FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

85

F237FSC085



FANHOME

Fast & Furious Franchise
© 2025 Universal City Studios LLC. All Rights Reserved.

UNIVERSAL

FAST & FURIOUS

Build
BRIAN'S NISSAN SKYLINE GT-R

ORIGINAL VERSION
© 2025, Editorial Planeta DeAgostini S.A.U.
Avda. Diagonal, 662-664
08034 Barcelona, Spain
All rights reserved

© 2025 De Agostini Publishing S.p.A

ENGLISH LANGUAGE ADAPTATION
USA Published by De Agostini Publishing USA, Inc.
299 Park Avenue, New York, New York 10171

UK Published by De Agostini UK Ltd
c/o Royds Withy King, 69 Carter Lane, London EC4V 5EQ

DE, AT, NL, HU, PL, CZ, SK, LT, SE, IT
Published by De Agostini Publishing, S.p.A, Via G. da Verrazano 15, 28100 Novara, Italy

Picture Credits: p. 1-4: Nissan Press Office; p. 5-6: NBCUniversal Archive; p. 7-10: Nissan Press Office.

NISSAN MOTOR CORPORATION OFFICIAL LICENSED PRODUCT

Nissan Motor Co., Ltd. trademarks, designs, copyrights and/or other intellectual property rights are used under license.

Printed in Italy

ISSN 2977-1609

ISBN (EE countries): 979-12-209-0811-5

CUSTOMER SERVICES

USA
Email support@usa.fanhome.com

UNITED KINGDOM
Email support@uk.fanhome.com

DEUTSCHLAND
Email support@de.fanhome.com

ÖSTERREICH
Email support@at.fanhome.com

NETHERLANDS
Email support@nl.fanhome.com

POLAND
Kontakt z biurem obsługi klienta:
Tel: 22 307 64 59
E-mail: bok@deagostini.pl

CZECH REPUBLIC
Kontakt na zákaznické centrum SR:
Tel: 246 017 120
E-mail: zakaznicke.centrum@deagostini.cz

SLOVAKIA
Kontakt na zákaznické centrum SR:
Tel: 0220 839 090
E-mail: zakaznicke.centrum@deagostini.sk

The price of this issue includes the magazine and the attached assembly parts.

TO OUR READERS
The publisher reserves the right to modify any components as required during the course of the collection. Not suitable for children under the age of 14 (12 for USA). This product is not a toy and is not designed or intended for use in play. The model is complete in 110 issues.

WARNING
Any reproduction, even partial, of the contents of the magazine is prohibited without permission from the Publisher. The assembly parts and the magazine that accompanies it are strictly for private use, and within the family, in accordance with Article L122 - 5 10 of the Code of Intellectual Property. Any reproduction other than that provided for in Article L122 - 5 20 of the Intellectual Property Code is prohibited. The magazine and/or elements of the collection may not be distributed, loaned, resold, rented or exploited for commercial purposes.

MORE INFORMATION AT

fanhome.com deagostini.com



Restored by the Nissan Classic Car Restoration Club, the Skyline 2000GT-R Racing Concept was driven around Fuji Speedway by former works driver Moto Kitano at the 2007 NISMO Festival.

THE SKYLINE 2000GT-R (KPGC110) RACING CONCEPT – PART 2

Only around 200 units of the Skyline 2000GT-R (KPGC110) were ever produced, and one of the most famous was the Skyline 2000GT-R Racing Concept. This model was inspired by the 2000GT-R (KPGC10), which was a favorite of the Nissan racing team, and was designed to be used on the circuit. It was kept in storage without ever being raced, but was restored to a condition where it could be driven in the 21st century.

The Skyline 2000GT-R Racing Concept exhibit car, which was displayed at the 19th Tokyo Motor Show in 1972, was kept in storage at Nissan Motor Co., Ltd. in its original condition and is now one of the commemorative cars in the Nissan Heritage Collection. The chassis number KPGC110-000013 indicates that it is an early prototype.

When it was displayed at the Tokyo Motor Show, the specifications were not announced. Before restoration, the engine compartment was equipped with an S20 engine that was thought to be a standard model, with the same red air cleaner as the production model, and the cylinder head stamp was confirmed to be "K3". There was no sign of any exhaust gas control device ever

FANHOME DeAgostini COLLECTIBLES

Fast & Furious Franchise
© 2025 Universal City Studios LLC. All Rights Reserved.
UNIVERSAL

having been fitted to the production car. This suggests that it was a prototype car for display purposes only, but even so, there was a new engine oil cooler installed under the radiator. The two straight exhaust pipes were located on the left-hand side of the body.

The exterior modifications that symbolize the race specification car of the TS (special touring car) class are the FRP racing jacket on the front, the front and rear spoilers, as well as the powerful four-wheel over-fenders. Bridgestone slick RA300 tires were fitted, with the sizes of 7.9/22.6-14 at the front and 10.0/22.6-14 at the rear. At the time, slick tires were measured in inches, so when converted to centimeters, the front tires would be equivalent to 200/574-14 and the rear tires to 254/574-14. The gold-colored wheels fitted to the car were reportedly made of magnesium alloy. In order to reduce weight, the trunk lid was made of FRP, and the side and rear windows were changed to a lightweight acrylic material.

The Skyline 2000GT-R Racing Concept is preserved in working order at the Nissan Heritage Collection in Zama City, Kanagawa Prefecture.

Before restoration, the interior was still equipped with the standard instrument panel with tachometer and speedometer. The starting key barrel was also still present, but the center console had been removed. The steering wheel had been replaced with a small leather-wrapped one, and the interior upholstery and rear seats had been removed, leaving two bucket seats and a simple three-point roll bar in their place.

RETURNED TO ITS ORIGINAL CONDITION

In 2007, this Skyline 2000GT-R Racing Concept was fully restored by the Nissan Classic Car Restoration Club and returned to a state where it could be driven. It was exhibited to Nissan fans for the first time as a functioning model at the NISMO Festival in December 2007, 35 years after its debut at the 19th Tokyo Motor Show.

The Nissan Classic Car Restoration Club was established in 2006 as an in-house club of Nissan Motor Co., Ltd., and is made up of around 100 members. So far, the club has restored a variety of classic Nissan cars, at a pace of one car per year, starting with the Nissan 240RS 1983 Monte Carlo Rally Spec, followed by the Datsun 240Z 1971 19th East African Safari Rally Winner, the Datsun 1000 “Fuji” and Datsun 1000 “Sakura” cars that took part in the 1958 Mobil Gas Trial, the Tama electric car, and the NISMO GT-R LM.

The Skyline 2000GT-R Racing Concept has been fully repainted to restore its beautiful dark-green body with gold stripes, as displayed at the Tokyo International Trade Fair in Harumi 52 years ago, and has also been modified to a level where it can now be driven on a circuit. When it was first displayed as a reference exhibit, it was a race-spec car armed with huge over-fenders, but the engine and instrument panel were still almost completely standard from the 2000GT-R.



The instrument panel was modified during the restoration. It was made to look like the instrument panel of a racing car, including a tachometer.



The body, which had deteriorated over the years, was restored to its original beauty, and the specifications of the time when it was exhibited at the 19th Tokyo Motor Show were recreated. However, there are some differences from the original.

The rear grille panel featured the “2000GT” emblem, but now it has an old-fashioned rubber fastener that secures the FRP trunk lid in place. In addition, a hood pin has been added and a tow hook has been incorporated to the front end. These safety features enable the car to drive on a racetrack.

The wheels were replaced with aluminum examples made by Racing Service Watanabe, as the magnesium wheels were a concern due to aging. The wheel sizes were increased from 14 to 15 inches. The tires are Dunlop competition-use radial slicks, with sizes of 225/585R15 for the front and 275/585R15 for the rear. The shock absorbers and other parts of the suspension have been replaced with modern equivalents.

RACETRACK MODIFICATIONS

The engine compartment, which was almost completely unchanged, was completely transformed. The red air cleaner body and air duct were removed, and the stock Solex triple carburettor was replaced with a triple Weber type with funnels. The standard exhaust manifold was also replaced with a race-style version, and heat-resistant sheets were attached to the bulkhead, strut tower, and other parts that were susceptible to heat damage. The exhaust pipes were the same as before the restoration, with two pipes on the passenger side of the body.

The seats are commonly known as “Datsun bucket seats”. The passenger seat is there so that you can ride along with the driver at events like the NISMO Festival.





The wheels are made of aluminum and made by Racing Service Watanabe. The extremely wide tires fitted to the rear give the car a retro look.

In addition, the brake vacuum servo was removed and the piping was upgraded to a stainless-steel mesh hose. The engine oil cooler was replaced with a modern Setrab product. The rubber coupling that connects the steering shaft and steering gearbox was replaced with a red resin coupling that produces a direct steering feel and is less prone to deformation.

Inside, the stock instrument panel was rebuilt. The tachometer is now surrounded by a water temperature gauge, oil temperature gauge, oil pressure gauge, and ammeter, giving it the feel of a TS machine from the 1970s. The steering wheel was originally made by RS Mach in Japan, and the leather covering – which had deteriorated and become discolored – was replaced with genuine black leather. The rubber was removed from the pedals, which were originally standard, and replaced with a surface made by welding mesh non-slip material to a steel plate. The main parts of the bucket seats were made of cloth (not the original seats) and were combined with Simpson four-point seatbelts.

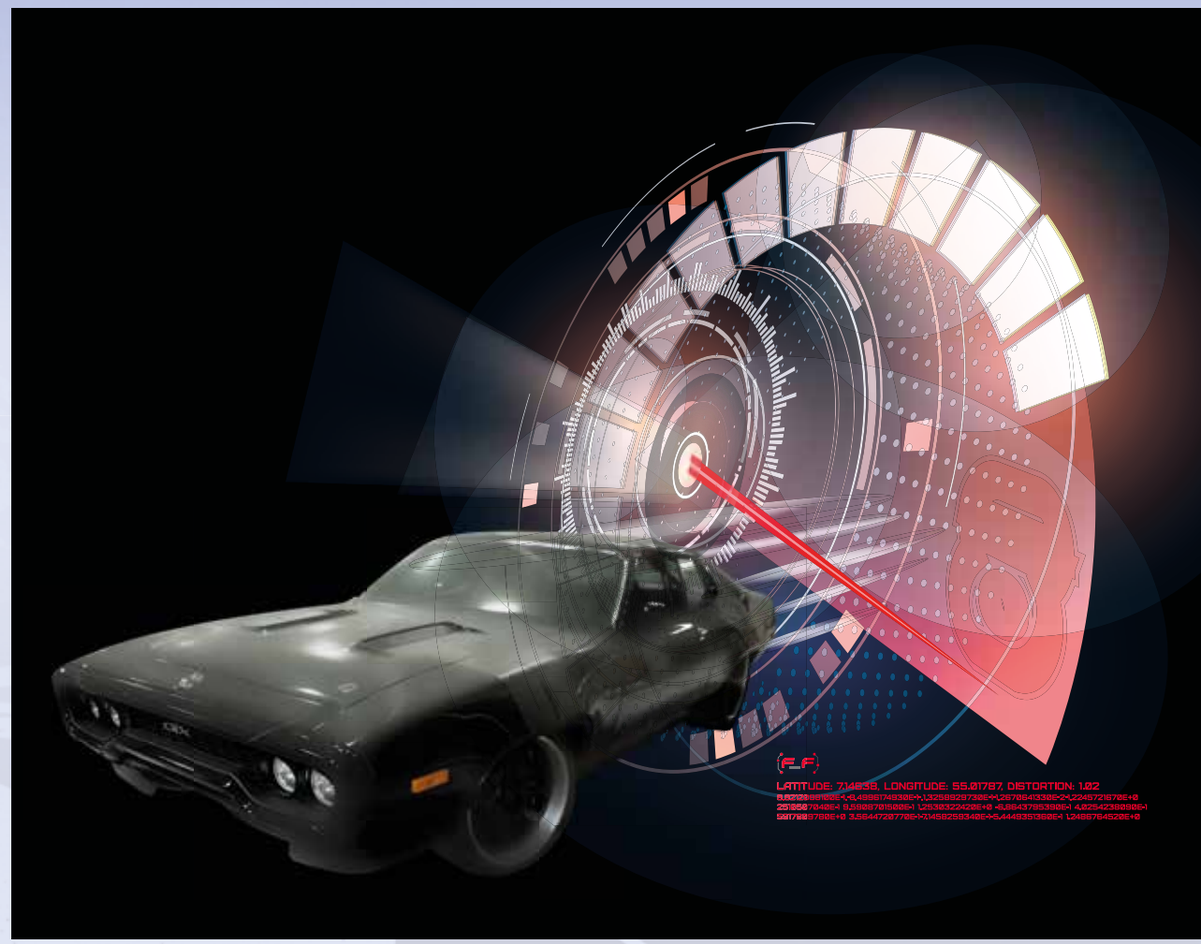
While 52 years have passed since its display at the 19th Tokyo Motor Show, the Skyline 2000GT-R Racing Concept was finally given equipment similar to the original TS-class race car and returned to running condition. It is a valuable prototype car that has survived to tell the history of the Skyline to future generations. ♦

The engine is also very much in the Special Touring style and features a triple Weber carburetor. It also has an octopus-shaped exhaust manifold, producing a sound that makes enthusiasts roar with delight.



FAMILY SECRETS

Dom Toretto's past contains some dark episodes, as we learn when a family member associated with some of Dom's most painful memories reappears.



In *F9: The Fast Saga,* producers upped the ante, pitting Dom against the person who could most successfully upset him: his own brother, Jakob. And Jakob's appearance comes at a key moment, when Dom has decided to leave adventures and danger behind. Established as a loving husband and father, he lives on a remote farm repairing old vehicles. But he can't leave his past behind, no matter how hard he tries.

THE THIRD TORETTO

The news of Jakob's reappearance shakes Dom's new world to the core. The middle Toretto brother, once an agent of the United States government, has become a mercenary in the service of Otto, the son of a powerful oligarch who is ready to demonstrate his power by threatening the entire world. Few apart from Dom and Jakob know what tore them apart and why Jakob remains so deeply resentful of his family.

The appearance of a third Toretto surprises the whole team because of Dom's devotion to family values. The fact that Dom banished his own brother leads the group to question their beliefs. And most of all, the situation affects Dom, who is forced to relive some of the darkest moments of his life, all of them associated with the tragic death of his father, Jack Toretto, on the racetrack.

Dom asks his team to help prevent his brother from acquiring

the Project Aries device. The team pursues Jakob and foils his plans in different parts of the world, like Central America, London, and Tokyo. Not only does Jakob want revenge, but he also wants to threaten global security. Along the way, old friends and enemies reappear. Dom's concept of "family" is put to the test as never before.

THE STAR OF THE RING

For the part of Dom's brother, Vin Diesel recommended John Cena, one of the most popular wrestlers in the United States. They had met by chance some months earlier and, during their conversation, Cena, a fast-car enthusiast and a fan of the saga, expressed his wish to one day be part of its world. Diesel shared the proposal on his social networks, where he has more than 61 million followers. The response was overwhelmingly positive, persuading the producers to give the role of Jakob to the hero of WWE (World Wrestling Entertainment).

John Cena was fascinated by the complexity of his character. Jakob is not just another villain, but a man wracked by inner conflicts, with controversial motives that lead him to clash with his brother. With the passage of time, though, he will learn from his mistakes and go on to become an indispensable ally of Dom's team. ♦

THE ADVENTURES OF BRIAN O'CONNER

The moment of truth

At the wheel of his silver Nissan GT-R (R35), Brian arrives at the medical center where Mia is about to give birth. The nervous ex-police officer doesn't know if he's in time, but Elena assures him he hasn't missed anything. Before Brian enters the future mother's room, Dom reminds him everything is about to change and that his past lifestyle is over. Brian smiles and hurries to Mia's side. He isn't going anywhere until their child is born.



Actor and WWE star John Cena joined the saga to play Jakob, Dom Toretto's wayward brother.

NISMO'S VERSION OF THE MARCH (K12)

To commemorate two decades since NISMO was set up, Nissan's motorsports division released another production model in addition to the Fairlady Z S-tune at the start of 2004 – the March S-tune Complete, which was based on the March (K12).



A March (K12) single-make racer. At the time, the focus was on numbered races, but NISMO took the plunge and created a full race car with a wide range of modifications.

In January 2004, NISMO unveiled its first complete production cars in many years. The first of these was the Fairlady Z S-tune GT (Z33), which we have already covered, but to everyone's surprise, another production model was announced at the same time. This was the March S-tune Complete. Based on the March (K12), the new car was tuned in the NISMO style to provide a thrilling driving experience.

As a side note, the Skyline GT-R (currently the Nissan GT-R) and the Fairlady Z represent the sporty brands in the Nissan lineup. The March has always been the entry-level model at the opposite end of the spectrum, but it is also one of the models most closely associated with motorsports.

The original March (K10), which was introduced in 1982, enjoyed great success in single-make races. Later, when the March Turbo was introduced, it too became a popular single-make race car. In addition, the Little Dynamite Cup, which featured a twin-charged engine with a supercharger and turbocharger docked together, attracted a great deal of attention as a unique single-make race. The



"A compact hatchback with spicy driving appeal that incorporates the know-how of single-make race cars."



The suspension was a street-oriented S-tune kit. It was not height adjustable, but the stock suspension, which produced less noise.



The engine was equipped with a special exhaust manifold, sport catalytic converter, and sport muffler. The power plant was controlled by a special computer.



twin-charged engine was later fitted into mass-produced cars and marketed as the March R and March Super Turbo, which dominated rallies in Japan and abroad.

In 1992, the March was fully remodeled into the K11 model, and NISMO also held single-make races with this car. In 1993, NISMO initiated the March N2 race, which saw the model given a new exterior including over-fenders and a tuned engine. Reflecting the era, the company expanded its range of sports parts that could be enjoyed by the general public – such as the "G2" widening kit for street use – which incorporated the know-how gained from the March N2.

After the March (K11), the baton was passed to the March (K12) in 2002. NISMO started single-make racing and offered a wide range of tuning options for the March (K12). One of the major characteristics of the March was its long lifespan of 10 years, which was exceptional for





The front lower spoiler, roof spoiler, and side deflectors were carefully designed based on wind tunnel tests on a real car.

the time. This meant that genuine parts could be procured for a long period of time, and motorsports could be enjoyed at a low cost.

The same was true for street cars. The March S-tune Complete incorporated much of the know-how cultivated through single-make racing of the March (K12). The aero parts, in particular, were tested in a wind tunnel during the development of the race car. The engine was also designed to feature excellent torque characteristics, making it both exciting and easy to handle. Of course, the drivetrain, suspension, brakes, and other components were all NISMO's own, sports-oriented design. The price varied depending on the base grade, but the most reasonably priced version could be bought for 1,548,000 yen, which was a bargain.

In early January 2004, the year of NISMO's 20th anniversary, NISMO presented the Fairlady Z S-tune GT (Z33) and March S-tune Complete. In December, NISMO released the Z-tune, which was based on the Skyline GT-R (R34). ♦

STAGE 85 FRONT RIGHT WING

In this issue, we will place the protector and the GT emblem on the front right wing.

PARTS



85A Front right wing
85B Front right wing guard
85C GT emblem
SM Screws 1.7× 3 mm (×3*)

*Including spares

85.01 Position the front right wing guard **85B** over the two highlighted pivots on the front right wing **85A**.



85.02 Attach the wing guard **85B** with two **SM** screws.



85.03 Insert the **GT** emblem **85C** into the highlighted hole on the outside of the front right wing **85A**.





Final assembly



USE OF TWEEZERS

Tweezers are essential tools in model-making, as they allow you to manipulate small parts with precision and safety. There are different types: fine or pointed tweezers are ideal for handling tiny parts, while curved-tip tweezers help you access difficult areas without blocking your view. Flat-nosed tweezers, on the other hand, are useful for gripping flat parts without damaging them. Some tweezers come with rubber coatings or non-slip tips. These help reduce the risk of parts to hold the piece without over-tightening, as you could deform the part.



Fast & Furious Franchise
© 2025 Universal City
Studios LLC. All Rights Reserved.
UNIVERSAL