FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

77



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The interior of the Skyline Hardtop 1800 Sporty GL. Despite being a mass-produced model, it had a sporty design as its name suggests.

THE SKYLINE (C110) – PART 2

In the 1970s, Japanese cars were designed to meet a wide range of user needs by offering a variety of specifications depending on the grade. The Skyline (C110) also included a wide range of variations that would be unthinkable today. Depending on the grade, several different specifications were available, not only for the seat material and audio equipment, but also for the interior details, including the steering wheel.

The Skyline (C110) was available in a wide range of body types from its debut in September 1972, including two-door hardtop (HT) long-nose and short-nose models, four-door sedan (Sedan) long-nose and short-nose models, and short-nose Wagon/Van models. Including all body styles and comfort levels, it meant that a total of 16 types were available.

The 2000GT series of long-nose cars with in-line six-cylinder engines came in four types: the basic 2000GT (hereafter GT) and the twin-carburetor 2000GT-X (hereafter GT-X), each available in both hardtop and sedan versions. The 1800 series, which was a short-nose car with a straight-four engine, came in four types: the Sporty GL (HT, sedan, wagon), and the Sporty Deluxe (sedan). The 1600 series, which was also a short-nose car, came in five types: the Sporty GL (HT, sedan), the Sporty Deluxe (HT, sedan), and the Standard (sedan). Moreover, there were three types of van: the 1800 Deluxe, 1600 Deluxe, and 1600 Standard. The fact that the short-nose models had "Sporty" in their grade names was very much in the Skyline tradition.

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The increase in body size also contributed to an expansion of the interior space. The interior was 1.38in (35mm) longer than the previous model at 70.5in (1,790mm) and 2.2in (55mm) wider for the sedan at 53.3in (1,355mm) and 0.6in (15mm) wider for the HT at 52.8in (1,340mm); the result was that comfort levels in all models were improved.

The interior design prioritized function over decor, and there were clear differences in specifications depending on the length of the nose and grade. The basic design of the instrument panel (IP) was lavish, and it came in two types: one for long-nose models and one for short-nose models. Common features included a substantial instrument panel that emphasized safety, non-reflective gauges, and a glove box door that would not open even if impacted due to a glove lock.

The instrument panel of the long-nose car had a sporty design with seven round gauges, from right to left: an ammeter, speedometer, tachometer, oil pressure gauge, water temperature gauge, fuel gauge, and clock. In the 2000GT-R (hereafter GT-R), the clock was optional, and the standard model had a cover featuring the Nissan logo. The instrument panel was wood grain for the GT and GT-X, and an aluminum hairline finish for the GT-R. Below the four dials in the center were the heater control, four-way flasher switch, and parking lamp switch, and below these was the ashtray and cigarette lighter. There were no grades that came with air-conditioning as standard – it was an optional extra for all models. A heater and cigarette lighter were optional extras on the GT-R, but not air-conditioning.

CASSETTE TAPE PLAYER

The floor console incorporated an AM radio (Hitachi or Clarion) and rear defogger switch, and there was space for a car stereo. The car stereo was standard equipment on the GT-X, but was optional on the GT. At the time, car stereos were, of course, not hard disk or CD players, but rather cassette stereos using cassette tapes and a four-track, two-channel playback system. In addition, the well-equipped GT-X also had power window switches installed on the floor console. Incidentally, in the case of the GT-X sedan, the power window switches for the rear seats were attached to the rear end of the floor console, and there were no switches attached to each door. In the GT-R, the AM radio was an optional extra, and there was no car stereo or rear defogger.

The cockpit of the Skyline four-door sedan 2000GT. The steering wheel featured a sporty design and the instrument panel was made of wood grain.



The instrument panel of the short-nose car had a different design, and was based on three round gauges. From the right, they were a combination dial (water temperature gauge, fuel gauge, warning light), speedometer, and clock or tachometer. To the left of these were the AM radio (Hitachi or Clarion), heater control, four-way flasher switch, and parking lamp switch. The dials cover was wood grain for the Sporty GL and metallic paint for the others, and the area around the radio was made of black glossy resin. The ashtray and cigarette lighter below were in the same position as the long-nose models. The floor console was standard equipment for the Sporty GL and Sporty Deluxe AT models. In addition, the 1800 Sporty GL (excluding the wagon) came standard with a four-track, two-channel cassette stereo in the floor console. Air-conditioning was available as an option for all models.



The steering wheel in the Skyline hardtop 2000GT-X had a more subtle design, as this was the top-of-the-range model.

ALTERNATIVE STEERING WHEELS

The steering wheel design also changed depending on the grade, with five types available, including for the GT-R. The Standard and Sporty Deluxe models had a two-spoke black resin steering wheel, the Sporty GL featured a three-spoke wood-grain resin and leather-style steering wheel, and the GT had a three-spoke all-leather steering wheel with a blue “S” ornament in the center. The GT-X featured a reinforced genuine wood and partial leather-wrapped steering wheel with a gold “S” ornament in the center. The GT-R had the same design as the GT series, but with the horn switch on the spoke omitted, and the centre “S” ornament was red.



Both the front and rear seats were a size larger than the previous model. The passenger seat of the HT had a lever that could be operated from the driver’s seat, improving operability. The front seats had a slide range of 7in (180mm) and a slide pitch of

In the Skyline sedan 1800 Sporty GL the instrument panel had three round gauges, and the radio was in a different position to the 2000GT series.



The interior of the Skyline four-door sedan 2000GT was designed in a simple black-based color scheme.

0.47in (12mm) compared to 0.79in (20mm) in the the previous C10 model, allowing for a more optimal driving position. In addition, the Sporty GL and GT-X models came with tilt steering as standard equipment.

The design and upholstery of the seats also differed depending on the grade. The GT's front seats were bucket type, and the rear seats were semi-bucket type. The seat upholstery was vinyl leather for the standard model, foamed vinyl leather for the Sporty Deluxe and GT, and a combination of tricot cloth with a pleasant texture for the Sporty GL and GT-X. The seat colors available were blue, black, and brown, depending on the body color. In addition, the GT-R came standard with bucket seats made of foam vinyl leather without a reclining mechanism. These were also larger than the previous GT-R (KGPC10), improving the sense of rigidity and comfort. For some models, a front bench seat could also be selected in combination with a three-speed column shift.

The Skyline (C110) was available in a wide range of models to suit different tastes, usage conditions, and budgets, and was developed with a level of detail that would be unthinkable today. All of the best-selling cars of the Showa period were designed to be cherished as "our family car". ♦



Inside the Skyline hardtop 2000GT-X the cockpit was designed with high-quality materials and a sense of luxury befitting the flagship model.

MAGDALENE SHAW, THE QUEEN OF THE UNDERWORLD

Known as Queenie, the matriarch of the Shaw family is an influential figure in organized crime. To keep her family united, she forms an unlikely alliance with Dom Toretto.



When Dom finds himself in the hands of the merciless cyber-terrorist Cipher, he has no option but to change sides and betray his people to protect his son's life. However, he finds a way of evading his captors' surveillance to meet with the only person who might help him: Magdalene "Queenie" Shaw, a clever, strong woman with a profound protective instinct when it comes to family. Despite her attempts to appear as a true aristocrat, the mother of siblings Deckard, Owen, and Hattie Shaw cannot hide her working-class origins. Openly hostile towards Dom, she agrees to listen to his proposal when he appeals to her feelings of maternally protective instincts. Because, above all else, Queenie seeks to take care of her people.

ROYALTY ENTERS THE CAST

To play such a significant role, the producers of the franchise seized a unique opportunity to engage the services of real acting royalty: renowned British actress Helen Mirren, famed for her roles in movies such as *The Queen* (2006), *Red* (2010), and *Eye in the Sky* (2015). With her characteristic sense of humor, she assured the media that

she called the producers to ask about a part for her in the world of *Fast & Furious.* The famous actress, known for her talent and versatility, made sure her character would make a lasting impression, meticulously planning all the details of her performance.

Mirren prepared for the role conscientiously, from the flamboyant clothes her character normally wears to her accent. She perfectly portrayed a woman who pulls the strings in the underworld, but treats her mercenary sons with love and firmness.

AN UNSTOPPABLE WOMAN

Helen Mirren's performance caused a sensation among fans of the franchise, and Queenie reappeared in entertaining sequences in the spin-off *Fast & Furious Presents: Hobbs & Shaw.* She would also be in the cast of *F9: The Fast Saga* to give Dom information about his brother Jakob while he is trying to commit a robbery. For the filming of *F9: The Fast Saga*, Helen Mirren finally took the wheel of an awesome fast car, filming a sequence while driving the British Noble M600 super sports car.

In part one of *Fast X,* Queenie Shaw, whose organization has strengthened ties with the Agency, reappears to console Dom after the disaster in Rome, and to warn him about the danger of Dante Reyes. She will end up as one of the targets of the dangerous criminal, immediately putting Deckard Shaw on guard. ♦

THE ADVENTURES OF BRIAN O'CONNER

The million dollar race

When Dom, Brian, Han, and Roman take four police patrol cars for the robbery and line up at the first set of traffic lights, they mention the possibility of an impromptu quarter-mile race. Han suggests the bet should be one million dollars for the winner. The others agree. When the light turns green, the buddies step on their accelerator pedals and shoot off down the street. The vehicles are neck and neck for the entire race, but in the last second Brian's car inches ahead. The ex-cop is overjoyed to have won, until Han and Roman confide to him that, in their opinion, Dom allowed himself to be beaten.



Although Magdalene resents Dom for what he did to her son Owen, she eventually opens up to working with him. Pictured is actor Luke Evans as Owen Shaw.

DEVELOPING THE ROAD-GOING R390GT1

Part 1: New homologation rules

The disappointment of the 1997 24 Hours of Le Mans led NISMO to make some modifications to its R390GT1 model for 1998. Yet a change in the regulations saw the company divert much of its attention away from the track and onto the road.



A numbered R390GT1 road car on display at the site of the 1997 24 Hours of Le Mans race. In the meantime, it was necessary to develop a model that would sell.

When the R390GT1 made its debut at the 1997 24 Hours of Le Mans, it did not perform as well as expected due to transmission problems. The team wanted to upgrade the car for the following year, including an aerodynamic long-tail body and improved transmission cooling.

As they did so, they were informed of a rule change that required them to actually sell at least 20 road cars as GT cars in order to compete at Le Mans the following year, in 1998. Until 1996, only one numbered road car was required to enter, as was the case with the GT-R LM. In fact, a British-licensed R390 road car was entered at Le Mans in 1997. However, although it was a road car, like the GT-R LM, it was a one-off prototype.

In order to comply with the 1998 regulations, plans were made

"We considered various aspects of the car in order to perfect it as a road car."

to modify the R390 as a full production model. The R390 road car was brought back to Japan as a prototype, and all the staff involved were gathered at a test track in Oppama to identify problems. Of course, each person in charge of the project actually drove on the track with the car before the review meeting.

Although the R390 road car was a prototype, the engine was detuned and the suspension was softened for a road car, while the VRH35L engine with more than 350hp had enough power for a car weighing just over a ton at the time. The ride was not bad and the handling was solid.

The problem was that when the engine was revved to high rpm, a strong vibration would hit the driver in the buttocks. This was due to the fact that the engine was mounted directly on the carbon monocoque, and the vibrations were so strong that the rearview mirror fell off. ♦



The somewhat familiar headlights of the R390GT1 road model were those from a Z32 Fairlady Z. They blended in nicely with the design.



At the rear was a VRH35L, a detuned version of the most powerful Group C engine – the VRH35Z. It would have been the featured unit if the model had gone into production.

THE COMPACT, RETRO PAO

The PAO was exhibited as a concept car at the 27th Tokyo Motor Show in 1987. Later, in January 1989, it was released as the second model in the Pike Car series after the Be-1 and became a hot topic of conversation.

The name of the car was derived from the Chinese word "Pao", which means "assembly house" for the Mongolian nomadic people. Unlike the Be-1, which was produced in a limited edition of 10,000 units, all the PAO models were produced and delivered after reservations were taken for three months. As a result, although 51,657 units were reserved during the three-month period, cancellations limited total production to just over 31,000 units. Still, this was the largest number ever produced for a Pike Car series.



At first glance, the design seemed rather rugged, but it was a fashionable style that asserted a sense of adventure. Even the door hinges were playful.

Like the Be-1, it was based on the first-generation March (K10). The mechanics were the same as the March, with a single-carburetor OHC MA10S engine with a maximum power of 52bhp. Five-speed manual and three-speed automatic gearboxes were available, while the steering was rack and pinion. Suspension was a combination of struts at the front and four-link coilovers at the rear. Brakes were orthodox, with disks in front and drums in the rear. The tire size was 155SR12.

The retro-style interior and exterior were based on the "adventurous spirit" theme. New plastic materials were used for the front fenders and hood to achieve this unique design.

The two-box body with sloped tailgate featured retro details that had already disappeared from domestic cars of the time, such as a triangular window that could be opened and closed, doors with external hinges, and upper and lower two-piece rear quarter windows. The tailgate had a glass hatch in



The cockpit was also simple. Even the switches had a nostalgic design, yet the air-conditioning and audio systems were the latest technology of the time.



the upper part, while the lower part opened towards the driver.

Like the Be-1, it was available with either a normal roof or a canvas top. Four body colors were available: aqua gray, olive gray, ivory, and terracotta.

The interior was also in the style of the ’50s and ’60s, with a simple two-spoke ivory steering wheel (black if the body color was ivory), a body-colored dashboard with large white gauges, and toggle switches. The seats were upholstered in black, body color, and ivory leather; a linen-textured upholstery, first used on the March “Collet” and much liked, was adopted to create a sense of unity with the exterior. The audio system was also developed exclusively for PAO with a unified design.

The seats were basic as well. The appeal of the PAO was that it could be used at the ocean as well as in the mountains. It was a car with a real sense of fun.

Together with the Be-1, this car became a representative of Japan in the first year of the Heisei era as a model that created a new sense of style by asserting itself not through its mechanics but through its design. ♦

TECHNICAL DATA

PAO PK10 TYPE (1989)

Length:	147.2in (3,740mm)
Width:	61.8in (1,570mm)
Height:	58.0in (1,475mm)
Wheelbase:	90.6in (2,300mm)
Tread (front):	53.7in (1,365mm)
Tread (rear):	53.3in (1,355mm)
Engine:	MA10S type (straight four, OHC)
Total displacement:	987cc
Maximum output:	52ps / 6,000rpm
Maximum torque:	7.6kgm / 3,600rpm
Vehicle weight:	1,543lb (700kg) (standard roof)
Suspension (front/rear):	Strut / four-link coil
Brakes (front/rear):	Disk / drum
Tires:	155/SR12



STAGE 77
RIGHT DOOR (1)

In this issue we will attach the hinge to the inside of the right door.

PARTS

77A



77B



77C



VM



77A Right door	77C Right door hinge
77B Hinge plate	VM Screws 2.3×3×6mm (×2*)

*Including spares

77.01

Position the right door 77A with the inner side facing up and place the right door hinge 77C in the highlighted recess.



SYMMETRICAL ASSEMBLIES

When assembling the right-hand door, you will see that the steps are almost identical to those for the left-hand door. As you are already familiar with the process, you will be able to do it more easily and quickly. However, check the references and indications in the pictures to make sure you are assembling it correctly.

77.02

Place the hinge plate 77B over the hinge 77C, aligning the holes in the plate with the posts on the interior of the right door 77A.



77.03 Finally, secure the right door hinge plate **77B** with a **VM** screw.



Final assembly



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