# FAST & FURIOUS™

Build

## BRIAN'S NISSAN SKYLINE GT-R

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The Skyline 2000GT-R (KPGC110), which is stored at the Nissan Heritage Collection in Zama City, Kanagawa Prefecture.

# THE SKYLINE 2000GT-R (KPGC110) – PART 1

**Even to those who are not devoted car fans, the Skyline 2000GT-R is known as a legendary car with such overwhelming performance that is impossible for an ordinary driver to handle. It is also a very spartan car. In particular, the Skyline 2000GT-R (KPGC110), which appeared over half a century ago in January 1973, was known as the "phantom GT-R" as it was discontinued after only a small number of units were produced.**

The Skyline 2000GT-R (KPGC110) was announced in January 1973 as the top model in the Skyline (C110) range. The Skyline (C110) range would later be known as the "Kenmeri" after the Ken and Mary characters that featured in the advertising for the model.

The designation for the hardtop 2000GT, which was based on the L20 engine, was KGC110. In contrast, the designation for the 2000GT-R was KPGC110. The first "K" indicated the hardtop, and the "G" indicated a car with a two-liter in-line-six engine. The "P" before the "G" signalled that this was a 2000GT-R with a DOHC S20 engine. Incidentally, the designation for the 1600 hardtop was KC110 and for the 1800 hardtop it was KPC110.

The following is an excerpt from the Nissan Skyline 2000GT-R (KPGC110) model introduction, a service bulletin issued by Nissan to those involved at the time, which described the 2000GT-R:

"The KPGC110 model was developed as a successor to the KGC110 model, and apart from changes made to improve safety and reduce pollution, the powertrain system is basically the same as before. In addition, as a car with the 'potential to transform into a racing machine', it has been improved in terms of driving stability, aerodynamic characteristics, and braking performance, without any unnecessary accessories just as before."

The earlier model referred to here was, of course, the original Skyline 2000GT-R, nick-

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named the “Hakosuka” GT-R. Specifically, the Skyline 2000GT-R (PGC10) was a prototype racing car based on the four-door sedan Skyline 2000GT, and was fitted with an S20 engine, which was a redesigned version of the GR8 unit from the Nissan R380 for use in production vehicles. The Skyline 2000GT-R (PGC10) and the Skyline 2000GT-R (KPGC10) were redesigned in October 1970 with a 2.75in (70mm) shorter wheelbase and a hardtop body.

The Skyline 2000GT-R (PGC10) was developed with the aim of winning races, and at a time when it was still unusual for production sports cars to use a two-valve DOHC engine, it was fitted with an in-line six four-valve DOHC engine that produced a then unheard-of 160ps. It was also exceptionally lightweight, with even the radio and heater being optional extras. Furthermore, it was equipped with a 26-gallon (100-liter) fuel tank, an electromagnetic fuel pump, and a mechanical LSD as standard equipment, making it a base vehicle for motorsports from the very beginning. The Skyline 2000GT-R (PGC10) demonstrated the performance that was expected of it; in less than three years, the Nissan team and other outfits succeeded in winning more than 50 races with the model in Japan.

## A LOW-VOLUME PRODUCTION CAR

The body size of the Skyline 2000GT-R (“Kenmeri” GT-R) was 175.6in (4,460mm) long, 66.7in (1,695mm) wide, and 54.3in (1,380mm) high. Compared to the previous model, the hardtop 2000GT-R, it was 5.1in (130mm) longer, 1.2in (30mm) wider, and 0.4in (10mm) taller. The vehicle weight increased by 99lb (45kg) to 2,524lb (1,145kg), but note that some modern light cars weigh more than this. In fact, when you look at the actual "Kenmeri" GT-R, it is surprising to see just how compact it is.

What was distinctive about the exterior was that it came standard with a specially designed front grille, over-fenders on all four wheels, and a rear spoiler.

The catalog stated that, “The dark gray paint color and the over-fenders are also distinctive. It is possible to install everything from standard tires to super-wide racing tires.” Made of FRP, the over-fenders were riveted to the front and rear fenders, but unlike the body of the base model hardtop 2000GT, the 2000GT-R had exclusive front and rear fenders. In particular, the rear fenders were cut with a surf line, just like the previous “Hakosuka GT-R”. The wheel arches were enlarged to allow the fitting of wider tires and the front fenders were also enlarged with parts exclusive to the 2000GT-R.

**With its four-wheel over-fenders, the car had a sharper style than the previous Skyline GT-R (KGPC10). At the time, the body seemed large, but when viewed by modern eyes, it is actually quite compact.**




**The instrument panel was made of aluminum-style panels, giving the cockpit a spartan feel. In that era, the more gauges you had, the higher performance.**



As a result of fitting over-fenders to all four wheels, the “Kenmeri” GT-R had a total width of 66.7in (1,695mm), which was 2.75in (70mm) wider than the base model 2000GT’s total width of 64in (1,625mm), but it was still within the 5-number size category. The over-fenders made the car 1.4in (35mm) wider on each side, but the standard 175HR14 radial tires were far too narrow. However, even at this size, the tires were still wide for standard equipment at the time.

The engine was the S20 type. The basic structure and specifications, such as the maximum output of 160ps/7,000rpm and maximum torque of 18.0kgm/5,600rpm, did not change, but a gasoline vapor control device was added to comply with exhaust gas regulations. In addition, the shape of the stainless-steel exhaust manifold (“octopus legs”) was changed to match the shape of the engine compartment. The regular gasoline specification with a maximum output of 155ps was also continued. However, the 26-gallon (100-liter) fuel tank of the previous C10 model was changed to the same 14.5 gallons (55 liters) as the other model grades.



Like the “Hakosuka” GT-R, the suspension was a four-wheel independent setup with struts in the front and semi-trailing arms in the rear. The “Kenmeri” GT-R featured increased spring rates in the front and rear, and the addition of stabilizers at the rear. The brakes were now four-wheel disks, and a master cylinder was fitted to reduce pedal force.

It was developed as a car with the “power to transform into a racing machine”, but the era did not allow for that. The 1970 Muskie Act in the US led to the urgent issue of countermeasures against air pollution and the purification of exhaust gas, so car manufacturers

**The front seats were the bucket style without a reclining mechanism. When getting into the back seat, the rear end of the seat would lift up with the front end as the fulcrum.**



**The engine installed was the S20, an in-line six, four-valve DOHC engine that had been inherited from the previous 2000GT-R (KGPC10). At the time, it was an extremely high-performance engine.**

around the world were forced to respond. Nissan was no exception. As a result, it is easy to imagine that measures to deal with exhaust emissions from mass-produced engines such as the L20 and L18 types were given top priority over the S20 type, which was used in the low-volume production 2000GT-R. The curtain dropped on the "Kenmeri" GT-R after a short period of production.

As the Chief Product and Vehicle Engineer, Shinichiro Sakurai, later said: "The Hakosuka was a work of art. The Kenmeri was a product." The "Kenmeri" was a Skyline that incorporated the demands of the market and it was a great success. The public appreciated its commercial value, and the "Kenmeri" became an unprecedented blockbuster, with monthly sales at that times reached over 20,000 units.

However, in the background, the Skyline 2000GT-R (KPGC110) quietly disappeared. There are various opinions on the number produced, but the volume was small, at around 200 units. Among Skyline enthusiasts, the accepted figure is 197 units. The GT-R name was not revived until 16 years later, in 1989. ♦



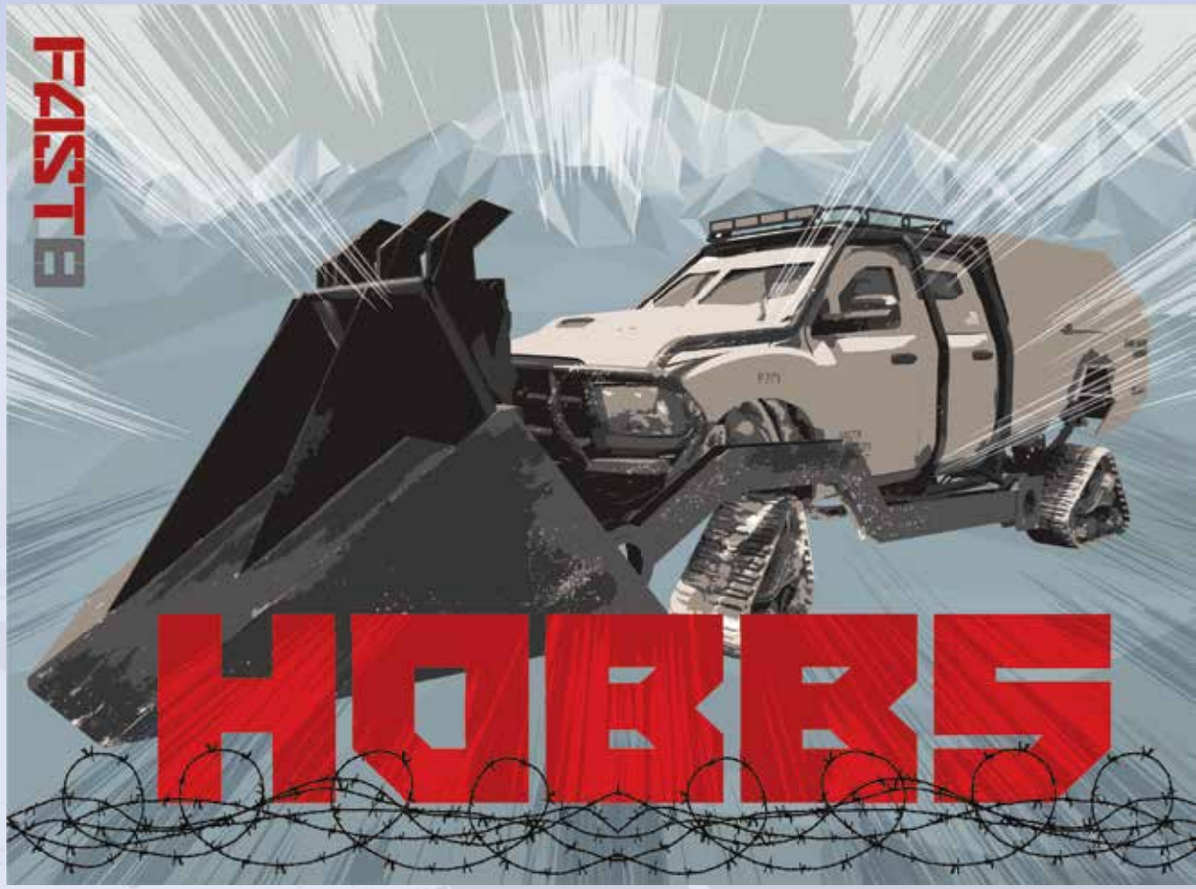

**The round taillights used on this Skyline became an icon of the GT-R and have been carried over to the latest Nissan GT-R (R35).**





# TWO TOUGH GUYS FACE TO FACE

**The eighth movie of the franchise featured a memorable face-off between Hobbs and Deckard Shaw in a maximum-security jail.**




This clash of titans was the idea of Screenwriter Chris Morgan, who suggested placing the two antagonists under the same roof with no possibility of escape, offering the audience an eagerly-awaited rematch after their first fight in *Furious 7*. The director of the movie, F. Gary Gray, made the most of this opportunity.

## AN INEVITABLE CLASH

Audiences had already seen that Hobbs, Dwayne Johnson's character, had undergone a big change, from implacable DSS (Diplomatic Security Service) agent to fully-engaged associate of Dom Toretto's team. But in *The Fate of the Furious,* his relationship with Dom wavers when the latter betrays him during an undercover mission in Berlin, rendering Hobbs collateral damage. The US government turns its back on its agent, forcing Hobbs to hand in his badge and locking him in the same jail as his rival Deckard Shaw, played by Jason Statham.

This sophisticated prison will become the scene of a long-awaited rematch between these two, both of whom have impeccable

military training and proven combat skills. However, although they appear to hate each other, what initially looks like a relationship of simple rivalry slowly changes. Between challenges and sarcastic remarks, a bond develops between them that will be fundamental in the future of the franchise.

## FROM HATRED TO RESPECT

Mr. Nobody, an influential character in previous movies, proves to be the mastermind of the plan that leads to the prison confrontation. His objective is to free Hobbs from jail, and he provokes a fight between the two men. Director F. Gary Gray says this clash is so exciting because the characters are fighting for different reasons: Hobbs wants to settle scores with his old rival, while Shaw simply wants to regain his freedom. We also see a contrast in their fighting styles: while Shaw uses a more technical, precise style with touches of parkour, Hobbs uses pure brute force like a hurricane that destroys everything in its path.

As a result of the fight and the evident chemistry between the characters, their relationship deepens, leading the filmmakers to conceive a new project, *Fast & Furious Presents: Hobbs & Shaw,* released in 2019. Despite their differences, the two characters find themselves forced to work together, further developing their see-saw dynamic of hatred and respect. ♦

### THE ADVENTURES OF BRIAN O'CONNER

**Steal and drive**

In the epic finale of *Fast Five,* Dom changes plans and, with Brian's help, uses chains attached to two 2011 Dodge Charger SRT8s to pull the safe holding Hernán Reyes' fortune through the wall of police headquarters. The cars drag the safe through the streets of Rio de Janeiro, but when they find themselves with no apparent way out on a long bridge, Dom releases the cable from Brian's car. He orders Brian to escape so he can look after Mia, while Dom performs a risky maneuver in the hope of ending Reyes's criminal career.



**Confined to a maximum security prison, Deckard Shaw watches with interest the arrival of a new inmate with whom he has a score to settle.**





# A NEW MODEL FOR THE 1999 24 HOURS OF LE MANS

**In the late 1990s, NISMO competed in the 24 Hours of Le Mans with varying degrees of success, including a first podium finish for an all-Japanese team in 1998. Nevertheless, a new regulation meant the team was forced to develop a new car for the 1999 event.**




In 1997, NISMO changed its car from the GT-R LM to the R390GT1 for the 24 Hours of Le Mans. Despite being a newcomer to the race, the car performed surprisingly well in the preliminary qualifying rounds.

However, due to a difference in interpretation of the regulations, NISMO was required to review the structure of the rear trunk, and a box-type trunk was hastily installed on site. Of the three R390GT1s that entered the race, two retired and the one that did finish was not able to achieve the desired result, placing 12th overall.

For the following year, the team made an update to the car. The

**For 1998, the R390GT1 was updated in various ways to increase its potential. The exterior featured a long tail with improved aerodynamic performance.**




**NISMO entered four R390GT1s in the 1998 24 Hours of Le Mans, and all finished in the top 10.**




Due to regulation changes for 1999, NISMO was forced to develop the new R391, an open-body LMP class car. The engine was also changed to a five-liter non-turbo unit.




NISMO's all-Japanese team of Kazuyoshi Hoshino, Aguri Suzuki, and Masahiko Kageyama in car #32 finished third in 1998.



In 1999, the team entered three cars: two R391s and the Courage C52 Nissan on the far left. The Courage C52 was the only car to complete the race, finishing 8th.

cooling structure of the transmission, which had caused problems in 1997, was revised, and the long-tailed body was modified for aerodynamic advantages. In addition, new technologies such as ABS and traction control were incorporated.

Four R390GT1s were entered for the 1998 24 Hours of Le Mans. In the final race, all cars finished in the top 10. The best-placed R390GT was #32 driven by the Japanese trio of Kazuyoshi Hoshino, Aguri Suzuki, and Masahiko Kageyama, who finished in third place. It was the first time in Le Mans history that an all-Japanese trio of drivers filled one of the podium places.

***"NISMO showed its determination to win the 24 Hours of Le Mans in 2000..."***

The Nissan team had high hopes for the following year's 24 Hours of Le Mans, but the GT1 class in which the R390 was to compete had been removed. The reason for its disappearance was that, although there were homologation models that were nominally GT cars and ran on public roads, the reality was that they were no longer famous; with the exception of McLaren, the leading works cars were prototype racing cars such as those that competed in Group C. In response to this major regulation change, the Nissan teams were forced to switch their cars to Group C cars, which were not allowed to run on public roads.




**The R391 was updated in anticipation of the 2000 24 Hours of Le Mans. The model's progress was confirmed by winning the Le Mans Fuji 1,000km race in November 1999.**

As a consequence, Nissan decided to abandon the R390 and develop a new open-body Le Mans Prototype (LMP), the R391, to compete in the race. The teams must have been under tremendous pressure to make such a drastic change after only two years with the GT-R LM and two years with the R390, when they were just beginning to mature their cars.

Two R391s were entered in the 1999 24 Hours of Le Mans. One of them crashed during qualifying and had to retire. The R391 of Michael Krumm, Satoshi Motoyama, and Erik Comas, a well-established team in Japan, also retired after eight hours due to an electrical problem.

After the race, NISMO began updating the R391 in preparation for the following year's event, and in November 1999, the team entered the Le Mans Fuji 1,000km at Fuji Speedway, displaying its advancements to the public. The Toyota TS020 was the leading contender for the championship, but the NISMO team beat it hands down and took the overall crown.

Based on this success, NISMO was planning to enter the Le Mans race the following year. However, Nissan had formed a capital tie-up with Renault in March 1999, at an inopportune time. The decision of the newly appointed chief operating officer from Renault resulted in the cancellation of the Le Mans challenge from 2000 onward. ♦

**Victory at the Le Mans Fuji 1,000km event meant that the NISMO team was able to put its disappointing result at Le Mans behind it. NISMO had high hopes for the following year's Le Mans, but it wasn't to be.**



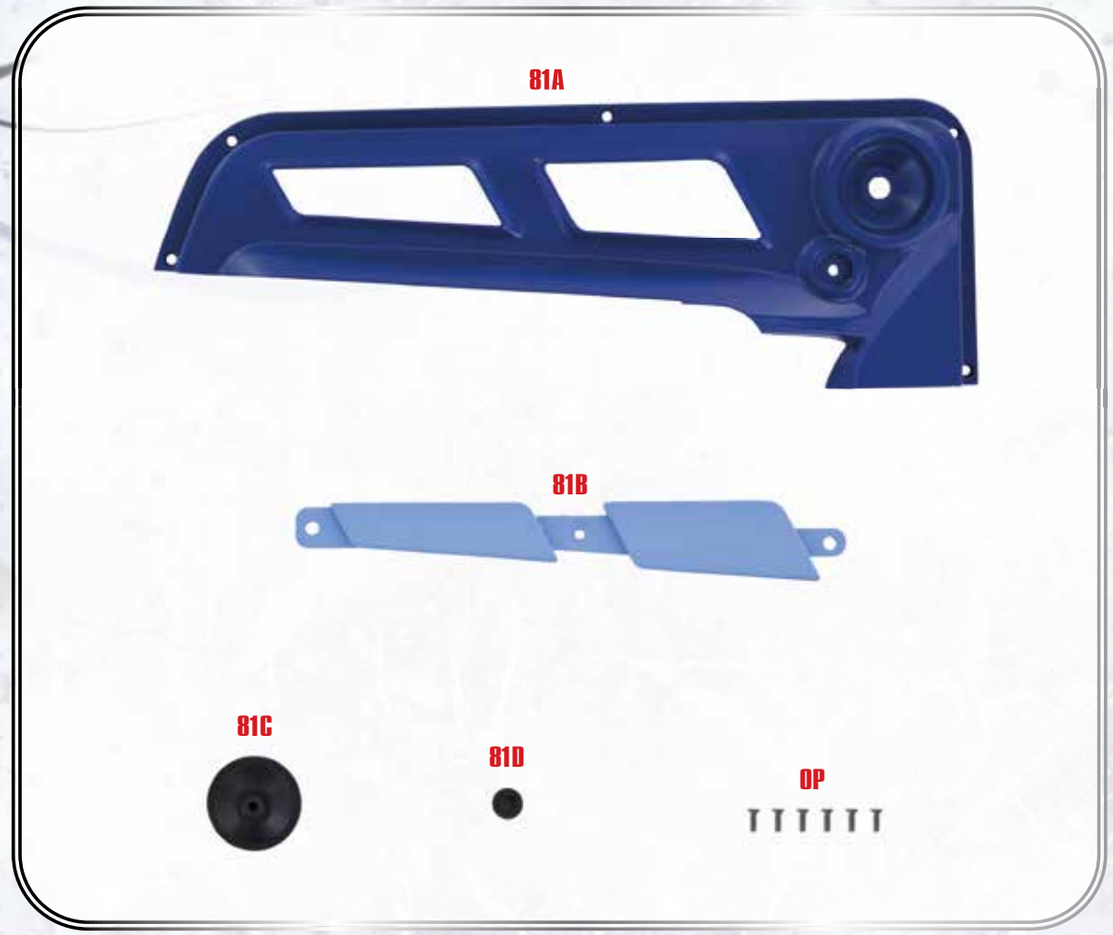





# STAGE 81
# RIGHT DOOR (5)

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

## PARTS

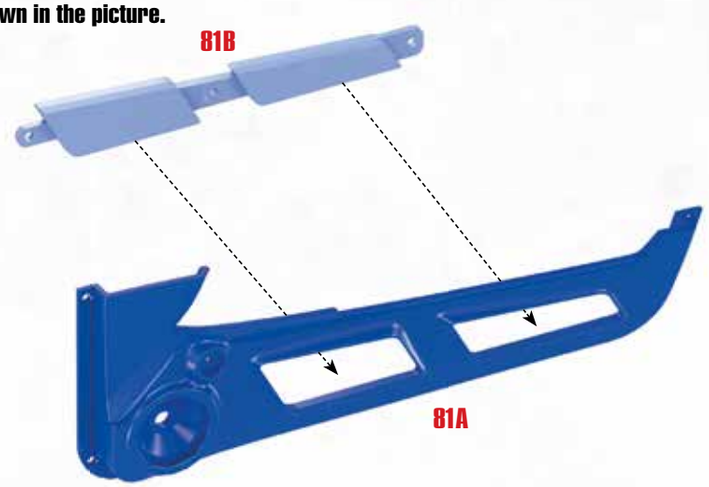



**81A** Right door lower trim
**81B** Right door lower padding
**81C** Right door speaker 1
**81D** Right door speaker 2
**0P** Screws 1.4×4mm (×6*)

*Including spares

## 81.01

Position the right door lower padding 81B inside the right door lower trim 81A, as shown in the picture.




## 81.02

Place the right door lower trim 81A over the right door lining 80A and secure the assembly with three OP screws in the highlighted holes.




## 81.03

Insert two more OP screws into the lower holes in the right door lower trim 81A.




## 81.04

Insert the right door speaker 1 81C into the large round slot in the right door lower trim 81A.



**81.05** Finally, insert the right door speaker 2 **81D** into the small round slot in the right door lower trim **81A**.




## Final assembly





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