FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

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

The original Skyline 2000GT-R (KPGC10) was developed for racing, and the KPGC110 was no different. However, the KPGC110 was unable to compete on the track due to strict exhaust gas regulations. In order to comply with the rules, engineers from domestic manufacturers concentrated on developing emissions purification equipment. As a result, the works activities had to be cancelled, and the 2000GT-R race-specification car, which made its debut at the Tokyo Motor Show, became a "phantom" machine.

In December 2019, Nissan Motor Co., Ltd. released images of the Nissan GT-R50 by Italdesign, a limited-run production model of the Nissan GT-R. This special car was developed jointly to commemorate the 50th anniversary of the GT-R in 2019 and the 50th anniversary of Italdesign in 2018. Based on the Nissan GT-R NISMO (R35), it was assembled by NISMO and was fitted with a VR38DETT engine that generated a maximum output of 720ps. It was announced that only 50 units would be sold worldwide.

The prototype model, which was unveiled before the production model, had a custom gray paint finish with gold accents, but for the production model, customers could specify their favorite body and interior colors. Among the images released, there was one car with a color scheme that seemed to be inspired by the commemorative car stored in the Nissan Heritage Collection. Sporting the number 73 on the rear fender, it had a dark green body with gold stripes – it was a homage to the 1972 Skyline 2000GT-R (KPGC110) Racing Concept.

In October 1972, the 19th Tokyo Motor Show (now the Japan Mobility Show) opened at the Tokyo International Trade Center in Harumi, Tokyo. At the Nissan booth, new models were on display, including the Laurel (C130), the Datsun

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The Nissan Skyline 2000GT-R (KPGC110) Racing Concept was exhibited as a reference exhibit at the 19th Tokyo Motor Show in 1972. The number 73 reflects the thoughts of the development team at the time.

Sunny Coupe 1200GX-5 (KB110) with a newly-installed five-speed transmission, and the Skyline (C110), which had been released in September. At the same time, the Skyline 2000GT-R Racing Concept, which would become the "phantom" GT-R, was on display as a reference exhibit. Looking at the photos from that time, there was a plate on the dark green display car that read: "Skyline Hardtop 2000GT (RACING)".

This car was, in fact, the first public showing of the Skyline 2000GT-R (KPGC110), which was released in January 1973. The car had wide over-fenders, front and rear spoilers, and a front end without headlamps. The number 73 was painted on the left and right doors, suggesting that it would be competing in the 1973 season.

Other companies were also exhibiting race-specification cars. Toyota displayed race-specification versions of the Celica 1600GT and Sprinter Trueno, and also exhibited a 2T-G engine with twin plugs and a turbocharger. The Mazda Savanna GT race-specification car and the Isuzu Bellett R6 Spider also attracted the attention of motorsports fans.

However, dark clouds were gathering over the future of motorsports in Japan at the time. The environment surrounding cars had already started to move in a different direction. Domestic car manufacturers were being forced to take measures to deal with the revised US Clean Air Act – known as the "Muskie Act" – which was enacted in 1970 and increasingly strict exhaust gas regulations in Japan. The companies mobilized their engineers and pulled out all the stops to comply with the exhaust gas regulations. As a result, the manufacturers scaled back the activities of their racing teams. Furthermore, the first oil shock – which occurred in October 1973 after the fourth Middle East War – led to the withdrawal of major manufacturers from motorsports.

This was the case for the racing version of the Nissan Skyline 2000GT-R (KPGC10). On October 10, just before the Tokyo Motor Show, the Fuji GC Series Round 4, Fuji Masters 250km Race TS Race Final became the final race for the Nissan racing team's GT-Rs. As a result, the new Skyline 2000GT-R (KPGC10) race car never appeared on the circuit.

NO SHOW FOR NISSAN'S ROTARY ENGINE

The biggest draw at the 1972 Tokyo Motor Show was the technology for cleaning exhaust emissions and safety measures, which were the biggest issues at the time. Manufacturers such as Nissan, Toyota, Mitsubishi, and Fuji Heavy Industries exhibited their own unique technological achievements in cutting-edge exhaust gas purification technology. These included oxidation catalysts and reduction catalysts, Honda's CVCC – which was the first engine in the



This Nissan Skyline 2000GT-R Racing Concept has been restored and is currently in the Nissan Heritage Collection.

world to comply with the "Muskie Act" – and Mazda and Daihatsu's thermal reactors.

Of particular interest was Nissan's rotary engine. Following Mazda, which had developed a rotary engine to compete with the Skyline 2000GT-R on the race circuit, Nissan had also developed a rotary unit. In fact, in response to the increasingly strict exhaust gas regulations, each company was researching the rotary engine as a possible solution, as it was considered to be advantageous in terms of NOx emissions. The rotary engine developed by Nissan was a 500cc two-rotor peripheral port type. It was fitted with a carburetor with a downdraft four barrel. It was installed in the Datsun Sunny Excellent Coupe (KPB110) and then exhibited. Although only the engine was on display at the show, the specifications – such as the maximum output of 120ps/6,000 rpm – were announced at a test drive event for the media held around the same time.

It is said that Nissan's rotary engine was being developed with the plan to install it in the Silvia (S10). However, due to the oil crisis, the engine was not used due to its poor fuel efficiency, and the "Silvia Rotary" was shelved – the Silvia (S10) was then launched in 1975 with a L18 reciprocating engine.

Alongside exhaust gas purification technology, Nissan and Toyota exhibited ESVs (Experimental Safety Vehicles). The ESV was a proposal developed by the US Department of Transportation

The Nissan GT-R 50 by Italdesign was unveiled in 2017. The body color and the number 73 on the rear fender are reminiscent of the Skyline 2000GT-R Racing Concept.





A rotary engine-equipped Sunny (B110) that was displayed as a reference exhibit at the 19th Tokyo Motor Show in 1972. At the time, rotary power plants were viewed as engines for the new era.

(DOT) to set standards for automobile safety on a global level. In November 1970, a memorandum of understanding on the development of experimental safety vehicles was exchanged between the Japanese and US governments.

Nissan's ESV incorporated advanced safety equipment that is now standard, such as driver and passenger airbags, anti-skid brakes (ABS), door reinforcement members, and bumpers with urethane covers to protect pedestrians. A distinctive feature was the huge periscope installed across the width of the roof. It was said to provide a rearward field of vision three times wider than a normal rearview mirror, but it was far from practical in terms of design and aerodynamics. Nowadays, a small camera and monitor can provide a much wider field of vision.

The 19th Tokyo Motor Show in 1972 was a "technology development show" where domestic manufacturers – who had previously competed with each other in terms of performance and luxury equipment – unveiled "environmental performance" and "safety performance" that protected health and improved safety. This was also a time when motoring in Japan was beginning to mature. Until then, Japanese cars had been competing to be more powerful, like the so-called "work-oriented employees" of the period of rapid economic growth in Japan. Yet the new Laurel advertising campaign, which appealed for a new perspective on affluence with the slogan "Let's drive slowly. Let's live slowly", became the talk of the town. ◆



A Datsun Sunny Coupe 1200GX-5speed. The model was compact and had excellent driving performance, so it was used in races and rallies. In an era when five-speed manual transmissions were considered advanced, this was also used as part of the grade name.

THE CARS IN *THE FATE OF THE FURIOUS*

Once again, the film crew had to surpass itself in the eighth movie in the series and assemble an extraordinary fleet of vehicles that would provide explosive moments against a variety of new backdrops.



The Fate of the Furious will always be remembered as the movie in which Dom Toretto switches sides, but also as the film featuring pulsating races and chases in settings as different as Havana, New York, and the frozen Arctic wastes. All of them required special fleets of vehicles. The franchise's veteran Automobile Coordinator, Dennis McCarthy, consulted his personal contacts to find the crème de la crème. Producer Neil H. Moritz and McCarthy himself contributed to the filming of some of their own spectacular automobiles.

A VALUABLE TEAM

Among the cars that appeared in the movie there were gems manufactured in the United States, belonging to the historic Dodge, Ford, and Chevrolet brands. But exquisite imports from prestigious makers Ferrari, Jaguar, Lamborghini, Subaru, and Toyota were also used. The film also employed a unique Nissan model valued at $2 million, which had to be delivered from Japan. The makers of the movie estimated they used vehicles worth approximately $17 million in the filming.

With the help of David Peña, the "car king" of Cuba, Dennis McCarthy found an incredible gallery of autos for the Havana sequence, which featured a Chevrolet Fleetline and a Ford Fairlane. Later, in New York, Dom drove a 1971 Plymouth GTX. In the Arctic's icy Barents Sea, as many as 16 vehicles were modified to take part in a mad pursuit under very harsh weather conditions. The stars of the scene were

THE ADVENTURES OF BRIAN O'CONNER

The never-ending race

Who's faster: Dom or Brian? It looks like the question will be answered in the ending of *Fast Five,* when Brian and Mia are paid a visit by Dom and Elena at their hideout in the Canary Islands. Brian asks his friend for a rematch: a race with no bets and no interference, simply to find out who is faster. Just as Dom accepts the challenge, however, the credits roll. The excitement then transfers to the start of *Fast & Furious 6,* where it seems the friends are racing on the spectacular Punta de Teno road in the Canary Islands. Brian drives a silver 2011 Nissan GT-R (R35) and Dom is in his black 2009 Dodge Challenger SRT-8. But a few seconds later we discover it's a race of a different kind: they are rushing to the hospital so Mia can give birth to her baby.

Dom Toretto's amazing Dodge Ice Charger, Hobbs's Dodge Ice Ram truck, and Letty's Rally Fighter, one of the Local Motors company's most original creations.

NOT JUST CARS

Almost the entire cast had the chance to drive spectacular vehicles during filming. Possibly the happiest was Tyrese Gibson, who plays Roman. He took the wheels of spectacular models such as a Bentley Continental GT and a 2003 Lamborghini Murciélago.

The complex plot of *The Fate of the Furious* challenged McCarthy and his team, as the movie did not only require cars. The production crew also had to find several motorcycles: Ducati, Harley-Davidson, and KTM Confederate, plus an MD helicopter, a Mystic motor boat, a Stryker military buggy, and even a Ripsaw tank loaned by the United States Defense Department. Before the filming of some scenes, the *Fast & Furious* cast and crew looked like the members of a battalion before going off to fight. ◆





Above, Letty's Local Motors Rally Fighter. Below, the mighty Dodge Ice Ram driven by Luke Hobbs.

SWITCHING TO THE FAIRLADY Z FOR GT RACING

When production of the Skyline GT-R (R34) wrapped up in 2002, NISMO continued racing with the model for one more year before adapting the Fairlady Z into a racer that proved its dominance in the GT class in its very first year.



The S1 engine was designed to be used on twisty roads as well as on the street. It was known for its ease of use and large torque from low to high rpm.

The special long-nose NISMO Z celebrated its 20th anniversary in 2004, making it a year of great significance. Firstly, in the field of motorsports, the focus of activities was the All Japan GT Championship GT500 class. Until 2003, the Skyline GT-R raced in this category, but in 2004 the switch was made to the Fairlady Z (Z33). Although production of the Skyline GT-R (BNR34) had ended in December 2002, NISMO continued to compete with the model in the 2003 racing season, and went on to win the series championship. It was a fitting end to an era. From the 2004 season, the team began competing in the GT500 class with the Fairlady Z.





A long-awaited NISMO production car, released to mark the GT Championship Series entry.



The interior was really quite special. The seats were upholstered in Alcantara® for a luxurious feel. A NISMO speedometer reading up to 300km/h (186mph) was also fitted.



The suspension was NISMO's S-tune specification. The front brakes were significantly reinforced with large-diameter 355mm rotors and special Brembo calipers.

The Fairlady Z (Z33), which was launched in 2002, was thought to have an aerodynamic advantage due to its style, but in fact its short overall length was a disadvantage when it came to turning it into a race-specification car. As a result, Nissan quickly developed the Fairlady Z Type E homologation model, and released it in January 2004.

The Type E had a longer body than the standard Fairly Z, with the front overhang extended by 7.1in (180mm) and the rear overhang lengthened by 5.3in (135mm). This increased the overall length to 182in (4,625mm), making it 1in (25mm) longer than the Skyline GT-R (R34). In addition, air vents were fitted in front of the rear wheel arches to allow for wider bodywork, and a brake duct was installed. The car's width was increased by 1in (25mm) to 72.4in (1,840mm), and this helped to give it the aerodynamic profile needed for racing specifications.

In fact, the first-generation Fairlady Z also had a long-nose model that gave it an aerodynamic advantage when racing – the Fairlady 240ZG. This long nose, commonly known as the "G-nose", became popular with young people at the time, and became a standard for customizing the first-generation Fairlady Z. It goes without saying that the Type E also attracted a lot of attention as the "G-nose" of the Heisei era.

Meanwhile, in the world of sports parts, NISMO's mainstay models had shifted to the new-generation Fairlady Z, and various components had already been released.

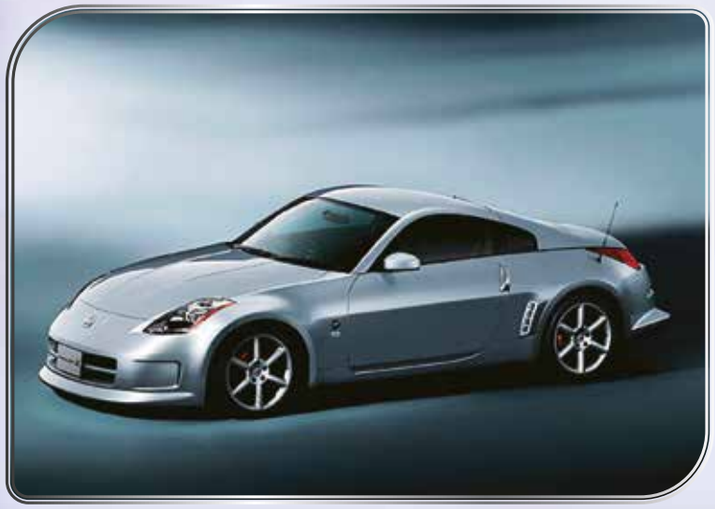


A car from the 2004 All Japan GT Championship GT500 category. The Fairlady Z Type E allowed for a long-body specification, and it dominated in its debut 2004 season.

NISMO could not miss the opportunity to install the "G-nose of the Heisei era" on the Type E, and a complete production car was planned as a symbol of the customization of the new-generation Fairlady Z.

Named the Fairlady Z S-tune GT, the production car was released in January 2004, around the same time as the Type E. It was a long-body version with NISMO's original side skirts and rear spoiler, as well as the front and rear bumpers and side finishers of the Type E. The engine was the S1-spec VQ35DE, tuned from the 280ps of the catalog model to 300ps. Of course, the suspension and brakes were also strengthened, as well as the drivetrain components such as the clutch and LSD. The selling price at the time was 6.5 million yen, but considering the specifications and tuning levels, it was a very generous package.

The race-spec Fairlady Z won the GT500 class of the 2004 All Japan GT Championship, which gave NISMO two consecutive wins. Meanwhile, NISMO's production car offensive, which marked its 20th anniversary, did not stop with the Fairlady Z S-tune GT. ♦

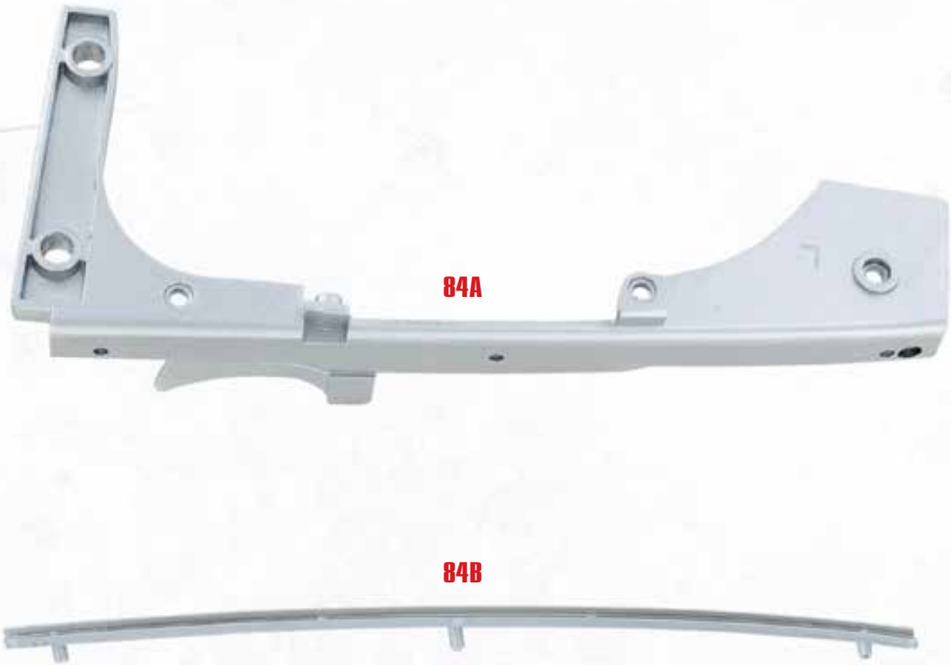


The Fairlady Z Type E was introduced in January 2004. It was a homologation model with a long-body specification, with only the front and rear bumpers changed on the outside.

STAGE 84 BODY (2)

In this issue, we will mount the reinforcement on the front left side of the body.

PARTS



84A Front left reinforcement
84B Reinforcement cover
AIM Screws 2×3×6 mm (×3*)

*Including spares

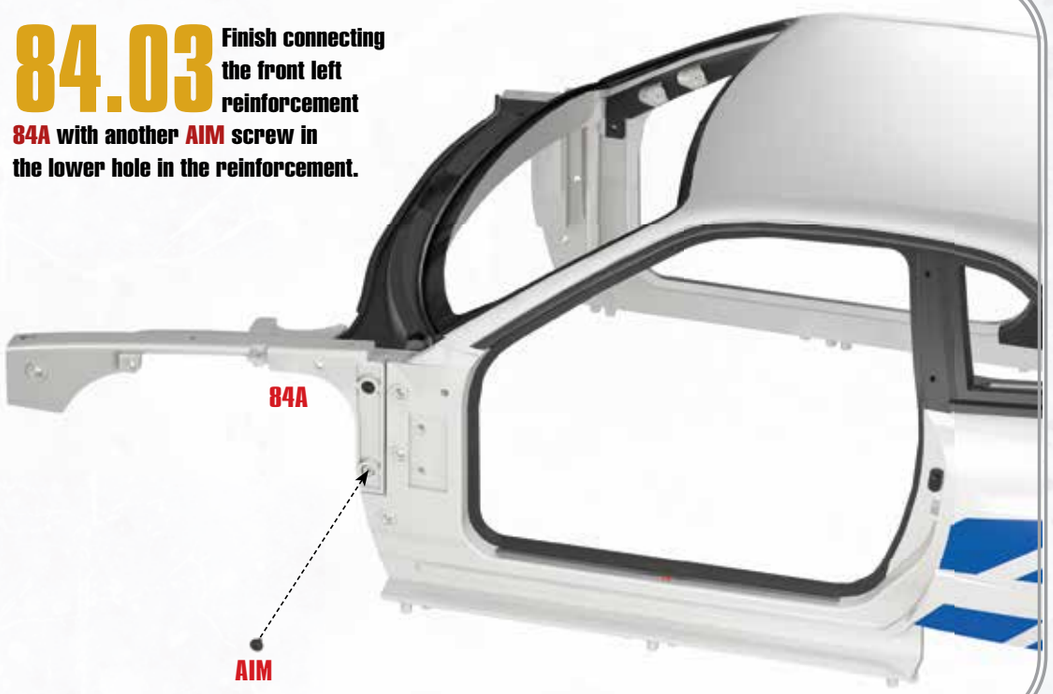
84.01 Align the front left reinforcement **84A** with the highlighted holes on the front left side of the body **61A**.



84.02 While holding the front left reinforcement **84A**, insert an **AIM** screw into the upper hole.



84.03 Finish connecting the front left reinforcement **84A** with another **AIM** screw in the lower hole in the reinforcement.



Final assembly



Keep the reinforcement cover **84B** aside for later assembly.

HOW TO STORE ASSEMBLIES

To store loose parts that have not yet been assembled, or to preserve the integrity of small assemblies, use organizer boxes with compartments or plastic containers with lids. Boxes with adjustable compartments are available that allow you to adapt them according to the size of the pieces. It is also advisable to use labels and sticky notes, which will save you time when searching for specific parts and prevent the loss of essential parts. Finally, keep the assembly instructions in the same place for quick reference.



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