FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

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F237FSC075



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BRIAN'S NISSAN SKYLINE GT-R



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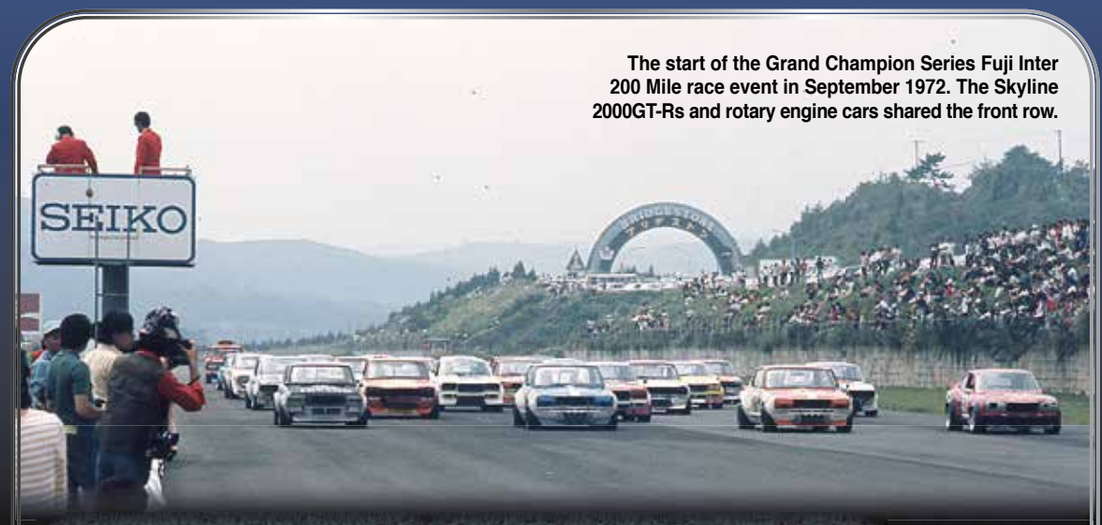
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The start of the Grand Champion Series Fuji Inter 200 Mile race event in September 1972. The Skyline 2000GT-Rs and rotary engine cars shared the front row.

SKYLINE 2000GT-R RACING – PART 4

A sport shines brightly only when there are strong rivals. The is especially true in motorsports. The Mazda rotary engine cars stood in the way of the Skyline 2000GT-R, which had always boasted a winning record. The performance of the car steadily improved as the two teams, Nissan and Mazda, fought it out. However, the passionate battle came to an unexpected end. The Nissan team was forced to cancel its activities in order to comply with the looming emission regulations.

The fierce battle between the Nissan and Mazda teams greatly accelerated engine development. The Nissan team even introduced a new-spec S20 engine for each race.

The Skyline 2000GT-R (KPGC10), which had a hardtop body, had the intake system of the S20 engine tuned by changing port shapes and cam profiles, while new combustion chambers in the cylinder head were tried and the shape of the piston heads was changed. In addition, various development tests were repeated on the exhaust system, including a prototype of a disposable aluminum exhaust for weight reduction.

Although not used in actual competition, the adoption of new technologies such as a variable air intake system to improve engine performance throughout the entire range was also considered. The variable intake system, which is linked to the throttle and changes the length of the intake funnel like a trombone, lengthens the funnel at low rpm and shortens it at high rpm; nevertheless, the system was only tested on the bench and never put into actual use. Incidentally, a variable intake system based on the same concept was used in Honda's F1 engine in the 1990s and in the R26B four-rotor rotary engine of the Mazda 787B, which won the 24 Hours of Le Mans in 1991.

Aerodynamic development of the body also continued. Experiments using the wind tunnel at Nissan's Central Research Laboratory demonstrated that the hardtop body of the

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Skyline 2000GT-R with a rear spoiler had improved aerodynamic performance over the four-door sedan body, but at the same time the front lift was greater. This seemed to be the cause of understeer on high-speed corners. As a countermeasure, a front spoiler was installed in late 1971 to improve the front-rear aerodynamic balance, and the shape of the over-fenders on the four wheels was modified to cover wider tires and improve aerodynamic performance. This eventually evolved into the wide shape commonly known as the "works over-fender".

Tire performance also improved markedly. In 1971, Bridgestone developed Japan's first slick tires, which greatly contributed to shorter lap times. Slick tires were race-specific tires with no tread pattern, and their grip was generated by the adhesive force of the rubber composition. Later, Dunlop also developed slick tires, which further improved lap times.

On the other hand, Mazda continued to steadily increase its power even after the change in the TS vehicle regulations forbade modifications to the port system of the rotary engine. The intake port system was changed from a peripheral port system that could produce high power output to a side port system similar to that used in production cars. Following the Capella Rotary Coupe (S122A), a new model with a 12A engine, the Savanna GT (S124A) – also known as the Savanna RX-3 – joined the rotary lineup in the fall of 1971, and became a threat to the Skyline 2000GT-R.

The lightweight and compact Capella Rotary Coupe and Savanna RX-3 rotary engine cars had superior acceleration coming out of corners and could reach a higher top speed than the Skyline 2000GT-R on the long straights of the Fuji Speedway. Yet the Skyline 2000GT-R, with its four-wheel independent suspension, was able to corner far better than the rotary engine cars, which had rigid rear suspension.

In March 1972, Kunimitsu Takahashi's Skyline 2000GT-R secured its 50th victory in the first round of the Fuji Grand Champion Race, the Fuji 300km Speed Race (TS), in torrential rain.

EMISSION REGULATIONS AND THE OIL CRISIS

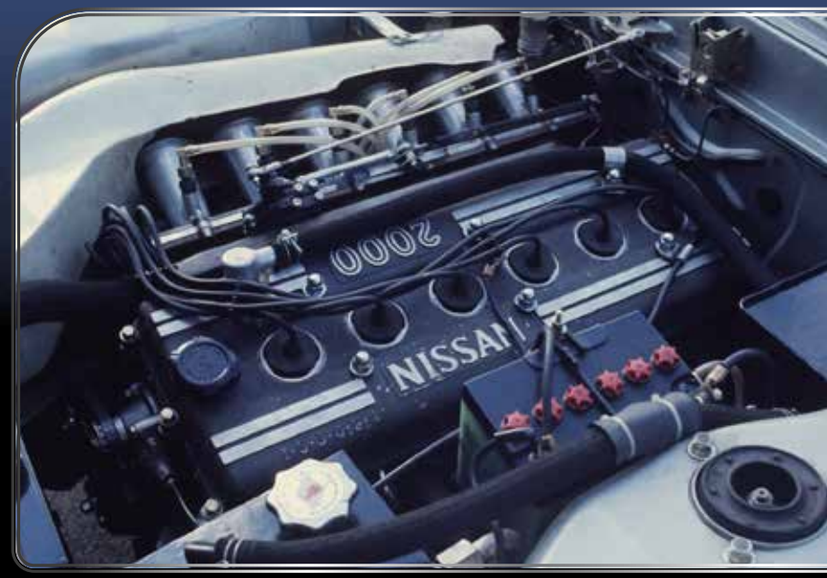
The rotary engine cars increased their speed, but in March 1972, Kunimitsu Takahashi's Skyline 2000GT-R marked the model's 50th win after driving through torrential rain in the first round of the Fuji Grand Champion Race – the Fuji 300km Speed Race (TS). However, in the 1972 Japanese Grand Prix Race Competition TS-b in May, the rotary teams took the first three places in a clean sweep.

The Nissan team reacted to the success of the rotary engine cars – the S20 engine continued to evolve with each race.

Nevertheless, the Nissan team did not sit idly by. The team considered converting to an L24 engine with a larger displacement – which had been used successfully in the Fairlady 240Z (HS30) – and an increase of the displacement of the S20 engine. In fact, a prototype S20 engine with a larger bore and 2.2-liter displacement was built, but it was never used in actual competition. Even so, tuning continued based on the data obtained from development tests, and the S20 engine eventually reached a maximum output of 264ps without changing the displacement.

The driver in charge of the development of the racing version of the Skyline 2000GT-R, Motoharu Kurosawa – one of the "Nissan Trio" – recalled his thoughts on the engine: "Now that I think about it, the S20 engine was unbalanced with respect to its rotation, which caused the engine to vibrate a lot, so the block and the parts that held the crankshaft metal were very heavy. It was a good engine, but it was a heavy beast. But at the end, the engine was running at more than 10,000rpm, so the balance was gradually corrected and it became a good engine."

In October 1972, Kurosawa drove the Skyline 2000GT-R and





The fierce battles between the Skyline 2000GT-R and the Mazda rotary engine car were one of the reasons why motorsports attracted so much attention in Japan at that time.

set a lap time of 1 minute, 59.70 seconds in the qualifying round of the Fuji Masters 250km Race Tournament, Super Touring TS Race, at the then 3.7-mile (6km) Fuji Speedway with a 30-degree banking. The time was comparable to that of the Nissan R380 (R380A-II), a prototype racing car powered by the GR8 engine, which was the prototype of the S20. It was astonishing that a two-liter touring car could record the same time as a much lighter midship prototype racing car.

Finally, in the fall of 1972, when the Nissan team considered pulling the Skyline 2000GT-R out of the race, Shinichiro Sakurai and team manager Yasuo Aochi gathered the entire team for a meeting. They announced that even though they were no longer able to beat Mazda, they still decided to race with Kurosawa. "We did several tests for this race, and I asked Mr 'Koppei' (Masaru Furuhira), who was in charge of suspension parts, to bring all the parts that had been rejected to Fuji. We redid the spring rates and made the car a little harder to drive, but were still able to make good time in the final race. The engine shop also said, 'You can rev it as much as you like,' so we revved the S20 engine up to about 10,300rpm for the first time. That's how I got that best time," said Kurosawa.

The biggest threat to the Skyline 2000GT-R came from the environmental problems of the time, which led to the end of Nissan's racings activities in 1972.



The Mazda rotary cars used their top speed on the long Fuji Speedway straight to catch up with the Skyline 2000GT-R on the 30-degree banking of the first corner.

However, the pole position, which was Kurosawa's goal, was secured by Koji Tsugino's Savanna RX-3, which recorded 1:59.35, faster than Kurosawa's time. In the rough and tumultuous final race, Kurosawa's 2000GT-R, which had fought hard to hold off the multiple rotary engine cars, temporarily took the lead, but on lap 14, at the entrance to the S-corner, the car got tangled with a lapped Savanna RX-3 and retired from the race. Unfortunately, the Nissan team's Skyline 2000GT-R was unable to finish the race.

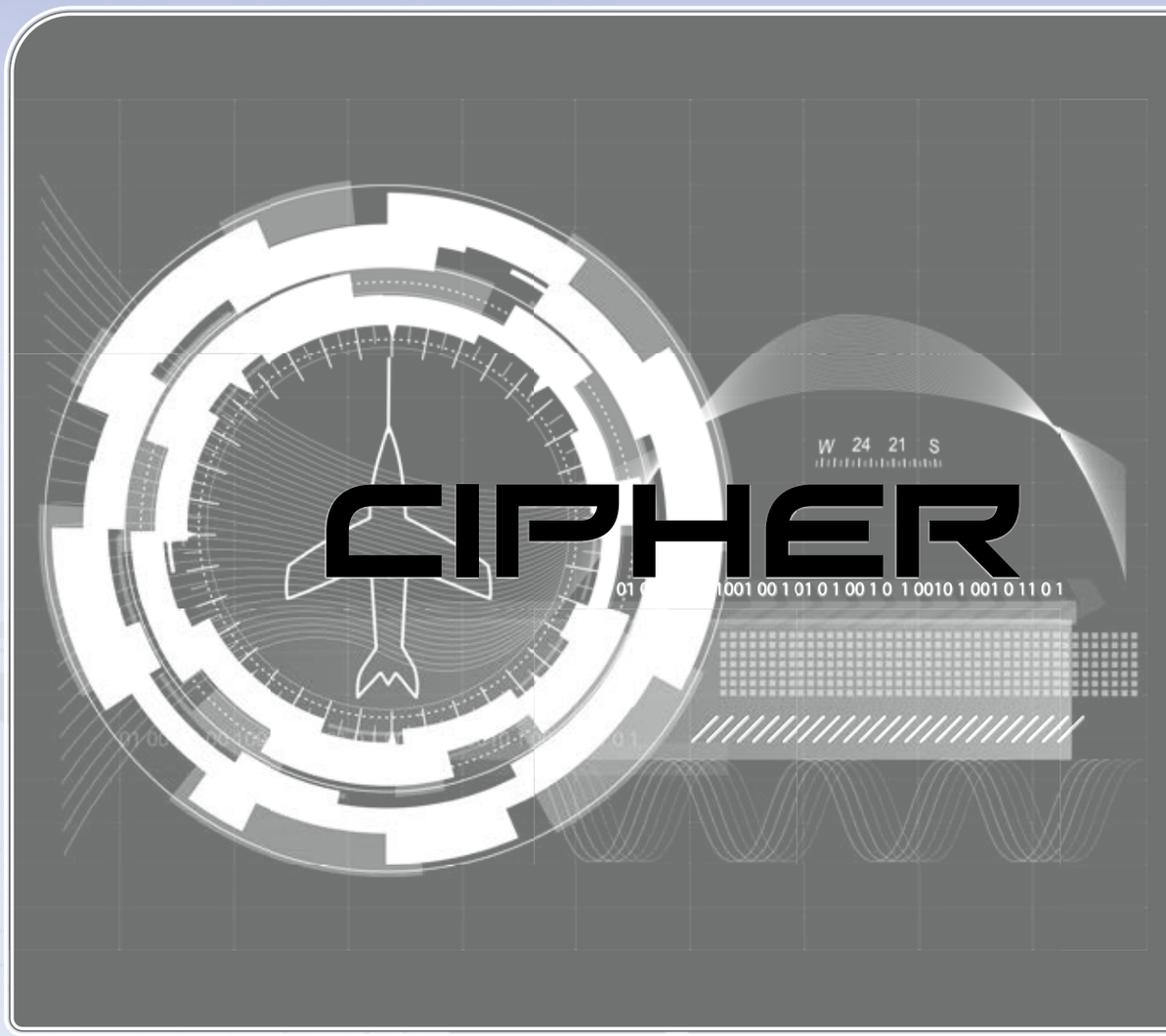
The Nissan works team's activities were then suspended. The reason was to concentrate management resources on the impending emission regulations. The first oil crisis triggered by the Yom Kippur War that broke out in October 1973 also put a damper on the domestic motorsports industry.

The Skyline 2000GT-R of the Nissan team disappeared from the circuits. It would be 18 years before two Skyline GT-Rs (R32) appeared in front of a large crowd at the opening round of a Group A race in March 1990. ♦



CIPHER, EVIL PERSONIFIED

The *Fast & Furious* franchise has introduced many iconic villains, but none as stunning and deadly as Cipher, a cold, manipulative woman brilliantly portrayed by Oscar-winning actress Charlize Theron.



As *Fate of the Furious* opens, Dom is in Havana, Cuba, enjoying a special honeymoon with Letty. Early one morning, out to buy a loaf of bread and a rose for his partner, Dom notices a tourist having trouble starting her Toyota Land Cruiser. Dom offers to help, but quickly discovers he's been lured into a trap. The woman informs Dom that she is going to make him work for her and betray his entire team, forsaking his most deeply rooted principles. Dom has just met Cipher, the embodiment of Evil.

Cipher knows how to pull strings better than anyone else, even getting Dom to act against his own team.

THE FIRST FEMALE VILLAIN

The franchise's producers decided that the role of Dom's adversary would be played by a woman, and would be the cruelest villain

seen so far. They chose Charlize Theron, winner of an Oscar for her work in the movie Monster (2003), to play Cipher, a character driven by greed with a cold, calculating personality that unexpectedly takes control of the scene. The actress quickly accepted the role, proud to play the first female villain in the series.

In *Fate of the Furious*, this legendary cyber-terrorist, known for her mastery of new technologies and her influence in the criminal underworld, devises a sinister scheme to trick Dom into betraying his team. Holding Elena Neves and her son by Dom as hostages, Cipher manipulates Dom like a puppet. Dom is forced to watch Elena's tragic end, but he manages to rescue his son. He attempts to kill Cipher, but the evil woman escapes.

MORE LIVES THAN A CAT

Cipher redefined the term antagonist in the franchise, after putting the skills and the loyalty of Dom's team to the test. Her combination of intelligence, cruelty, and sophistication made her a character worthy of hatred and fascination in equal measure, and who necessarily had to come back. In *F9: The Fast Saga,* after being arrested by Mr. Nobody and freed by Jakob Toretto and his partner Otto so she can help them activate Project Aries, Cipher proves to be a difficult woman to keep tabs on. After endangering Dom and his people once again, she escapes.

Although with her record it seems impossible, in part one of *Fast X* Cipher joined the franchise's list of redeemed villains. After being attacked by Dante Reyes and his assassins, she makes an unexpected turnaround and approaches Dom's team with good intentions: first to warn Toretto of Dante's plans for revenge, then to help Letty get out of the maximum-security prison where they were both imprisoned by the Agency. ♦

THE ADVENTURES OF BRIAN O'CONNER

A toast to the family

After Hobbs and the DSS agents fail to arrest them at the gathering of racing fans in Rio de Janeiro, Dom's team gathers at his improvised operations center for a barbecue. It's the night before the big heist. The atmosphere is one of good humor and high spirits, especially when Brian tells everyone that Mia is expecting his baby. Dom proposes a toast, saying that money will come and go, but the most important thing will always be the people who are with you.



DEVELOPING A NEW MODEL FOR LE MANS IN 1997

Part 2: Building the new R390 in the UK

Once NISMO had committed to building a new model for Le Mans, it teamed up with the British company TWR to develop the machine in the UK. To display its serious intentions, NISMO also redesigned the team uniforms and changed the livery and logo.



The team uniforms were also given an upgrade. The staff wore red and black, while the racing suits were designed with black and silver as the main colors. Team uniforms were also made mandatory for travel.

Against the backdrop of the rival supersport cars and rules stating that cars using a steel monocoque – such as the Skyline GT-R – could not compete in the GT1 class, NISMO made the wise decision to change its plans. It decided to develop a carbon monocoque midship car to compete in Le Mans in 1997. NISMO contracted with TWR (UK), led by Tom Walkinshaw – who had a proven track record in major races such as Le Mans – to design and enter a new machine.

The new model was the Nissan R390GT1, the successor to the R380 series race car that had beaten Porsche in the 3rd Japanese Grand Prix in 1966. The

The new NISMO logo was created in time for the R390 project. It was the origin of the current NISMO logo design.

The tricolor company logo that NISMO has used since its founding in 1984. The new logo was used for factory activities, and the existing tricolor logo was also used for a while.

engine installed was the VRH35L, which was based on the VRH35Z – once considered the strongest Group C power plant – and was detuned to meet Le Mans regulations by installing an air restrictor and other modifications. The existence of a powerful base engine was also a factor in shortening the development period for the R390GT1.

Away from the track, the team uniforms were considered inferior to those of the Porsche and BMW works teams.

It saw a new company logo being created, and the uniforms completely redesigned. These were styled by a well-known Italian designer, and are the origin of NISMO's current team wear. The team's official colors were also changed from the previous red, white, and blue tricolor to the current red, black, and silver. These changes were the start of a new era for NISMO that continues to this day. ♦

Aiming to become a world-class works team with a new logo and new team uniforms.

An R390 production car was built to meet GT1 regulations, and was licensed in the UK. It was displayed at Le Mans during the race.



A UNIQUE MODEL THAT BECAME A SOCIAL PHENOMENON

The Be-1, which was exhibited at the 26th Tokyo Motor Show in 1985, was a big hit at the show for its charming styling that evoked a sense of nostalgia. In response, the Be-1 was released in January 1987 in a limited edition of 10,000 units. Due to the pre-sale reviews, over 10,000 orders poured in, and buyers had to be selected by lottery. The car was traded at a premium price above that of a new car on the used car market at the time, and became something of a social sensation, featuring in newspapers and on television. It is remembered together with the "Cima phenomenon" as a symbol of the "bubble economy" era.



The front aspect was unique, but the rear also had a cute style, with a trunk instead of a hatchback. The car in the photo is a canvas top.

The simple name of the car was an adaptation of the design idea – the "B-1 proposal" – which also contained the message, "It will be your one and only car."



The front seats also had a simple but unique design – the style of T-shirts that were popular in the 1980s used as seat covers was also very suitable for the interior.

The Be-1 was the catalyst for the birth of the Nissan Pike Car Series, which was followed by the PAO and FIGARO. The term "pike" here means "tip of the spear", and refers to a car with a strong personality, a sense of fun, and a sharp character, with the premise of limited production in small quantities.

However, the mechanics were orthodox, and were based on the first-generation March (K10) – a one-liter in-line four-cylinder OHC engine, the

MA10S, with a single carburetor and maximum output of 52ps. The front and rear aprons and front fenders were made of resin panels. Other new materials were also used to achieve a unique design, such as ABS plastic for the exterior of the C-pillar.

Transmission choices were five-speed manual and three-speed automatic. The suspension layout was the same as that of the March, with struts in the front and four-link coils in the rear. The small tires (165/70HR12) were a sign of the times. The two body types were a conventional roof and a canvas top. Four body colors were available: Pumpkin Yellow, Hydrangea Blue, Tomato Red, and Onion White.

The special Be-1 is remembered as the relief car used at Yokohama Stadium, the home baseball field of the Yokohama Taiyo Whales (now the Yokohama DeNA Bay Stars). It was converted from a Be-1 to a convertible with the Nissan and Be-1 logos on the red body and a slightly raised passenger seat to give the relief pitcher a better view of the field. It was used for about two years from 1987, when the Be-1 was introduced. ♦



The driver's seat area had a basic design composed of straight lines and circles. The model introduced various interesting stylistic touches. Overall, the Be-1 looked great at the seaside in summer!

TECHNICAL DATA

BE-1 BK10 TYPE (1987)

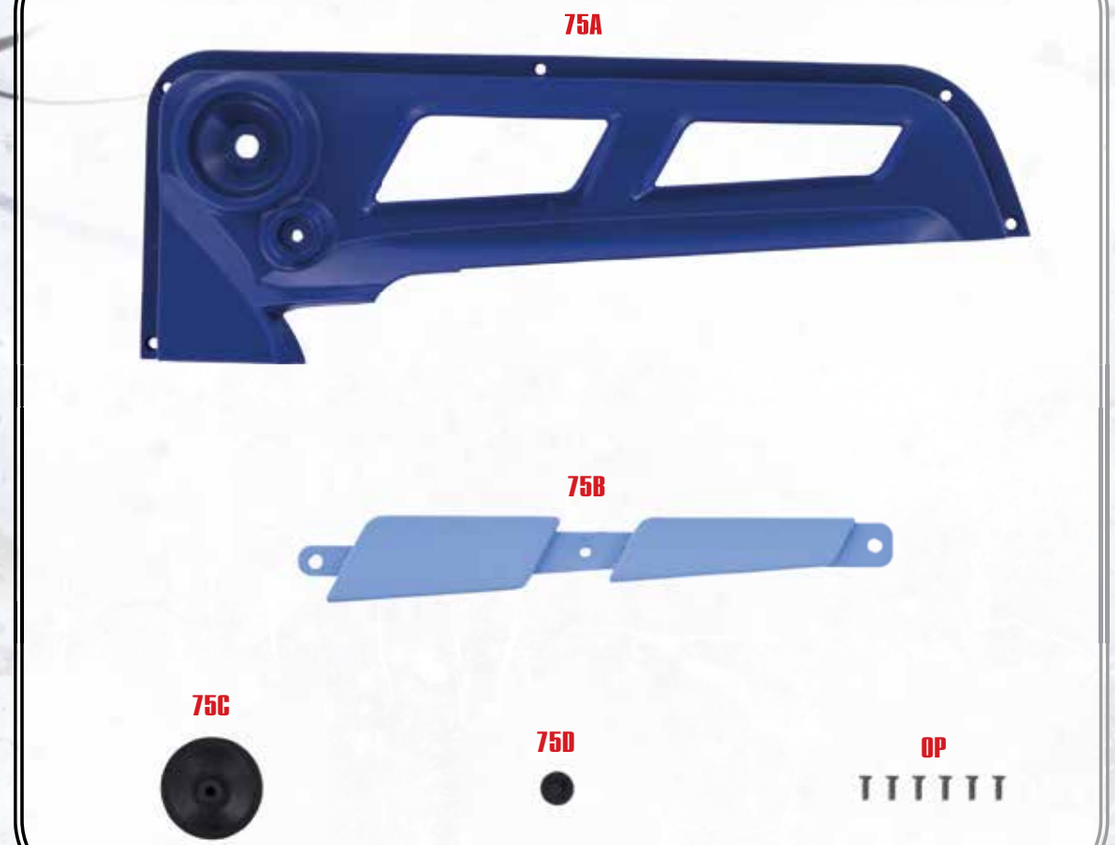
Length:	143.1in (3,635mm)	**Vehicle weight:**	1,543lb 700kg (standard roof with 3AT)
Width:	62.2in (1,580mm)	**Brakes (front/rear):**	disk / drum
Height:	54.9in (1,395mm)	**Tires:**	165/70HR12
Wheelbase:	90.6in (2,300mm)		
Tread (front):	53.7in (1,365mm)		
Tread (rear):	53.1in (1,350mm)		
Engine:	MA10S type (straight four, OHC)		
Total displacement:	987cc		
Maximum output:	52ps / 6,000rpm		
Maximum torque:	7.6kgm / 3,600rpm		
Suspension (front/rear):	Strut / 4-link coil		



STAGE 75
LEFT DOOR (5)

In this issue, we will fit the left door lower padding to the left door lower trim and then fix this assembly to the inside of the left door. Then we will attach the two speakers to the left door.

PARTS

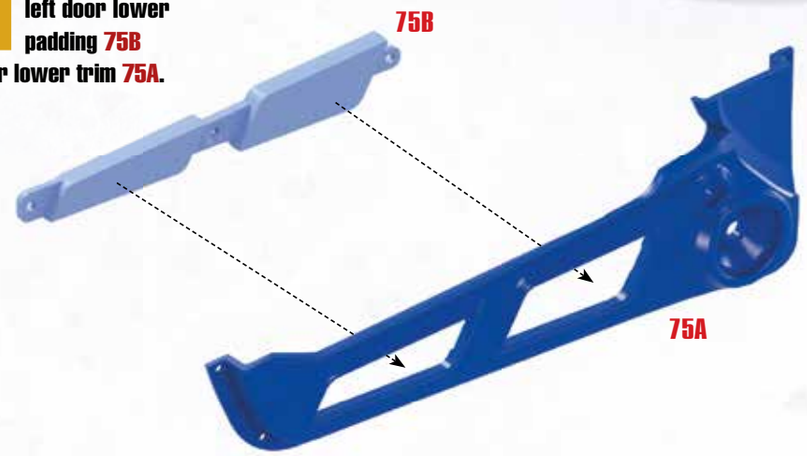


75A Left door lower trim
75B Left door lower padding
75C Left door speaker 1
75D Left door speaker 2
OP Screws 1.4×4mm (×6*)

*Including spares

75.01

Position the left door lower padding 75B inside the left door lower trim 75A.

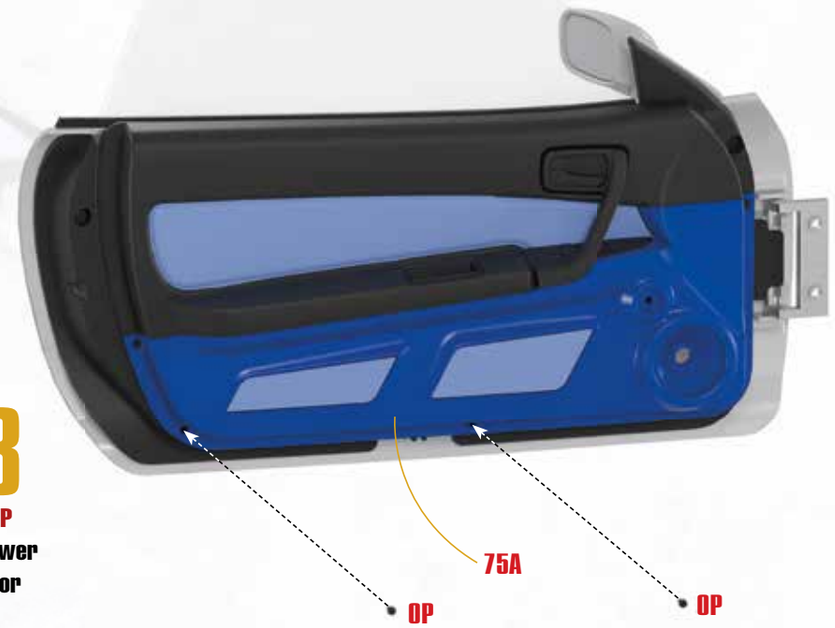


75.02

Place the left door lower trim 75A over the left door lining 74A and secure the assembly with three OP screws in the highlighted holes.

75.03

Insert two more OP screws into the lower holes in the left door lower trim 75A.



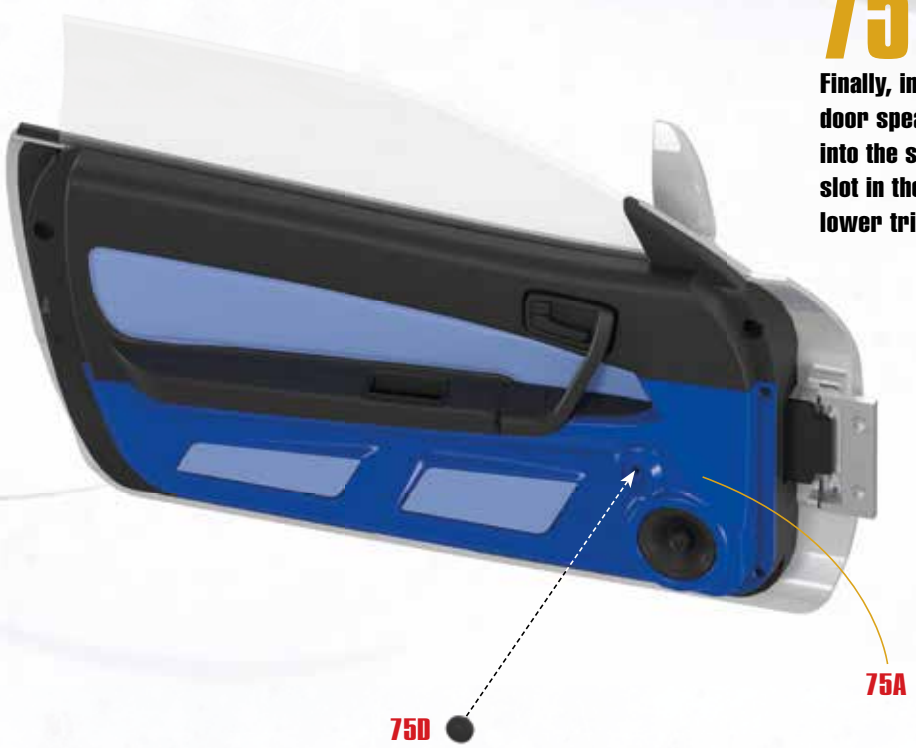
75.04

Insert the left door speaker 1 75C into the large round slot in the left door lower trim 75A.



75.05

Finally, insert the left door speaker 2 75D into the small round slot in the left door lower trim 75A.



Final assembly



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