FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R

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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

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Printed in Italy

ISSN 2977-1609

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

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SKYLINE 2000GT-R RACING – PART 3

The Skyline 2000GT-R came in two types: a four-door sedan and a hardtop. For touring car racing, the hardtop was clearly superior due to its shorter overall length and wheelbase, as well as its lower overall height and superior aerodynamics. The Nissan team developed a TS-spec racing car based on the hardtop Skyline 2000GT-R and ran the gauntlet against Mazda's rotary-engined cars.

When the Skyline (C10) underwent a minor change on October 5, 1970, a sporty two-door hardtop was added. At the same time, the body of the Skyline 2000GT-R was changed from a four-door sedan (PGC10) to a hardtop (KPGC10). The Nissan team decided to develop a Skyline 2000GT-R racing car based on the new hardtop. One of the prototype cars was handed over to the Nissan team to be modified as an experimental racing car by reducing weight, installing over-fenders, and fitting specialist racing parts. Following this, a road test was immediately conducted at Fuji Speedway on October 23.

The main feature of the hardtop was that the wheelbase was shortened by 2.75in (70mm) from that of the sedan to improve mobility. In addition, the front and rear windows were sloped more gently and the overall height was lowered by 0.6in (15mm) to reduce aerodynamic drag. These were major advantages when applied to a racing car.

The test drivers were Nissan drivers Tatsu Yokoyama and Motoharu Kurosawa. They surprised the team by setting the best time of 2 minutes and 6.3 seconds during the test. Kurosawa later described what happened at that time: "During the test at Fuji Speedway, the test car overturned at the hairpin with our senior driver, Tatsu Yokoyama, at the wheel. The windshield happened to fall off without breaking, so someone on the team brought a square piece of lumber from somewhere and we all helped to raise the

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The Skyline 2000GT-R test car undergoing testing at Fuji Speedway in 1971. The adoption of a short-wheelbase, two-door hardtop body improved cornering performance and made the car easier to drive.

A-pillar that had fallen in and attached the windshield with duct tape. We drove the car in that condition and it was about two seconds faster than the previous four-door. At the time, there were no cell phones, so Masaru Kodaira, who was in charge of the car, reported it to Shinichiro Sakurai at the company, using a pay phone in the driver's salon, and he was overjoyed."

Tests confirmed the car's qualities as a hardtop racing car, and it was definitely faster than the sedan.

"The four-door sedan Skyline 2000GT-R racing car was a rather difficult car to drive because of the lack of stability in the back," recalled Kurosawa, going on to describe the differences in driving performance due to the body. "It wasn't rigid. I said, 'I want to make it more rigid,' but the team wouldn't do it because it would be too heavy. The long wheelbase of the four-door was not bad in itself, but the reason for the poor drivability and stability was the lack of flexural and torsional rigidity of the body, even more so because of the long wheelbase. In other words, the balance was bad. The hardtop, with its 70mm (2.75in) shorter wheelbase and lack of a rear door, inevitably had more rigidity. When I drove it for the first time, I thought, 'This is amazing.'"

The Nissan team did not let up in its development of the Skyline 2000GT-R. Mazda, which was competing with Nissan for the title, ensured that the Familia Rotary Coupe (M10A) had been tuned and was being further developed for the 1971 Japanese Grand Prix.

First, aerodynamics were reviewed due to the change in body shape. The rear wing mounted on the trunk lid was adapted from that of the four-door sedan, which greatly reduced the rear lift and increased the downforce. The front end of the car was lifted by the reaction force of the rear wing, and understeer was felt especially at high-speed corners. The S20 engine was said to have more power than the GR8 of the Nissan R380.

As a result, Mazda succeeded in shortening its best lap time to 2 minutes, 4.6 seconds at its Fuji Speedway test in December 1970.

MAZDA LAUNCHES NEW CAPELLA MODEL

The debut of the hardtop Skyline 2000GT-R was in March 1971 at the All-Japan Suzuka Race. In this event, which was a mixed race with the GTS class, Motoharu Kurosawa's Skyline 2000GT-R qualified third overall, behind the Datsun Sport 240Z (HS30) of Kunimitsu Takahashi and Gen Kitano. In the final race, he finished 5th overall and won the T class.

Then, in May of the same year, the Skyline 2000GT-R faced off against its rival Mazda Familia Rotary Coupe in the first big race after becoming a hardtop – the 1971 Japanese Grand Prix Race Competition Touring Car b-Race (TS-b). In the qualifying round, Kunimitsu Takahashi's Skyline 2000GT-R secured pole position with a sensational time of 2 minutes and 2.25 seconds. Eight Skyline 2000GT-Rs and eight Familia Rotary Coupes competed in the final. However, the 15-lap race was dominated by the two Skyline 2000GT-Rs of Takahashi and Masahiro Hasemi of the Nissan team.



The race-specification test car Skyline two-door hardtop 2000GT-R. The production model had only rear fenders, but the race version had over-fenders on all four wheels. This bold style delighted many car enthusiasts.

After a fierce battle for the lead, in which the two cars exchanged positions every lap, they crossed the finish line almost side by side, a long way ahead of the third-placed car. The crowd loved the thrilling action on the track.

Mazda then introduced the Capella Rotary Coupe (S122A), equipped with a 12A rotary engine, which was larger in displacement than the 10A rotary engine in the Familia Rotary Coupe. However, the Capella Rotary Coupe reached a maximum output of 230ps. Furthermore, while the Familia had an old-fashioned rear suspension with leaf springs, the Capella had a newly designed, four-link rear suspension with lateral rods for improved cornering performance.

In June, the Nissan team entered the Skyline 2000GT-R of Kunimitsu Takahashi and Motoharu

The tail lamps on the race version were square-shaped and a two-lamp type, but the production model had tail lamp finishers to make it look like a four-lamp variety. This is a rear shot of the race-specification car without any extra decoration.





The start of the Japanese Grand Prix in May 1971. The Familia Rotary Coupe can be seen among the Skyline 2000 GT-Rs. The battle between the Mazda rotary cars and the Skyline 2000GT-R made the race more exciting.

Kurosawa in the TS-spec Touring Champion B race, a support event for the Fuji GC Series Fuji Grand 300 Mile Race. The Mazda team entered the Capella Rotary Coupe driven by Yoshimi Katayama and Toshinori Takechi. In the qualifying round, Katayama's Capella Rotary Coupe displayed its capabilities by finishing third, 1.6 seconds behind the Skyline 2000GT-R. But in the rainy, 15-lap final race, two Skyline 2000GT-Rs sped away and finished 1 minute and 40 seconds ahead of Katayama's third-placed Capella Rotary Coupe.

The Skyline 2000GT-R was so invincible that it was said that, "If the Skyline wins, it's not news, but if the Skyline loses, it makes the news." However, its first defeat came sooner than expected. In the Touring Champion B race of the Fuji GC Series Fuji 500 km Speed Race in August 1971, Yojiro Terada's Capella Rotary Coupe secured pole position in qualifying. In the 20-lap final race, Terada won by 0.41 seconds, fending off the challenge of the privately entered Skyline 2000GT-Rs driven by Naoji Sugisaki and Hiroshi Kubota. Even though the two works teams did not compete against each other, this was the first time a rotary team beat the Skyline 2000GT-R in a race.

However, the Nissan team was not about to back down. The fierce battle on the circuit between the Skyline 2000GT-R and the rotary works teams heated up even more, and their developmental programs intensified. ♦



Two Skyline 2000GT-Rs battle for the lead in the 1971 Japanese Grand Prix. Kunimitsu Takahashi (red) and Masahiro Hasemi (green) engaged in a fierce battle that sent Fuji Speedway into a frenzy of excitement.

THE CARS IN *FURIOUS 7*

"More than just fast cars." This seemed to be the slogan of the seventh movie in the franchise. Its commitment to the variety and the originality of the models surprised and thrilled fans.



In keeping with tradition, the creators of the popular Universal Pictures' franchise insisted on automobiles continuing to act as extensions of the main characters' personalities. So, while Dom drives powerful cars, like his legendary 1968 Dodge Charger, Brian opted for fast sports cars, such as the 2013 McLaren 12C Spider. In *Furious 7*, the challenge was to "arm" new characters who were joining the franchise, like Deckard Shaw, with four-wheeled machines. His complex personality, combining elegance with a fondness for action and combat, brought him an impressive collection of cars, including a 2014 Jaguar F-Type R, a 2014 Maserati Ghibli, a 2008 Aston Martin DB9, and even an FAV Attack Buggy assault vehicle.

For the chase scene in the Caucasus Mountains, adapted vehicles were used that could cope with the rough terrain. Pictured: Tej Parker's Jeep® Wrangler.

FROM "FRANKEN-CARS" TO THE ELEGANCE COMPETITION

Vehicle Coordinator Dennis McCarthy and his team prepared an exceptionally diverse gallery of

automobiles. The script sent the stars to different corners of the world to delve into territories unsuitable for typical vehicles.

For example, to carry out the extraordinary attack on Mose Jakande's convoy in the Caucasus Mountains, off-road versions of iconic models were built for the main characters, which the team called "Franken-cars." These included the amazing off-road Dodge Charger that McCarthy designed for Dom.

After traversing the snowy peaks of Azerbaijan, the heroes changed scenery completely and headed across the desert to the Middle East and Abu Dhabi. McCarthy believed if Dom and his team visited one of the richest countries in the world, they should do it with models worthy of parading in a most prestigious elegance contest. This allowed the stars to get behind the wheels of some exceptionally glamorous vehicles, such as Letty's elegant black Dodge Viper SRT-10, Tej's Ferrari 458, and Roman's Bugatti Veyron.

THE ADVENTURES OF BRIAN O'CONNER

We got a problem

In *Fast Five,* while Dom's team rushes to prepare to the money that Hernán Reyes has hidden in a police station in Rio de Janeiro, Brian and Mia discover that Diplomatic Security Service Agent Luke Hobbs issued arrest warrants for all of them. Brian tells the others that Hobbs is one of the police's best men and never lets anyone slip through his hands. That makes the others nervous enough to suggest giving up the idea of the heist. As usual, Dom calms them down.

THE JEWEL IN THE CROWN

In the Abu Dhabi sequence, however, the real jewel appeared hidden in the apartment of a flamboyant local prince: a W Motors Lykan HyperSport, encrusted with white gold and diamonds, and reputed to be one of the most expensive cars in the world. The crew borrowed an exclusive model to film close-ups, but built five replicas for the scene where Dom drove the sports car around the party before launching it from the top of a skyscraper. Obviously, no one wanted the original model, valued at $3.5 million, to be thrown into the void.

Despite performing the skyscraper jump in the Lykan, in *Furious 7* Dom again showed his love for the classics, driving a 1969 Ford Torino Talladega, as well as several variants of the Dodge Charger. Letty had a complete portfolio of vehicles at her disposal, with a 1970 Plymouth Barracuda, a 1998 Toyota Supra, and a 2011 Dodge Challenger SRT-8 standing out as models that would be identified with the character. ♦

In *Furious 7,* Dom once again relies on the great American classics, such as the unforgettable 1970 Plymouth Road Runner.



DEVELOPING A NEW MODEL FOR LE MANS IN 1997

Part 1: Sizing up the supersport rivals

After entering the GT-R LM in the 1995 and 1996 editions of the 24 Hours of Le Mans, NISMO realized that the car was no match for the supersports models it was up against. Combined with a change in the rules, it led to a new racer being built.

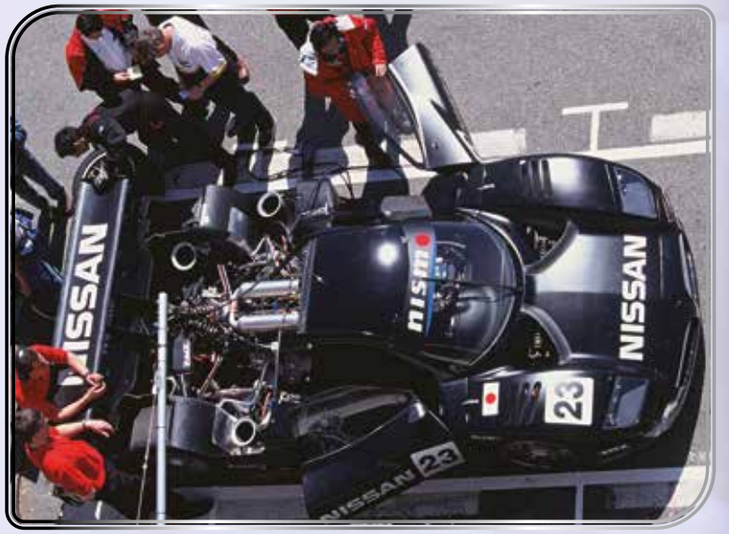


The NISMO GT-R LM, based on the Skyline GT-R (BCNR33), competed in the 24 Hours of Le Mans in 1995, and in its first year achieved a decent result by finishing 10th overall. However, in 1996, the second year of the challenge, the team was unable to improve on its performance from the previous year, finishing 15th overall.

Since the Le Mans challenge with the Skyline GT-R was a three-year project, NISMO had to aim for the top step of the podium in the remaining year. The situation at Le Mans in 1996 had changed drastically. In addition to the McLaren F1 GTR that had dominated the top positions in the previous year's Le Mans, Porsche introduced a

The R390 had a carbon monocoque chassis with a midship-mounted V8 twin-turbo VRH35L. The R390 was a race car more akin to a Group C car than a supersport model.

The R390GT1 was created to win the GT1 class of Le Mans. It was developed at TWR's base in England, where NISMO staff also lived and prepared for the race.





Head of TWR Tom Walkinshaw (left) and then president of NISMO Jiro Adachi (right) make a toast after signing the contract to develop the new car.

similar supersports car – the 911 GT1. As a result, the top positions were occupied by supersports models from McLaren and Porsche.

What impressed the NISMO staff at that year's race was that, as the McLaren and Porsche cars drove down the home straight, they could not be seen from the pits, yet the roof of the GT-R was clearly visible.

New regulations for 1997 meant that cars based on production models that featured a steel monocoque could not compete. Moreover, the GT-R's layout was a front-engine, rear-wheel drive and its engine was the outdated in-line six-cylinder power plant. In contrast, its rivals were supersports models with a midship layout.

In other words, these were racing machines very close to the ground, similar to Group C prototype racing cars.

The McLaren F1 GTR had a carbon monocoque body. The Porsche 911GT1 retained some steel panels in the cabin and front section, but the majority of the body was a space frame. Mercedes-Benz was also developing a carbon monocoque midship car called the CLK-GTR to compete in the 1997 FIA GT Championship series.

The competition was strong, so for NISMO to be able to succeed at Le Mans it would need to develop something new. The result would be the Nissan R390GT1. ♦



The R390's engine was based on the VRH35Z, the most powerful unit in the Group C races of the 1990s. Nevertheless, it had to be detuned to meet the regulations by lowering the boost and installing an air restrictor.

THE BLUEBIRD BECOMES AN ALL-ROUND SEDAN

The 9th-generation Bluebird (U13), was introduced in September 1991. The model, which was designed to be "the standard sedan of the future, fitting people, society, and the times in every aspect of vehicle performance", focused on improving comfort, safety, and environmental performance.

The SSS and EEX four-door sedans and the ARX four-door hardtop were offered as body types. The four-door sedan (SSS), designed by NDI (Nissan Design International) in the US with an emphasis on the North American market, was a mono-form model with many curves and an uninterrupted shape from the nose to the trunk. On the other hand, the ARX, a four-door hardtop exclusively for the Japanese market, no longer had the sporty styling of the previous generation and had been transformed into a chic and elegant model. The pillarless design, which had been a characteristic of Nissan vehicles, was replaced by a center pillar to improve safety in the event of a side collision. Compared to the previous-generation U12 model, the wheelbase was 2.8in (70mm) longer and the car was 1.2in (30mm) higher. The rationale was to create a more spacious interior.



The cockpit design of the 2000SSS-G, which was essentially the same for all grades. It had the atmosphere of a chic, grown-up Cima rather than a sporty model.

Four gasoline engine models (two-liter turbo, two-liter, and 1.8-liter SR type, and 1.6-liter GA type) and one two-liter diesel engine

The body style of this four-door sedan was very different from the previous Bluebird (U12). The lowered-back design favored by Americans was not well-received in Japan.





were available. All gasoline engines were four-valve DOHC.

The basic drive system was front-engine, front-wheel drive. Like the previous-generation Bluebird (U12), a 4WD ATTESA model with a viscous coupling in the center differential was also available. Models equipped with the two-liter gasoline engine (SR20DET/SR20DE) also features a viscous LSD in the rear differential. The high-end SSS Limited ATTESA grade also included the new "Triple Viscous" system, which used a viscous LSD in the front as well.

The suspension was an independent four-wheel strut system inherited from the U12. Super toe control adopted for the rear suspension provided excellent handling stability. Various new technologies were adopted, such as the weld bond process to improve body rigidity and full suspension float. The world's first active noise control (a technology that cancels out the engine noise with another "balancing" sound) mounted on the ARX-Z resulted in a quiet interior while on the move.

The four-door hardtop ARX also had a design with soft lines and lowered corners. It was more like a small Nissan Cima.

In August 1993, minor changes were made to the design of both the four-door sedan and the four-door hardtop, including the front grille and bumpers. The SSS-Z and ARX Super Touring Z were newly equipped with the 2.4-liter DOHC KA24DE engine for export. In January 1996, sales ended with the full model change to the 10th-generation U14 model. ◆

TECHNICAL DATA

BLUEBIRD 2000SSS LIMITED ATTESA U13 TYPE (1991)

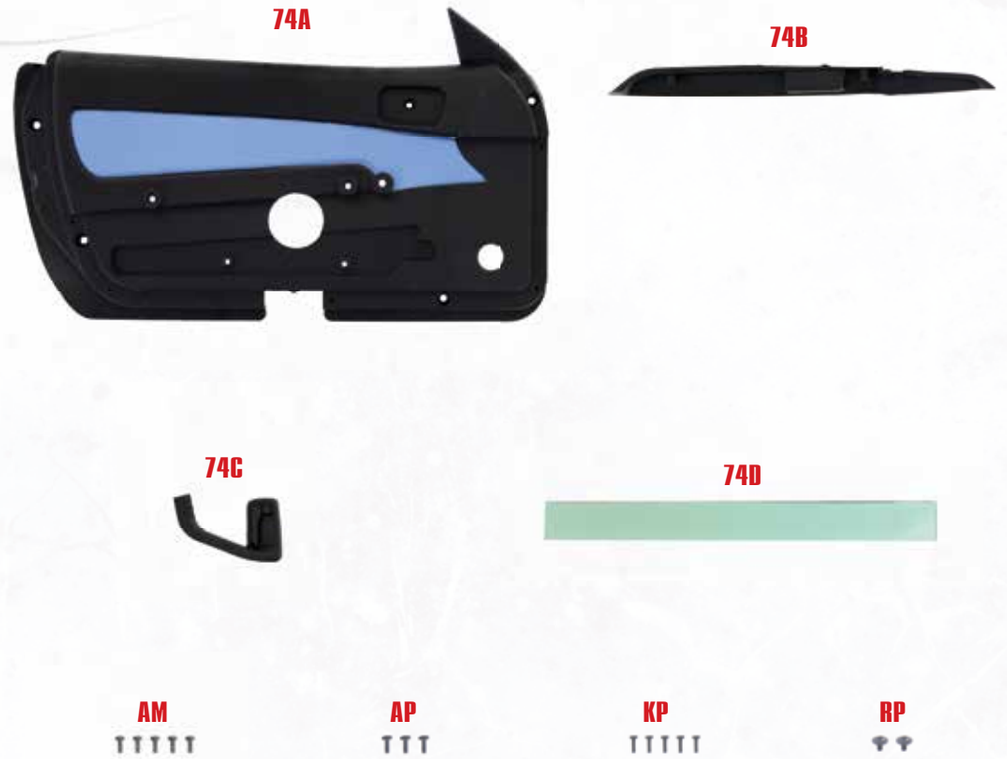
Length:	181.3in (4,605mm)	**Vehicle weight:**	3,020lb (1,370kg) (5MT)
Width:	66.7in (1,695mm)	**Suspension (front/rear):**	Strut / strut
Height:	55.9in (1,420mm)	**Brakes (front/rear):**	Ventilated disk / disk
Wheelbase:	103.1in (2,620mm)	**Tires:**	205/60R15
Tread (front):	57.7in (1,465mm)		
Tread (rear):	57.3in (1,455mm)		
Engine:	SR20DET (straight four, DOHC turbo)		
Total displacement:	1,998cc		
Maximum output:	210ps / 6,000rpm		
Maximum torque:	28.0kgm / 4,000rpm		



STAGE 74
LEFT DOOR (4)

In this issue, we will attach the armrest and the inner handle to the lining of the left door. Next, we will attach the window with the gears to the lining, which we will finally attach to the outer part of the left door.

PARTS



74A	Left door lining	AM	Screws 1.7×4mm (×5*)
74B	Left door armrest	AP	Screws 1.7×4mm (×3*)
74C	Left door inner handle	KP	Screws 1.4×4mm (×5*)
74D	Protective strip (×2)	RP	Screws 1.7×3×5.5mm (×2*)

*Including spares

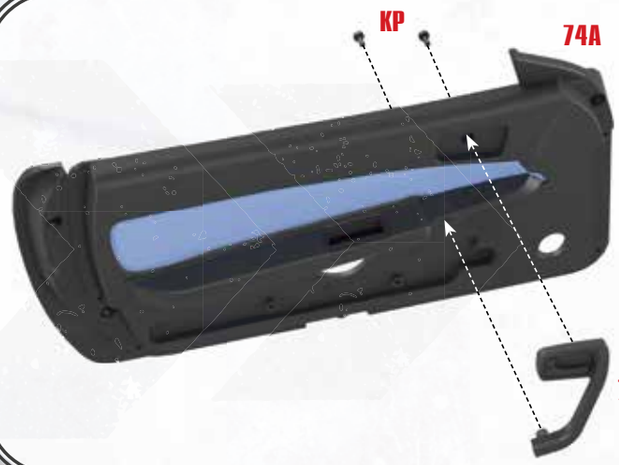
74.01

Connect the left door armrest 74B to the left door lining 74A and attach it from the other side with two KP screws.



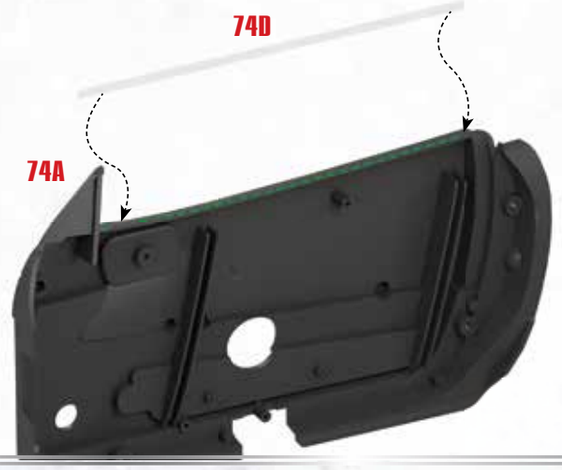
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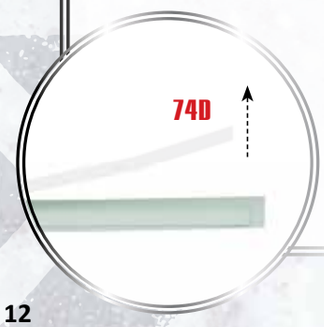
Position the left door inner handle 74C over the highlighted holes in the left door liner 74A and secure it from the other side with two KP screws.



74.03

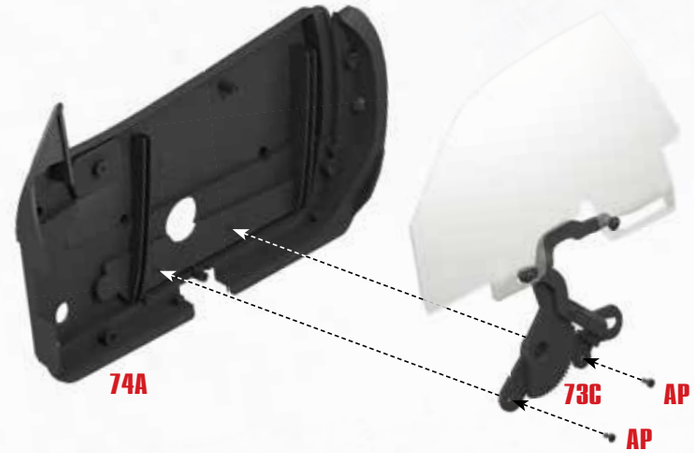
Detach a protective strip 74D from its backing and place it on the top of the left door lining 74A, as shown in the picture.





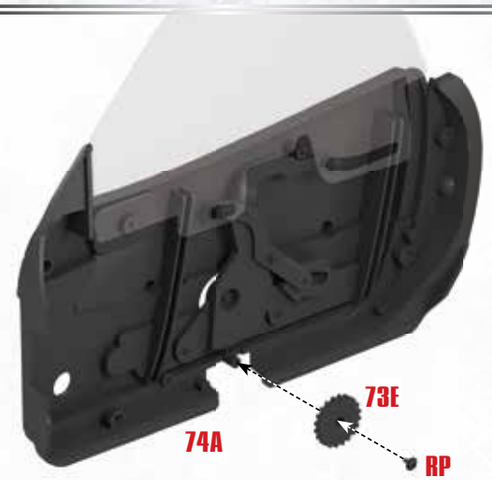
74.04

Retrieve the left window assembly from the previous issue. Position the left door window gear 2 73C over the highlighted holes on the inside of the left door lining 74A. Connect the parts with two AP screws.



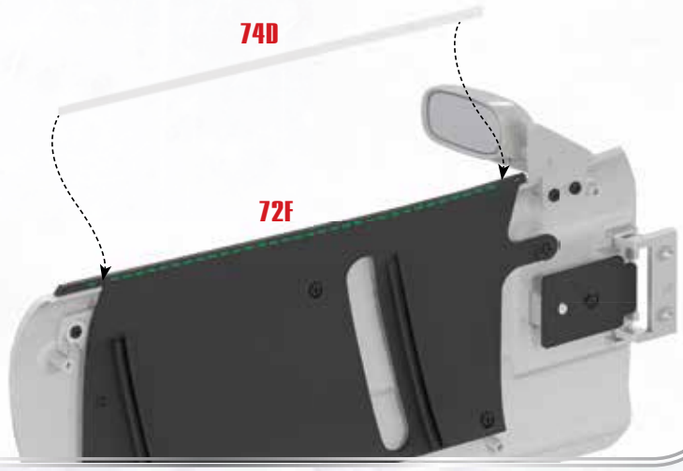
74.05

Retrieve the left window gear 4 73E from issue 73. Place it on the highlighted pivot on the left door lining 74A and attach it with an RP screw.



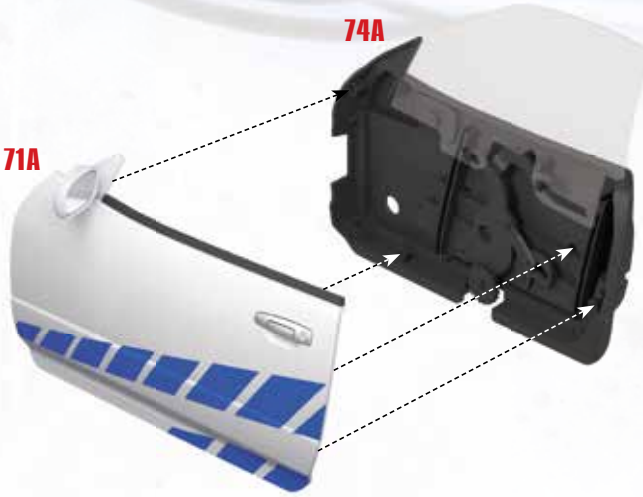
74.06

Place the other protective strip 74D on the upper profile of the left door lining 72F, as shown in the picture.



74.07

Connect the left door 71A with the left door lining 74A.



74.08

To finish, secure the left door assembly with four AM screws in the highlighted holes in the left door lining 74A.



Final assembly



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