FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R

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THE SKYLINE 2000GT (GC10)

Soon after the introduction of the Skyline (C10), the successor to the 2000GT series was announced. The in-line six-cylinder Skyline 2000GT (GC10) featured a large, streamlined body and long nose. It attracted much attention as a sporty, attractive model.

Two months after the Skyline 1500 (C10) was released, the long-awaited six-cylinder 2000GT (GC10) was unveiled in October 1968. The body was given a long nose with the hood extended 7.7in (195mm) beyond the 1500's front pillars and the wheelbase extended 5.9in (150mm). It was positioned as a model comparable to the 2000GT-A (S54A-3).

The Skyline 2000GT had an attractive, well-proportioned design, even with the long nose; this compared to the 2000GT-A, which had a conspicuously long wheelbase like a dachshund. This design continued through to the Skyline (C210).

The Skyline (C10) was designed and developed by Prince Motors, Ltd. before the merger. In order to increase the effectiveness of the merger, parts were shared with Nissan, and the Skyline 2000GT was also designed to accommodate this trend. Initially, the use of the G7 engine manufactured by the former Prince Motors, Ltd. was considered, but in order to increase mass production efficiency, the L20 engine was chosen, as it was used in many models.

The L20 unit was first used in the Nissan Cedric Special 6 (H130), which was introduced in October 1965, while the G7 engine had first featured in the Prince Gloria Super 6 (S41D) in June 1963.

Both the L20 and G7 types were SOHC engines with slim, turn-flow cylinder heads, but

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they were quite different. The L20 had a bore and stroke of 78.0mm x 69.7mm and a displacement of 1,998cc, making it a short stroke type. The G7 type had the same displacement but with a bore and stroke of 75.0mm x 75.0mm. Furthermore, the L20 had a one-piece cylinder block without a cylinder liner, while the G7 type had a major difference in its construction – a wet liner, which was a cast-iron cylinder liner inserted into the cylinder block in the tradition of Prince Motors, Ltd.

There was also a difference in the bearings in the cylinder block that supported the crankshaft: the L20 type had a seven-bearing design with bearings between each cylinder, and the bearings tightly supported the long six-cylinder crankshaft, which reduced crankshaft vibration even at high speeds. In contrast, the G7 type was a classic four-bearing design with a small number of bearings. A four-bearing in a six-cylinder in-line engine means that the crankshaft is supported by four bearings: one at each end of the cylinder block, one between cylinders 2 and 3, and one between cylinders 4 and 5. The bearings support both ends of the two adjacent cylinders, but even the strongest crankshafts tend to shake and vibrate when rotating at high speeds.

The L20 engine installed in the Skyline was a single-carburetor power plant that produced 105hp at 5,200 rpm in its early years. It was characterized by its head cover shaped like a kamaboko fish cake. In fact, the 2000GT equipped with this early L20 engine is an extremely rare model.

The L20 engine was redesigned to share parts with the four-cylinder L16 engine and when it was relaunched in 1969, it was renamed the L20(A) type. In redesigning the L20, the distance between cylinders in the cylinder block and the bore pitch were widened to improve water flow and cooling performance, while ribs were added to increase rigidity. The head cover design was also common to the four-cylinder engines, making it easy to distinguish between the first L20 and L20(A)-type engines; the L20(A)-type engine was simply called the L20 engine when the first L20 engines disappeared.

The L20(A) engine was used in the Group 2 version of the Violet (PA10) for the World Rally Championship (WRC). It was also the basis for the LZ20B turbo engine in the Group 5 specification Skyline Super Silhouette (DR30).

SEMI-TRAILING ARM REAR SUSPENSION

Another feature of the Skyline 2000GT was the adoption of the Skyline's first semi-trailing arm rear suspension, with independent suspension for all four wheels. The Datsun Bluebird 1600SSS (P510), which was under development at the same time, also adopted a semi-trailing arm in the rear, but in reality, they did not share the same design.

The Skyline 2000GT was a well-designed four-door sedan that was ideal for families. The introduction of advanced technologies, such as four-wheel independent suspension, quickly expanded the Skyline's fan base.





The semi-trailing arm is a type of independent suspension system in which the swing axis of the arm is positioned at an angle to the axle, as opposed to the trailing arm in which the swing axis of the arm is parallel to the axle. This type of arm is usually used with a V-shaped subframe, and the wishbone-type arm provides stable lateral support and facilitates the installation of coil springs.

The swing axis was angled backward toward the center of the vehicle body, while the horizontal direction was angled slightly higher toward the center of the body. The design was ingenious in that the camber angle of the outboard tire would change negatively and the toe angle would change inward when turning, thus providing stable maneuverability.

The engine was Nissan's L20, a 2,000cc in-line six-cylinder OHC unit. The front disk brakes were also an advanced feature at the time. In addition, opposed two-piston calipers were used on the front.



The front brake system featured a disk brake with opposed two-piston, rigid Girling-type calipers as standard equipment, and a tandem master cylinder and master back were also adopted. Thus, the Skyline 2000GT had a high-performance chassis for the high-speed era.

The interior space was the same as the Skyline 1500, but the cockpit, especially the instrument panel, was very sporty. Wood-grain boards were used throughout, and

At that time, the wood paneling on the dashboard provided a sporty feel. The sub-meter on the center console also reminded people of driving performance.



round gauges with a large tachometer and oil pressure gauge – essential for sports driving – were added. In addition, a floor-shift four-speed manual transmission was standard equipment, and the center console surrounding the shift lever also featured a bold design with an ammeter, fuel gauge, and various switches. The steering wheel was now a chrome-plated three-spoke wood rim. Both front and rear seats were vinyl leather bucket type. Three-point seatbelts were standard equipment in the front, but not in the rear at that time.

The catalog explained the features of each section. The "FLASH" switch in the middle is what we now call a hazard light. The catalog also showed off the trunk's spaciousness.

The Skyline 2000GT, which had transformed from a sporty family car into a full-fledged "grand touring car", was the successor to the previous Skyline 2000GT-B (S54B-3), an ultra-high-performance sports sedan equipped with an S20 inline six-cylinder, four-valve DOHC engine. Meanwhile, the development of the Skyline 2000GT-R (PGC10) was also steadily underway. ♦



Except for the wood paneling, the interior was black. The seat upholstery was made of vinyl leather with a leather-like texture and there was ample legroom in the back. Overall, the interior had a masculine feel.

THE IMPLACABLE DECKARD SHAW

Although he was introduced as the most lethal of Dom Toretto's foes in *Furious 7,* Deckard has become a charismatic and well-loved figure in the series. Tough and implacable, his name is synonymous with nonstop action.



Behind the wheel of a Jaguar, a Maserati, or a McLaren, smartly dressed and surrounded by the most sophisticated weapons, Deckard Shaw is an absolute fighting machine. His first appearance in the franchise came in the post-credits scene in *Fast & Furious 6,* when the audience discovered that Han's fatal crash at the end of *The Fast and the Furious: Tokyo Drift* was no accident. It was the work of this cold-blooded killer, who was determined to finish off Dom and everybody else who had put his brother Owen in hospital. In *Furious 7,* the character, played by action movie idol Jason Statham, brutally hunts down Dom's family, even blowing up his family home. Also in his sights is Agent Hobbs, with whom he has high-octane confrontations.

Introduced as a villain in *Furious 7,* and later as a member of Toretto's team, Deckard Shaw has shown exquisite taste in high-performance cars throughout the saga.

THE MISUNDERSTOOD HERO

For Deckard Shaw, blood is blood, and for that reason he swears to avenge his little brother. Just like Dom, he lives by a code and is a staunch defender of family, and so he is prepared to go to the extreme. However, although he may seem heartless, we come to learn that hiding behind this façade there is a misunderstood hero. After serving in the British Army, specializing in undercover operations, Deckard became an MI6 agent. When he failed to see

eye to eye with his superiors, he began a shady career as a hired mercenary. It would not prevent Deckard from trying to protect his family: his mother, Magdalene, and his younger brother and sister, Owen and Hattie.

Deckard therefore cannot forgive what happened to Owen and pursues those responsible halfway around the world. The journey takes him from the Caucasus Mountains, attacking Dom's team as it tries to rescue the hacker Ramsey, to Abu Dhabi, crashing in spectacularly on a high-society party. However, a dangerous terrorist, Mose Jakande, crosses Deckard's path, leading to his defeat in his last duel with Toretto, after which Deckard is imprisoned in a secret CIA jail.

HARD AS NAILS

The presence of Jason Statham in *Furious 7* contributed to the film's huge box-office success. Audiences embraced him as a villain and enjoyed his spectacular confrontations with Vin Diesel, but many hoped the character would be redeemed. The creators of the series took notice, and Deckard experienced a considerable change of heart in *The Fate of the Furious*. After facing off with Agent Hobbs inside a high-security jail, Deckard was recruited by the Agency to capture Dom, who seemed to have turned against his own people. Deckard thus began a new career on the side of good.

Deckard's conversion to hero was welcomed so enthusiastically by fans that it convinced the producers to make the first franchise spin-off, *Fast & Furious Presents: Hobbs & Shaw,* an action-packed adventure comedy that once again showcased the chemistry between Jason Statham and Dwayne Johnson. Both actors perfectly portrayed their characters' curious relationship, which fluctuates between confrontation and admiration.

Deckard reappeared later in *Fast X,* after being found by Han. He again helped the team deal with Dante Reyes, until he found out his mother was also being threatened by the sociopath and took off on his own to protect her. ♦

THE ADVENTURES OF BRIAN O'CONNER

Escape from the *favela*

In *Fast Five,* after taking part in a failed train heist and running afoul of Hernán Reyes – the crime boss of Rio de Janeiro – Brian and Dom, together with Mia, hide in the *favela* where Vince lives. Falsely accused of killing three DEA agents, the fugitives become targets of the FBI, which sends a team led by Agent Luke Hobbs to capture them. Pursued by federal agents and by Reyes's thugs, Brian, Dom, and Mia realize their only way to escape is by running over the rooftops of the *favela* through a hail of bullets.



MORE 10TH ANNIVERSARY COMMEMORATIONS

Part 1: Setting up a reproduction parts business

In addition to building its first production model, NISMO decided to celebrate its 10th anniversary by initiating a project to reproduce parts for some of Nissan's historic models. The first item was the Datsun Competition Steering Wheel.

The year 1994 was an important milestone for NISMO as it marked the 10th anniversary of its founding. Among the events to commemorate the occasion, the most important was the development and sale of the NISMO 270R, the company's first complete road car, which was based on the Silvia (S14).

Meanwhile, NISMO also promoted the 10th Anniversary Project in another area – the sale of parts. The project was called "10th Anniversary Commemorative Reproduction Products" within the company. As the name suggests, this was a project to reissue performance parts to enable drivers to participate in motorsports events with Nissan cars that were produced during the time before NISMO was established. The parts were selected from among the most requested items by vintage car enthusiasts, such as the first-generation Skyline GT-R, the first-generation Fairlady Z, and the Bluebird (510).

The first item was a racing steering wheel, commonly known as the Datsun Competition Steering Wheel. In 1994, when the Internet was not as widespread as it is today, the only way to get one was through classified advertisements in specialty magazines or in stores selling old cart parts, where a top-quality example could be purchased for more than 100,000 yen.

Nissan asked its supplier at the time if they would be willing to reproduce the steering wheel. Fortunately, although damaged, the molds were still in existence, so with a few modifications, a reissue was possible, albeit in limited quantities. ♦



The Datsun Competition Steering Wheel was the first of the "10th Anniversary Reproductions". Although it was made of urethane instead of leather, it was a big hit with fans of the NISMO brand.



The box for the Datsun Competition Steering Wheel included a sticker commemorating NISMO's 10th anniversary. The part number also featured a "-10" at the end.

A SEDAN WITH RALLYING PEDIGREE

The second-generation Bluebird (Model 410) made its debut in September 1963. The monocoque body, previously built on a ladder-shaped frame, was adopted from the Cedric to reduce weight and improve rigidity. The suspension design was orthodox, with double wishbones at the front and a free rear axle.

The European styling, with its distinctive flat deck, was designed by Pininfarina, a famous Italian design studio. However, the rear design, which was described as "butt-slapping", was not well received in Japan.



Most domestic cars of the time had a column shifter that was operated by a lever. The floor shifter was an extremely sporty setup.

When it was first launched, the Bluebird (410) was offered with two engines – a 1-liter unit (45hp) and a 1.2-liter power plant (55hp). In March 1994, a sports model 1200SS (Sports Sedan) was added to the lineup – its 1.2-liter engine with SU twin carburetor developed 65hp. The manual transmission was a four-speed with floor shift, which was rare among Japanese cars. The 1200SS became the originator of sports models such as the SSS (Super Sports Sedan), which later became synonymous with the Bluebird.



The Bluebird 1300SS, which won its class in the 1966 Safari Rally, was flown back and displayed outside the Ginza showroom.

In May 1965, the Bluebird underwent minor changes and evolved into the 411 model. The front grille design was modified and the exterior appearance was significantly different from the original model. Then, the 1300SS made its debut, equipped with a 1.3-liter SU twin-carb J-type engine (72hp). Its top speed was 93mph (150km/h).

The Bluebird 1300SS was active in international rallying. In 1966, the fourth year of the Safari Rally, the Datsun team entered four Bluebird 1300SS models with J-type engines tuned to 80hp. In very wet conditions, only nine out of 88 cars finished the race, but two Bluebird 1300SSs crossed the finish line and became the first Japanese car to win their class. Car no.6, the class winner, was hastily flown to Japan and displayed in Ginza, where a parade was held for the winning team. The Bluebird's class win was highly publicized, and it helped to promote the Safari Rally among Japanese motorsport fans. It also made the world aware of the capabilities of Nissan cars.

Gozo Kasahara, then head of the testing department, wrote a book entitled *500 Kilometers to Glory* about the successes of the Nissan team at that time. Based on this book, a movie starring Yujiro Ishihara was made in 1969. The filming took place at the actual 17th Safari Rally in 1969. Although the car was replaced by a third-generation Bluebird (P510) 1600SSS, the car used in the movie – no.99 – actually participated in the rally. The powerful video footage was taken from the scene of the car that finished fifth overall and had a similar number – 90. ♦



The "SS" emblem on the C-pillar, indicated a sports sedan. Eventually, it evolved into the "SSS" Super Sport Sedan.

TECHNICAL DATA

DATSUN BLUEBIRD 1300SS DP411 TYPE (1966)

Length:	157.5in (4,000mm)
Width:	58.7in (1,490mm)
Height:	56.5in (1,435mm)
Wheelbase:	93.7in (2,380mm)
Tread (front):	47.5in (1,206mm)
Tread (rear):	47.2in (1,198mm)
Engine:	J13 type (straight four, OHV, twin-carb)
Total displacement:	1,299cc
Maximum output:	72ps / 6,000rpm
Maximum torque:	10.2kgm / 3,600rpm
Vehicle weight:	2,028lb (920kg)
Suspension (front/rear):	double wishbone/ longitudinal leaf
Brakes (front/rear):	disk / drum
Tires:	5.60-13-4P



STAGE 66
RIGHT INNER PANEL

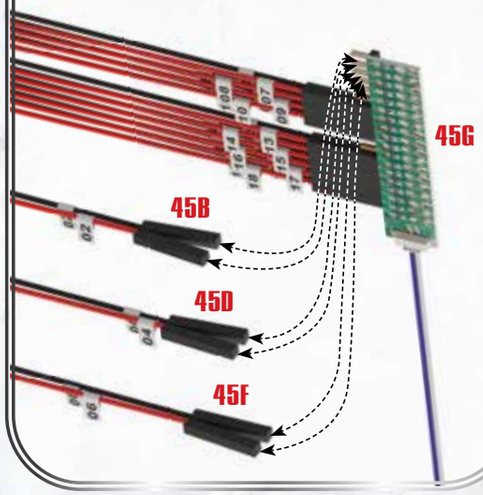
In this issue, we will fix the right interior panel to the inside of the body and place two gauges on the A-pillar of the panel. We will also attach the right-side window ambient light wire, right C-pillar ambient light wire, right rear seat ambient light wire, and A-pillar instruments light wire to their final positions.

PARTS



66A Right interior panel
66B Right handgrip
66C A-pillar gauge 1
66D A-pillar gauge 2

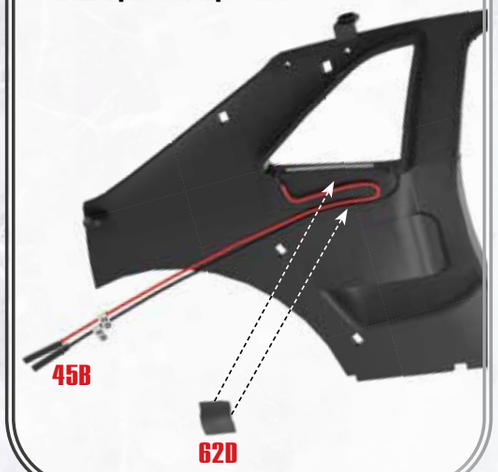
66.01 Retrieve the PCB splitter 45G and carefully remove the connectors of the right-side window ambient light wire (02) 45B, right C-pillar ambient light wire (04) 45D, and right rear seat ambient light wire (06) 45F.

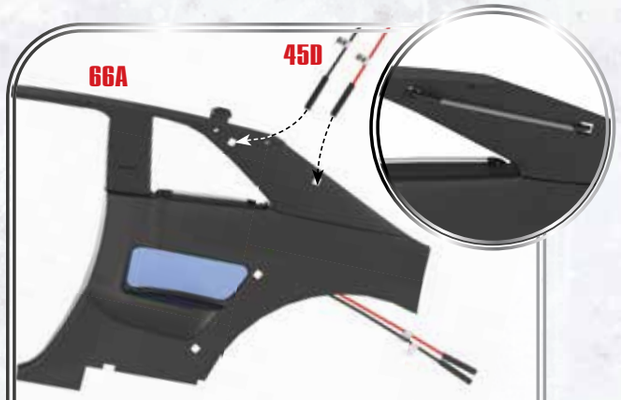


65.02 Place the LED strip of the right-side window ambient wire (02) 45B around the inner ledge of the right inner panel 66A, as shown in the detail image.



66.03 Take the red and black wires of the right-side window ambient light (02) 45B and secure them to the right interior panel 66A with a piece of tape 62D.

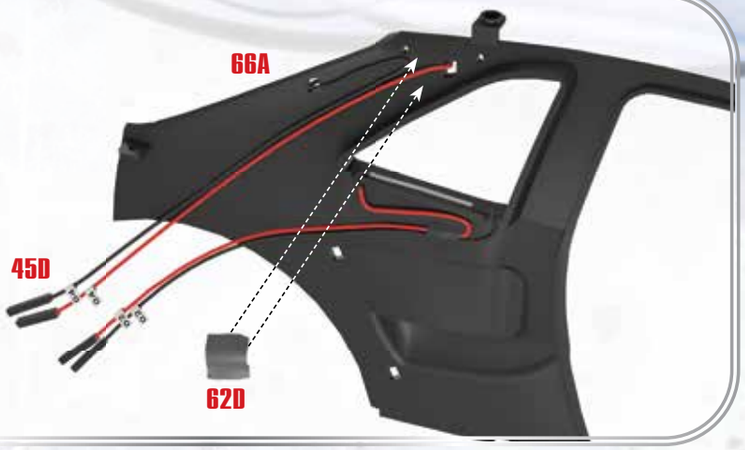


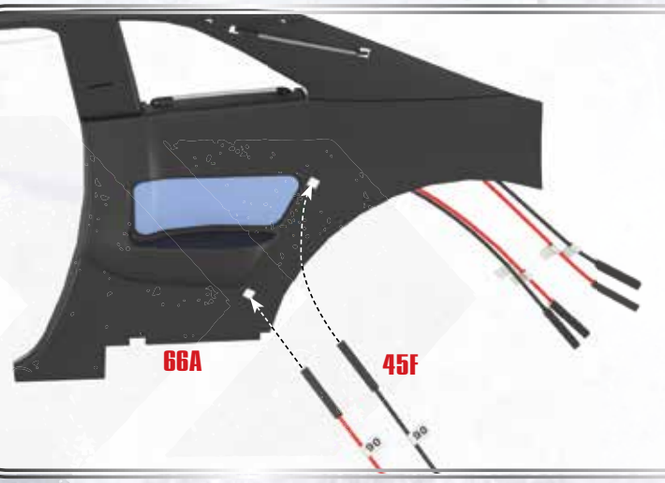


66.04 From the other side of the right inner panel 66A, insert the connectors of the right C-pillar ambient light wire (04) 45D through the highlighted holes. Twist the wire labels to make it easier to pass them through. When you reach the top of the extension of the red and black wires, carefully pull them together to hold the LED light firmly in place, as shown in the detail image.

66.05

Turn the panel 66A upside down. Take the red and black wires of the right C-pillar ambient light (04) 45D and secure them with a piece of tape 62D.



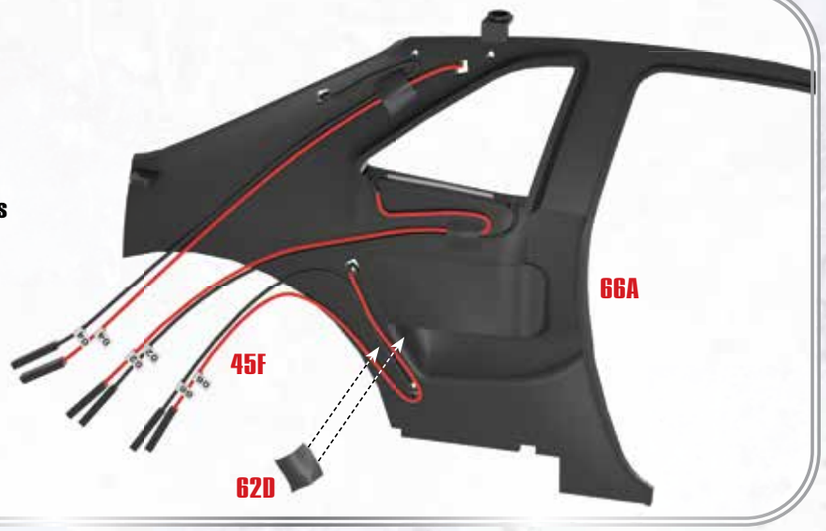


66.06

From the other side of the right inner panel 66A, insert the connectors of the right rear seat ambient light wire (06) 45F through the highlighted holes. When you reach the top of the extension of the red and black wires, carefully pull them together to hold the LED light firmly in place.

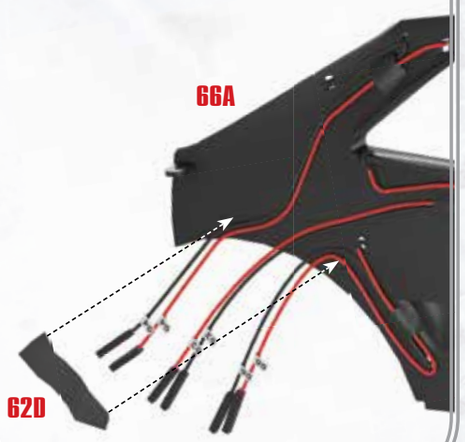
66.07

Turn the panel 66A upside down. Take the red and black wires of the right rear seat ambient light wire (06) 45F and secure them with a piece of tape 62D.



66.08

Apply another piece of adhesive tape 62D over the three groups of wires to fix them to the right inner panel 66A.



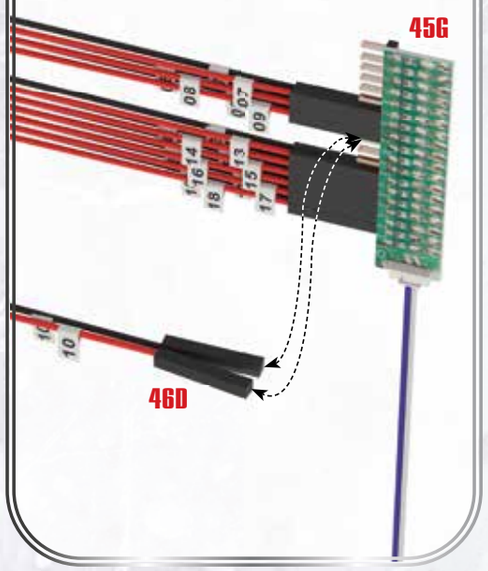
66.09

Insert the gauges 1 and 2, 66C and 66D, into the holes highlighted on the front end of the right interior panel 66A. Check the correct orientation of the gauges in the picture.



66.10

Retrieve the PCB splitter 45G and remove the connectors of the A-pillar instruments light wire (10) 46D.

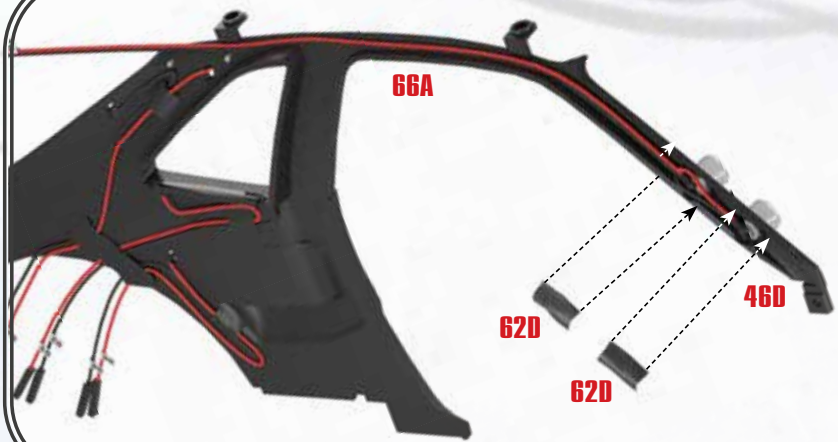




66.11

Insert the LED lights of the A-pillar instruments wire (10) 46D into the gauges 1 and 2, 66C and 66D, housed inside the right inner panel 66A.

RIGHT INNER PANEL



66.12

Apply two pieces of adhesive tape 62D over the LEDs of the A-pillar instruments wire (10) 46D to fix them in place.

66.13

To finish securing the A-pillar instruments wire (10) 46D to the right inner panel, apply two more pieces of adhesive tape 62D in the highlighted positions.



Final assembly



Keep the right handgrip 66B aside for use in later assemblies.

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