FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

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The early Skyline Super Silhouette. The thrilling sight of a race car with a turbocharged engine spitting fire when downshifting was something that had never been seen in the non-turbo era.

THE NISSAN SKYLINE (R30) – PART 5

The Skyline 2000GT-R (KPGC10) had been out of production for ten years. In 1982, the Skyline returned to the racetrack. The newly developed Group 5 specification Skyline Super Silhouette (DR30) was fitted with robust over-fenders that had been widened to almost 6.6ft (2m), as well as huge front and rear spoilers. The terrifying speed of the car left spectators astounded.

SUPER GT is currently the most watched race in Japan. Including its predecessor, the All-Japan GT Championship, it has a 30-year history. The premier GT500 class is contested by three manufacturers: Nissan, Toyota, and Honda. In accordance with the vehicle regulations, all cars have a carbon monocoque chassis and a body that resembles a production car. They are front-engine, rear-wheel drive cars with a two-liter in-line four-cylinder direct injection turbocharged engine in the front and a transaxle-type transmission with paddle shifters in the rear.

Over 40 years ago, there was a race that pitted machines similar to GT500 cars against each other. The Super Silhouette Race was a contest in which FIA Group 5 monster machines with huge front and rear spoilers competed against each other. These vehicles had two-liter turbocharged engines that produced over 500hp. Their silhouettes were replicated by covering the chassis – which was made of a tubular frame and aluminum panels – with the roof of a production car. Despite being a minor event, it was a legendary race that was said to be more popular than the main competition.

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In 1976, the Fédération Internationale de l'Automobile (FIA) decided to move the World Makes Championship, which had been held with two-seater open prototypes (Group 6), to Group 5. The German Touring Car Championship followed suit. The Group 5 regulations allowed very extensive modifications, and although the silhouette of the production car was retained in the roof and windshield, the wings were completely different. In Europe they were called Silhouette Formula cars because of their extreme nature. If the engine used a production car block, significant modifications such as the addition of a supercharger were allowed. However, there were rules that protected the basic structure of the base car, such as not changing the suspension type from the original.

In Japan, Group 5 car racing began in 1979 with the Fuji Super Silhouette Series, a support race for the Fuji Grand Champion (GC). The initial entries were mainly advanced versions of TS (Special Touring Car) machines such as the Savanna RX-3 (S124A) and Fairlady 280Z (HS30), but TOM'S imported and entered the Group 5-spec Celica LB Turbo (RA20) from Schnitzer of West Germany (at the time). Nissan also introduced the Violet Turbo (710/PA10) in the same year and the Silvia Turbo and Gazelle Turbo (S110) in 1981. In addition, the BMW M1 (E26) entered the series in 1980, and with all the major players present, the Super Silhouette Race attracted a lot of attention.

With their large over-fenders and huge front and rear spoilers, these powerful Group 5 machines fired exhaust afterburners from their tailpipes as they decelerated, and spectators were blown away by their appearance. The influence of the supercar boom of the 1970s, and the fact that model makers were releasing plastic models and radio-controlled electric cars of models like the Porsche 935 and Celica LB Turbo, also contributed to the widespread popularity of the Super Silhouette.

NISSAN'S TURBO TRIO

For the 1982 season, Nissan developed and raced three Super Silhouettes – the Silvia (S110), the Bluebird (910), and the Skyline (R30). The "Nissan Turbo Army" was now complete and ready to go head-to-head with the Celica LB Turbo, the BMW M1, and the RX-7 (SA22C).

Of all the cars that took part, the Skyline Super Silhouette was one of the most popular. The car was based on the Skyline Hardtop 2000RS (DR30) and was created to commemorate the 25th anniversary of the Skyline. The Skyline Super Silhouette made its debut on May 30, 1982, at the 82 RRC Tsukuba Champions Race Round 2 under the entry name Tomica Skyline Turbo. It won its first race at the Super Silhouette Race held as a prelude to the RRC Fuji Champions Race at Fuji Speedway on August 8 of the same year. When the Tomica Skyline Turbo was seen to be in first place on the long home stretch of the Fuji Speedway, the spectators all stood up and roared their support. Driver Masahiro Hasemi, who witnessed the scene from the cockpit, later said, "It was an unforgettable experience."

The Nissan Turbo Trio Super Silhouettes that heralded the beginning of the turbo era. From the left, the Bluebird (910), the Skyline (DR30), and the Silvia (S110). All of these models debuted with turbocharged versions in the production lineup.

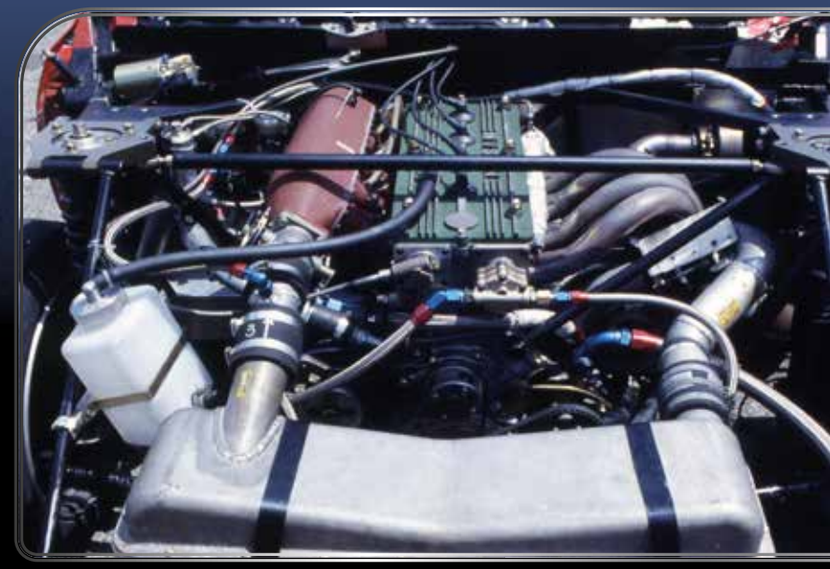


The distinctive design of the Skyline Super Silhouette was the work of Mooncraft, headed by Takuya Yura. At the beginning of its debut season, the trunk was significantly lengthened and the rear spoiler was attached with a large overhang at the rear, but from the second race onwards, the rear was shortened and modified. From the middle of the 1983 season, the front aspect was changed from three horizontal bars with a grille to a "steel mask" without a grille to match the minor changes made to the production model.



The engine was not the FJ20E type used in the production car, but the LZ20B turbo, which was based on the two-liter in-line four-cylinder four-valve DOHC LZ20B turbo, based on the LZ20B engine. The LZ20B turbo was first used in the Group 5 specification Violet Turbo (710) that competed in the 1979 Super Silhouette Race at Fuji Speedway. At the time, it was capable of producing an extraordinary 400ps.

In the Skyline Super Silhouette, the LZ20B engine was converted to a dry sump specification and a Garrett Air Research T05B turbo and intercooler were installed. The intake system was not a slide valve system, but a combination of an intake chamber and single throttle. With a mechanical fuel injection system made by Lucas, the early two-liter engine produced 500ps, and the later 2.1-liter engine produced over 570ps at 7,600rpm and over 55.0kgm at 6,400rpm, with power that exceeded that of F1 cars of the time.



The Nissan Turbo Trio all had the same basic package and were equipped with the LZ20B turbocharged engine, a two-liter in-line four-cylinder four-valve DOHC unit. The huge intercooler is very noticeable.

The Super Silhouette car under construction. The photo shows the Silvia Turbo, but the chassis – which was made of steel tubes and aluminum panels – was the same for all three models, and the silhouette of the production car was created using the hood.

The transmission was a five-speed unit from Dagnash in the US, and the clutch was a triple plate unit from Borg & Beck. For the cooling system, a side radiator was chosen to achieve a good weight distribution, and a huge air-cooled intercooler and oil cooler were mounted at the front.

The body consisted of a FRP cowl, with the roof, pillars, front grille, and taillights all taken from the production model. The chassis was a semi-monocoque structure of aluminum panels and square steel tubes, and although the layout of the suspension – front struts and rear semi-trailing arms – was the same as on the production model, all arms were redesigned and specially constructed to be connected by pillow-ball joints.

In order to mount the engine, which had a dry-sump system and a thinner oil pan, the steering system – which ran under the engine in the production model – was moved to the front of the engine, and the recirculating ball gear was changed to a rack and pinion. The Dunlop tires that transmitted the car's immense power to the road were 270/590-16 at the front and 350/700-19 at the rear. The wheels were originally made by BBS, but at some point they were replaced by examples from Speedster of Japan.

This Skyline Super Silhouette won two races in 1982 and four in 1983, but another Skyline was built to Group 5 specifications. This car made its debut far away from Japan, at the 1982 Kyalami 9 Hours in South Africa; it was known to fans as the "Kyalami specification" car. It featured a transaxle layout with the LZ20B turbocharged engine at the front and the transmission at the rear. In 1983, the car was modified to Group C specifications to compete in the All-Japan Endurance Championship. The roof was cut to a low "chop-roof" design, and it was called the Skyline Turbo C. It was a rare Group C front-engine machine. ♦



In 1983, the minor changes made to the base Skyline (DR30) resulted in the front end of the racer also becoming the "Iron Mask", which added to its popularity.



The car in the foreground is the Skyline Turbo C, while the second car from the front is the Skyline Super Silhouette. The difference in the height of the roof is clear. The model at the back is the R383, a car that was never raced.

A SPACE MISSION

After making automobiles defy gravity in each of its movies, the *Fast & Furious* franchise sets out to conquer outer space... in a car! The vehicle? A modified Pontiac Fiero that takes the action up to stratospheric levels.



Tej and Roman set out to conquer space in a 1984 Pontiac Fiero.

Since the first movies in the franchise, the *Fast & Furious* films have provided increasingly astonishing exploits, such as dragging a gigantic safe through the streets of Rio de Janeiro, leaping from one skyscraper to another in Abu Dhabi, or escaping from a nuclear submarine in hot pursuit in the Arctic. But the makers of the series decided to go further than ever by sending Tej and Roman into outer space – in a Pontiac, no less.

THE CAR/ROCKET

This unprecedented idea allowed *F9: The Fast Saga* to bring back three iconic stars of *The Fast and the Furious: Tokyo Drift.* Sean Boswell, Twinkie, and Earl reappear as unusual researchers carrying out speed trials at Jähn Jet, a propulsion test site in Cologne, Germany. The trio has designed an outlandish machine, basically a 1984 Pontiac Fiero with an immense jet engine attached to the roof, and intend to see whether the vehicle can equal the power of a plane at take-off. Tej and Roman witness the definitive test, but it doesn't give them much hope because the experiment does not end successfully.

Meanwhile, Dom Toretto's team has been getting more worried, especially when Jakob, Dom's brother, supplies his associate Otto with all the parts needed to activate the Aries device. Ramsey warns the

group Jakob will need a satellite to amplify the signal. There is no way to neutralize the satellite remote; It must be done on site by entering the same orbit as the device, 50 miles (80km) above Earth. Determined to foil the villains at all costs, Dom suggests the unthinkable: traveling into space to accomplish the mission.

A HIGH-RISK MANEUVER TO SAVE THE WORLD

Tej and Roman nervously climb into old diving suits and board a plane that will help their unusual space shuttle, the Pontiac, take off. During the launch, the friends scream in terror, but the car/rocket ascends successfully into orbit.

A problem with the magnets the automobile carries leaves Tej and Roman only one way to neutralize Otto's satellite in time: to crash the car into the satellite. Tej doubts the plan will work, but his buddy provides him with inspiration and encourages him to keep going. Roman accelerates toward the satellite by activating the Pontiac's nitrous. The impact destroys the satellite and saves the world from a catastrophe.

The idea for the sequence came about as the result of a joke. During preproduction of *F9: The Fast Saga*, somebody suggested that the only thing the franchise hadn't done yet was take the action to the Moon. However, Director Justin Lin saw potential in the idea and, after consulting NASA, he transformed the joke into an epic set piece, which ends with the two characters reaching safety in the International Space Station. ♦

THE ADVENTURES OF BRIAN O'CONNER

Return to Spain

After getting out of jail thanks to the intervention of his former colleague, Agent Stasiak, Brian returns to London, where he tells Dom what he has learned about Letty's accident. The team then heads for a NATO military base in Spain, where the last component of Nightshade is hidden. On the way, Brian begins to suspect that Owen Shaw will not attack the base, but the military convoy transporting the Nightshade component.



Tej dons his unique space suit to embark on the riskiest mission of his life.

THE NEW NISSAN GT-R (R35) AT THE NISMO FESTIVAL

Following the announcement that a new GT-R was to be released, fans flocked to the 11th NISMO Festival in 2007 in the hope that the model would be on show. They were not disappointed – the sleek new 4WD model and its GT500 variant sped around the Fuji circuit.



The NISMO Festival held at Fuji Speedway on December 2, 2007, was a huge success. This was because the new-generation Nissan GT-R (R35) had been announced at the 40th Tokyo Motor Show held in the autumn of that year. Naturally, the media and car enthusiasts were all talking about this new GT-R.

However, although fans had seen it in action on videos of its Nürburgring attack runs, the number of people who had actually seen the new GT-R in action on public roads, let alone on a circuit, was limited. Fans had many questions about the Nissan GT-R (R35), including "What does it sound like?" and "Is it really that fast?" There was no doubt that the desire of most fans was to see the model's performance capabilities – typified by its powerful acceleration – with their own eyes.

At the annual NISMO Festival, fans were able to see it in action. And they might even have glimpsed

The brochure for the 11th NISMO Festival in 2007. There was no mention of the new GT-R, but the booklet contained several visual and written hints about the Nissan GT-R (R35).

In the finale, the GT500-spec GT-R (R35) was parked in front of the grandstand. To the delight of the fans, NISMO declared that the model would win the 2008 Super GT championship .





The GT-R R35 GT500 Super GT specification car with its black carbon body exuded power. It was driven by Satoshi Motoyama, who was NISMO's main race driver at the time.

the Super GT version for the 2008 season. To meet the expectations of the many fans, a pamphlet for the 11th NISMO Festival was released. In it, the words "NISMO Festival Fuji Speedway, scoop 2007" were casually written. The strapline, "Everyone knows about it. But no one has seen it run yet" was included, together with an image of the GT-R's iconic taillights.

The GT500-spec GT-R R35 negotiates a corner at Fuji Speedway. This was the car's first public appearance in Japan, and it attracted a lot of media attention.



On December 1, the day before the festival, Fuji Speedway was the location of checks on the cars that would be running the next day. Among the race cars, a new GT-R that looked like a silver race car was driving around. This GT-R, which seemed like a production race car, caused a stir among the media present. However, NISMO made no announcements about this particular model and this phantom GT-R did not make an appearance the following day – its identity remains a mystery to this day.

The car that took part in the time attack at the Nürburgring also attracted a lot of attention, and was surrounded by the media throughout the event. On the home straight, it faced off against a Super Taikyu-spec Fairlady Z fitted with slick tires and demonstrated its supreme performance.

On December 2, the NISMO Festival was attended by around 30,000 fans. As hinted at, the Nissan GT-R (R35) was unveiled to the large crowd. First, there was the vehicle that Nissan Motor Co., Ltd. had used for its time attack at the

"In addition to the mysterious production race car, the Nürburgring attack vehicle was also on display."





Nürburgring. It was a standard Nissan GT-R (R35) with black masks on the front and rear bumpers, just like the one used for the attack. On the main straight, it engaged in a serious battle with a Super Taikyu-spec Fairlady Z. The three events in which the model participated in were a 0–200m (656ft) acceleration run, braking, and slalom. In all three, the standard Nissan GT-R (R35) showed its full potential, winning convincingly. In particular, the acceleration event demonstrated the overwhelming turbo power and superiority of the 4WD, drawing cries of admiration from the spectators.

At the end of the event, the new GT-R GT500 specification car, which competed in the 2008 Super GT series, made its first appearance. It was the first time the car had been unveiled to fans, and it was hoped that the model would be victorious in the series the following year. The 11th NISMO Festival was a truly memorable event that stood out for the unveiling of the new Nissan GT-R (R35) that is still in production today. ♦



Images of the mysterious production race car that was driven on the Fuji track the day before the festival. Several members of the NISMO security team prevented the media from getting close. The roll cage that was stretched around the interior, the air jack, and the large front grille were mysterious elements of the car.



STAGE 93
TRUNK LID (1)

In this issue, we will fit the lock and attach the rear spoiler to the trunk lid. Next, we will attach the rear left and right turn signals to their respective reflectors at the rear of the car.

PARTS

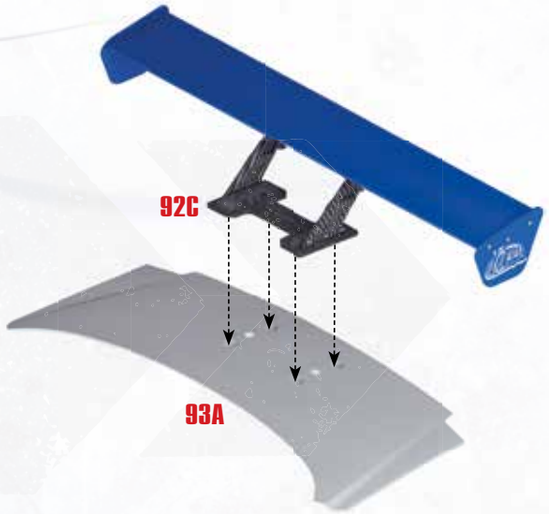


93A Trunk lid
93B Rear center brake light lens
93C Exterior part of the trunk lock
UM Screws 1.7×3×5.5mm (×3*)

*Including spares

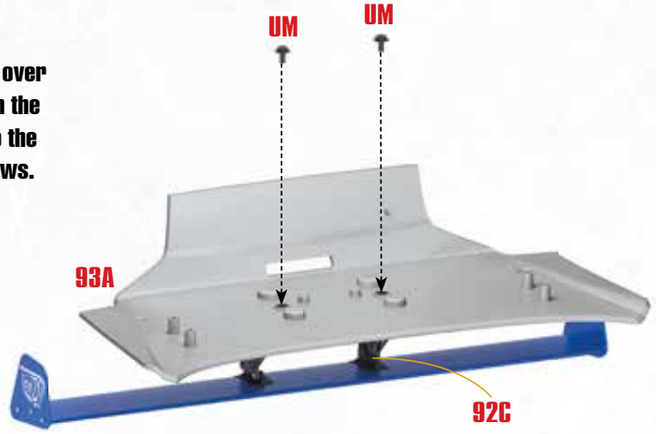
93.01 Insert the exterior part of the trunk lock 93C into the highlighted hole in the trunk lid 93A.

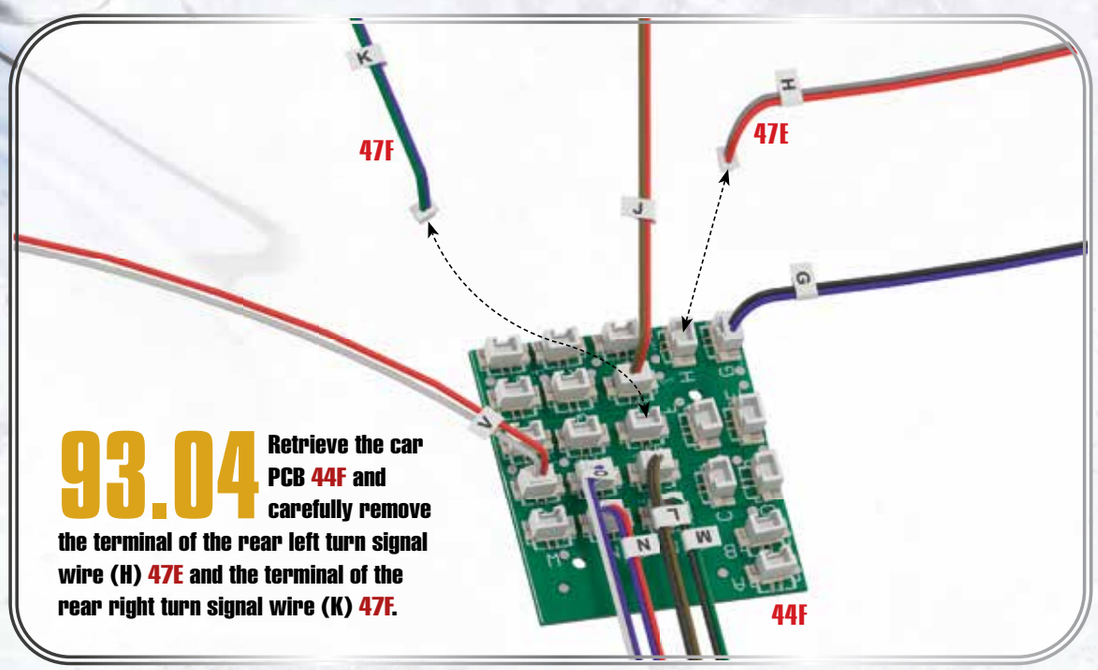




93.02 Retrieve the spoiler assembly from the previous issue. Place the rear spoiler center base 92C on the trunk lid 93A.

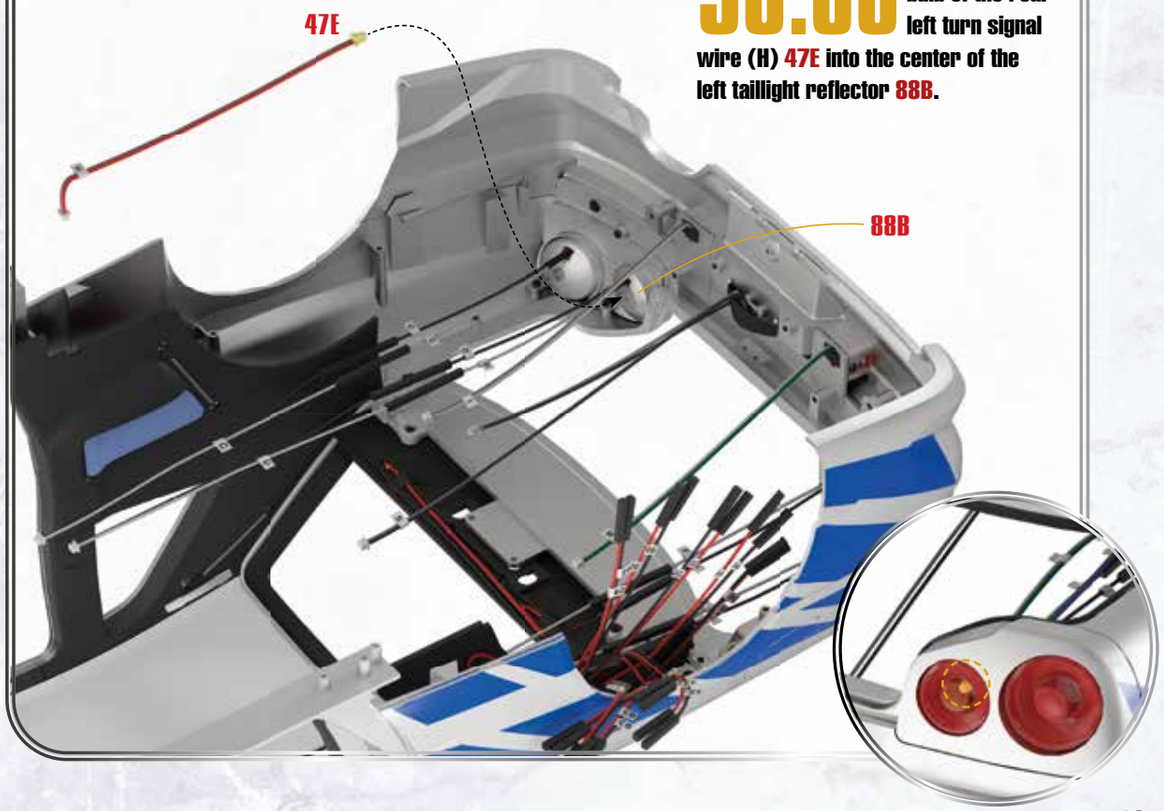
93.03 Turn the assembly over and attach the rear spoiler center base 92C to the trunk lid 93A with two UM screws.



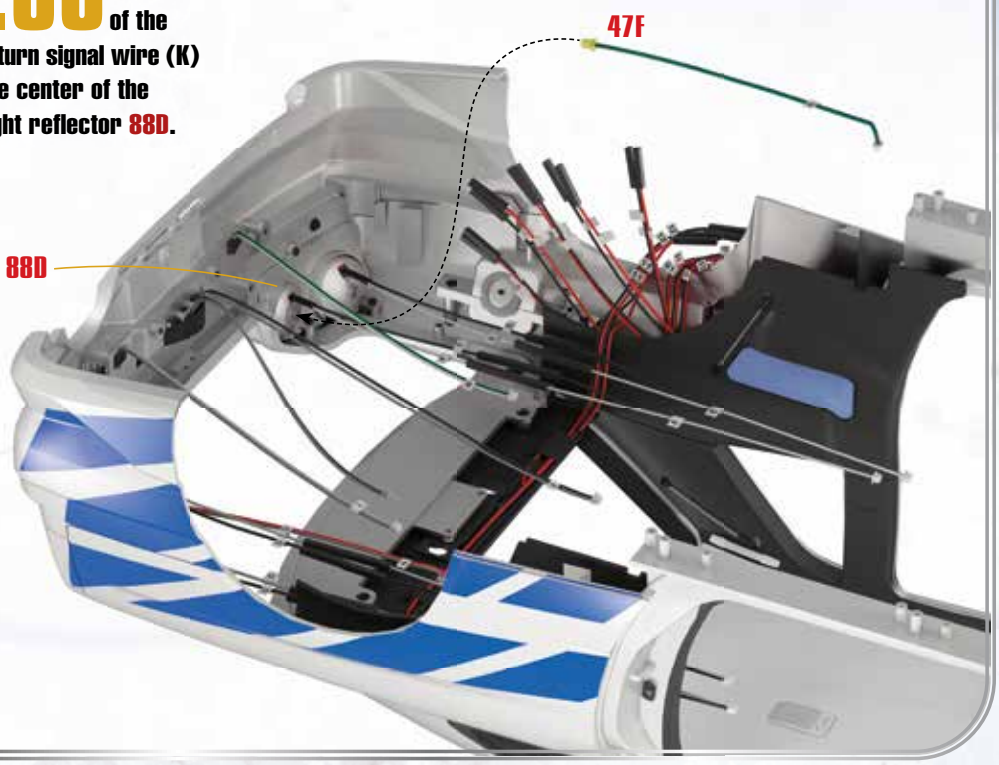


93.04 Retrieve the car PCB 44F and carefully remove the terminal of the rear left turn signal wire (H) 47E and the terminal of the rear right turn signal wire (K) 47F.

93.05 Insert the LED bulb of the rear left turn signal wire (H) 47E into the center of the left taillight reflector 88B.



93.06 Insert the LED bulb of the rear right turn signal wire (K) **47F** into the center of the right taillight reflector **88D**.



Final assembly



Keep the rear center brake light lens **93B** aside for a later stage of assembly.

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