAN WHO MEANS BUSINESS

Hard as nails, brave, and efficient. That's Riley Hicks, who joins the cast of *Fast & Furious 6* to help Agent Hobbs capture Owen Shaw, and who brings a few surprises with her.

Hicks' record speaks for itself: during her time in the Army, she served in hostile places like Afghanistan, then joined the Diplomatic Security Service. Hobbs sees her firm attitude during an interrogation and understands that she could help him follow Shaw's trail. Also, supremely trained in fighting techniques, Hicks doesn't lose her nerve in dangerous situations involving hand-to-hand combat.

A CHAMPION IN THE CAST

Director Justin Lin suggested American mixed martial arts champion Gina Carano play the tough Agent Hicks. Already very popular from her appearances in the television program *American Gladiators,* Carano was delighted to accept the role. Although she had already worked in a few movies, the fighter underwent a thorough training schedule for the part, following guidelines given her by veteran Fight Choreographer Olivier Schneider.

One of Carano's biggest challenges arose when she learned the script required Hicks and Letty to face off in two explosive fights. Worried that Michelle Rodriguez, the popular star playing Letty,



Actress, model, and former MMA fighter Gina Carano plays tough agent Riley Hicks.

might be injured during the filming, Carano suggested Rodriguez use a stunt double for the fights. Rodríguez refused the offer, opting to take part personally in both sequences.

DOUBLE CROSSED

Apart from her fierce fights with Letty, Hicks proves to be tireless as Hobbs' assistant. They seem to be the ideal pair to keep the dangerous mercenary from assembling the Nightshade device and selling it to the highest bidder. When they trap Shaw after the spectacular tank pursuit and take him to NATO headquarters, the criminal doesn't look at all worried. He intends to use the kidnapped Mia Toretto as a bargaining chip to swap for his release. The NATO commander protests that millions of people cannot be put at risk because of one hostage, but Hobbs stands by Dom, forcing the commander to give in to Shaw's blackmail.

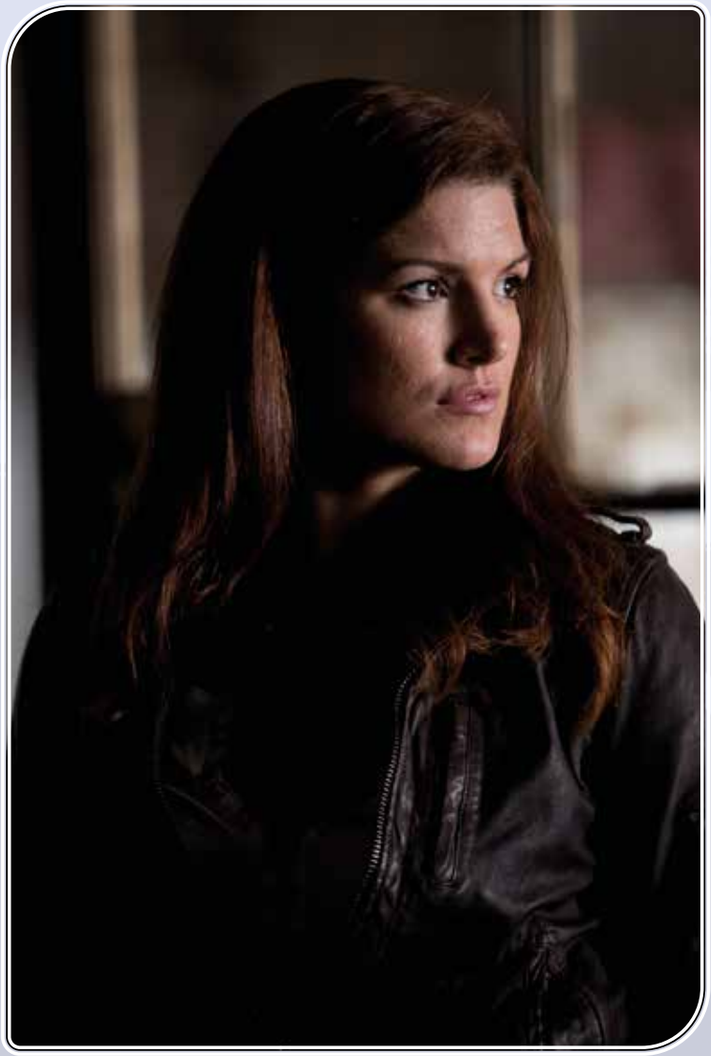
Before leaving, Shaw seems to ask Letty if she's coming with him. Shaw is, however, talking to Hicks. She has been Shaw's partner from the start. Hobbs is furious as he watches them leave.

Brian and Dom decide to risk everything to save Mia's life. Letty joins in the operation in hopes of coming face to face with Riley once more. This time, they have both changed sides, but that doesn't keep sparks from flying again in a thrilling fight that costs the traitor her life. ♦

THE ADVENTURES OF BRIAN O'CONNER

Free Dom!

At the end of *Fast & Furious*, Dom travels with other prisoners in a bus to the United States Penitentiary at Lompoc, where he will serve his sentence. But right behind him are Brian, at the wheel of Toretto's 1970 Dodge Charger; Mia, driving a 2003 Acura NSX; and Tego and Rico, in a 1977 Pontiac Firebird Trans Am. It's a cliffhanger that lingers until the start of *Fast Five*, where the team hatches a plan to flip the bus over. Once they have freed Dom, they escape from the authorities and seek refuge in Rio de Janeiro, where further adventures await.



After playing Riley in the sixth instalment of the saga and lending her voice to the character for the *Fast & Furious: Showdown* video game, Carano has appeared in numerous action films and series, including *Deadpool* (2016) and *The Mandalorian* (2019).

DEVELOPING A NISMO PRODUCTION CAR

Part 2: The 270R is launched

When development began in earnest on a road-going model to commemorate a decade since NISMO was set up, a number of existing models were selected as possible base cars. The final decision was made by the company's president and the 270R was born.



The 10th Anniversary Commemorative Car project had begun in 1993. The Skyline GT-R (R32), Silvia (S14), March (K11), and Fairlady Z (Z32) were chosen as possible cars on which the new model would be based, with the GT-R (R32) the most popular.

However, then-President Namba insisted on choosing between the Fairlady (Z32) and the Silvia (S14), the latter having once been the mainstay of international rallies. In the end, the decision was made to use the Silvia (S14) as the base model.

The target horsepower was set at 270hp, and the car was named "270R" after the Silvia (S110)-based 240RS that had once competed in international rallies as Nissan's Group B car.

After about a year of development, the model was launched in 1994 at a price of 4.5 million yen, comparable to that of the Skyline GT-R (R32). Sales were limited to



The current NISMO road car lineup is officially offered by Nissan, but the 270R is a NISMO original production car with a different warranty system.



The blue engine cover identifies the 270R. As well as the power, the mid- and low-speed torque were high, making it easy to spin the wheels. It was an engine with a wide powerband.

30 units and the only body color available was black. The engine, drivetrain, brakes, chassis, and interior/exterior were all meticulously designed to make this a complete road-going car.

The application period to buy the vehicle was from September 17 – the anniversary of NISMO's founding – to October 20. The price of the car was so high that there were concerns about how well it would sell, but as it turned out, there were so many applications that buyers were selected by lottery.

To the surprise of many, some parts of the car were installed at Nissan's factory and finished at Autech Japan, a production system similar to that of today's NISMO road cars, such as the NISMO GT-R (R35). ♦

Maximum power was increased from the standard 220hp at 6,000 rpm to 270hp at 6,000 rpm. The turbo was new, the camshafts were stock, and a special computer was used to extract more power.

NISMO 270R

	NISMO 270R	S14 (K's) std車	NISMO 270Rの狙い
エンジン型式	SR20DET	SR20DET	
種類・シリンダー数	水冷直列4気筒DOHC	水冷直列4気筒DOHC	
シリンダー 内径×行程	86.0×86.0	86.0×86.0	
排気量 cc	1,998	1,998	
圧縮比	8.5	8.5	
最高出力 ps/rpm	270/6000	220/6000	バランス良く高性能を発揮するエンジン
最大トルク kg-m/rpm	34.5/4800	28.0/4800	高速で、胸のすく加速感
パワーウエイトレシオ kg/ps	4.59	5.55	
アイドル回転数 rpm	1,000	800	
カムシャフト	NISMO オリジナルカムシャフト	std	最高出力 270psと実用性の両立
	早め機構ON 早め機構OFF	早め機構ON 早め機構OFF	
INT作動角	62 62	60 60	
EXH作動角	62 62	60 60	
オーバーラップ	29 9	21 1	
ターボチャージャー	S14 std	S14 std	
インタークーラー	NISMOオリジナル大型（ラジエター前）	std（Fr フェンダー内）	インタークーラー大型化による冷却能力アップに伴うエンジン性能向上
エキゾーストマフラー	NISMOオリジナル（ヴェルティナ ステンレス）	std	心地良い排気音と性能向上
ECCS系	270R専用コンピュータ	S14 std	高性能エンジンをコントロールする
INJタイプ	高流量OPT	S14 std	
FUEL/PUMP	ギャラリーフロー444cc	ギャラリーフロー380cc	エンジン出力向上に見合う最高燃料流量の増大
点火系	195L/h	180L/h	
	電子配電	電子配電	
クラッチ	φ240 NISMOオリジナル	φ240 S14 std	エンジントルク増大に見合う部品強化
トランスミッション型式	FS5W71C-std	FS5W71C-std	
ファイナル ギヤ比	4.111	4.083	
L.S.D.	機械式L.S.D.	ビスカスL.S.D.	トラクションコントロール適性化
ドライブシャフト	強化ドライブシャフト	std	エンジントルク増大に見合う部品強化
ブレーキ FR	大径ディスク4ポッド φ296/30	S14 4ポッド（std） φ280/30	エンジン性能に見合う制動力の強化
RR	対向アルミ2ポッド φ297/18	S14リア（std） φ258/9	
ブレーキパッド	NISMOオリジナル（フェロードパッド）	std	
サスペンション FR	NISMOショックアブ 5段調整式	std ショックアブ 固定式	ストリートからサーキットまでカバーするファインチューニングサスペンション
RR	NISMOショックアブ 4段調整式	std ショックアブ 固定式	
スプリング	NISMOオリジナル "TypeD"	std	
エンジンマウント	強化マウント組込み	std	エンジントルク増大に見合う部品強化
ブッシュ、インシュレーター	強化ブッシュ組込み	std	シャープなハンドリングを実現

※ 表中の「std」は標準仕様を意味します。

A HOT SUNNY HATCHBACK FOR YOUNG DRIVERS

In the mid-1980s, all manufacturers marketed models aimed at the younger generation. At the center of the market, the 1.5- to 1.6-liter class was a particularly fierce battleground. Toyota's Levin/Treno, Honda's Civic/CR-X, Mazda's Familia, and Mitsubishi's Mirage were all competing for the top spot.

In February 1986, a few months after the debut of the sixth-generation Sunny (B12) in September 1985, Nissan introduced a new variation – the Sunny RZ-1, a three-door hatchback coupe with a sloping nose and sharp, linear styling.

The RZ-1 was pronounced R-Z-1. The new car incorporated new trends, such as blister-style front and rear fenders and a rear hatchback with round glass, and asserted a strong individuality that would not be outdone by its rivals. The basic mechanism was the same as that of the four-door sedan and three-door hatchback. The interior design was also essentially the same, but the RZ-1 had seating capacity for four, compared to five for the four-door sedan and three-door hatchback.



The RZ-1's unique and sporty styling was the talk of the town at the time. Many Nissan fans said, "If only this car had rear-wheel drive..."

When the RZ-1 was introduced, it was powered by a 1.5-liter, four-

A turbo model was also introduced at the time of its debut, in a two-tone red and black color reminiscent of the Skyline (R30) RS Turbo; it gave the RZ-1 a strong visual image.



The turbocharged 1,500cc E15ET produced 100hp. It was not a four-valve DOHC engine, but an orthodox four-cylinder SOHC unit.



cylinder SOHC engine, in carbureted E15S (73hp) and turbocharged E15ET (100hp) versions. Although the model emphasized sportiness, automatic transmission was available in addition to five-speed manual.

The suspension system consisted of struts in the front and parallel link struts in the rear. The steering gearbox was a rack-and-pinion type.

In August 1986, the high-performance Twincam Series, equipped with a 1.6-liter, four-valve DOHC engine (CA16DE type) produced 120ps. It was a long-stroke engine with regular gasoline specification. The Twincam Series also included the RZ-1 1600 TWINCAM NISMO, which bore the name Nissan Motorsports International (NISMO). It was a hot version equipped with special suspension, aero parts, and seats, plus a leather-wrapped steering wheel, white gauges, and other features.

Minor changes were made in September 1987. The E15 type engine – including the turbo engine – was discontinued for the 1.5-liter model, and GA15S type (85hp) and GA15E type (97hp) engines were now fitted.

In January 1990, with the introduction of its de facto successor, the NX Coupe, the RZ-1 ended its less than four-year history and disappeared after only one generation. ♦

TECHNICAL DATA

SUNNY RZ-1 TWINCAM NISMO KHB12 TYPE (1986)

Length:	166.5in (4,230mm)	**Vehicle weight:**	2,315lb (1,050kg) (5MT)
Width:	65.6in (1,665mm)	**Suspension (front/rear):**	strut / parallel link
Height:	52.6in (1,335mm)	**Brakes (front/rear):**	ventilated disk / disk
Wheelbase:	95.7in (2,430mm)	**Tires:**	185/60R14
Tread (front):	55.1in (1,425mm)		
Tread (rear):	55.1in (1,425mm)		
Engine:	CA16DE (straight four, DOHC)		
Total displacement:	1,598cc		
Maximum output:	120ps / 6,400rpm		
Maximum torque:	14.0kgm / 5,200rpm		



STAGE 63
REAR WINDOW

In this issue, we will place the rear window on the body and attach the LED light wires 11 and 12 to the trunk tray.

PARTS

63A



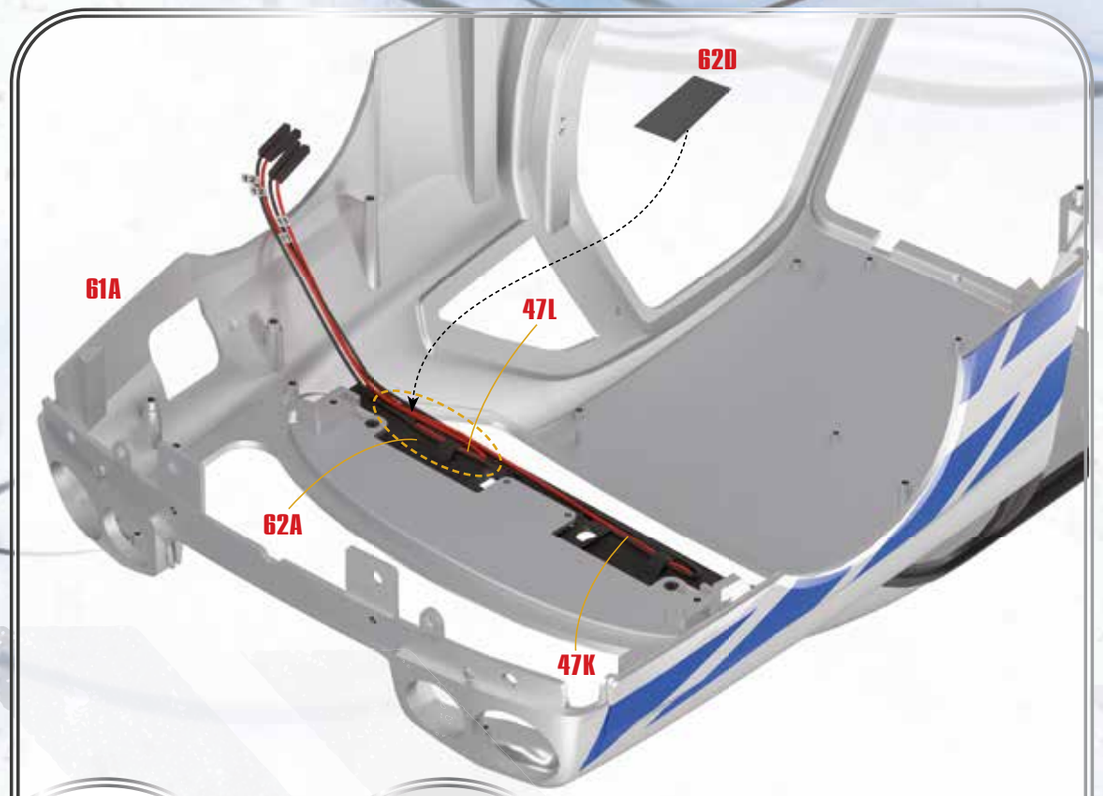
63B



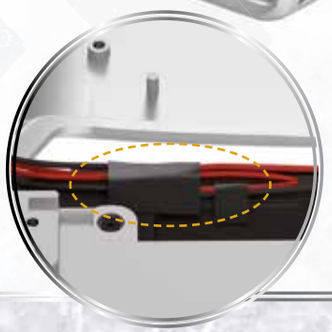
63C



63A Rear window
63B Rear window fasteners (×2)
63C Adhesive strips for rear window (×5)





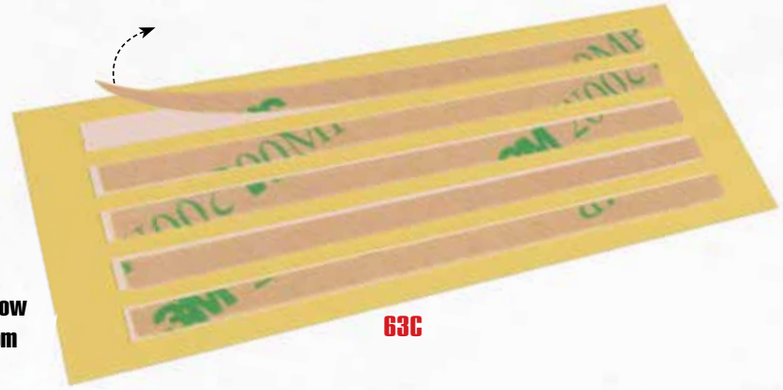


63.01

Cut a piece of the adhesive tape 62D. Route the LED light wires (11) 47K and (12) 47L along the right side of the body 61A and attach them to the trunk tray 62A with the adhesive tape 62D.

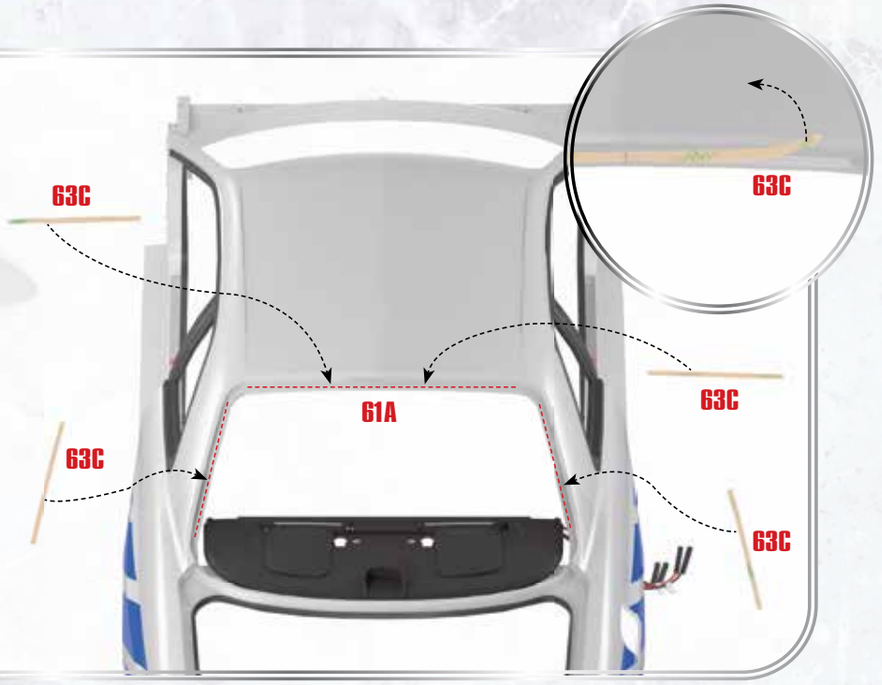
63.02

Remove four rear window adhesive strips 63C from their paper backing.



63.03

Place the adhesive strips 63C on the rear window frame of the body 61A, two on the top and two on the sides. Remove the protective film from the adhesive strips.



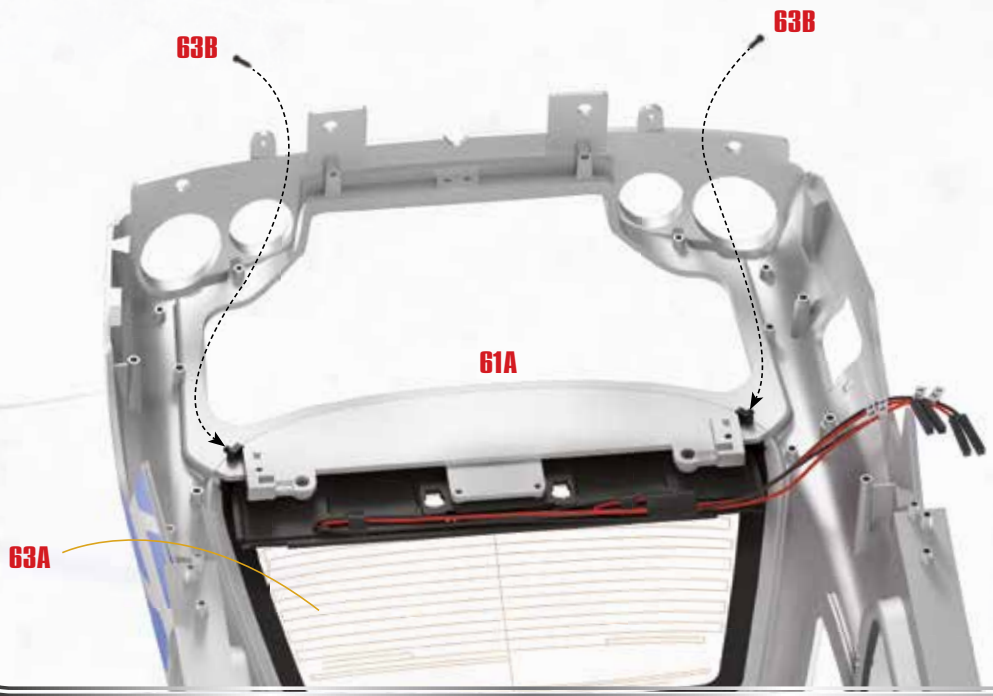
63.04

Place the rear window 63C over the rear window recess in the body 61A. Following the outer contours of the window, lightly press the window against the body.



63.05

Turn the body 61A upside down and insert the two rear window fasteners 63B into the tabs on the rear window 63A. You can use precision tweezers to help in this process.



Final assembly



Fast & Furious Franchise
© 2024 Universal City Studios LLC. All Rights Reserved.
UNIVERSAL