# FAST & FURIOUS™

Build

## BRIAN'S NISSAN SKYLINE GT-R

89




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# THE NISSAN SKYLINE (R30) – PART 1

**In the 1980s, engine technology was established that could comply with strict exhaust gas regulations, and it became possible to achieve a high level of both environmental and driving performance. The Skyline was fully remodeled for the R30, and it adopted a sporty and bold design, as well as a high-powered engine. In addition to the inline six-cylinder turbo engine, the long-awaited four-valve DOHC engine was newly developed.**

The Skyline (R30) made its debut in August 1981. A big talking point was its advertising campaign, which featured the catchphrase "A car is love", and the actor Paul Newman, who was a big Hollywood star and also an active racing driver – he came second overall in the 1979 24 Hours of Le Mans. For this reason, Nissan Skyline fans dubbed the R30 model the "Newman Skyline".

The model code was changed from "C" to "R", and the exterior design was completely renewed. The 1980s Skyline featured a linear wedge shape across the entire body, and the slanted nose of the four-lamp, angular headlamps had a bold backward angle. The "surf line" that had been a feature of the body sides from the C10 onward disappeared, and instead, black resin "wedge protectors" were installed that ran the length of the body sides and became wider towards the rear.

The aerodynamic performance was improved by increasing the angle of the windshield and enlarging the chin spoiler at the bottom of the front fender – the drag coefficient (Cd) of the two-door hardtop was greatly improved from 0.45 for the previous C210 model to 0.37. Even

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the four-door sedan achieved a drag coefficient of 0.41.

In order to clarify the model's styling and unify the development team's will in the creation of the new Skyline, the Chief Product and Vehicle Engineer, Shinichiro Sakurai, personally wrote up a mission statement and presented it to the team. This is the famous "Senjogahara Lightening" story.

The story is set in Nikko and revolves around a man and a woman and their new Skyline. The two, both in their 30s and both with jobs, make a promise to meet at a stylish hotel in the Nikko Yumoto hot spring resort, but the man has to cancel because of work, so the woman goes ahead by train. The man finishes work in the middle of the night and rushes to Nikko in the Skyline to meet the woman. The Skyline drives through the Senjogahara area during a storm. In the final scene, the silhouette of the Skyline, which has been battered by the heavy night rain, emerges from the pitch-black darkness in a flash of lightning. The image of the new Skyline that Sakurai had in mind was shared by the development team, and they worked to bring home a Skyline with the "rider and horse as one".

**The Skyline Hardtop 2000 Turbo GT-E·S (1981). The overall styling was inherited from the C210 model, but the "surf line" was no longer present.**

## UNIFIED WHEELBASE LENGTH

The initial models were the GT series with a six-cylinder engine, and the TI series with a four-cylinder engine. The 2000RS (hereafter, RS), a sports model with a four-cylinder DOHC engine, and the Estate, a five-door commercial vehicle, were added in October 1981.

The lineup included a two-door hardtop, a four-door sedan, and a new five-door hatchback. The previous station wagon model only came with a four-cylinder engine, but the five-door hatchback version of the R30 was also available with a six-cylinder engine, just like the four-door sedan.

The GT and TI models shared a honeycomb-type front grille motif, but the distinguishing feature of the exteriors was that the GT model had the traditional ring-type four-lamp combination rear lights, while the TI model had the square block-type combination rear lights. The RS model had a specially designed front grille, while the Estate had round four-lamp headlamps and a dedicated front grille.

The previous TI series models had a short wheelbase chassis, but from the R30, the wheelbase was standardized (strictly speaking, the TI series wheelbase was 0.2in/5mm shorter than the GT series). The long nose of all the models improved performance, and the positioning of the TI series was upgraded.

The suspension system used struts in the front and semi-trailing arms in the rear for the GT and RS models, and a four-link rigid system for the TI models. The front struts used a high-caster angle of 5 degrees and a small scrub radius of 0.6in (15mm), the same as the C210 model. The high caster design improved straight-line stability and gave the steering a sharper feel when turning. The small scrub design provided stable braking even when the brakes were applied unevenly or on uneven surfaces.

Furthermore, the top-of-the-range six-cylinder engine models, the 2000 Turbo GT-E·S and RS, featured a world-first new mechanism called the "foot selector" – this allowed the driver to change the damping force of the shock absorbers in two stages using a switch in the floor console. This system used a solenoid valve attached to the top of the shock absorber piston to open and close a fixed orifice to change the damping force.

More than 100 prototype Skyline R30s were made, and by the time the car was released two months later, it had covered a distance of approximately 3.04 million miles (4.9 million km) in testing. This was more than for the development of the previous C210, and the R30 was calculated to have traveled around the Earth 122 times.

## NEW DRIVE GUIDE SYSTEM

The interior was standardized to a simple, sporty design. The center console connecting the floor console and dashboard had been eliminated, creating a spacious area around the driver's seat. All of the gauges were arranged in a dial cluster so that they could be seen through the steering wheel, and the speedometer and tachometer continued to use the horizontal zero-pointer from the C210. The controls for optional features such as air-conditioning and audio equipment were concentrated in the central cluster. The steering wheel design varied depending on the grade, with unique one-spoke, two-spoke, and sporty three-spoke designs. The seat design and materials also differed depending on the grade.

**The cockpit area had a modern design with sharp, straight lines throughout. It gave the impression of being in a transitional period from analog to digital, and at the time it had a futuristic feel.**



**The interior had no wild or rugged design touches, and the materials and colors gave it a luxurious feel. It gave the impression of being in tune with the times as Japan headed towards the "bubble economy" era.**







**The Drive Guide System display (center) was regarded as cutting-edge new technology.**

The higher grades of the Skyline R30 came with an optional new technology device called the Drive Guide System. This was a geomagnetic navigation system that, by inputting the direction and distance from the vehicle's starting point to the destination, displayed the direction to the destination and the remaining straight-line distance on a meter display, using a directional sensor and microcomputer processing.

It could be regarded as the ancestor of today's car navigation systems, but before setting off, the driver had to check the map to confirm the current location and destination, and then manually input the positions. Furthermore, since the distance traveled was calculated from the speed, and the direction was determined using a geomagnetic sensor, there was a higher margin of error than in modern car navigation systems. However, from this time, we can see the concepts of car electronics in cars that continue to this day.

The Skyline R30 was unique in that it was the only model in the series to include a five-door hatchback and a sports model RS with a four-cylinder engine. However, both of these versions were only available for the R30 and disappeared afterwards. We will explain these in more detail in future issues. ♦




**The input section of the Drive Guide System. It took a lot of effort to input the destination data, but it was a futuristic feature that attracted much attention.**





# ELLE, FIGHTING SPIRIT

**In the franchise's ninth movie Elle, Han's protégée and the keeper of an important secret, makes it very clear she is prepared to face all sorts of danger.**



**After the death of Elle's parents, Han decided to become her protector and never stops watching over her.**

In *F9: The Fast Saga,* surprises come thick and fast. Han's return is closely linked to the addition of a new character to the team: Elle, a surprising woman with an unshakable fighting spirit.

## A TRAGIC PERSONAL STORY

After Letty and Mia fight off mercenaries in Tokyo with Elle's help, she accompanies Han as he reunites with Dom's team and Han explains his mysterious disappearance and his connection to Elle. After Gisele's death, he sought refuge in Tokyo, where he and Gisele once thought about settling down. But Mr. Nobody contacted him with the unusual offer to steal a particular device. Elle then tells her tragic story: when she was 11, her parents would take her to the cinema on Saturdays as a reward for working hard at school. On one occasion, as they were about to leave, she went back inside her house to retrieve her raincoat. While she

was indoors, her parents' car exploded in a huge fireball, and mercenaries burst into the house searching for the same device Han had been sent to steal. Han saved Elle and took her in, teaching her how to survive. From that moment on, they became a family.

## THE KEY IS IN HER DNA

Protected by Han, Elle became a brave and determined professional fighter, though she never stopped feeling the pain of her parents' death. Before they died, they tried to guard Project Aries by making their daughter the key to using it. Thanks to her DNA, only Elle can activate Aries, making her a target for all sides.

Once Elle's importance is revealed, paramilitaries suddenly burst into Dom's bunker to free Jakob Toretto and capture the young woman. Dom's team mobilizes to rescue the girl. But Elle demonstrates she is someone to be reckoned with and someone who will play a very important part in foiling the villains' plans. By doing so, she'll earn her seat at the Toretto family's traditional barbecue.

To play Elle, Director Justin Lin chose New Zealand actress Anna Sawai. Despite being relatively unknown, Sawai made a lasting impression during casting and received the news of her addition to the crew at the best moment: while celebrating her birthday. It was the best present she could ever have imagined. Though she found working among such famous stars a little overwhelming, she was immediately accepted and she gave her all in a brilliant performance. ♦

### THE ADVENTURES OF BRIAN O'CONNER

**The chase in London**

Once they agree to Agent Hobbs's mission, Dom and his team go to see the police deployed around Owen Shaw's supposed hiding place. When the mercenaries escape in their incredibly fast "flip cars", Hobbs supplies his new assistants with 2010 BMW M5 E60 cars and they set off on a frantic chase through London. Several vehicles are neutralized by intelligent chips used by the fugitives. Brian avoids the trap and comes close to stopping one of the vehicles in a tunnel, but Vegh, Shaw's right-hand man, crashes into him with his flip car, creating a spectacular accident from which Brian manages to escape unscathed.



**As the key to Project Aries, Elle is a prime target for those who seek control of the dangerous device.**





# A MODEL AIMED AT WINNING THE SUPER TAIKYU RACE SERIES

**The Fairlady Z Version NISMO Type 380RS Competition used the same engine as that in the 380RS road model, but after being heavily tuned it was a very different beast. Its 400hp output and racing components helped it win its debut Super Taikyu series in 2007.**




In January 2007, the Fairlady Z Version NISMO series was announced. The 380RS, which had an increased displacement of 3.8 liters, was one of the models that attracted attention as a high-performance road car.

At the same time, NISMO also announced the Fairlady Z Version NISMO Type 380RS Competition, commonly known as the 380RS-C, as the pinnacle of the Fairlady Z Version NISMO series. This was a pure race car, a vehicle that could not be used on public roads with a license plate but designed solely for competition. The engine fitted in the model was the same 3.8-liter VQ35HR power plant as in the 380RS. However, it was tuned exclusively for racing, so was an especially powerful unit with a maximum

**The 2007 Fairlady Z Version NISMO Type 380RS Competition. The only exterior differences between this model and the 380RS were the front fenders, hood, mirrors, and rear spoiler.**




**When it comes to long-distance endurance racing, it is essential to strengthen the brakes. The front brakes of the 380RS-C were upgraded with a combination of six-pot calipers and large-diameter rotors.**

output of over 400hp and a maximum torque of over 43.0kgm.

To make the most of this power, a special six-speed close-ratio gearbox was installed. The braking system was also upgraded for endurance racing, with 380mm front rotors and six-pot Brembo calipers. On the exterior, the same front and rear bumpers and side skirts that featured on the Fairlady Z Version NISMO were incorporated. The front had a 3.5in (90mm) long nose and the rear had a tail that measured 0.6in (15mm) long.

The long nose and tail of the Fairlady Z Version NISMO can also be seen as an exterior developed for the competition-only 380RS-C. The only differences from the road model were the huge rear spoiler




**The interior, which still bore a strong resemblance to the production version, was proof of the car's Super Taikyu specifications, with a relatively simple roll cage in the 2007 model. Bucket seats were also installed, and the car was sold exactly as seen in the photo.**

***"It had the ability to win the Title in its debut year with the 3.8-liter VQ engine, the same as in the 380RS."***

and front canards. The hood, which looked like it would provide efficient cooling to the engine, was a lightweight carbon-fiber part that was exclusive to the 380RS-C. In addition to the roll cage, it came equipped with bucket seats and seat belts, fire extinguishers, circuit breakers, and a 25-gallon (95-liter) safety fuel tank for racing. In other words, it was a machine that could be raced as soon as tires and wheels were fitted.

The selling price at the time was 26.25 million yen. For a race car



**The special crankshaft was a masterpiece made of SNCM material, containing chromium-molybdenum nickel, with a 7mm (0.275in) stroke increase.**



**The 380RS-C incorporated the same special forged aluminum pistons found in the 380RS road model. These racing-spec pistons had reduced friction by shortening the skirt section.**




**In the 2007 Super Taikyu Series, the 380RS-C won the championship in its debut year, proving the model's great potential.**



**The engine of the 380RS-C featured special parts that enabled the unit to push out 400hp, as well as a racing exhaust manifold. NISMO offered buyers servicing options on the car for a fee.**



**The connecting rods that link the pistons to the crankshaft were also made from a high-performance material. They were specially made for endurance racing, so strong enough to withstand continuous high-speed rotation.**

with this level of performance and equipment, this was actually very reasonable.

The racing category targeted by the 380RS-C was production cars, including the ST1 class of the Super Taikyu series. Unlike Super GT, which is still considered the pinnacle of touring car racing, Super Taikyu is a race in which machines closer to production cars compete. This race has its origins in the N1 Endurance Series, and since the Skyline GT-R (BNR32) entered the race in 1990, the Skyline GT-R has reigned as the dominant model of the series, all the way through from the BNR32 to the BCNR33 and BNR34.

However, after the retirement of the Skyline GT-R (BNR34) in the ST1 class, the Porsche 911, which entered the series with special approval, became the dominant force.

Then the 380RS-C came onto the scene. In its debut year of 2007, the rookie model sensationally won the series and was crowned champion. ♦




**The rear styling of the 380RS-C was strong. The differential oil cooler and the transmission oil cooler can be seen under the rear bumper.**





# STAGE 89 REAR BUMPER

**In this issue, we will mount the rear bumper on the rear of the body.**

## PARTS

89A




89B



AIM

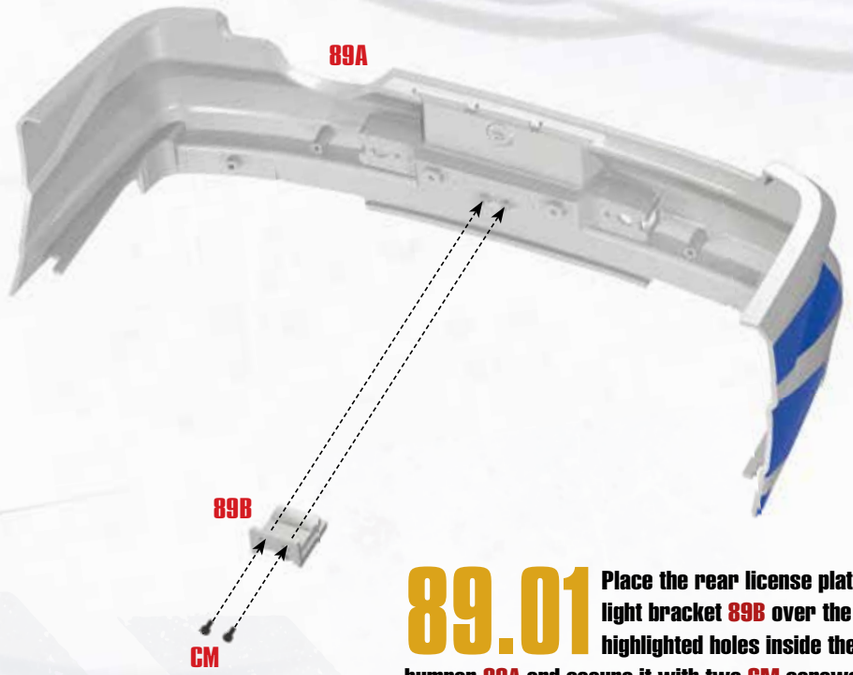


CM

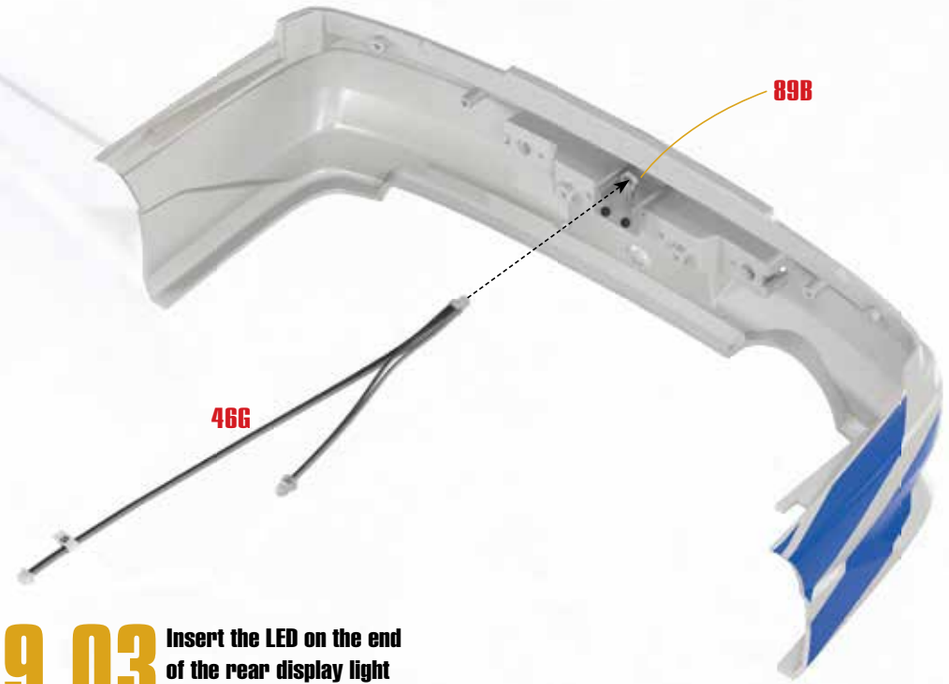


| | | | |
|---|---|---|---|
| 89A | Rear bumper | AIM | Screws 2×3×6mm (×3*) |
| 89B | Rear license plate light bracket | CM | Screws 2×4×4mm (×5*) |

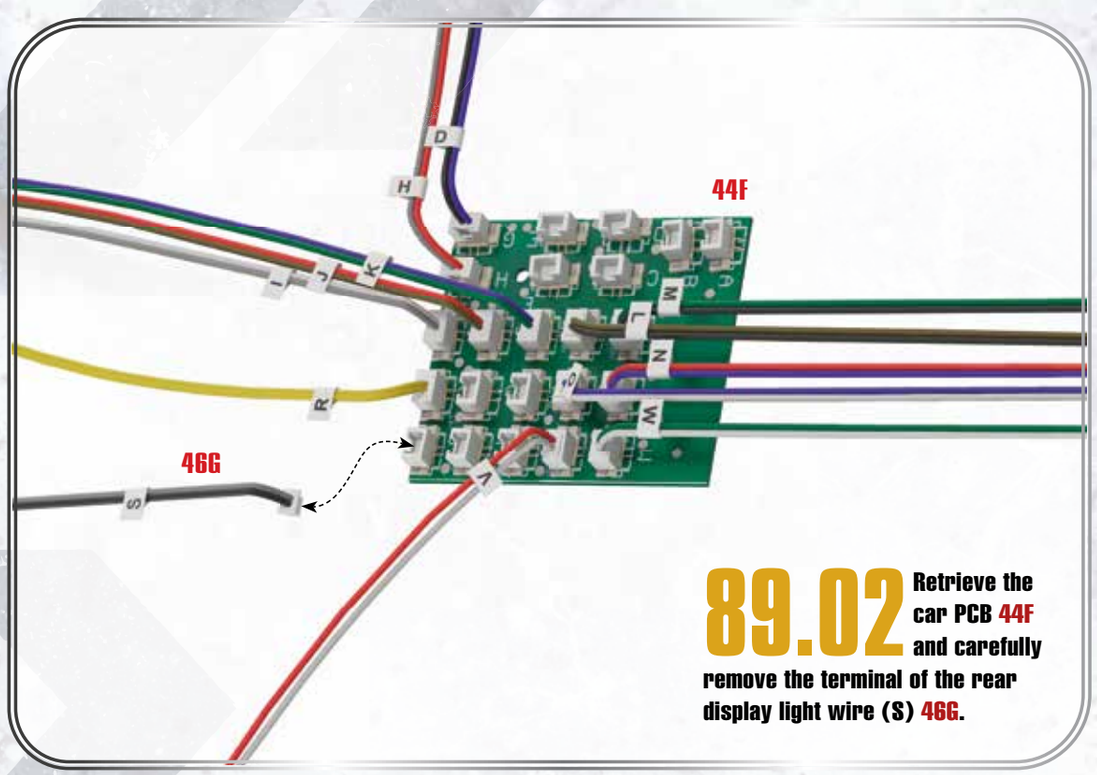
*Including spares




**89.01** Place the rear license plate light bracket 89B over the two highlighted holes inside the rear bumper 89A and secure it with two CM screws.

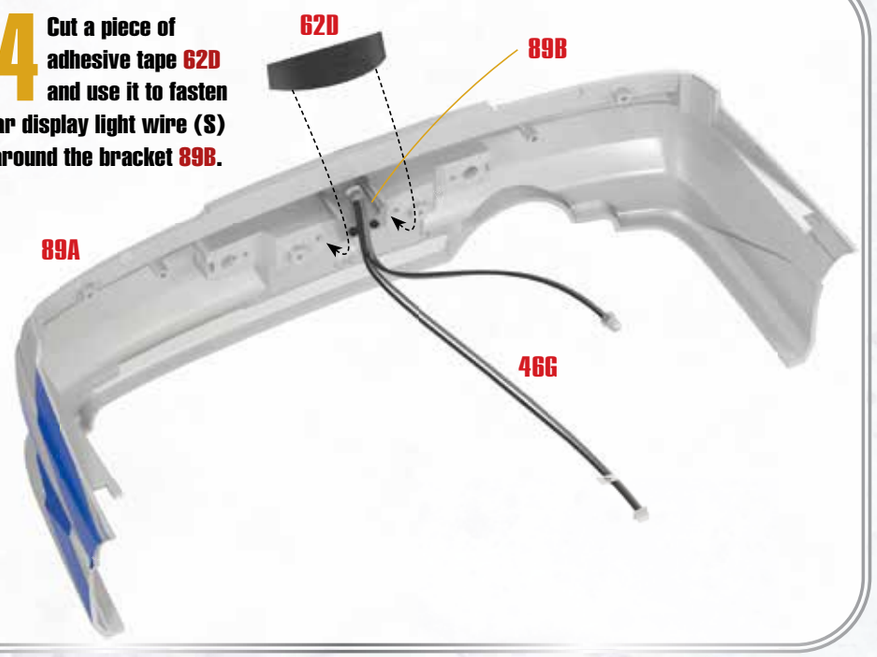



**89.03** Insert the LED on the end of the rear display light wire (S) 46G into the hole in the rear license plate light bracket 89B.

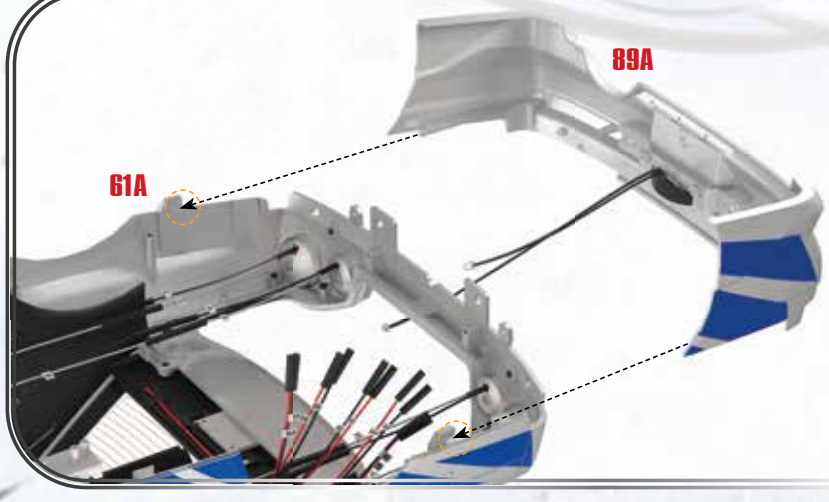



**89.02** Retrieve the car PCB 44F and carefully remove the terminal of the rear display light wire (S) 46G.

**89.04** Cut a piece of adhesive tape 62D and use it to fasten the end of the rear display light wire (S) 46G to the area around the bracket 89B.



# REAR BUMPER

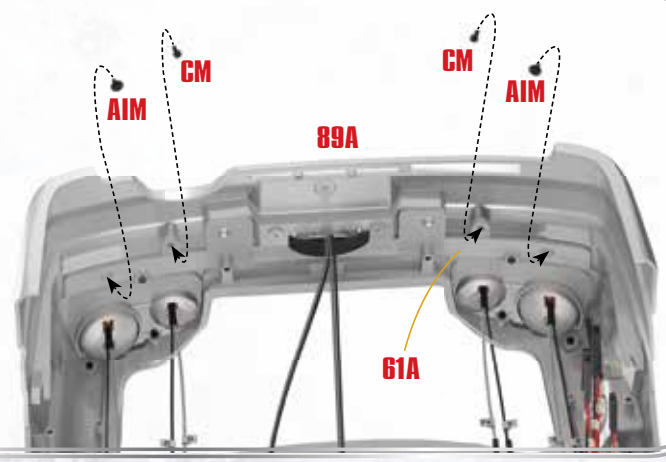



## 89.05

Attach the rear bumper 89A to the rear of the body 61A, carefully fitting it into the highlighted notches.

## 89.06

Fasten the rear bumper 89A to the body 61A with two CM screws in the inner holes and two AIM screws in the outer holes.




## Final assembly




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