FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

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F237FSC064



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Katsuji Kawamata, President of Nissan Motor Co, Ltd. (right), and Hidehiko Ogawa, President of Prince Motors, Ltd. (left), shake hands at the 1965 merger press conference.

NISSAN AND PRINCE – MERGER OF THE CENTURY

Today, it is not uncommon for automakers around the world to merge or set up partnerships – Nissan Motor Co., Ltd. has alliances with Renault S.A. and Mitsubishi Motors Corporation. Back in 1966, a major event occurred with the merger of rivals Nissan Motor Co., Ltd. and Prince Motors, Ltd.

May 3, 1966. At the 3rd Japanese Grand Prix held at Fuji Speedway, the Prince R380 (R380A-I) of the Prince Motors, Ltd. team beat the Porsche Carrera 6 (906), a strong rival from Taki Racing, with a one-two finish. For the Prince R380, however, this win was its first and last glory. The long-awaited victory for the Prince Motors, Ltd. team was overshadowed by the merger of Nissan Motor Co., Ltd. with Prince Motors, Ltd.

At 3:00p.m. on May 31, 1965, representatives of Nissan Motor Co., Ltd. and Prince Motors, Ltd. gathered at a hotel in Marunouchi, Tokyo, to sign a memorandum of understanding for their merger. President Katsuji Kawamata of Nissan Motor Co., Ltd. and Chairman Shojiro Ishibashi and President Hidehiko Ogawa of Prince Motors, Ltd. signed the agreement, while President Shozo Hotta of Sumitomo Bank and President Sohei Nakayama of Industrial Bank of Japan were witnesses.

The background to the merger was the growing demand from Europe and the US for Japan to liberalize its trade and exchange rates. The Japanese government had established the Ministerial Conference for the Promotion of Trade and Exchange Rate Liberalization in January 1960, which decided on the basic policy for trade and exchange rate liberalization, and in June of the

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same year, the government formulated the Trade and Exchange Rate Liberalization Plan.

Japan's transition to an IMF Article 8 country in April 1965 – which eliminated exchange restrictions based on Article VIII of the IMF (International Monetary Fund) Agreement – and its accession to the OECD (Organization for Economic Cooperation and Development) in 1964 prompted the need to rapidly strengthen the international competitiveness of the domestic automobile industry. Following the liberalization of imports of assembled trucks and buses in April 1961, the liberalization of imports of assembled passenger cars was implemented in October 1965.

The merger between Nissan Motor Co., Ltd. and Prince Motors, Ltd. was negotiated between a small number of key persons, mainly representatives of the two companies; even the management of Prince Motors, Ltd. was not informed of the merger beforehand. At 5:00p.m. on May 31, 1965, the details of the signing were announced to middle management by Managing Director Kinzo Amase. The merger came as a bolt from the blue, as ordinary employees who had returned home learned of the merger through TV and radio news and the next morning's newspaper reports.

On June 2 of the same year, Prince Motors, Ltd. President Ogawa delivered a special address to the employees.

"We have been talking about the joint venture for about three months. I apologize for the fact that only Chairman Ishibashi and I were aware of it. It all started at the end of March, when Chairman Ishibashi and Nissan President Kawamata were invited by the



Before the merger, the two companies were natural rivals. The Prince Gloria (front) and the Nissan Cedric (rear) competed in the 2nd Japanese Grand Prix in 1964.

Minister of International Trade and Industry Sakurauchi – who enthusiastically requested the merger – saying that the Japanese auto industry needed to strengthen its structure to withstand liberalization, and that a merger was necessary to achieve this."

"The base of our company has been further strengthened by this merger. Your diligent work has secured the livelihood of you and your families. As a business owner, I take this responsibility very seriously. If I could, I would like to focus on Prince Motors, Ltd. However, although we are finally able to produce a little over 10,000 cars, our sales network is not quite there. We had a plan to double this, but this would take three to five years. During this time, other companies would have to consider doubling or tripling their production at a similar pace."

"Furthermore, if foreign capital were to enter the market, I have struggled with the question of whether or not I could deal with it. I understand your unwavering love for Prince Motors, Ltd. Japan's auto industry must join the global market in response to liberalization, and the future is very bright. I hope that you will fully understand that we have reached this agreement in a positive spirit and I ask that you will work hard and do your best."

(From: *Nissan Motor Company History 1964–73,* "Prince Automobile Industry History, Chapter 5: The Era of Internationalization")

THE EFFECTS OF THE RECESSION

Japan had been in the throes of a recession since mid-1964. By the end of the year and into the first half of 1965, the situation had begun to take a serious turn for the worse. For example, in March 1965, Sanyo Special Steel, a major steel manufacturer, went bankrupt, resulting in many redundancies; two months later, Yamaichi Securities, one of the four major securities companies at the time (it went into voluntarily liquidation in 1997), was given a special loan by the Bank of Japan.

The automobile industry, which had been growing steadily with Japan's expanding car ownership, was also affected. Domestic new car sales, which had been growing by 20–30 percent annually, grew only 7.6 percent in January 1965 compared to the same month of the previous year. Sales of heavy-duty trucks were down, and light trucks had also hit a plateau.



The second generation of the S50 series Skyline would take on the Nissan name in the middle of its model life, something that would be unthinkable today.

Prince Motors, Ltd. had completed the development of new car models such as the Gloria (S4 series), Skyline (S5 series), and the Homer (T640) light truck; it had also built the Murayama plant and converted the Mitaka plant into a specialized truck facility. In December 1964, the year of the Tokyo Olympics, total production of Prince vehicles reached 10,000 units, consisting of 6,000 passenger cars and 4,000 trucks. In terms of sales, the Gloria gained a 16.7 percent share in the 2,000cc class and the Skyline secured an 11.2 percent share in the 1,500cc class that year. Prince registrations were up 38.5 percent over the previous year, exceeding the industry average.

However, the balance between production and sales was off, and after April 1964, the number

The first domestically produced car for His Majesty the Emperor, developed by Prince Motors, Ltd., was unveiled as the Nissan Prince Royal (S390P-1).





The automobile industry was becoming a key industry in postwar Japan and was also important for international competitiveness. The merger of the two companies prepared the industry for a new era.

of cars in stock, including those sold by Prince Motors, Ltd and dealers, continued to increase, reaching 24,000 units. In March 1965, monthly sales reached 10,000 units, including domestic and export sales, but the impact of the recession was severe, and after that, monthly sales fell again to about 7,000. The increase in the excise tax in April was another factor that contributed to the slump in sales.

It was against this backdrop that Nissan Motor Co., Ltd. and Prince Motors, Ltd. decided to merge. The announcement of the alliance triggered a flurry of speculation, and malicious slander and false rumors were manifest. To counter these rumors, and to take advantage of the benefits of the merger for sales, a number of measures were taken. They included a service tie-up with Nissan Motor Co., Ltd. the creation of a unified stand at the 12th Tokyo Motor Show in the fall of 1965, and sales of Datsun and Sunny models at Prince Motors, Ltd. dealerships.

On April 20, 1966, a merger agreement was signed, and following a general shareholders' meeting of Prince Motors, Ltd. on May 28, the company merged with Nissan Motor Co., Ltd. on August 1. The surviving company was called Nissan Motor Co., Ltd. and the Prince Motors, Ltd. name disappeared forever.

About two years earlier, in October 1964, Prince Motors, Ltd. received a commission from the Imperial Household Agency to produce the first Japanese-made car for the Emperor of Japan. The imposing limousine with a newly developed 6.4-liter V8 engine and an overall length of over 20ft (6m) was enthusiastically developed by Prince Motors, Ltd. engineers.

This car was unveiled to the public as the Nissan Prince Royal (S390P-1) at the 13th Tokyo Motor Show in the fall of 1966, the year of the merger, and the first car was delivered to the Imperial Household Agency in February 1967. Prince Motors, Ltd., the creator of the first Skyline and an iconic brand in Japanese automobile history, continued to build cars that left their mark until the very end. ◆



After the merger, the Nissan Gallery in Ginza displayed the new Skyline (middle) in addition to the Fairlady (front) and Bluebird (back).

LOOKING FOR NIGHTSHADE

The denouement of *Fast & Furious 6* is one of the most stunning in the series: on the runway of an aerodrome, Dom's team and Owen Shaw's mercenaries fight an electrifying duel in which fast sports cars and one of the biggest airplanes in the world are involved.



Owen Shaw and his crew use a huge Antonov An-124 to escape.

The film crew, led by Director Justin Lin, approached the sequence as a challenge. Could there be anything more spectacular than getting an armada of fast cars to pursue an immense military transport plane on the runway of an aerodrome? There was no better idea for staging the final round between Dom Toretto and Owen Shaw in the long struggle to get Letty back where she belonged, and to prevent the theft of the sophisticated and ingenious technological device known as Nightshade.

CHASING THE PLANE

After revealing that he is holding Mia hostage in order to recover his freedom, Shaw speeds toward the runway of the military base with his men. Dom and his team are right behind them in their automobiles, without fully understanding the mercenary's plan. They learn the answer when they see an Antonov An-124 Ruslan landing in front of them. At 226ft (69m) long, and with a wingspan of 240ft (73m), it is one of the largest airplanes in the world.

Without halting, the gigantic plane opens its rear cargo door to allow Shaw's car to board. Letty, traveling in the same automobile as Dom and Brian, warns them that if the ex-soldier takes off in the plane, they'll never get Mia back alive.

Dom states categorically that is not going to happen, and with the help of his men he undertakes to block the plane's path and then attack it: first to prevent the plane from taking off again, and then to settle scores with Shaw and his acolytes.

THE CHALLENGES OF THE FILMING

At the start of October 2012, the crew of *Fast & Furious 6* began the complex process of filming this incredible chase, which required eight weeks of hard work and the involvement of more than a hundred professionals. Much of the work was done at an RAF airbase in Hertfordshire, England. On one of its runways, the crew prepared and filmed the car chase. Realizing that it would be unfeasible to work with an actual Antonov An-124 due to its size, different exterior sections of the aircraft were created for the movie.

A replica of the landing gear was constructed that weighed almost 40 tons and required being towed by a truck. Likewise, the airplane's rear ramp was built using a hydraulic platform, making it possible for the protagonists' cars to drive up it. Later, the crew, led by David Vickey, the Visual Effects Supervisor from the company Double Negative, had the job of fitting these different pieces together on screen to create the illusion of it being the real Antonov.

The cargo bay of the colossal aircraft and a few other interiors were also recreated on a set at Longcross Studios in Surrey, about 25 miles (40km) from the center of London. They made it possible to film the explosive fights inside the airplane between the heroes and the villains more comfortably, in one of the most powerful finales in the history of the franchise. ◆

THE ADVENTURES OF BRIAN O'CONNER

Brian's skills

Brian is more prepared for a life of action than other heroes in the series. His military training has made him a skillful martial arts practitioner and a strong, tough, and athletic man. Thanks to his excellent physical condition, he can take part in dangerous chases across the tops of buildings or over the flimsy roofs of *favela* shacks. Experience in the police and the FBI has also taught him how to track anyone's trail. But above all, what sets Brian apart from the others is his talent as a driver, a skill that has improved with the passage of time and that makes him a virtually unbeatable rival.



During the breathtaking chase at the airfield, Gisele risks her own life in an extreme act of love for Han.

THE MOVE FROM GROUP A TO TOURING CAR RACING

Part 1: A new car for a new racing format

The introduction of the All Japan Touring Car Championship (JTC) in 1994 resulted in a number of changes to the racing format as well as to the body styles and mechanics of the cars. The racing series marked a major evolution in the way racing cars were built.



The first-generation Primera (P10), a popular front-wheel drive car with European styling, had already competed in the BTCC, so was ideal for domestic racing.

The end of motorsports with Group A specification cars was a worldwide trend in the early 1990s. Group A, with its narrow scope of modifications, required a base car with high potential, which placed a heavy burden on automobile manufacturers. In other words, it was necessary to produce a certain number of special cars for the race – such as the Skyline GT-R – which was a heavy burden, especially for European automakers.

The Japanese Group A Championship ended in 1993, and the All Japan Touring Car Championship (JTC) began the following year with new rules. At the time of its inception, the race was called the New Touring Car. The race was named in reference to the British Touring Car Championship (BTCC), which was very popular at the time. Participating cars were non-turbo models with a displacement of 2,000cc or less, the minimum weight was determined by the drive system,



A test car pictured at Sportsland SUGO on November 10, 1993. The roll cage of the early cars was relatively simple, just like those in the Group A era.



The car initially looked like a mass-produced model, but the regulations were later changed and the rear spoiler and other parts became race-specific; eventually, over-fenders were installed.

and a handicap was imposed on rear-wheel drive and 4WD cars. Therefore, most teams, with a few exceptions, chose to compete with front-wheel drive cars.

The contests were also changed from Group A endurance races to short-distance sprint races. In addition, two races were held in one day, giving spectators the chance to watch a couple of fierce battles. Between the first and second races, the efforts of the race mechanics were also a highlight as they made changes to the car's specifications and repaired cars that had crashed.

Nissan chose the Primera (P10) for the competition. Its engine was based on the SR20DE and tuned specifically for the event. The new touring car category represented a major change in the way so-called "boxy" race cars were built. The roll cage was no longer just a safety feature, but was now emphasized as a structural element to increase the rigidity of the chassis. Stretched out like a birdcage, it was a distinctive feature of the car. ♦



The low height of the car stood out, while the front and rear wheels were hidden inside the fenders. At the time, this was a novel and cool look.

THE LAST OF THE SUNNY COUPES

In 1981, the 5th-generation Sunny (B11) coupe was converted to a front-wheel drive model in line with the trends of the time. It was a three-door hatchback with a low profile, long roof, and unique design with six-light side windows. The turbo model was called the Leprix. The 6th-generation (B12 type) coupe released in 1986 was the RZ-1 with a linear design, and the 7th-generation (B13 type) in 1990 was the NX coupe with a T-bar roof as standard equipment; it was practically a sibling of the Sunny. Since the 3rd generation (B210), all Sunny coupes have been three-door hatchbacks.

The 8th-generation Sunny (B14) was introduced in May 1994. The two-door coupe body with a trunk used since the 2nd generation (B110) was called the Sunny Luchino.

In the past, the Sunny Coupe had been popular with young people, but times changed – the front-wheel drive coupe did not capture the hearts of the youth.



The sedan body was orthodox in style and – along with the Primera – was used in touring car races after the demise of Group A competition.

The initial grade configuration was the MM, GG, and GG Type S with a 1.5-liter four-cylinder DOHC GA15DE engine (105hp) and the 1.8 SS with a 1.8-liter four-cylinder DOHC SR18DE engine (140hp). Five-speed manual and four-speed automatiuc transmissions were available.

The mechanics were almost the same as those of the four-door Sunny sedan. However, the 4WD model that existed in the Sunny was not available in the Luchino, and all models were front-wheel drive. The front suspension was a strut type, while the rear was a newly introduced multilink beam type. The 1.8-liter model had ventilated disks at the front and disks at the rear, while the 1.5-liter version had disks at the front and drums at the rear.

In January 1995, the three-door Luchino Hatchback was introduced as a sister model to the fifth-generation Pulsar series (N15 model). In May 1996, the Luchino S-RV, a five-





door hatchback with RV-like styling, was added. The Luchino now had three body styles.

With the second minor change in September 1997, the coupe and three-door hatchback models were joined by the VZ-R equipped with the SR16VE type engine with variable valve timing and lift (NEO VVL), producing 175hp. The three-door hatchback model, the VZ-R N1 with red head cover and SR16VE engine, was also available as a race entry base model, producing 200hp – the most powerful engine in the 1.6-liter class. This model was produced in a limited edition of 200 units together with its sibling Pulsar series in the same class. The following year, the VZ-R N1 Version 2 was produced in a limited edition of 300 units.

The Sunny Luchino Hatchback 1600RR was a sibling of the Pulsar (N15). The VZ-R with high-performance engine was used in the N1 Endurance Race.

At the beginning of 1999, all hatchbacks were discontinued except for the Luchino Coupe and the S-RV, thus ending the history of the Sunny Coupe that had been in continuous production since 1968. ♦

TECHNICAL DATA

SUNNY LUCHINO 1500GG TYPE S B14 TYPE (1994)

Length:	168.7in (4,285mm)	**Vehicle weight:**	2,204lb (1,000kg) (5MT)
Width:	66.5in (1,690mm)	**Suspension (front/rear):**	strut / multi-link beam
Height:	54.1in (1,375mm))	**Brakes (front/rear):**	disk / drum
Wheelbase:	99.8in (2,535mm)	**Tires:**	175/65R14
Tread (front):	57.9in (1,470mm)		
Tread (rear):	56.5in (1,435mm)		
Engine:	GA15DE (straight four, four-valve DOHC)		
Total displacement:	1,497cc		
Maximum output:	105ps / 6,000rpm		
Maximum torque:	13.8kgm / 4,000rpm		



STAGE 64 WINDSHIELD

In this issue, we will fix the windshield to the body.

PARTS



64A Windshield
AM Screws 1.7×4mm (×3*)
CM Screws 2×4mm (×3*)

*Including spares

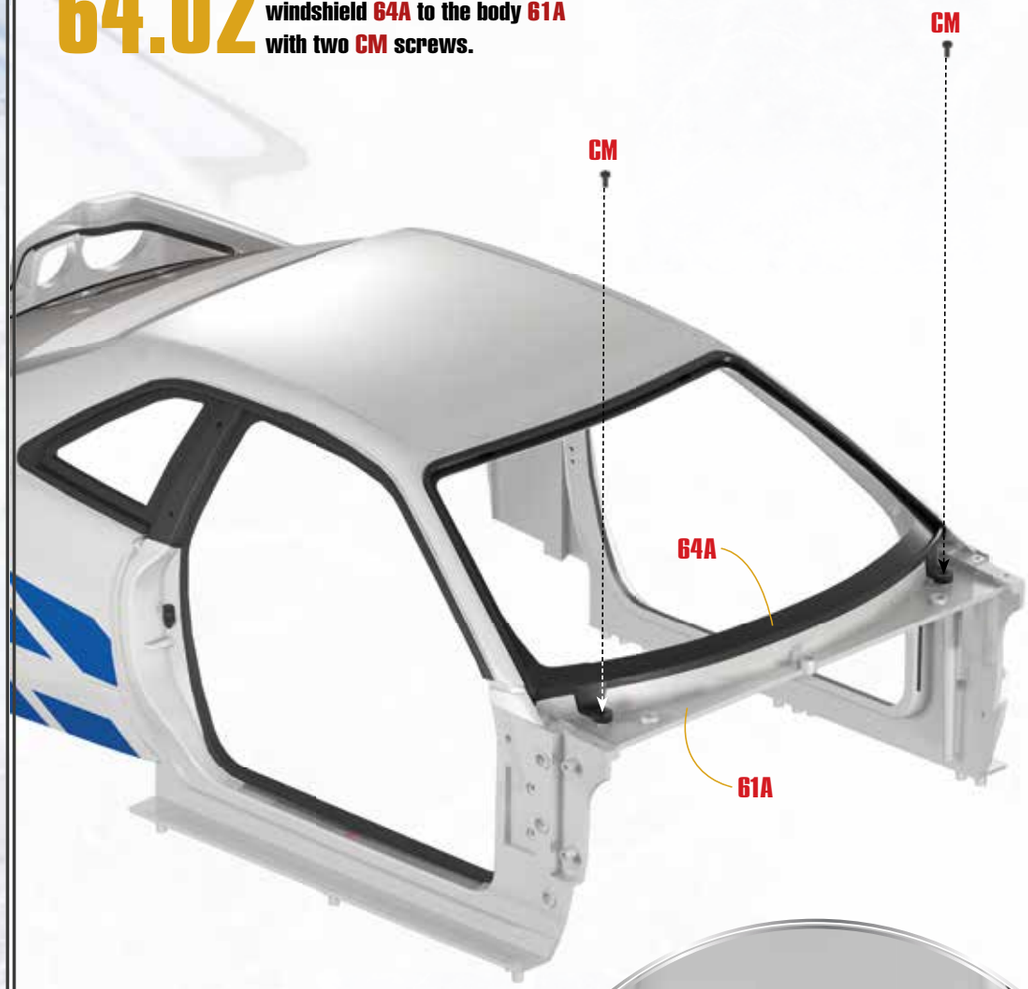
64.01

Place the upper tabs on the windshield 64A under the two highlighted notches on the top of the body 61A. Then place the bottom of the windshield 64A on the front of the body 61A, aligning the two tabs on the windshield with the highlighted screw posts.



64.02

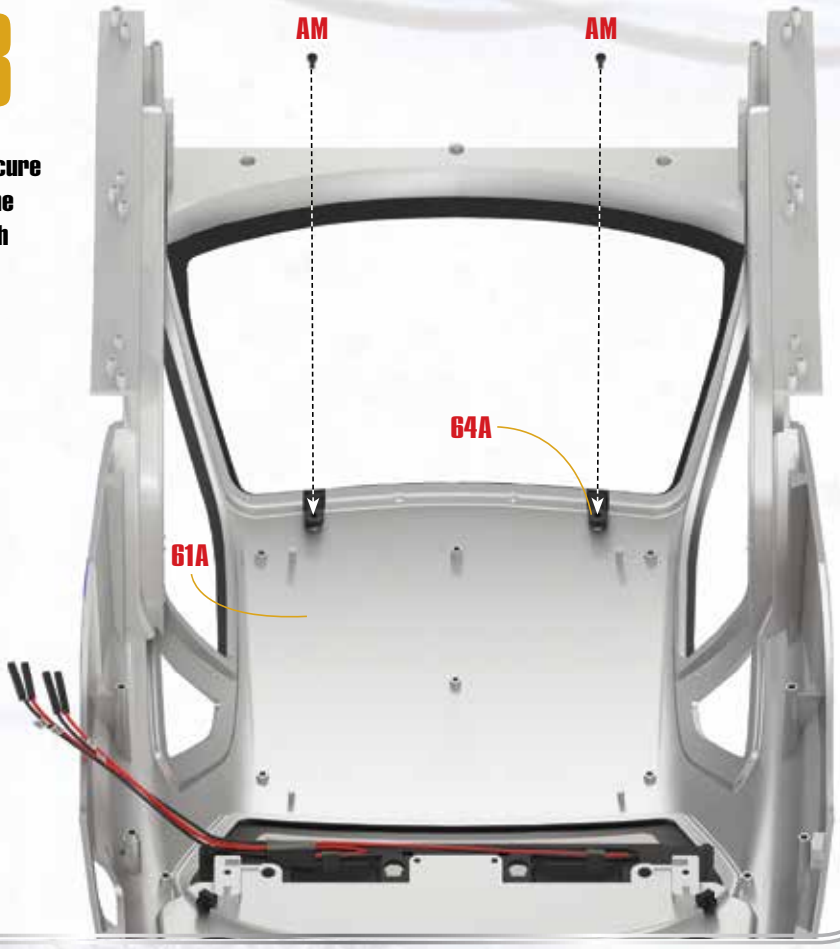
Secure the lower edge of the windshield 64A to the body 61A with two CM screws.





64.03

Turn the body 61A upside down and secure the upper part of the windshield 64A with two AM screws.



Final assembly



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