FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

76

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BRIAN'S NISSAN SKYLINE GT-R

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THE SKYLINE (C110) – PART 1

The innovative advertising for the Skyline (C110) attracted a lot of attention, featuring a young couple – "Ken and Mary" – and the symbol of matching umbrellas. The Skyline had previously displayed a hard-edged image, but the sporty and stylish exterior design of what became known as the "Kenmeri" Skyline made the new model a huge hit.

In September 1972, the Skyline underwent a full model change and evolved into the C110 version. Public expectations for the new model were high, and nationwide test drive events held at dealerships around the country attracted a whopping 1,429,000 visitors over a two-day period. It is unthinkable today that an upgrade of a popular but specific model would draw such public interest. At that point, however, the Skyline 2000GT-R (KPGC110) had not yet been announced. This special model was not added until January 1973.

Sales of the Skyline (C110) were said to have eventually reached approximately 660,000 units, with some monthly sales reaching 20,000 units. This famous car epitomized domestic cars of the early 1970s, inherited the qualities of its predecessor (C10), and was created by engineers who sought "to talk with a car with blood in its veins".

The development of this car was conducted in accordance with the following five basic policies, aiming to create a car with a more human touch.

1. Product design with respect for people
2. Styling that maintains its characteristics in harmony with the times
3. High levels of reliability

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The two-door Hardtop with a four-cylinder engine had a shorter hood than the six-cylinder model.

4. Proactive safety and pollution-prevention measures
5. Outstanding performance

The body structure was the same as that of the previous C10 model – an impact-absorbing monocoque body with improved strength and rigidity, and a structure that reduced risk to occupants in the event of a collision. Incidentally, the platform was shared with the Laurel (C130), which was manufactured at the same Nissan Murayama plant as the Skyline.

The front body was securely connected to the rear of the side members and side sills by two thick outriggers with large closed cross sections. This was a major factor in improving body rigidity and reducing floor vibration. In addition, the first half of the side members was curved to absorb energy in the event of a collision.

Newly adopted technology in the Skyline (C110) included front and rear bonded windows. The previous C10's front and rear windows were secured with rubber weatherstrips, but now synthetic rubber adhesive was used to bond the glass to the body. Adhesive windows, which are now used in most passenger cars, had a number of advantages, including improved safety by preventing the panes from falling out in the event of a collision, increased body rigidity, reduced wind noise, and improved appearance.

DYNAMIC, WEDGE-SHAPED DESIGN

The Skyline (C110) was based on two chassis types with different wheelbases: a long-nose car with an in-line six-cylinder engine (wheelbase 102.8in/2,610mm) and a short-nose car with an in-line four-cylinder engine (wheelbase 99in/2,515mm), which had different rear suspension setups.

The long-nose model featured hardtop (HT) and four-door sedan (Sedan) body styles, while the short-nose model was offered as an HT, a Sedan, and a five-door Wagon/Van, making a total of five body types. Even at the time, there were only a few domestic cars with multiple wheelbase lengths, and such an extravagant design would not be possible today with the use of common platforms. The momentum of a domestic car market that was still growing, and the uncompromising spirit of the development team that aimed to "talk to a car with blood in its veins", can be felt in the Skyline (C110).



The Skyline 1600 Sporty GL four-door sedan also had a short hood, but the overall body was visually balanced.

Incidentally, the wheelbase of the HT and Sedan models differed by 2.8in (70mm), making a total of four different wheelbases. In this way, each of the models was almost like a different car.

In terms of body sizes for the Skyline (C110), the HT 2000GT was 5.1in (130mm) longer (at 175.6in/4,460mm), 1.2in (30mm) wider (at 64in/1,625 mm), and 0.4in (10mm) taller (at 54.5in/1,385 mm) than its C10 predecessor.

The exterior design featured a wedge-shaped silhouette with a surfing line at the rear. The HT had a fastback style, which gave it an even cooler and more powerful appearance than the Sedan. The Wagon/Van had strongly sloping C-pillars and a fresh style similar to that of a modern hatchback car.



With its large C-pillar shape, the Skyline Wagon/Van 1800 DX had quite a distinctive style even at the time.



The Skyline Hardtop 2000 GT-X was popular for its twin-carb six-cylinder engine, luxurious interior, and spacious style.

It should be noted that the curves of the front windows and the position of the front pillars were ideally positioned to achieve a perfect balance in styling, even for a short-nosed car. The long- and short-nose models differed not only in the length of the engine hood, but also in their press lines.

The front and rear grilles were also given multiple designs. The front grille of both the long-nose HT and Sedan models was made of die-cast zinc and split into two sections, left and right, creating the image of a powerful GT car. In contrast, the front grille of the short-nose model was made of ABS plastic and was differentiated by its design with a thick pillar with a sense of volume in the center, as well as the central "S" badge.

Four types of rear grilles were available: one each for the HT, the long-nose Sedan, the short-nose Sedan, and for the Wagon/Van. This was the start of the ring-shaped four-light tail lamps used in the current Nissan GT-R (R35). The Sedan model adopted a unique design with four ring-shaped tail lamps for the long nose and six split tail lamps on each side for the short nose. The Wagon was fitted with a wood-grain finish, and the finish on both sides of the tailgate window gave it a horizontal spread.

The Skyline (C110) was described as "too big" by some ardent car enthusiasts at the time of its debut, but from today's perspective, half a century after its debut, it feels very compact. It is an undeniable fact that this car, the best-selling model of its generation, was desired by young people all over Japan at the time, and also brought happiness to many families as a family car. ◆



The four-door Skyline Sedan 2000 GT with a six-cylinder engine was popular among families as a sporty sedan.

THE CUBAN MILE

During the opening sequence of the eighth movie in the series, the audience finds itself immersed in a spectacular street race through the most emblematic locations in Havana.



The *Fate of the Furious* crew scored a historic victory by getting Cuban authorities to allow them to film on the streets of Havana.

At the start of *The Fate of the Furious*, Dom and Letty enjoy an impromptu honeymoon in Havana, Cuba. In a sparkling red 1961 Chevrolet Impala, the couple head for the city center, where car fans have gathered to show off souped-up classic automobiles.

A NECESSARY CHALLENGE

Dom's cousin Fernando is there, a young guy late to repay money borrowed from a hustler called Raldo. The loan shark decides to take the kid's car, a beat-up old 1950 Chevrolet Fleetline. Despite its terrible state, it's the only one Fernando owns. Dom intervenes and cajoles Raldo into being brave and racing for the car. The owner of a modified 1956 Ford Fairlane Crown Victoria, Raldo accepts the challenge, but sets two conditions: one, that the

race will not be over a quarter-mile, as is usual in the United States, but over a genuine Cuban mile through the city streets; and two, that Dom will not race in his brilliant Impala, but in his cousin's old Chevy. The experienced driver from Los Angeles agrees to the two conditions without batting an eyelid because, as he will tell Fernando, it doesn't matter what's under the hood, the only thing that matters is who's behind the wheel.

THE ADVENTURES OF BRIAN O'CONNER

In search of invisible cars

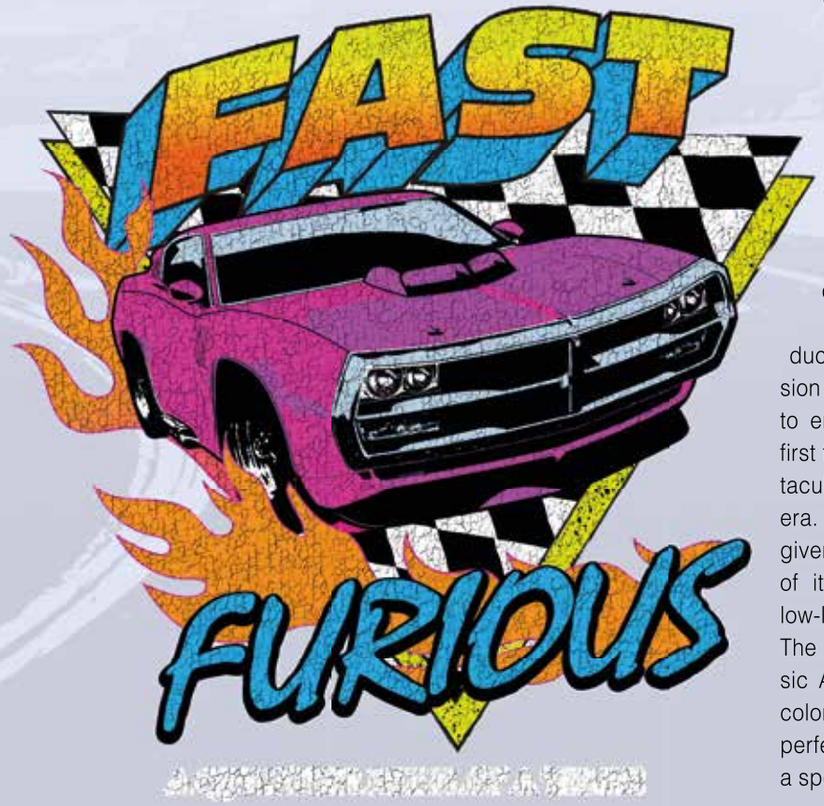
In *Fast Five,* Dom's team continues speed trials to make sure their fast cars are not detected by the cameras in the parking lot underneath the police station where Hernán Reyes has hidden all his money. They conclude that the margins are so tight they could only do it with invisible cars. This gives Dom an idea to steal four police patrol cars that will go totally unnoticed when they pass in front of the cameras. To get them, Dom, Brian, Han, and Roman sneak into a police parking lot during the night and take the automobiles before security guards realize what has happened.

AND HOLLYWOOD WENT BACK TO CUBA

In the early spring of 2016, *The Fate of the Furious* became the first Hollywood production to film in Cuba since the start of the American embargo in 1963. Obtaining authorization required negotiations at the highest level, including a meeting between Universal Pictures executives and high-ranking officials of Raúl Castro's government. Familiar with the development of the series, and aware of the enormous passion that many Cubans profess for classic automobiles, authorities greenlighted the project.

An advance party of 200 people arrived in Cuba almost four months beforehand to inspect filming conditions in detail with the corresponding Ministries. Many of the inhabitants and shopkeepers in the capital where the work would be done also became involved in what became a major event, especially when Director F. Gary Gray and stars Vin Diesel, Michelle Rodriguez and Charlize Theron arrived. They received a hugely enthusiastic welcome by all the citizens of Havana.

Another triumph of the production was obtaining permission for an American helicopter to enter Cuban airspace for the first time to film shots of the spectacular race with an aerial camera. Veteran pilot Fred North was given the job of making the most of it by performing spectacular low-level flights over Havana. The unique combination of classic American cars and the city's colonial architecture provided the perfect setting in whi-ch to create a spectacular action sequence. ◆



THE R390 AND THE NISMO FESTIVAL

When NISMO decided to change the model it was to compete with at Le Mans in 1997 from the GT-R to the R390, it realized that it needed to set up an event to communicate the decision to Club Le Mans GT-R members. The result was the first NISMO Festival.



NISMO had been planning to challenge in the 24 Hours of Le Mans with a BCNR33 Skyline-based GT-R LM since 1995 as a three-year project. However, by the 1996 race, it became clear that a car based on the steel monocoque body of a mass-produced car was no longer competitive. Therefore, NISMO drastically changed its approach in the final year of the three-year plan, and decided to enter a new supersport car – the R390 – for the 1997 Le Mans race. With this car, NISMO was finally able to compete on equal terms with the Porsche 911GT1 and the McLaren F1GTR.

The problem was that the Le Mans Challenge with the GT-R LM was a project made possible only with the backing of a supporters' organization called Club Le Mans GT-R, which was made up of ordinary fans. The Club Le Mans GT-R also had a second name, the Nismo GT-R Supporters Association.

In other words, it was a fan organization that supported the GT-R's Le Mans challenge. So, in a sense, changing the car from the GT-R to the R390 in the middle of the project would have been a disservice to the Club Le Mans members.

Therefore, under the direction of Jiro Adachi, then president of NISMO, it was decided to plan an event to bring some closure to the members and Nissan/NISMO fans. About ten mid-level employees at the time gathered to form a project team called Core Members. President Adachi's instructions were to express his gratitude to the fans by having the event set up by the company's employees.

The R390 that raced in the 1997 24 Hours of Le Mans was unveiled for the first time at the NISMO Festival. The newly added NISMO logo on the back of the car is prominent. Next to the model is the legendary R380.

In fact, NISMO had been holding fan appreciation events since 1987. Eventually, the name was changed



Nissan racing drivers were present at the NISMO Festival, interacting with fans and taking part in discussions on a special stage. Unlike during races, the drivers were relaxed.



The night before the event, it rained so hard that the tents were blown away, but on the day of the festival, the weather cleared up. The staff were relieved to see long lines of people waiting from early in the morning for the popular events such as the ride-along.

"The event was made by all NISMO employees, and all tickets and parking passes were made in-house."

Various tickets and passes were made in-house using photocopiers and printers. The event was held on November 30, 1997, but staff were preparing for the event at Fuji Speedway from November 29.



Fans gather at the special stage. The area in front of the stage was crowded throughout the day with a driver talk show and a fashion show featuring race queens.

to Summer Festival, and in 1992, the event was held at the Oppama test course. The fan appreciation event ceased after that year.

It was decided that the new event in 1997, the first in five years, would be called the NISMO Festival and held at the Fuji Speedway.

Various plans and events were prepared for children as well as adults to enjoy the event. The photo shows a popular mini 4WD racing event at the time.



The reason for this was that when the 1992 event was held, NISMO employees had hoped that the next event would be held at Fuji. The main event was the first time the R390 was unveiled in Japan – even NISMO employees had never seen the car in person.

At the NISMO Festival, the R390 would be driven in front of the employees and fans. Another part of the event was to give the fans a sense of the history of successive generations of the GT-R.

By the way, at that time, Fuji Speedway did not have any official drawings of the venue. Therefore, the core members visited the venue many times to measure the dimensions of the paddock and pits, the location of the power supply, and other elements, and drew up a plan of the venue layout. In addition, parking tickets, admission tickets, and various information signs were all handmade by employees using photocopiers.

Thus, on November 30, 1997, the first NISMO Festival was successfully held. The response was so positive that the event has continued for more than 20 years. It pioneered this type of motorsports event. ♦

STAGE 76 CHASSIS BOTTOM LIGHTS

In this issue, we will connect the bottom lights to the left and right side of the central part of the chassis.

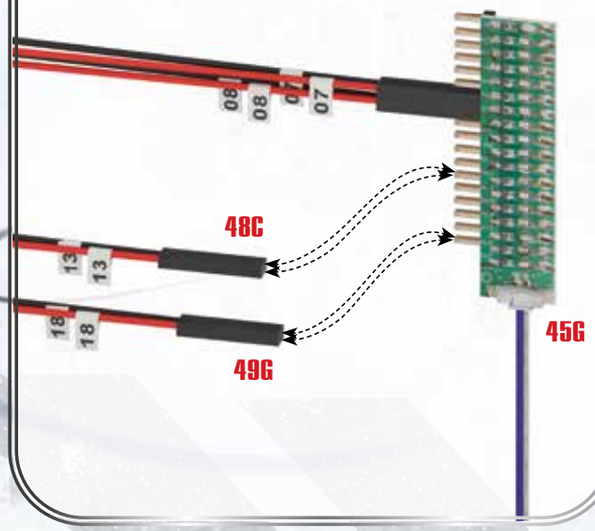
PARTS

76A

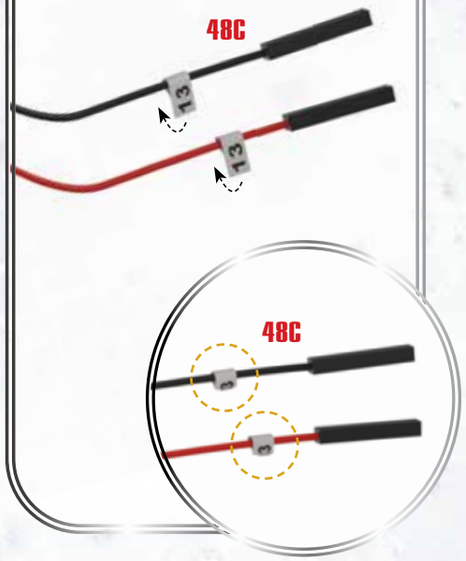


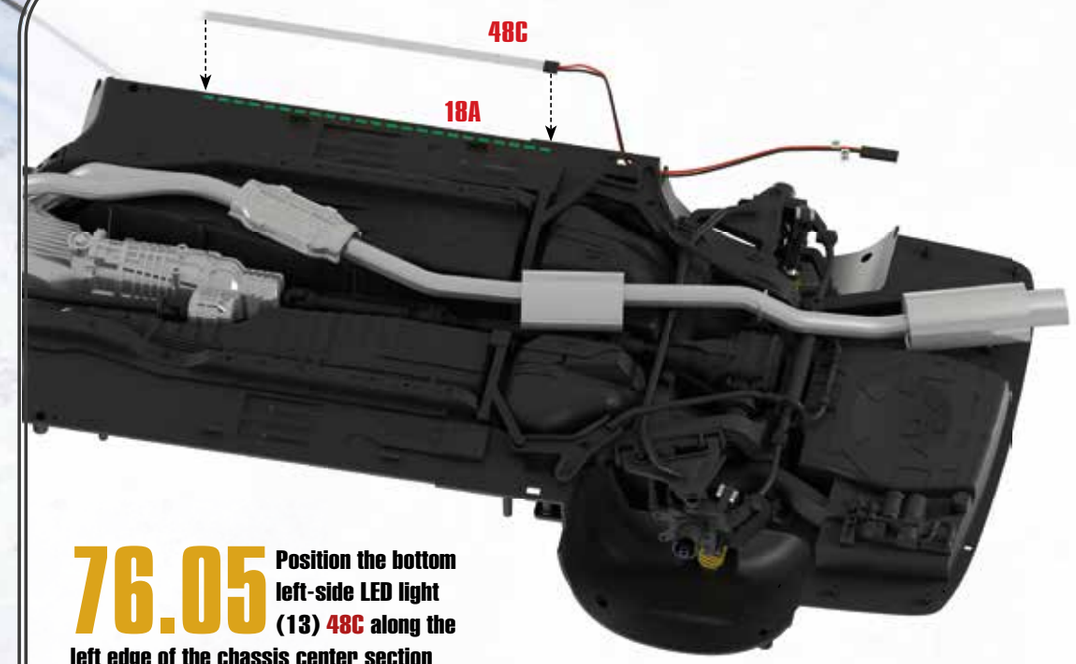
76A Right side skirt

76.01 Retrieve the PCB splitter 45G and carefully remove the connector of the bottom left-side LED light (13) 48C and the connector of the bottom right-side light (18) 49G.



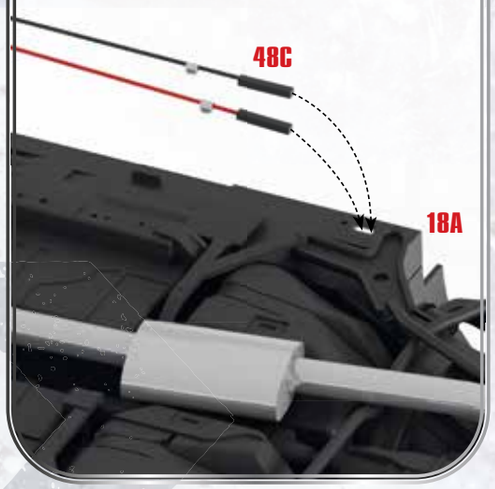
76.02 Twist the wire labels of the bottom left-side LED light (13) 48C.





76.05 Position the bottom left-side LED light (13) 48C along the left edge of the chassis center section 18A, as shown in the picture.

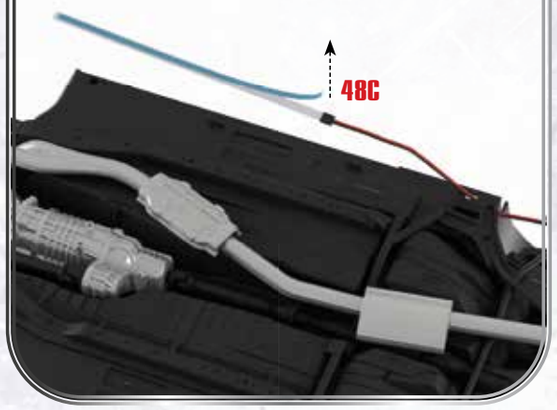
76.03 Insert the connectors of the bottom left-side LED light (13) 48C through the highlighted hole on the left side of the chassis center section 18A.



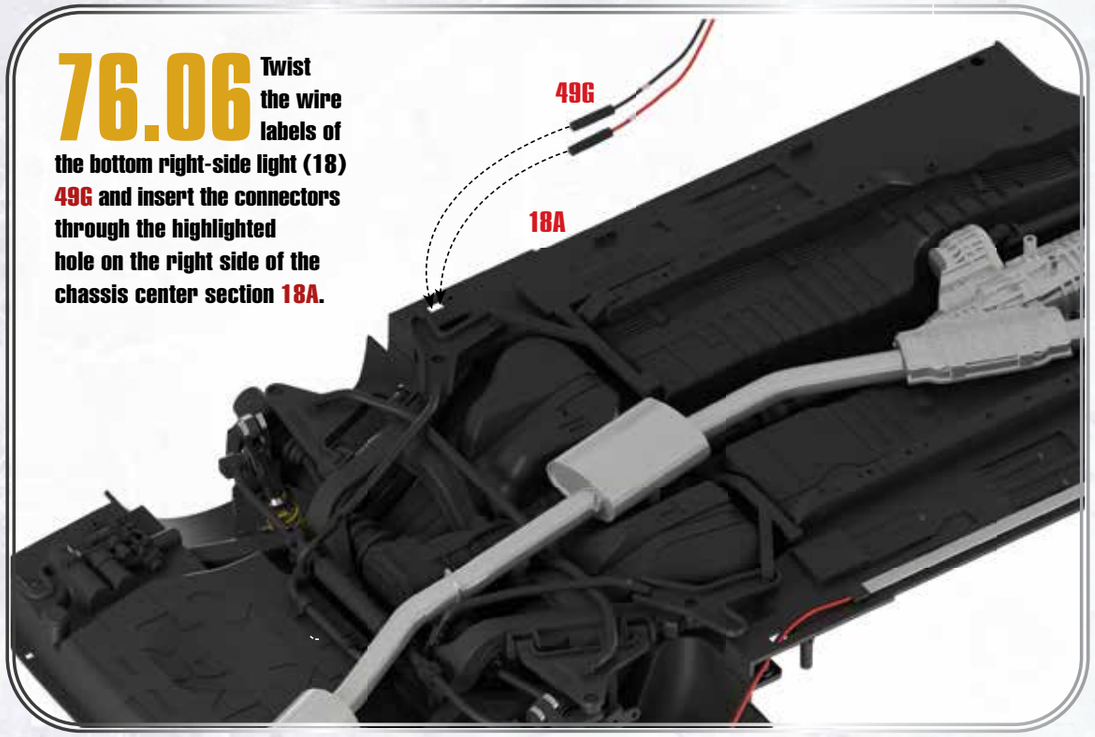
ATTACHING THE LIGHTS TO THE CHASSIS

Wipe the surface of the chassis with a dry cloth to ensure that the LED light adhesive adheres properly.

76.04 Remove the protective layer from the bottom left-side LED light (13) 48C.



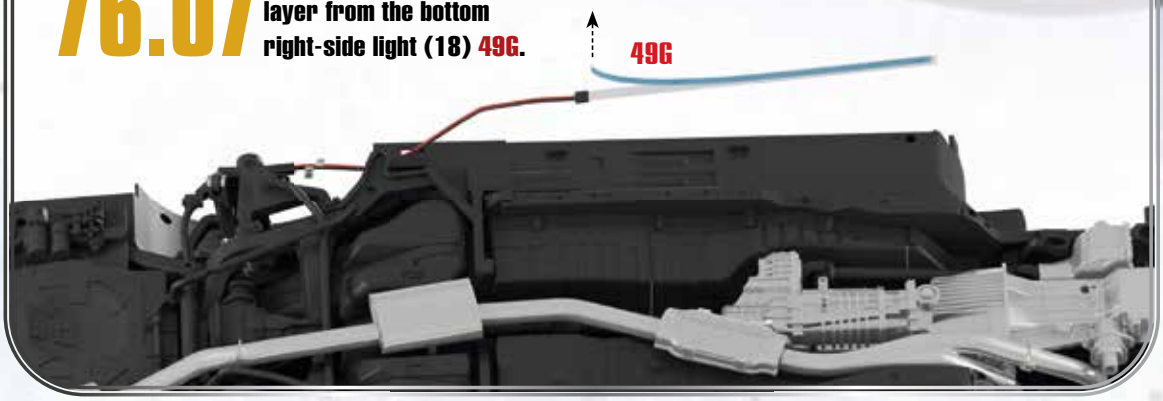
76.06 Twist the wire labels of the bottom right-side light (18) 49G and insert the connectors through the highlighted hole on the right side of the chassis center section 18A.

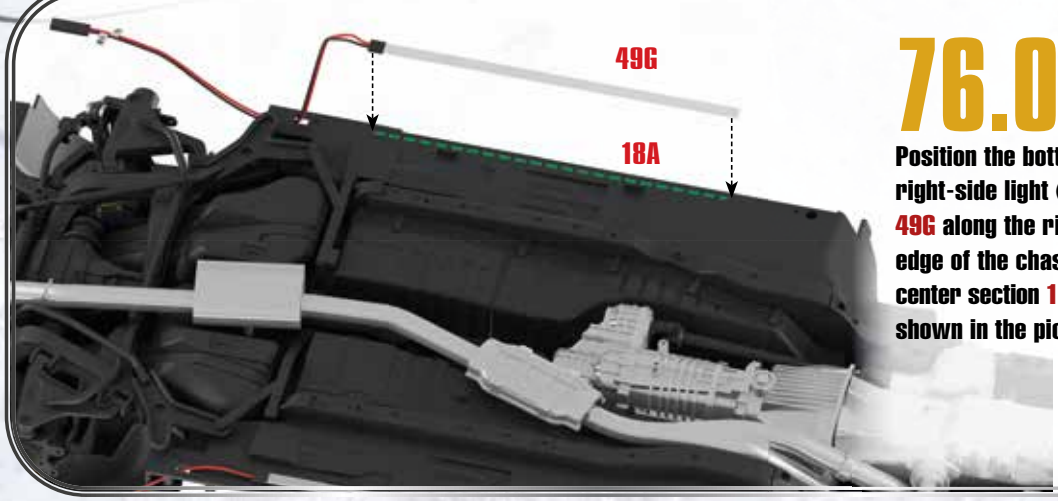


CHASSIS BOTTOM LIGHTS

76.07

Remove the protective layer from the bottom right-side light (18) 49G.



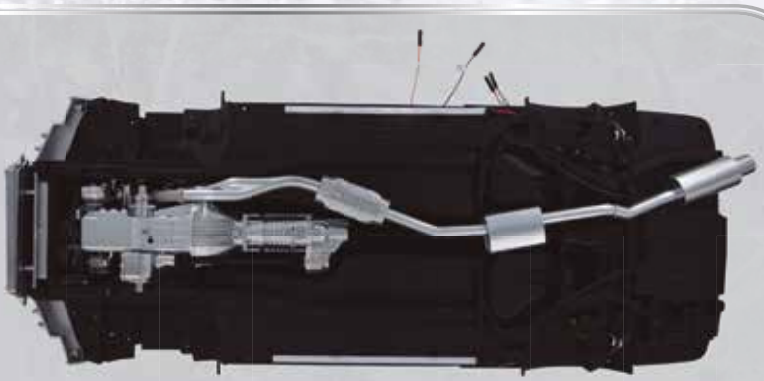


76.08

Position the bottom right-side light (18) 49G along the right edge of the chassis center section 18A, as shown in the picture.

Final assembly

Keep the right side skirt 76A aside for a later stage of assembly.



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