FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

94



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BRIAN'S NISSAN SKYLINE GT-R

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THE NISSAN SKYLINE (R30) – PART 6

Of all the Skylines produced, the KPGC10 "Hakosuka" was the most successful in touring car racing as a Nissan factory car, but the R30 was almost as good in competition. Starting with the Group 5 specification Skyline Super Silhouette, it raced in the All-Japan Touring Car Championship as a Group A car. It also made its mark in a variety of fields, such as competing off road in the World Rally Championship (WRC) and the All-Japan Rally.

The Group 5 Skyline Super Silhouette was popular and left a lasting impression with its radical styling and powerful, fire-breathing performance. Its life was surprisingly short, lasting just three years from 1982 to 1984, but it was the Skyline that led Nissan's way back to the track.

Following the Skyline Super Silhouette, the Skyline 2000 Turbo RS (DR30) made its debut in the Japan Touring Car Championship (JTC) for Group A machines run by the FIA (Fédération Internationale de l'Automobile) starting in 1985. In fact, the year before, the N1-spec Skyline 2000 Turbo RS, which was closer to the production model, had appeared in the Fuji Freshman Race, NP Open IV class. The N1-spec cars, which were race-tuned with an emphasis on NISMO's recently-launched aftermarket sports

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In 1985, the Group A-spec Skyline 2000 Turbo RS was tested at the Tsukuba circuit. The model had a lot of roll, and it drove like a normal car that had been modified.

parts, were driven by young drivers. The winners of these races went on to become top drivers in the JTC and the All-Japan GT Championship (now SUPER GT), including Takayuki Kinoshita and Shunji Kasuya.

When the All-Japan Touring Car Championship started in June 1985, Nissan Motor Co., Ltd. and NISMO developed and entered a car based on the Skyline 2000 Turbo RS. The two-liter turbocharged engine had a turbo coefficient of 1.4, giving it a displacement of 2.8 liters, and it was in the same Class 3. The FJ20E/T engine was tuned according to Group A regulations, and the initial specifications were a maximum power of 250ps/7,400rpm and a maximum torque of 26.0kgm/4400 rpm. It was a level above that of the production model, but the power was later increased to 300ps.

Although it had a roll cage, it was not actively used as a reinforcing member, unlike the later Skyline GT-R (R32), which had a welded-on body reinforcement structure. Also, at the time of its debut, it was not equipped with an on-board air jack that extended four legs to lift the body. In addition, the wheels were not center-locked, but were mounted with four wheel nuts, as on a production car. During the race, the tires were changed by placing four air jacks under the left and right side sills and lifting them. This seems very inefficient, but since all teams were operating under the same rules, it was not a problem.

The weight of the Skyline 2000 Turbo RS was over the 1,020kg (2,249lb) minimum for the Group A specification due to its displacement. The tire diameter that could be mounted according to the regulations was up to 2in (51mm) larger than standard, while wheel widths up to 9in (229mm) were allowed. However, as the Skyline GT-R (R32) was not a car designed from the outset to compete in Group A, it had the unexpected handicap that the maximum size tires allowed by the regulations would touch the inside of the fenders and could not be used in racing.

In the 1985 season, the driving team of Haruhito Yanagida and Aguri Suzuki took the wheel of Nissan's car #23. In the first race of the season at Sportsland Sugo, they qualified in second place behind the BMW 635CSi, but despite leading at the start of the main race, they had to retire. After that, they were unable to win any more races.

The Skyline 2000 Turbo RS really showed its potential from 1986. The drivers of car #23 were Takao Wada and Aguri Suzuki, and they won their first race in the first round at the West Japan Circuit. They continued to finish in the top positions, and in their second year, they achieved their long-held dream of winning the Series Championship.

In overseas events, the Group A-spec Skyline 2000 Turbo RS took part in the 1985 Macau Grand Prix and Gear Race. The private team driver Motoji Sekine finished fourth, the highest-placed Japanese driver.



At the time, the model didn't even have an air jack, and the body was raised using an air jack like the one in the photo (yellow handle). Also, like a normal car, it had four stud bolts on the wheel, as it wasn't a center-lock type.

When the Skyline GTS-R (HR31) made its debut in the 1987 Inter TEC, the final Group A race, the Skyline 2000 Turbo RS was retired from Group A racing the following year. Some of the cars were modified for use in the JSS (Japan Super Sports Sedan) races at Fuji Speedway, with additional over-fenders and huge spoilers.

When the All-Japan GT Championship began in 1993, the JSS-spec Skyline 2000 Turbo RS was entered in the GT2 class by a private team. It continued to race until the fourth round at Fuji in 1995. From its first appearance in the Super Silhouette Race in 1982 to its last appearance in the All-Japan GT Championship in 1995, the Skyline 2000 Turbo RS was on the track for a total of 13 years.

The interior also had a production car feel. The roll cage was a bolt-on type made of aluminum. From a modern perspective, it was a simple looking car that you wouldn't expect to be racing with the top touring cars of the era. The driver was Aguri Suzuki.

THE NON-TURBO 2000RS IN THE WRC

The Skyline (R30) was not only active on the track, but also in rallies. In Spring of 1982, at a time when the Skyline Super Silhouette was attracting attention, the Skyline 2000RS was also in the spotlight in faraway Greece. The Skyline, which was not exported to Europe, competed in the 29th Acropolis Rally, the sixth round of the World Rally Championship (WRC), held from May 31 to June 3.

The Acropolis Rally is a gravel rally that starts near the Parthenon in Athens, Greece, and covers a distance of approximately 621 miles (1,000 km). It is known for its many rough roads covered with sharp stones.

Juichi Kohjimoto's private team entered their Skyline Hardtop 2000RS (DR30) in the newly created A9 class for Group A machines. Of the 136 cars that entered the rally, 13 were from Greece, including the Ford Escort RS2000 and Opel Kadett GT/E. At that time, the WRC was a battle between factory teams in Group 4, represented by the Audi Quattro, and the newly created Group B category, introduced in 1982. From the following year, the main category moved to Group B and the performance of the factory cars continued to improve year on year. It was not until 1987 that the WRC was dominated by Group A cars.

Juichi Kohjimoto's Skyline 2000RS was tuned according to Group A regulations, but the FJ20E engine was almost completely standard. It was simply a production car with





The Skyline 2000 Turbo RS was a private team car that competed in the 1993 All-Japan GT Championship. It was a JSS-spec car with aeroparts installed.

rally equipment added, such as race suspension, additional auxiliary lights, and a roll bar. Nevertheless, it was a hot topic in the local media for its high-class performance.

The overall winner of the rally was French driver Michelle Mouton, at the wheel of a Group 4 specification Audi Quattro factory car. The highest-placed Nissan was Shekhar Mehta's Group 4-spec Violet GT – powered by a four-valve DOHC LZ20 engine – in fourth place.

In Japan, Motoji Sekine's Skyline 2000RS participated in the 1987 All-Japan Rally. This car had a standard FJ20E engine, as was the norm for domestic rally cars at the time. It was equipped with a NISMO Sport Option gearbox and, due to the lack of special suspension parts, was fitted with NISMO's Dirt Trial shocks from the Bluebird (910) and special springs. On the exterior, the front grille was hollowed out and Civie Super Oscars were used as auxiliary lights.

For rallying on rough roads, underguards and tank guards were added. Dunlop SP Formula tires were used for paved roads and SP82R tires for gravel, mounted on RS Watanabe wheels. The interior was fitted with a four-point roll bar and the two front seats were Datsun bucket seats with Willans four-point seat belts.

So it was clear that the Skyline (R30) was active in motorsports. In terms of the RS series, it was an unconventional Skyline with a four-cylinder engine, but it left a strong impression on fans as well as on successive generations of the Skyline GT-R. ♦

Juichi Kohjimoto's Skyline 2000RS, which competed in the 1982 Acropolis Rally in Greece. The Skyline's challenge in the WRC was a hot topic in Japan.



HEAVY-DUTY VEHICLES

In the world of *Fast & Furious* there only seems to be room for fast cars, but that's not actually the case. Throughout the series, trucks have also played an important part in the adventures of Dom Toretto and his friends.

The Fast and the Furious begins with the highway robbery of an enormous 1993 Freightliner FLA 86 64 T. Straightway, the plot of the movie is presented: the hunt for a group of robbers on the highways of Los Angeles by an undercover police officer. On the side of the law is Brian O'Conner; on the other side, Dom Toretto and his gang. It may look like a duel between good guys and bad guys, but it isn't; in *Fast & Furious* there are many layers and things are not always what they seem. In fact, the hunter and the hunted will come together in the end to keep from perishing beneath the wheels of an unstoppable Peterbilt 359, whose driver has decided to finish the thieves off his way.

A CHARISMATIC GIANT

Peterbilt trucks are icons on US highways. As well as the pulsating final scene in the franchise's first movie, this classic truck has appeared in other important moments in the series. A 1991 Peterbilt 377 and an International 9600 demonstrate the danger of trying to overtake two trucks in an exciting car race during *2 Fast 2 Furious;* another Peterbilt 359 stars in the unforgettable opening scene of *Fast & Furious,* when Dom and his team try

At the beginning of *Fast & Furious*, Letty is part of a raid on a giant fuel truck with Dom and his team.



to supply gasoline to those most in need in the Dominican Republic; and, of course, a Peterbilt 379 relentlessly pursues the car in which Dom and his son are traveling along the top of a narrow dam, in the agonizing resolution of part one of *Fast X*.

BEYOND THE IMAGINATION

The big vehicles in the franchise always move between what is real and what is imaginary. As well as the popular Peterbilts, the franchise's audience has seen other easily recognizable trucks in action, like the Kenworth T-600 B, in which Dom and Brian camouflage themselves when they apparently head toward the Mexican border to traffic for Arturo Braga, in *Fast & Furious*. And some vans also take center stage, like the DAF LF 45 that Ramsey drives awkwardly through the streets of Edinburgh, in *F9: The Fast Saga*.

Very often, however, the makers of the series have created astonishment with the incorporation of impossible vehicles, like that immense Armadillo in one of the most stunning sequences in the ninth movie, or the unstoppable Oshkosh M977 that, in the fourth film, enables Dom's crew to steal vehicles from a moving train. Also verging on fantasy is the Kässbohrer Setra S-215 HDH, a gigantic, armored vehicle that participates in a thrilling chase on the winding roads of the Caucasus Mountains in *Furious 7*. ♦

THE ADVENTURES OF BRIAN O'CONNER

The sports car and the tank

In *Fast & Furious 6,* Brian returns to Spain with his buddies to try to capture Owen Shaw before he acquires the last component of Nightshade. As the ex-cop feared, however, it is they who soon become the targets of the mercenary, who bursts onto a highway in a Vickers-Armstrong FV4201 Chieftain tank, causing deadly chaos. At the wheel of his new sports car, a rally-tuned Ford Escort MK I, Brian joins Roman and Dom's cars to prevent a catastrophe. Pulling off amazing stunts and endangering their own lives, they manage to stop the tank and arrest Shaw.



AFTER-MARKET PARTS FOR THE NISSAN GT-R (R35)

NISMO's history of producing sports parts for Skyline GT-R models led fans to assume that the Nissan GT-R (R35) would also receive after-market options. And they were right – the NISMO Club Sport Package was a complete set of performance and stylistic upgrades.



NISMO had traditionally always released sports parts for the GT-R at the same time as a new model was announced. Although it was slow off the mark with the Skyline GT-R (R32), NISMO made the most of its position with the R33 and R34, starting development of sports components before the new car was even announced. However, NISMO sports parts were not released at the same time as the Nissan GT-R (R35), which debuted in 2007.

It was not until August 2008, about a year after its debut, that NISMO finally released sports parts to upgrade driving performance. These components were named the NISMO Club Sport Package.

The main feature of this package was that it included components such as the wheels, tires, suspension, and muffler as a single product. It was sold as an upgrade package that included installation and alignment settings.

Furthermore, even after installing this package, the Nissan

The spring rate had been increased by one level, as the car was mainly used for circuit driving. The dampers were the same Bilstein as the factory-fitted units, but the damping force for R mode had been specially set up.



Tires were the same factory-fitted Bridgestone Potenza RE070Rs, but with a wider contact area when cornering and a high-grip compound for reliable traction.

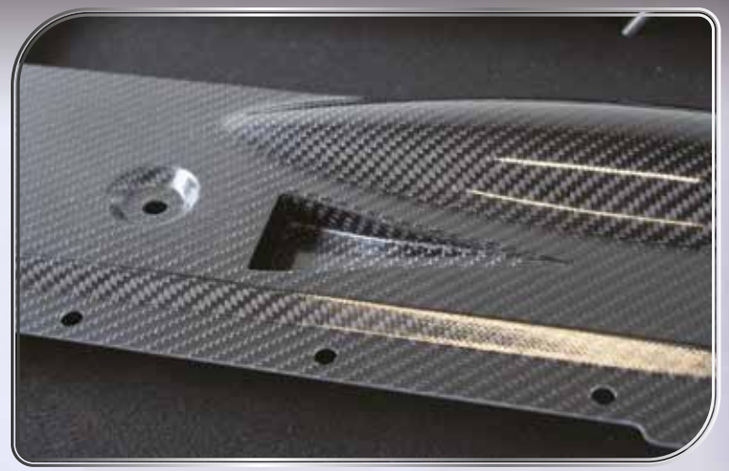
High-specification components that overturn the traditional idea of after-market parts, born out of collaboration with Nissan Motor Co., Ltd.





Recaro and NISMO jointly developed the carbon shell, genuine leather-upholstered, reclining racing seats. These are not sports seats that can also be used on the circuit, but racing seats that can also be used on public roads. Compared to the standard seats, each one is 13.2lb (6kg) lighter. The seats are sold individually, and a set of two (including installation and tax) costs 1,890,000 yen.

The rear diffuser was developed specifically for this model. The shape, which was flat on the standard model, has been changed, and NACA ducts have been newly installed on the left and right to cool the titanium muffler.



vehicle warranty continued to be valid. The parts warranty for the NISMO Club Sport Package was three years/60,000km, so it addressed the warranty concerns of many Nissan GT-R (R35) owners.

The NISMO Club Sport Package consisted of a chassis upgrade with exclusive suspension, tires and wheels, carbon bucket seats, and a titanium exhaust system with a dedicated rear diffuser. Of these, the exclusive wheels, seats, and exhaust system were later adopted by the Spec·V model released by Nissan. In other words, the NISMO Club Sport Package was a product that was developed through collaboration between Nissan Motor Co. Ltd.'s GT-R (R35) development team and NISMO.

The product's concept was "an optional package that maximizes the vehicle's driving potential without compromising the vehicle's quality". It was designed to be easy to use for everyday driving as well



The titanium muffler is approximately 11lb (5kg) lighter than the standard exhaust system. It comes with cooling fins to lower exhaust temperatures, and with a dedicated rear diffuser. It is sold separately for 1,890,000 yen (including installation and tax).

as for performance on the circuit. In particular, with regard to circuit performance, the target was to reduce the lap time at the Sendai Highland Raceway (which is now no no longer operational) where the GT-R (R35) was developed, by one second compared to a standard vehicle. In order to achieve this, NISMO even developed special tires for the first time. The titanium muffler, which had a finish like a work of art, was a unique design with cooling fins.

The NISMO Club Sport Package was a comprehensive upgrade that included everything from installation to alignment settings, so it was only available at NISMO Expert Shops and GT-R dealerships; there, specially trained NISMO Technical Masters were on hand to handle the installation. The price of the package was 5.46 million yen, and the entire upgrade was exceptional in every way. ♦

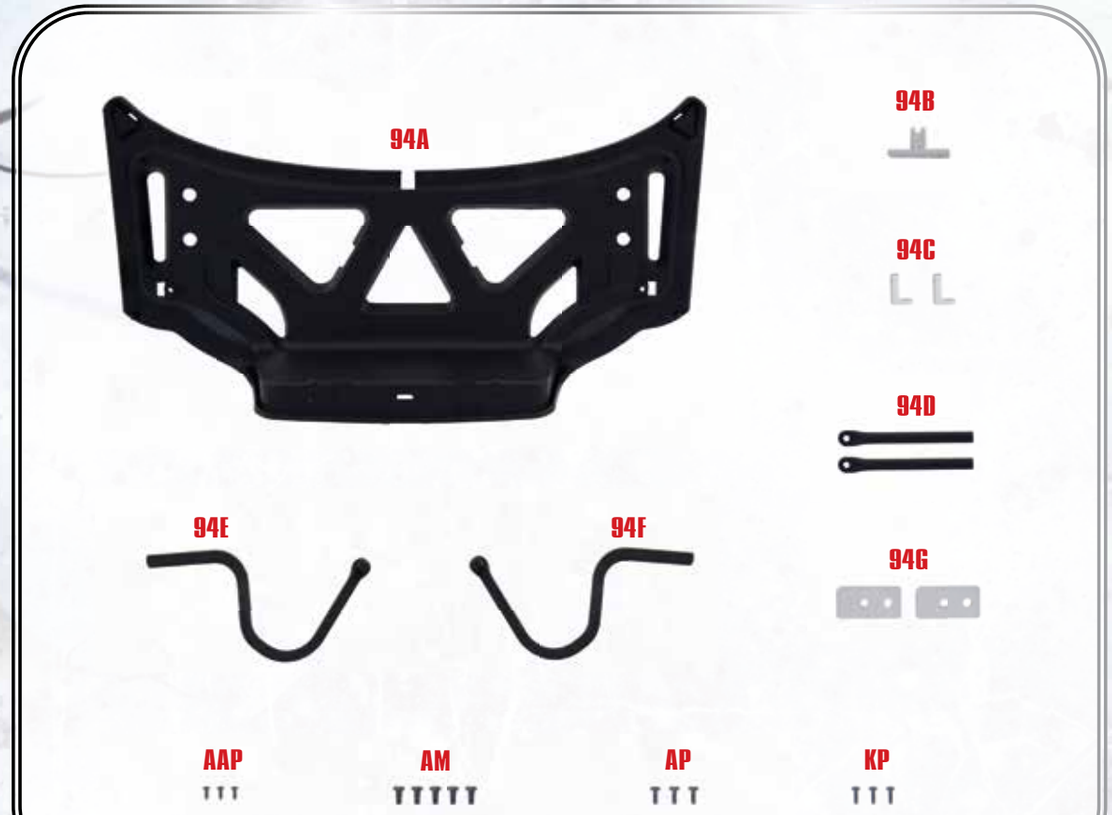


For the muffler, unique titanium alloy with excellent heat distortion characteristics was used. In addition, cooling fins were attached to areas that tend to become hot.

STAGE 94
TRUNK LID (2)

In this issue, we will attach the lock mechanism, secure the reinforcement on the inside of the trunk lid, and attach the rear center brake light wire to the lid assembly.

PARTS

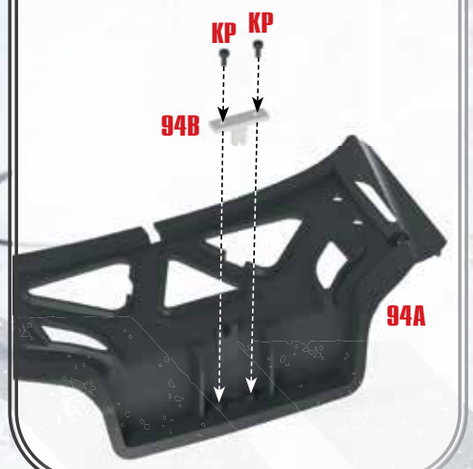


- **94A** Trunk lid reinforcement
- **94B** Lock mechanism
- **94C** Trunk lid bracket (×2)
- **94D** Trunk lid strut (×2)
- **94E** Trunk left hinge
- **94F** Trunk right hinge
- **94G** Hinge plate (×2)
- **AAP** Screws 1.4×3mm (×3*)
- **AM** Screws 1.7×4mm (×5*)
- **AP** Screws 1.7×4mm (×3*)
- **KP** Screws 1.4×4mm (×3*)

*Including spares

94.01

Position the lock mechanism 94B over the highlighted holes in the trunk lid reinforcement 94A and secure it with two KP screws.



94.02

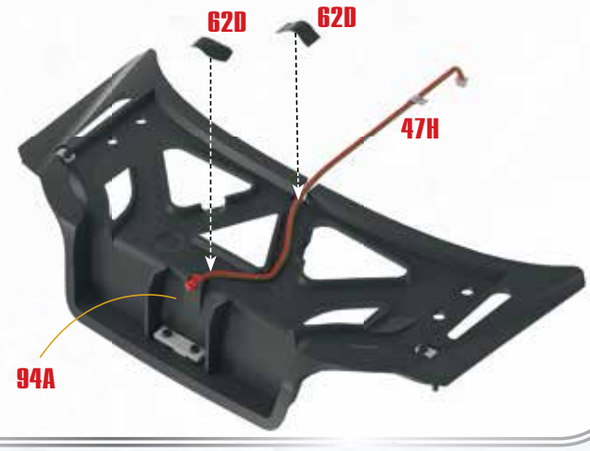
Insert the trunk lid brackets 94C into the highlighted slots in the trunk lid reinforcement 94A and fix each one with an AP screw.



94.05

Secure the center rear brake light wire (J) 47H to the trunk lid reinforcement 94A using two 1.2in (3cm) strips of adhesive tape 62D, as shown in the image.

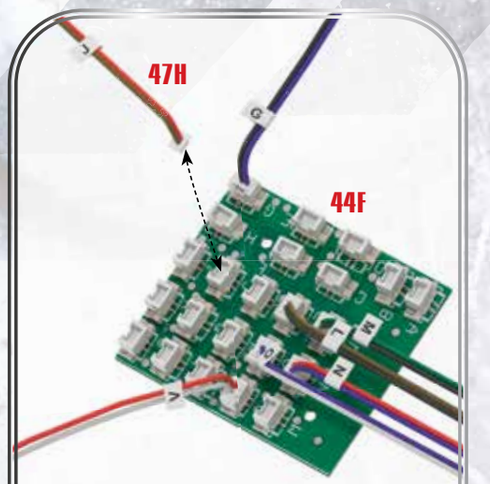






94.06

Align the holes at the ends of the trunk lid struts 94D with the holes in the trunk lid brackets 94C and secure each strut with an AAP screw.

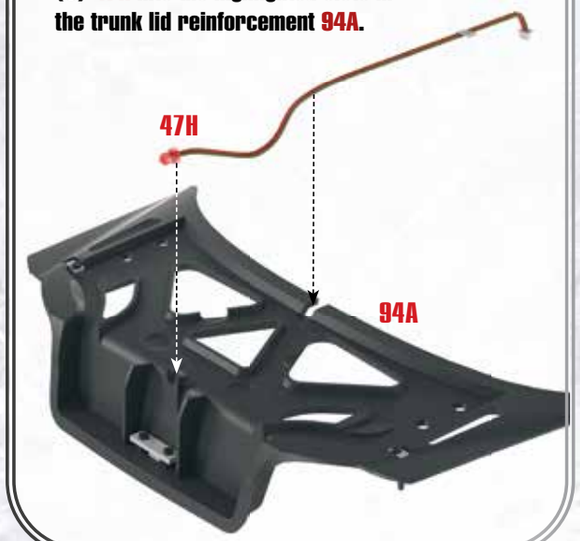


94.03

Retrieve the car PCB 44F and carefully remove the terminal of the rear center brake lights wire (J) 47H.

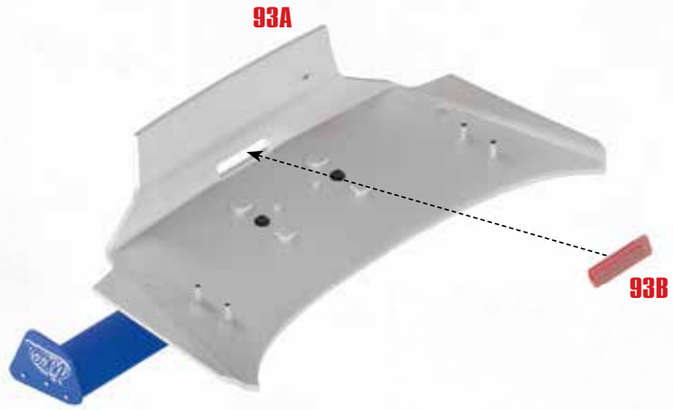
94.04

Insert the LED of the rear center brake lights wire (J) 47H into the highlighted slots in the trunk lid reinforcement 94A.



94.07

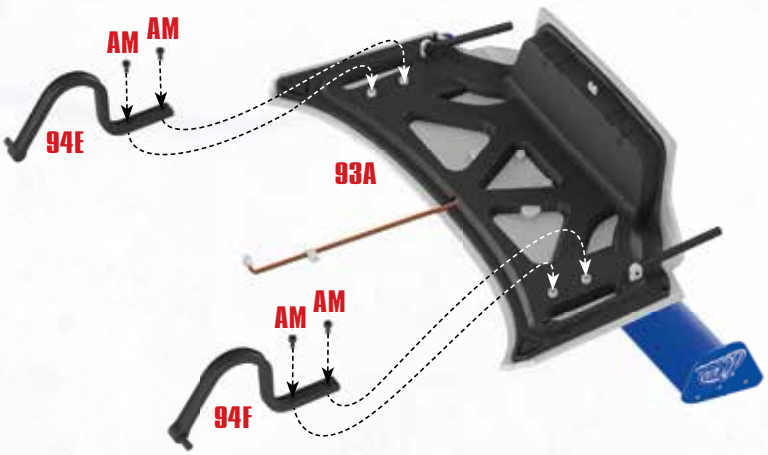
Retrieve the trunk lid assembly 93A and the rear center brake light lens 93B from issue 93. Position the lens 93B in the highlighted area in the inside of the trunk lid 93A.



94.08

Connect the trunk lid reinforcement 94A to the trunk lid 93A, as shown in the image.





94.09

Place the left and right trunk hinges 94E and 94F on the highlighted pivots on the trunk 93A and fix each one with two AM screws.

Final assembly



Keep the hinge plates 94G aside for a later stage of assembly.

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