FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

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SKYLINE 2000GT-R RACING – PART 2

In its debut race, the Skyline 2000GT-R was at the mercy of the Toyota 1600GT, which had a smaller displacement, and the amateur driver who was given the steering wheel at short notice was not up to the challenge due to his lack of ability. Yet the S20 engine continued to improve and Nissan's drivers began to win. However, a new rival, Mazda's Familia Rotary Coupe, appeared on the scene.

After a bittersweet first victory for the Skyline 2000GT-R (PGC10) in its debut race at the JAF Grand Prix TS race in May 1969 – it only won due to a penalty imposed on its rival – the Nissan team used the lessons learned to develop the model further. The goals for the car by the time of the Japanese Grand Prix in the fall were to achieve a maximum power output of 230ps or more, a maximum revolutions per minute of 8,500–9,000 rpm, as well as to reduce vehicle weight and air resistance. In addition, the car was tested not only at Fuji Speedway but also at the Suzuka Circuit, where data was collected on the transmission and final gear ratio settings, to further refine the model.

On June 29, the first race for the Skyline 2000GT-R with a Nissan driver at the wheel was held – the Fuji 300km race. Motoharu Kurosawa's qualifying time was 2 minutes, 12.84 seconds, about 2 seconds slower than his previous best time due to the rising temperature. Yet his rivals, such as the Toyota 1600GT (RT55), lapped at around 2 minutes, 20 seconds, so the Skyline 2000GT-R was clearly faster. Kurosawa displayed his skills by winning the final race – which was held in heavy rain – without giving up the lead once.

Tuning of the Skyline 2000GT-R continued with a focus on the S20 engine, with the goal of the Japanese Grand Prix race in the fall. The first of the upgrades was the adoption of the

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proven Lucas mechanical fuel-injection system used in the GR8 engine of the Nissan R380A-III for the S20 engine, which could be called a sibling power plant. Although mechanical fuel-injection does not offer as fine control as the modern electronic fuel-injection (EFI) system, it still provides better gasoline atomization, response, and power output compared to a conventional carburetor. Furthermore, the use of a sliding throttle valve had the advantage of greatly reducing intake resistance when the accelerator pedal was fully opened compared to a carburetor with a butterfly valve.

The Skyline 2000GT-R equipped with the mechanical fuel-injection system was tested at Fuji Speedway in late August. Lap times improved due to fewer torque valleys in the midspeed range, which had been identified with the previous Weber carburetor specification, and also due to better response. The target horsepower was 230ps, as mentioned above, but at that time it was still said to be around 220ps.

In October 1969, six Skyline 2000GT-Rs equipped with mechanical fuel-injection from Nissan's team competed in the Japanese Grand Prix touring race, which was the development goal. Three cars with carburetor specs were also entered from private teams, making a total of nine 2000GT-Rs in the large field.

From the qualifying round, the Nissan team's cars displayed the positive effects of the mechanical fuel-injection system. Takatoshi Teranishi took pole position with a time of 1:10.08, and the Nissan team's Skyline 2000GT-Rs secured the first six qualifying positions.

In the final race, Teranishi went from pole-to-win, and with the exception of Seiichiro Tsujimoto's front right tire falling off and his retirement on lap 4, the Skyline 2000GT-Rs dominated from 1st to 8th positions. In the main GP race, the Nissan R382 powered by the six-liter V12 GRX-III engine beat the Toyota 7 and Porsche 917 to secure a one-two finish for Motoharu Kurosawa and Moto Kitano. The Nissan team's dominance was clear for all to see.

In 1970, further development of the S20 engine continued, with an eye on the touring car race at the JAF Grand Prix in May. The engine lubrication system was changed from the usual wet-sump system to a dry-sump setup that could ensure engine oil lubrication even under strong lateral G-forces during cornering. In the dry-sump system, engine oil is forcibly circulated through the engine from a tank using an oil pump; it is often used in racing engines and it was also used in the GR8 engine.

Furthermore, in addition to tuning the intake and exhaust systems, various tests were repeated, including changes to the cylinder head ports, combustion chamber, and piston head shape. Of course, the camshaft lift and timing were also changed. As a result, output was increased to nearly 240ps. The engine itself was also made lighter with the intake manifold now made of magnesium alloy.

In October 1969, the Japanese Grand Prix was held at Fuji Speedway. The Skyline 2000GT-R dominated the top places with its overwhelming speed.

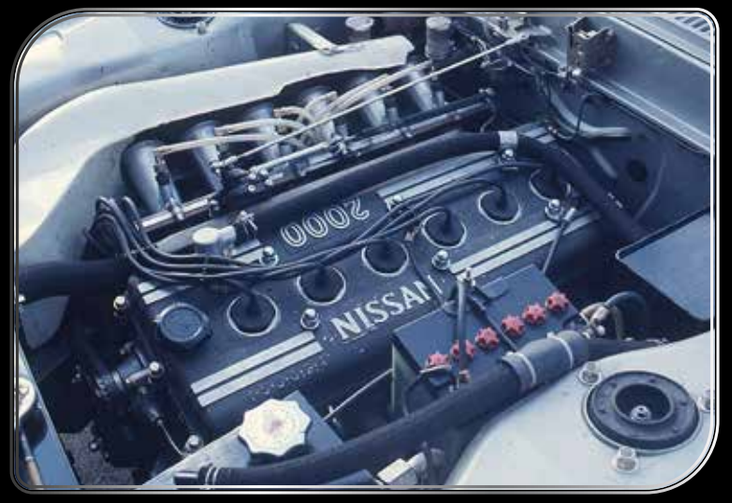




In this era, there were no on-board air jacks – tires were changed by lifting the car body with a jack based on the principle of leverage.

The S20 engine was originally a GR8 engine for prototype racing cars that was redesigned for production cars. However, as its development as a racing engine progressed, it eventually became closer to the specifications of the original GR8 model.

The racing-spec S20 engine was developed on a daily basis. The fuel supply was changed from a carburetor setup to a mechanical fuel-injection system to increase power.



RACING AGAINST THE MAZDA FAMILIA

Replacing the Toyota 1600GT, which suffered in its debut JAF Grand Prix race event, the Familia Rotary Coupe (M10A) from Mazda emerged as the Skyline 2000GT-R's next rival. The rotary coupe, which had performed well in overseas races such as the Spa 24-hour race, was equipped with a 10A rotary engine that had been converted from a standard side port to a peripheral port for higher output in its small body, producing 200ps. In testing, it had already recorded times comparable to the Skyline 2000GT-R.

In the JAF Grand Prix race event and touring car qualifying, Kurosawa of the Nissan team took pole position with a time of 2:07.47. He was followed by Shinji Minowa in 2nd, Kenji Tohei in 3rd, and Kunimitsu Takahashi's Skyline 2000GT-R in 4th, to ensure a Nissan front row. In the Familia Rotary Coupe, Yoshimi Katayama finished 5th with a time of 2:08.38, followed by Toshinori Takechi in 6th.

The final saw a fierce battle between the Skyline 2000GT-R and the Familia Rotary Coupe. The Mazda, with its smaller frontal projection and power-to-weight ratio, took advantage of its straight-line speed to pull ahead at the end of the home straight. However, it lacked cornering stability due to its short wheelbase and rigid-leaf rear suspension. The large and powerful Skyline 2000GT-R, on the other



The JAF Grand Prix held at Fuji Speedway in May 1970. The Skyline 2000GT-R was fast from the qualifying round and dominated the front row of the starting grid.

hand, was at a disadvantage due to its aerodynamic drag, but its four-wheel independent suspension was able to catch and pass the Familia from the latter half of the 30-degree bank to the S-curve. The battle between the two major teams of Nissan and Mazda, constantly swapping positions even on a single lap, thrilled the fans packed into Fuji Speedway.

During the fierce battle, Takahashi in the Skyline 2000GT-R and Katayama in the Familia dropped out due to tire bursts. After that, the race was dominated by the Nissans, with Kurosawa taking the win, Tohei's Skyline 2000GT-R in second place, and Takechi's Familia Rotary Coupe in third place. This was the beginning of a fierce battle that would go down in history between the Skyline 2000GT-R and the rotary cars.

The development of the Skyline 2000GT-R did not slow down at all in order to compete with the rotaries, who were refining their speed. According to Nissan team officials at the time, new and improved engine specifications were introduced for each race. By the end of the sedan body period, prototypes of new cylinder heads with new intake and exhaust port shapes, high-compression pistons, and other modifications were made to every part of the S20 engine, including the fuel injector mounting positions. In those days, touring car racing in Japan was truly an all-out effort by the manufacturers. ♦



The rotary cars also started to gain strength from this time on, exhibiting speed on the straights, but the Skyline 2000GT-R would close in on them in the corner sections. The battle between the GT-R and rotary cars had begun.

CARS VS. HELICOPTERS

As well as the eagerly awaited face-off between Dom Toretto and Deckard Shaw, the seventh movie in the series introduced the explosive presence of a next-generation helicopter that threatens to finish off the heroes of the franchise.



In the dark of night, Mose Jakande sets out in a helicopter to hunt down Dom and his team.

Just as in *The Fast and the Furious* Dom Toretto was confronted by the motorcycles of Johnny Tran's gang, and in *2 Fast 2 Furious* Brian had to deal with gangster Carter Verone's yacht, in *Furious 7* the heroes have to contend with the evil Mose Jakande. He pursues them by air in a silent helicopter, operating a drone armed with explosive missiles. The mercenary's objective? To kill Ramsey before she can jam the God's Eye tracking device, which has fallen into the hands of the criminals.

DUEL IN THE PARKING LOT

With the aid of Jakande's team, Shaw locates Dom on the roof parking lot of a building in the center of Los Angeles. There, they face each other like knights about to joust. However, instead of fighting on horseback, each of them does so in their automobile: Dom in his Dodge Charger, Shaw in his Aston Martin. Both step down hard on the accelerator and charge.

As they get closer, Dom lifts the Dodge Charger's front and drops it down heavily on top of his rival. Despite the hair-raising collision, neither of the two adversaries is seriously injured. They forget their firearms and fight with iron bars and wrenches, like genuine street warriors.

During the filming of *Furious 7,* veteran Stunt Coordinator Joel Kramer prepared different confrontations along with Fight Choreographer Jeff Imada. The clash between Dom and Shaw was the last of the six fight sequences in the movie

and it was filmed to be absolutely explosive for the audience. Actor Jason Statham was perfectly prepared for the fight, while Vin Diesel had a fantastic personal trainer, martial-arts expert Tony Jaa, who appears in the film as Kiet, Jakande's right-hand man.

THE FLIGHT OF THE DODGE CHARGER

In the movie, the duel between Dom and Shaw is interrupted by the sudden appearance of Mose Jakande in his assault helicopter. In his desire to kill Dom, the mercenary fires a missile at the parking lot. Part of the rooftop floor gives way and Shaw falls amidst a pile of rubble. When Jakande aims at Dom again, Agent Luke Hobbs appears in the distance with an immense automatic machine gun and fires at the helicopter. The mercenaries change course toward him, as well as Letty and Ramsey, who have crashed their escape car.

THE ADVENTURES OF BRIAN O'CONNER

A car for a car

In *Fast Five,* Mia acquires a map of the police station in which Hernán Reyes has hidden all his money. Brian shows the rest of the team the evidence room, where they sense the money is hidden. After penetrating the security system, they realize they'll need a very fast car to get in and out of the police station parking lot without being detected. At the street racing center in Rio, Dom and Brian find Diogo, a popular local driver showing off his blue Porsche 996 GT3 RS. Dom challenges him to beat his Dodge Charger, in a race where the prize will be the rival's car. Shortly afterwards, Dom and Brian return to their teammates, driving the Porsche.

Dom takes advantage of that distraction to return to the Dodge Charger and try to flee the parking lot, but Jakande fires more missiles at the building. While the levels of the parking lot give way in the explosions, Dom accelerates onto a ramp to launch the car toward the helicopter. Although it looks like he'll fall short, he gets close enough to place a bag of grenades in the bottom of the helicopter that will put an end to Jakande's criminal career. ♦

After being attacked by Jakande, Dom must drive his Dodge Charger at full speed to avoid being trapped by the parking lot's progressive collapse.



A ROAD-GOING MODEL IN THE 24 HOURS OF LE MANS

Race rules stated that to compete in the GT1 class at the 1995 24 Hours of Le Mans required a car that could be driven on public roads. The Skyline GT-R was considered, but ultimately NISMO decided to build a one-off new model – the GT-R LM.



In the Nissan Heritage Collection in Zama City, Kanagawa Prefecture, there is a Skyline GT-R (BCNR33) that stands out from the crowd. It is equipped with wide fenders similar to those of GT race cars, and "GT-R LM" is written on the front grille and rear, where the "GT-R" emblem is originally mounted. Inside, the front seats

The team took part in the race with the enthusiasm of the supporters club, who wanted to "bring the GT-R to Le Mans!" This marked a new form of motorsports activity that was based on collaboration with fans.





NISMO

The catalog of the NISMO GT-R LM, which was created to enter into the 24 Hours of Le Mans. The catalog was very simple, but it caused a big stir among some enthusiasts. Only a very small number were printed.



This is the race-spec GT-R LM that finished 10th overall in the 1995 Le Mans 24 Hours. The rear spoiler is different from the catalog model.

have been replaced with NISMO's original reclining RECARO seats, and the rear seats have been replaced with the same fabric as the front seats. The interior, which is not covered with a roll cage like a race car, is clearly that of a road-going model.

"Like a race car, the suspension is double wishbone and the drive system is RWD."

This car is a homologation model for official certification, created by NISMO to participate in the 1995 24 Hours of Le Mans race. The LM at the end of the car's name was meant to represent Le Mans.

NISMO's target category in the classic endurance race was the GT1 class. At the time, Le Mans had special rules for GT1, and participating cars had to be based on cars that could be driven on public roads. The Skyline GT-R itself would have been a good choice, but GT car racing at that time was positioned as a sports-car race, and there was

a view that the Skyline – which had a sedan and other cars in its lineup – was not a pure sports car. While this was not a problem in the domestic GT championships, it was a major concern when it came to the international stage.

On the other hand, in terms of mechanism, rear-wheel drive with large-diameter tires was more advantageous than 4WD, which was the same as the production car, according to the regulations. In addition, the suspension was changed from the original four-wheel multi-link type to a four-wheel double wishbone type to facilitate the installation of large-diameter tires. These were the same packages as those used in domestic GT cars, and although they featured in domestic races, they had a proven track record in actual competition.

For these reasons, the name "NISMO GT-R LM" was chosen instead of "Nissan Skyline". The car was a sports model built by NISMO, and was the official base model for entry in the 24 Hours of Le Mans. When the GT-R LM was unveiled to the public, NISMO was surprised by the flood of requests from enthusiasts to obtain a copy of the car's catalog.

The suspension and other parts for the Japanese-built car were installed as they were for the GT specification, but the 265/35R18 tires were larger to fit the widened body. Therefore, wide tread spacers were used to adjust the tires to fit the fenders.

The completed car was transported to the United Kingdom, where NISMO EUROPE was based, and a license plate number was obtained there. It was displayed at the 24 Hours of Le Mans as a road car that could be driven on public roads.

The car was only designed to be driven on public roads, and was not capable of running at full throttle on a race circuit. In other words, the GT-R LM was a show model car for the purpose of obtaining official certification. ♦

This is the only GT-R LM road car ever made. It is currently preserved as a commemorative car in the Nissan Heritage Collection in Zama City, along with the race-spec car shown on the previous page.



STAGE 73
LEFT DOOR (3)

In this issue, we will mount the window gears for the left door.

PARTS



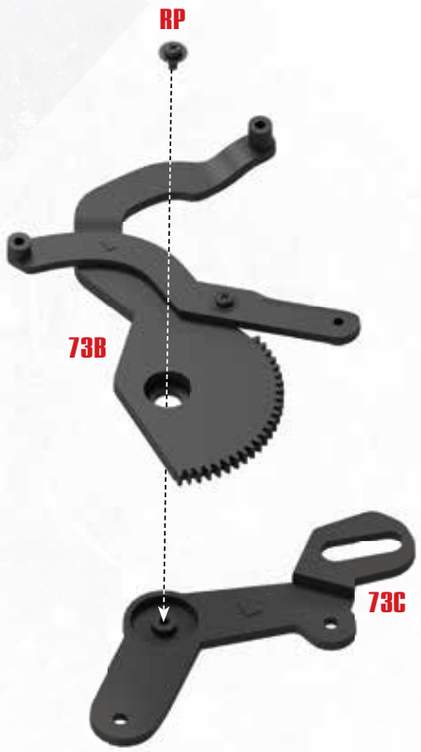
73A Left door window
73B Left door window gear 1
73C Left door window gear 2
73D Left door window gear 3
73E Left door window gear 4
RP Screws 1.7×3×5.5mm (×6*)

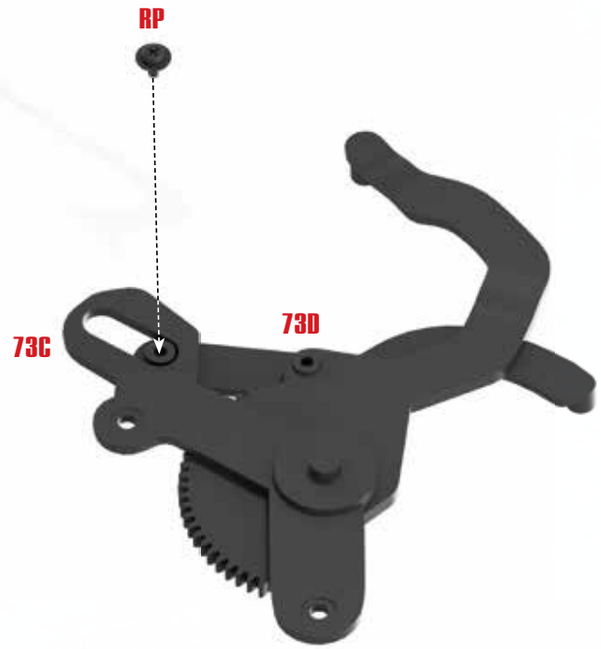
*Including spares



73.01 Place the left door window gear 3 73D over the left door window gear 1 73B, as shown in the picture. Connect them with an RP screw.

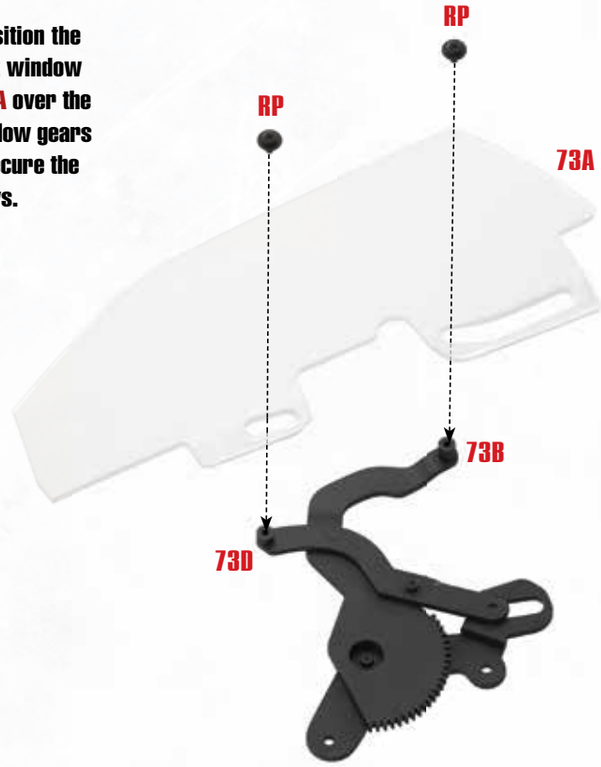
73.02 Position the left door window gear 1 73B over the left door window gear 2 73C. Connect them with an RP screw.





73.03 Turn the assembly over and insert another RP screw in the highlighted joint between the left door window gears 2 and 3, 73C and 73D.

73.04 Position the left window 73A over the ends of the left door window gears 1 and 3, 73B and 73D. Secure the parts with two RP screws.



Final assembly



Keep the left door window gear 4 74E aside for a later stage of assembly.

GEAR MECHANISM

When assembling the window lifting mechanism, do not overtighten the screws. Overtightening can restrict the movement of the components and compromise the operation of the gear system.



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