FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R

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THE NISSAN SKYLINE (R31) - PART 2

The Skyline (R31) changed course to a more luxurious direction with the adoption of a four-door hardtop, but it was to face unexpected difficulties. The car was not well received at its debut and sales did not go as expected. However, the development team, led by Naganori Ito, was not sitting idle. Development of the two-door sports coupe GTS, which would take the Skyline back in sportier direction, was underway. Furthermore, the RB20DET engine had evolved into a ceramic turbo power plant.

In May 1986, nine months after the four-door model, the long-awaited two-door sports coupe GTS was added to the Skyline (R31), reviving the image of the sporty "Fast Skyline". The full-size two-door coupe model had already been completed in June, just before the announcement of the four-door hardtop and four-door sedan in August 1985, so the two-door sports coupe GTS had been planned from the beginning. There is no doubt that the late addition of this coupe helped to revive sales of the Skyline, which had stumbled at the start.

The two-door model of the Skyline was first introduced in 1970 with a minor change of the C10 to allow the new hardtop to be added to the lineup. It was characterized by its sporty appearance and the sense of openness created by the absence of a center pillar when the side windows were fully opened. After that, the two-door hardtop became a popular model, especially among young users. The R31 was redesigned with a strong center pillar to increase body rigidity, and was given the name two-door sports coupe – rather than hardtop – for the first time in the history of the series. Incidentally, GTS was not only the model name for the two-door sports coupe, but "GTS" driving performance was later added to the four-door hardtop as well.

The design of the two-door sports coupe GTS involved various changes to the four-door model. The angular front aspect was radically altered to

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give it a more luxurious feel. The number of decorative parts was reduced, and the front mask was made sharper with a strong slant, like the "iron mask" of the late 2000RS series of the previous R30. The upper part of the headlamps was cut diagonally from the center, and the hood was extended to the thin front grille, giving the car a virile look. Chief Engineer Naganori Ito recognized the importance of design, and even though the schedule was tight, he made efforts to restore the sporty image of the car, such as the instruction that part of the square headlamps be cut off to give the car a more rugged look.

ELECTRIC RETRACTABLE FRONT SPOILER

The "GTS" emblem was attached to the center of the front grille, but in fact, the "GT-R" logo was on the front and rear of the car in the image sketches during development. However, it is said that Ito changed it to GTS based on "the gravity of the name GT-R and the car's performance". Considering the overwhelming potential of the Skyline GT-R, which was revived in the next R32 model, the decision made by Ito was a wise one.

The front window was laid back more than the four-door model, and the overall height was lowered by 0.8in (20mm) compared to the four-door hardtop, which improved aerodynamic performance. The GT auto spoiler, Japan's first retractable spoiler, was installed under the front bumper. This mechanism reduced the lift force at the front of the car, contributing to improved driving stability at high speeds. When the car's speed dropped below 50km/h (31mph), the spoiler retracted automatically. It could also be manually operated using a switch.

The Skyline two-door sports coupe GTS was launched in 1986 with the aim of reviving the image of the Skyline as a "sporty" car. The rear styling was distinctly sporty.

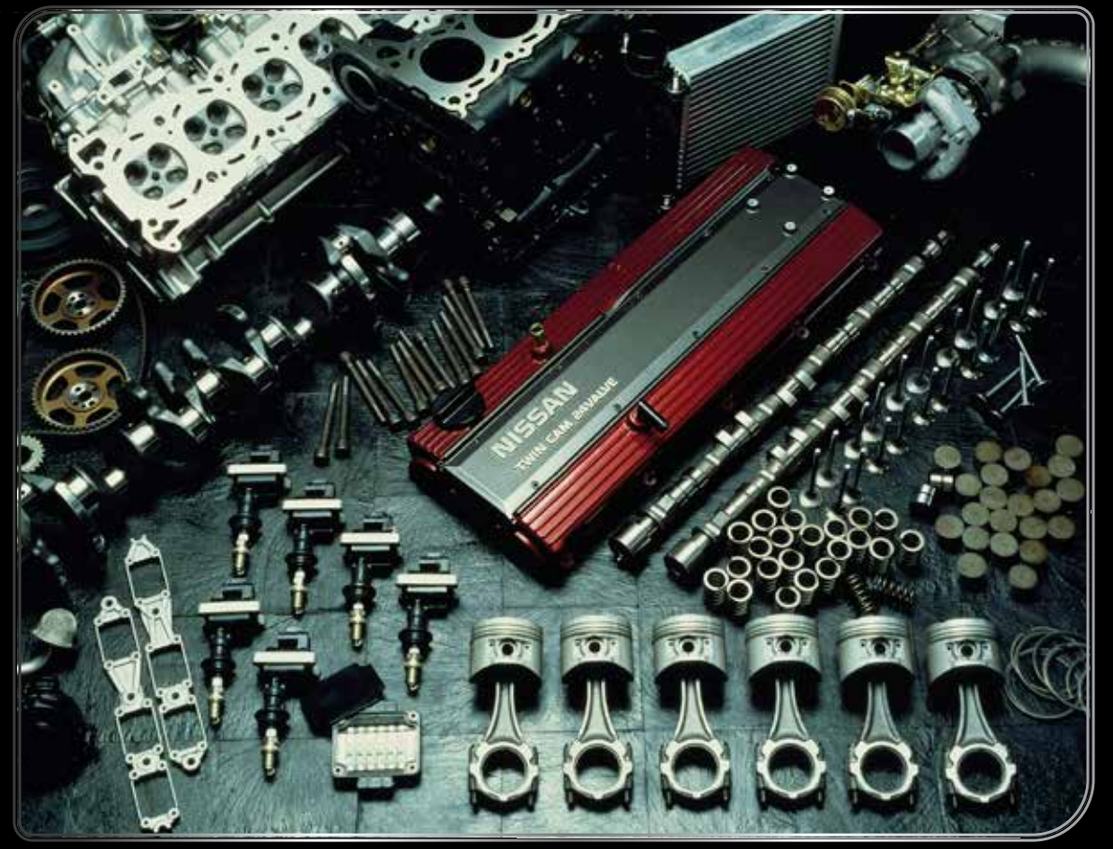
In the TV commercial for the two-door sports coupe GTS, the car was shown speeding along the bank of a test course to the background music of Beethoven's *Für Elise*, and the GT auto spoiler was shown moving into position. The tagline was, "Tough when needed." This was an advertising expression that presented the sporty characteristic that Skyline fans had been waiting for, and was completely different from the four-door hardtop with its tagline of, "Soft city, soft high performance."

In terms of interior changes, the driving position, which was the same as that of the Laurel (C32) four-door hardtop with which it shared the same platform, was improved to make it more suitable for a sports coupe. This was achieved by raising the pedal positions and the floor under the driver's seat by 0.8in (20mm) to allow the legs to stretch forward. In addition, the vehicle weight was reduced by approximately 220lb (100kg) through a review of the equipment.

IMPROVED RB20DET ENGINE

In terms of the suspension, the tire size of the four-valve DOHC turbo model was downsized from 215/60R15 to 205/60R15, and the ride comfort and maneuverability of the HICAS-equipped model were improved. Even if tire width modification was a known technique, reducing the width of tires was unheard of. It showed how particular the development team was about the way the Skyline drove. They also made the four-wheel anti-skid brake system (4WAS), which has the same function as the ABS system used today, available as an option.

The three engines fitted in the two-door sports coupe GTS were all in-line sixes, but the SOHC turbo RB20ET and diesel RD28 models were not included in the lineup. The most powerful four-valve DOHC turbo RB20DET was different from that installed in the four-door hardtop, and a new ceramic turbo was adopted. This new turbo had already been used in the Fairlady 200ZR (Z31), and by changing the turbine wheel to a lightweight silicon



The most powerful four-valve DOHC turbo RB20DET engine was gradually gaining a good reputation in the market, thanks to the introduction of new technologies such as the ceramic turbo.



The cockpit, designed with a linear motif, was the same as that of the four-door model. Although the dashboard dials were essentially analog, the overall style had a futuristic feel for the time.

nitride ceramic one, the rotational inertia moment was reduced by about 45 percent compared to the previous model; this reduced turbo lag, which was a problem with turbo engines at the time, and improved response. At the same time, improvements to the intercooler and intake ducts reduced intake resistance, contributing to even higher response. In addition, the number of revolutions at which the AT shifted up was increased from 5,600rpm to 6,400rpm, improving the vehicle's dynamic performance.

In the catalog for the two-door sports coupe GTS, the engine output and torque figures were changed from the "gross" figures measured with the engine alone to the "net" figures measured under conditions almost the same as when the engine is installed in the vehicle. When measured using the same engine, the net value is approximately 15 percent lower than the gross value for gasoline-powered vehicles. All current catalogs use the net value. The four-valve DOHC turbo RB20DET engine specs changed from the gross display of 210ps/6,400rpm and 25.0kgm/3,600rpm when equipped with a four-door hardtop to the net display of 180ps/6,400rpm and 23.0kgm/3,600rpm for the two-door sports coupe GTS.

Although the figures listed in the catalog were down, improvements such as the adoption of a ceramic turbo boosted practical performance, and the reputation of the RB20DET engine, which had been met with disappointment when it was first released, was finally changed to a positive one.

In this way, the Skyline R31 was able to recover from its initial poor image. Chief Engineer Naganori Ito and the development team would continue to work hard on the development of minor changes to the model with further improvements aimed at strengthening sales. ◆



The interior of the two-door sports coupe GTS-X was designed with a monotone image. The shape of the headrest area of the seat had a late 1980s' feel.

OBJECTIVE: STOP THE ARMADILLO

The Armadillo, the armor-plated colossus in *F9: The Fast Saga,* is the star of a thrilling chase through the streets of Tbilisi, the capital of Georgia, which once again tests the stamina and the astuteness of the team led by Dom Toretto.



Big vehicles had been seen before in the *Fast & Furious* franchise, but nothing anywhere near the Armadillo, the spectacular colossus in the ninth movie. With 16 wheels and weighing 25 tons, the Armadillo appears as the ace hidden up the sleeve of Otto, the movie's scheming villain. The gigantic vehicle functions as a mobile fortress while Otto and his associate, Jakob Toretto, wait for the signal from the satellite that will activate Project Aries. Hard to miss, Dom and his team soon find the Armadillo and set off on a frantic chase through the streets of the Georgian capital to stop it.

MAGNETS ARE DEPLOYED

The immense Armadillo is immediately surrounded by an impressive group of high-performance automobiles: Dom is driving his 1968 Dodge Charger Hellacious; Letty and Ramsey are just behind him in a 1970 Chevrolet Nova SS; Han and Mia are in an orange 2020 Toyota Supra. Otto's mercenaries block their path with armored vehicles, but Dom and his team activate the powerful magnets installed in their cars to break up the enemy formation. After that, Han and Mia manage to free Elle, the essential key for activating Project Aries, who had been kidnapped by Otto.

Dom and his team manage to stop the advance of the gigantic Armadillo truck in which Otto tries to escape.

When things go wrong for Otto, the criminal decides to carry on with his own agenda and pretends that the Armadillo has suffered a breakdown. He then convinces Jakob to go up onto the roof of the vehicle to repair it. It's a trick though: after coming to an unexpected agreement with Cipher, Otto betrays Jakob and orders his henchman Sue to finish him off on the top of the Armadillo. Jakob is about to fall off the truck, but Dom, in a risky maneuver, diverts a parked car to save his brother, who jumps toward Mia's vehicle to save himself.

A GIGANTIC TRUCK

When the development of this spectacular sequence in *F9: The Fast Saga* began, vehicle coordinator Dennis McCarthy, saw that they would not find a truck as big as the Armadillo on the market, so he decided to build it specifically for the movie. Together with his team, he carried out the construction based on a Mercedes Unimog, to which adapted trailers were added. Production designer Jan Roelfs intervened to balance the functionality and the aesthetics, making sure the monster would be able to move through the narrow streets of Tbilisi. After four months' intense work, two identical versions of the Armadillo were camera ready.

The incredible chase in Tbilisi, which lasts for more than 15 minutes, was planned to the very last detail before it was filmed. Spiro Razatos, the second unit director, committed himself to filming most of the chase with real images. The city's council collaborated with the production and closed off the streets where the action would be taking place for a week. All of the stunts were rehearsed with great precision to avoid accidents. Although on the screen it looks like chaos, every impact and overturned vehicle was planned to perfection. The dramatic quality and the spectacular nature of the sequence were subsequently improved upon with the incorporation of great digital effects.

The high point of the chase comes when Dom and Letty use their magnets to stop the Armadillo, which overturns and slides out of control toward an embankment. The thrilling sequence ends with the eagerly awaited reconciliation between the Toretto brothers, in which Dom repays Jakob with a gesture of redemption that, years before, someone had offered him. ◆

Jakob Toretto (John Cena) discovers that his partner intends to kill him.



THE ADVENTURES OF BRIAN O'CONNER

The family in danger

Satisfaction over the arrest of Owen Shaw only lasts a few minutes: the time the mercenary takes to ask Brian to call his wife. When he realizes Mia has been kidnapped by Shaw's thugs, Brian loses his temper and punches the criminal hard. When the situation calms down, Shaw tells them if they don't want to regret it, they should let him get away with the Nightshade device and make sure nobody follows him. Brian, who will soon discover that his son is safe thanks to the brave action of Elena Neves, will only have one goal on his mind: freeing Mia.

THE NISSAN GT-R (R35) IN THE TOKACHI 24 HOURS

Part 2: The shakedown test

The test Nissan GT-R (R35) featured many standard parts as used on the production model. These included the engine, brakes, and fuel tank, while the only significant changes to the exterior were the use of carbon fiber for the hood and trunk lid.



The red-painted Nissan GT-R (R35) race car underwent its shakedown test on July 6, 2008, at the Sendai Highland Raceway, which was a test track for the Nissan GT-R (R35) in Japan.

As for the specifications of the race car, the engine was standard, as was the GR6 dual-clutch transmission. The drive system was also the same electronically controlled 4WD system as the production model. While the suspension system replicated that of the road car, the springs and shock absorbers were race spec. The tires were

The brake system used standard rotors and calipers. The pads were also standard. Was this proof that the stock parts were actually exceptionally good?



Bridgestone Potenza RE55, 20-inch S-grooved types, not slicks. The wheels were 20-inch six-spoke RAYS, the same design as the later Spec·V wheels.

What was surprising was the brakes, where even the pads were stock. The brakes are usually upgraded for 24-hour races, but in this case only additional cooling channels were added.

On the other hand, the interior was surrounded by a roll cage, but not the type that is welded to the body. It seems that the purpose of this was not so much to improve the rigidity of the body as to protect the occupants.



The interior was also standard. The roll cage was of the bolt-on type, and it is believed that it did not add significant body stiffness.

On the exterior, the hood and rear trunk lid were replaced with lightweight carbon-fiber parts. More surprisingly, the car did not use the safety fuel tank required for endurance racing, but instead used the standard fuel tank. This was thought to be a measure to avoid changing the front/rear weight distribution of the production car by installing a large-capacity safety fuel tank in the trunk. ♦



It is common for endurance race cars to have a large-capacity safety fuel tank fitted in the trunk, but the Skyline GT-R (R35) raced with the stock fuel tank.

THE GLAMOROUS FAIRLADY Z (Z34) IS UNVEILED

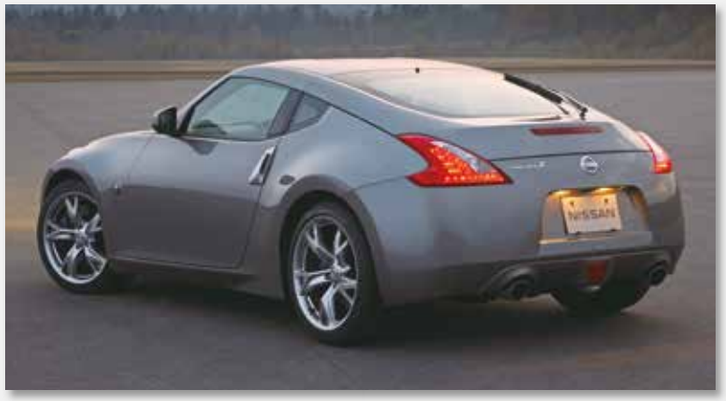
The sixth-generation Fairlady Z (Z34) made its debut in December 2008. It can be said to be a natural evolution of the previous Z33 model, which adopted a chassis layout with wide tracks and a front midship layout, with shortened front and rear overhangs and the wheelbase shortened by 3.94in (100mm). The aim was to achieve quicker, more sports car-like handling and to reduce weight. Even though the wheelbase was reduced, the wheelbase of the Z34 is still 100.4in (2,550mm). The fourth-generation Z32 2+2, which was considered large, had a wheelbase of 101.2in (2,570mm), so the two-seater Z34 is not especially short.



The interior still retains the DNA of the first-generation Fairlady, with three auxiliary dials arranged in a row. The accelerator pedal is an organ-type, which is rare for a domestic car these days

Despite the increase in weight due to the improvements in safety and equipment, the optimization of the body structure and the use of aluminum for the hood, door panels, and rear door resulted in a vehicle weight that was almost the same as the Z33. The suspension layout was changed for the Z34, with a double wishbone front suspension and a multilink rear suspension, which contrasted to the previous model's four-wheel multilink suspension. In addition to the dual flow path and rebound spring, the shock also uses high-response ripple control. This achieves a high level of balance between handling and ride comfort.

The engine is of the VQ37VHR type. It is a 3.7-liter V6 DOHC engine that uses VVEL (Variable Valve Event and Lift Control) for the intake and exhaust valve drive system.



The Fairlady Z (Z34) has a rear style that is more aggressive than anything seen before. The large rear fenders were a departure from the image of domestic cars up to that point

Although it is not turbocharged, it delivers a maximum output of 336hp and revs smoothly up to the high-rev range of the red zone that starts at 7,500rpm. It has the characteristics of a sports car that revs up to higher revs.

There are two transmissions to choose from: a six-speed manual with synchronized rev control or a seven-speed automatic with paddle shifters. The manual's Synchronized RPM Control is a new mechanism that automatically adjusts the engine's rpm when downshifting. This allows for smooth downshifts for everyone, without the need for the "heel and toe" technique that is viewed as essential for high-performance driving. There is also an override switch for the more confident driver. The seven-speed automatic features a torque converter that provides a direct feel like a manual transmission. When manual mode is selected, you can enjoy the world's quickest gear-shift response.



The Fairlady Z (Z34) continued to evolve, and along with the GT-R, they became the two mainstays of Nissan's sports car lineup. ♦

The engine is a 3.7-liter V6 non-turbo four-valve DOHC VQ37VHR. It is still popular today as an engine that revs up to high RPMs with a sporty feel.

TECHNICAL DATA

FAIRLADY Z VERSION ST Z34 TYPE

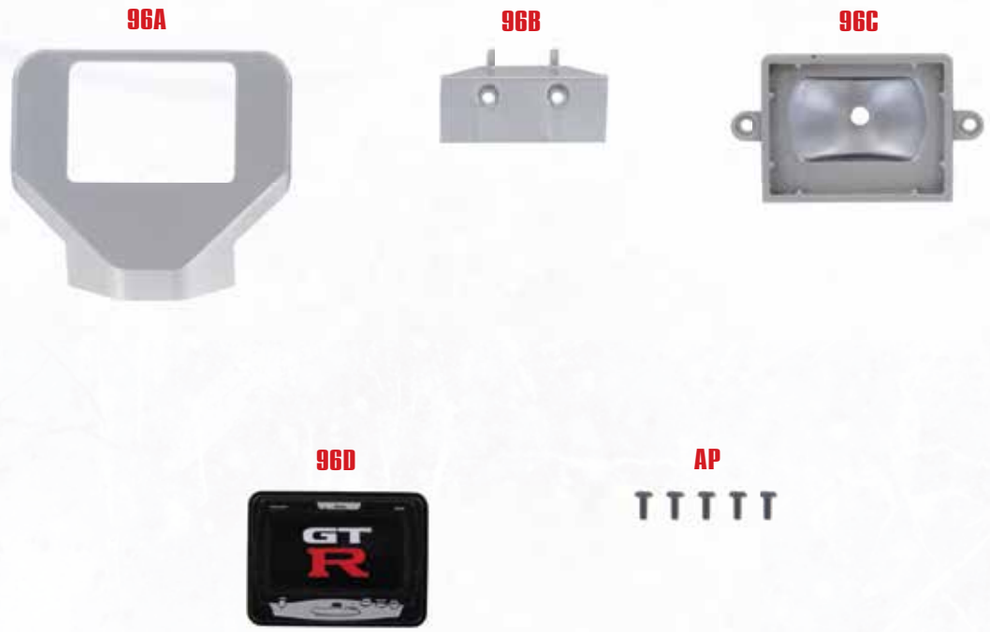
Length:	167.3in (4,250mm)	**Vehicle weight:**	3,351lb (1,520kg)
Width:	72.6in (1,845mm)	**Suspension (front/rear):**	Double wishbone / multi-link
Height:	51.8in (1,315mm)	**Brakes (front/rear):**	Ventilated disk
Wheelbase:	100.4in (2,550mm)	**Tires (front/rear:**	245/40R19 / 275/35R19
Tread (front):	60.6in (1,540mm)		
Tread (rear):	61.6in (1,565mm)		
Engine:	VQ37VHR (V6, four-valve DOHC)		
Total displacement:	3,696cc		
Maximum output:	336ps / 7,000rpm		
Maximum torque:	37.2kgm / 5,200rpm		



STAGE 96 TRUNK MULTIMEDIA SYSTEM (2)

In this issue, we will assemble the multimedia screen, which will later be installed inside the trunk.

PARTS



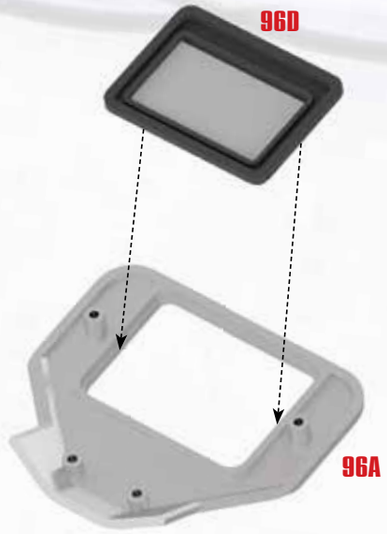
96A Multimedia screen housing
96B Screen support
96C Rear part of the screen
96D Multimedia screen
AP Screws 1.7×4mm (×5*)

*Including spares

96.01

Following the orientation of the parts in the picture, place the multimedia screen 96D on the screen housing 96A,





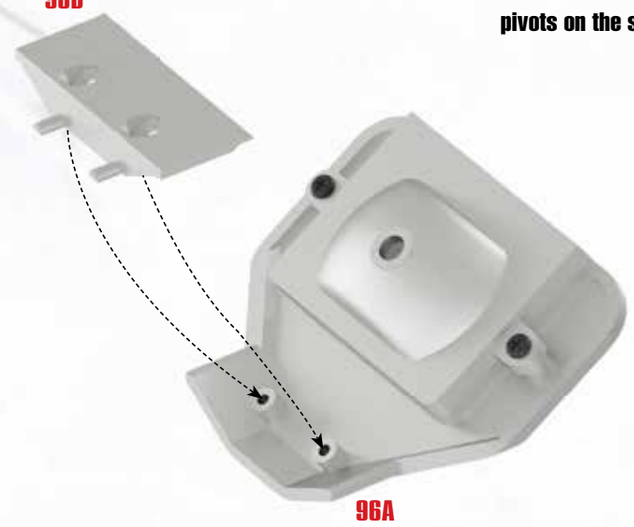
96.02

Place the rear part of the screen 96C on the screen housing 96A and attach it with two AP screws.



96.03

Place the screen support 96B on the two highlighted pivots on the screen housing 96A.



96.04

Finally, attach the screen support 96B with two AP screws.



Final assembly



TYPES OF SCREWDRIVERS

In addition to the usual precision screwdrivers, there are models with special features that can be useful in modeling. Magnetic screwdrivers make it easier to insert screws without dropping them, while those with an ergonomic handle are more comfortable for long sessions. There are also specialized options, such as right-angle or flexible-shaft screwdrivers, which are ideal for inserting screws in hard-to-reach areas, and low-power electric screwdrivers, which speed up work without compromising the delicacy of the pieces.



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