FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

97



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THE NISSAN SKYLINE (R31) – PART 3

Immediately after the announcement of the Skyline (R31) in August 1985, the development team led by Naganori Ito began working on minor change improvements. The RB20DET engine, which had failed to deliver the expected sporty feel, was significantly improved, and the front design of the four-door hardtop and four-door sedan was changed to a slanted nose consistent with the two-door sports coupe. The GTS-R, a Group A homologation model touted as the "return of the GT-R", was released in limited numbers.

In August 1987, just one year and three months after the addition of the two-door sports coupe GTS, the Skyline (R31) underwent a minor change. The advertising tagline was a complete 180-degree turn from the "soft and high-performance for the city" of the debut model, and boldly announced the sports theme with the slogan, "We, Motor Sports". The aim was to bring back the "Fast Skyline". According to a book written by the Chief Product and Vehicle Engineer, Naganori Ito, plans for minor changes had already begun immediately after the debut of the R31 model.

The two main areas of improvement were to revive the "Fast Skyline" and to develop a modified RB20DET engine. The plan was also to make significant changes to the frontal design of the four-door hardtop and sedan.

Chief Product and Vehicle Engineer Ito was determined to improve the R31. He reviewed the intake system of the two-liter inline six DOHC turbo RB20DET engine and improved the NICS variable intake system, which had been adopted with much fanfare as a "world first".

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Specifically, the intake manifold of the RB20DET intake system was changed from the conventional two branches of different lengths to a simple single shape, and the system was improved so that the two branches split just before the cylinder head inlet and a valve on one of the branches closes at low speeds. The improved RB20DET model achieved a 10ps power increase, with a maximum output of 190ps/6,400rpm and a maximum torque of 24.5kgm/4,800 rpm (regular gasoline specification). It exceeded the 185ps of the 1G-GTE DOHC twin turbo engine of Toyota's "Mark II 3 siblings", which had been designated as the sales rival. At the same time, it achieved a sharper response and transformed it into a sportier engine that was more typical of a Skyline.

However, when Ito proposed this engine improvement plan within the company, he was asked, "What is this minor change so soon after its announcement as a 'world-first' system?" Ito continued to negotiate tenaciously with the higher-ups, and obtained approval for the engine modification.

The four-door hardtop and sedan were given a new look with a slanted front mask that unified the design principles with the two-door sports coupe. The newly designed engine hood and large chrome grille gave the car a more luxurious feel, and the image change was complete.

THE GTS-R HOMOLOGATION MODEL

In fact, there was a new model whose release was planned as part of the minor change, but it never saw the light of day. It was the Skyline's first four-wheel drive (4WD) model.

When you think of 4WD in the Skyline, you probably think of the ATTESA E-TS electronically controlled torque-split 4WD system used in the GT-R and GTS-4 that appeared in the next R32 model. However, the 4WD system that was being tested in the R31 model was a full-time 4WD system with a mechanism called the "Ferguson type" that used a front-rear differential (center differential) and viscous limited slip differential. The front-rear torque distribution was set at 35:65 in favor of the rear, but when the prototype was driven, it had a strong understeer tendency; the weight increase due to the 4WD system meant that it did not have the driving performance befitting the Skyline, so it was discontinued. The experience gained here was to be put to use in the development of the next model.

In order to restore the sporty image of the Skyline, Ito was pushing ahead with a plan to make a minor change. This was the development of the Skyline GTS-R, a homologation model for Group A racing.

At the time, the NISMO team was competing in the All Japan Touring Car Championship with the old Skyline 2000RS Turbo (DR30), but it was no match for overseas cars such as the Ford Sierra RS500 and Volvo 240T that were competing in the autumn Inter TEC.

The plan was to develop an evolved model of the Skyline two-door sports coupe GTS, which was allowed under the Group A race vehicle regulations due to its annual production of 500 units. The team would then fit parts that would give the model an advantage in races, with the aim of winning the Inter TEC and the All Japan Touring Car Championship.

The catalog for the GTS-R that was released contained some exciting phrases. They included: "The Skyline GTS-R is a sports-tuned car, without a doubt. It is being produced in limited numbers to win Group A races" and "If you are thinking of using it for family use, please refrain from purchasing it. You will not be able to handle the overwhelming power at high RPMs."

The engine was the RB20DET-R, a version of the improved RB20DET engine designed specifically for the GTS-R. It was the first RB-type engine to be designed for high-octane fuel, with a maximum output of 210ps/6,400rpm and a maximum torque of 25.0kgm/4,800 rpm. When tuned for Group A racing, it had the potential to produce over 400ps.

It featured a T-04E turbo made by Garrett in the US, which was two sizes larger than the RB20DET turbo it was based on. The compressor of the T-04 type, which aimed to be a pure racing turbo, was left as it was, and a lightweight, compact, high-flow metal turbine was adopted. The inertia moment of the turbine was reduced to achieve a sharp response.



The base Skyline (R31) was designed with high-class cars popular at the time in mind, and this feel could be felt in the cockpit. The steering wheel was made by Italvolanti.

The stainless-steel exhaust manifolds of equal length collected and fed the exhaust gases to the turbo. The sample was made by a race parts manufacturer, and Ito asked Nihon Radiator (now Marelli) to mass produce it. Due to the shape of the stainless-steel exhaust manifold, which was designed for performance in racing, the engine could not be mounted on the production line at the Murayama factory. Instead, it was removed from the line, mounted, and then returned to the line for production.

The intercooler, which could not be replaced under Group A race vehicle regulations, also used a large-capacity air-cooled system. A huge front-mounted unit was created with a surface area 5.5 times that of the base engine.

The aero parts were also designed with racing in mind. The urethane-made front spoiler was the same shape as the GT Auto Spoiler and, because the Group A race vehicle regulations did not allow for moveable aerodynamic parts, it was made in a fixed type shape. The rear spoiler was made of fiber-reinforced plastic. It was the largest



The shape of the front seats was designed to provide good support, but the surface fabric and color scheme gave them a surprisingly luxurious feel, rather than a spartan one.



The huge rear spoiler was a characteristic of the GTS-R. On the left of the trunk lid was a sticker saying "GTS-R", and the red "R" was particularly noticeable.



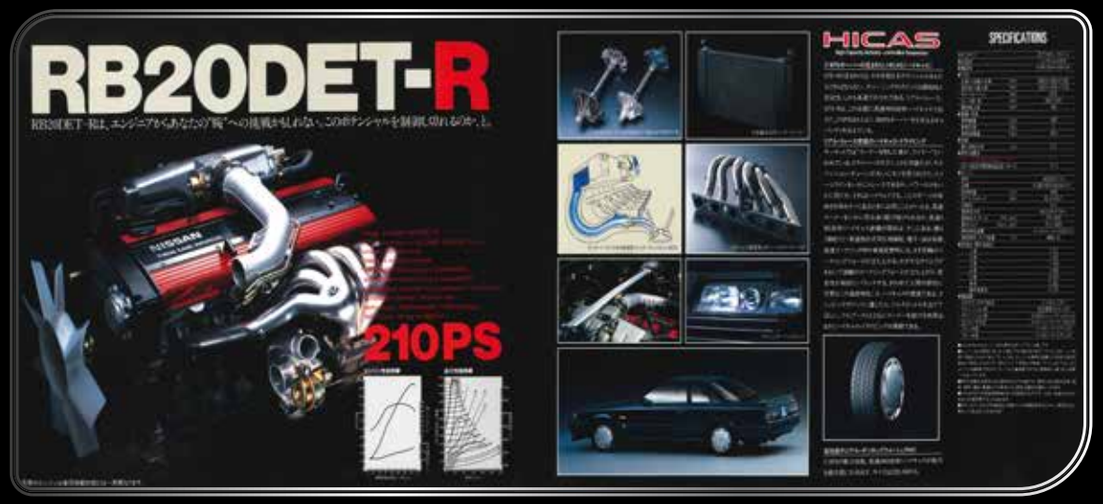
possible within safety standards, and it generated a large amount of downforce when driving at high speeds. The huge rear spoiler fitted by the racing team was said to have been met with some objections from the modeling department, but it was adopted after Ito gave his approval. The body color was set exclusively for the GTS-R in a fearless blue-black (#BG8). The only differences from the base model were the front and rear spoilers and the exclusive color. There was no doubt that the GTS-R had an overwhelming presence.

The GTS-R's greatest selling point was its special RB20DET-R engine, which produced 210ps, the most powerful engine of its time. The exhaust manifold looked like that from a race engine. The catalog included the words, "A challenge from the engineers..."

At the same time as the minor change, the GTS-R for Group A racing was announced and released in a limited edition of 800. The evolved model was originally to be produced in a run of 500 and approved by the FIA, but due to requests from the sales side, it was suddenly increased to 800. Even so, the GTS-R was well received as the rebirth of the GT-R, and it sold out in no time at all. It was such a hot topic that it even made the newspapers. This was the Skyline that fans had been waiting for.

The catalog was full of words inspiring Nissan to aim to win Group A races. The text also included a provocative statement: "If you are thinking of using this car for family use, please refrain from purchasing it. You will not be able to handle the overwhelming power at high revs."

The experience of developing the GTS-R and creating the Group A specification in such a short time was said to have been of great help in developing the GT-R for the next Skyline (R32). ♦



THE CARS IN *F9*: THE FAST SAGA

Besides the gigantic Armadillo, the ninth movie in the *Fast & Furious* series displayed an impressive variety of powerful automobiles, ranging from American classics to exotic supercars and all-terrain colossuses.



Tej and Ramsey head for the jungle of Montequinto in a Jeep® Gladiator.

With the collaboration of hundreds of automobile fans – always prepared to offer their vehicles so that they can appear in the series – and his London counterpart Alex King, Vehicle Coordinator Dennis McCarthy approached creating the cast of automobiles in *F9: The Fast Saga* full of excitement. Convinced they would surprise the audience, he began the work by equipping Dom Toretto with an exquisite set of resources.

A TRIBUTE TO THE CHARGER

To celebrate the character's faithfulness to the Dodge Charger range, McCarthy thought it might be good to assemble a truly exclusive collection in the movie. And so, a 1967 Dodge Charger was used for the flashback in which Dom remembers his time in Lompoc prison; a Dodge Charger R/T and a Dodge Charger Tantrum, both 1970, although without a starring role this time; a 2020 Dodge Charger Hellcat, at the wheel of which Dom arrives in the jungle of Montequinto; and a stylish 1968 Dodge Charger Hellacious™, which cost $1 million to prepare. Named by McCarthy and his team the Mid-Engine Charger, it was developed in collaboration with the SpeedKore team to appear first in the chase in Edinburgh and later in the pulsating sequence with the Armadillo, filmed in Tbilisi.

Every member of Dom's team had the chance to get behind the controls of exceptional vehicles. Letty, as well as riding motorcycles like a Yamaha YZ250F and a Harley-Davidson Sportster Iron, demonstrated her liking for the classics with a 1969 Chevy Nova SS. Tej went mad for a Jeep® Gladiator, although it looked small in comparison with Roman's immense Marauder, an armor-plated 4×4 that, although not very practical, adds a touch of humor to the chases. Han, for his part, returned

to the series in a big way with an elegant Toyota GR Supra, whose colors brought to mind the unforgettable Mazda RX-7 in which he had first appeared in *The Fast and the Furious: Tokyo Drift.*

A PARADE OF MODELS

Once all of the main characters had been assigned a vehicle, Dennis McCarthy and Alex King enjoyed choosing vehicles for a scene that did not require any dangerous action. The task was to create ambiance for the Tuner Party, held in an elegant mansion on the outskirts of London, where Dom meets Otto. The production invited a dozen car enthusiasts who offered to put their four-wheeled treasures in front of the cameras. In the footage of the party, filmed in the beautiful gardens of Hatfield Park, guests strolled among such extraordinary models as a McLaren 720S, a Lamborghini Aventador SVJ, a Lotus Evora, and a spectacular Apollo Intensa Emozione valued at €2.3 million, capable of accelerating from 0 to 60mph (97km/h) in just 2.7 seconds.

Of course, during breaks in filming, members of the cast and technical crew inspected those absolute marvels at close quarters, as if they were exhibits in an open-air museum. ♦

THE ADVENTURES OF BRIAN O'CONNER

Rescuing Mia

After it is revealed that Riley is in league with the mercenaries, Owen Shaw escapes with her in a vehicle along the military base's landing strip. Although he tries to phone his men to tell them to get rid of Mia, Tej blocks the communication signals before the message is transmitted. Dom immediately sets off in hot pursuit of the villains at the wheel of a Dodge Charger SRT-8, accompanied by Brian and Letty. They are followed by the rest of the team, who don't have a clear idea of Shaw's strategy. It all becomes obvious when they see an enormous military aircraft landing in front of them. Letty points out that if Shaw manages to board the plane and get away, Mia will be doomed. Dom, however, states that it won't be able to take off. Brian grits his teeth, eager to lock horns with the mercenary.



Dom proves what the Dodge Charger SRT Hellcat can do in challenging conditions with an experienced driver like himself at the wheel.

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

Part 3: The race

Following a second test on the Nissan GT-R (R35) to fine-tune the model, it was finally time for the race. And despite being handicapped by a smaller fuel tank than its rivals that necessitated additional pit stops, the new model finished first in its class.



A commemorative photo of the team before the final race. The three drivers (in white racing suits) from left to right are Masami Kageyama, Tetsuya Tanaka, and Kazuki Hoshino.

After its shakedown test at Sendai Highland in early July 2008, the Nissan GT-R (R35) had another test at Fuji Speedway about a week later.

At this point, the major updates from the previous test were the replacement of the 25-gallon (95-liter) gasoline tank with a safety fuel tank for racing, and the addition of a quick charger for refueling. This was a measure taken with safety in mind during refueling during the race. However, the 25-gallon (95-liter) fuel tank capacity was smaller than that of its rivals, and the number of refueling stops would increase as a result – it was a tough choice made in order to keep the weight distribution of the vehicle as close to normal as possible.



The model featured color livery for the competition oil that NISMO was developing in collaboration with Motul. The exterior was almost exactly the same as the production model.

According to NISMO, it had not originally planned to install air jacks. The reason for this was that it wanted the car to be as close to the production model as possible, and to check the performance of the parts and oil that were scheduled to be released. However, in the end NISMO did install air jacks and a safety fuel tank, taking into account the safety of the mechanics during pit work.

Then it was time for the main event. Official practice was held on July 17 and 18. The Nissan GT-R (R35) was competing in the same field as its rivals for the first time and there were high expectations. Although the other Super Taikyu machines were racing cars that conformed to N1 regulations, the Nissan GT-R (R35) was closer to a production car than its rivals. In the end it shattered any doubts that it would not be able to compete with these rivals, and showed enough speed to surprise them.

Incidentally, at the Tokachi 24-hour race, there are no official qualifying rounds held under the race's own rules. The starting grid for the Super Taikyu race cars is decided in order of the series ranking. Therefore, the Nissan GT-R (R35), which was not competing in the series, lined up on the fifth grid at the back of the Super Taikyu ST1 class.

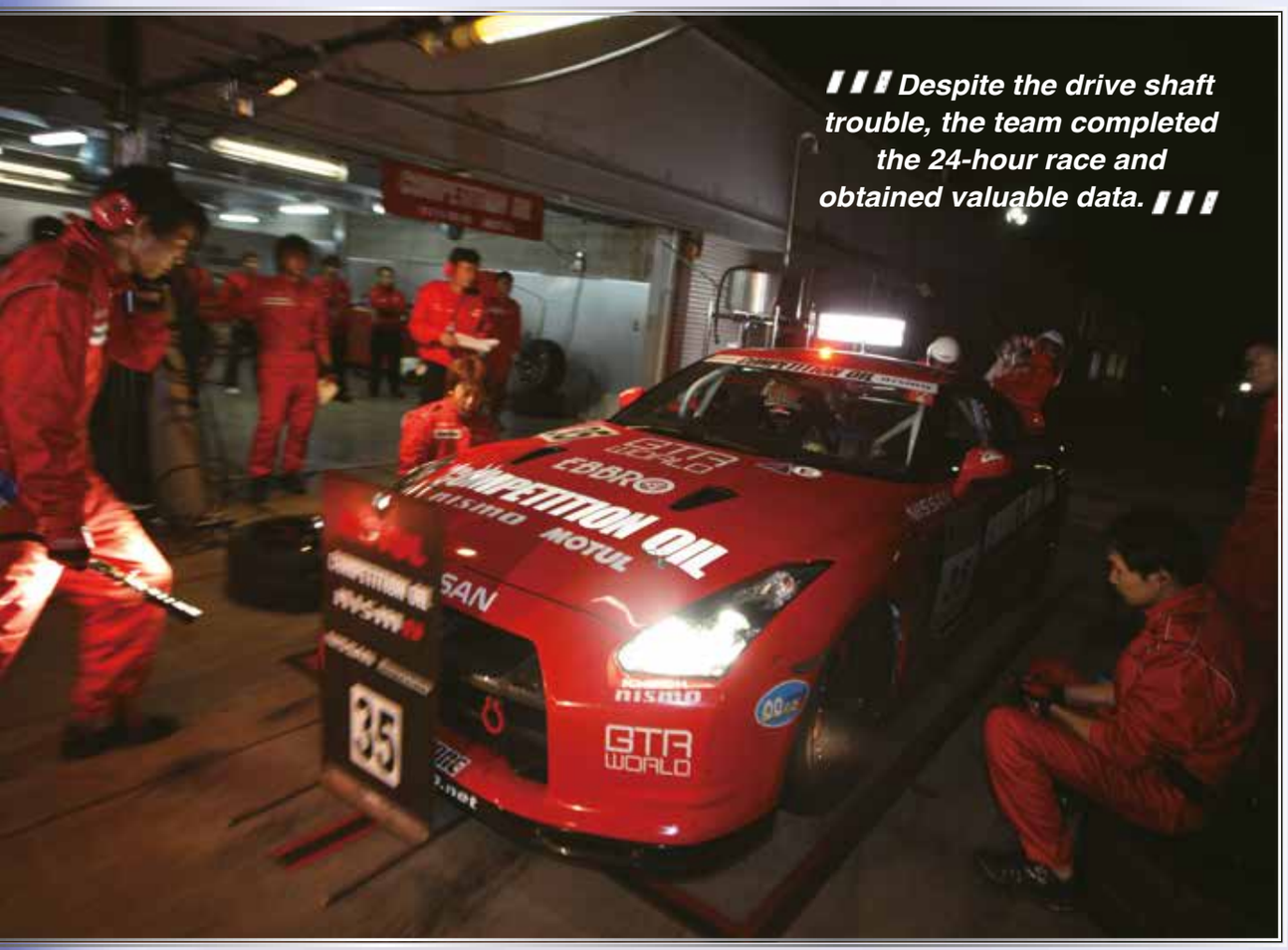
As it is a fast car, the burden on the standard brake system was naturally great. The mechanics' work, such as replacing the overheating brakes, was dangerous.

The final race got underway at 3pm. Following the BMW Z4M Coupe that started from pole position, the Nissan GT-R (R35) driven by Masami Kageyama jumped up to second place and disappeared into the first corner. It immediately showed off the impressive acceleration of NISMO's new model.

However, on the second lap, Kageyama was overtaken and dropped to sixth place. In terms of the car's specifications, this was

The engine was essentially standard. As this was a race that also served as an experiment, various sensors were attached to different parts in order to obtain data.





Despite the drive shaft trouble, the team completed the 24-hour race and obtained valuable data.



probably the position he should have been in. The GT-R's fuel tank capacity was smaller than that of its rivals, so it needed to make pit stops every 50 minutes or so to refuel. In addition, the standard brakes required regular replacement of the pads, calipers, and rotors. In short, even if there were no problems, the number of pit stops would be higher than the other cars and the time spent in the pits would be longer, so NISMO knew it was at a disadvantage.

Furthermore, unforeseen problems occurred, forcing NISMO to make unscheduled pit stops for fuel system problems and driveshaft issues. Despite the desperate efforts of the mechanics, it took quite a bit of time to repair the driveshaft problem in particular.

However, after that, NISMO completed the 24-hour race without any major problems. Its overall ranking was a respectable 21st (and first in class), but as was originally intended, NISMO was able to obtain valuable real-world data on its new Nissan GT-R (R35). ♦

The brake calipers, which were regularly replaced during the race, were overhauled in the pit, with seals and other brake parts also being substituted.



The overhauled brake calipers were set with the brake rotors and were lined up to be used in the car. This is how many brake systems needed to be replaced.



STAGE 97 TRUNK MULTIMEDIA SYSTEM (3)

In this issue, we will assemble the left JBL subwoofer and attach it inside the trunk.

PARTS

97A



97B



97C



97D



AP



97A Left JBL subwoofer housing
97B Subwoofer cone
97C Subwoofer basket
97D Subwoofer dust cap
AP Screws 1.7×4 mm (×3*)

*Including spares

97.01

Fit the subwoofer cone 97B on the left JBL subwoofer housing 97A, marked with the letter L.





97.02

Place the subwoofer basket 97C on the cone of the subwoofer 97B, as shown in the picture.



97.03

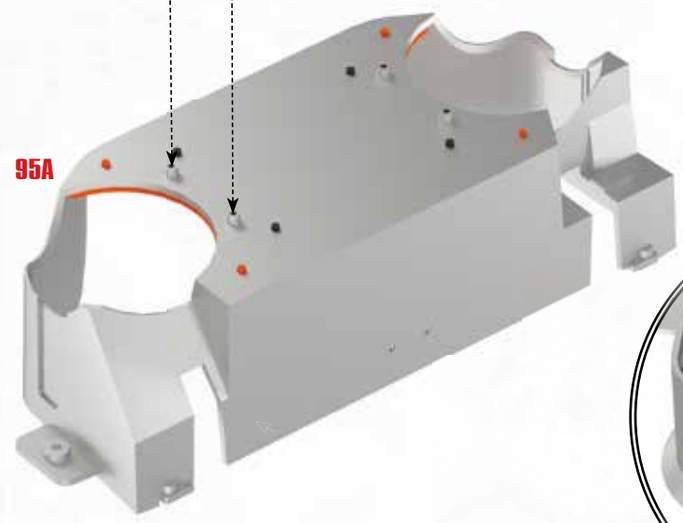
Fit the subwoofer dust cap 97D on the top of the subwoofer basket 97C.



97.04

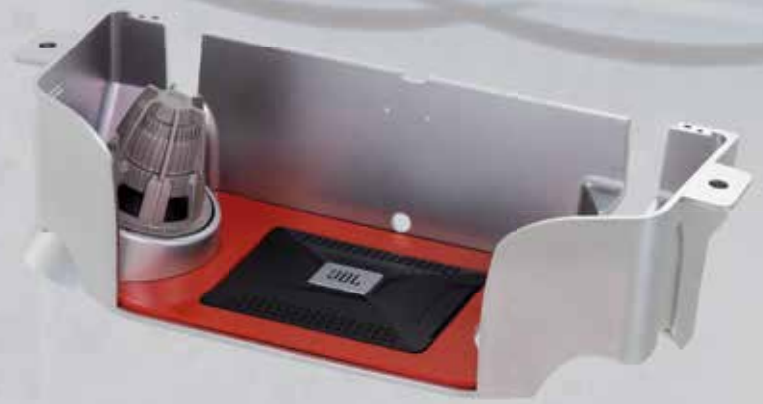
Retrieve the interior of the trunk from issue 95 and turn it upside down. Align the tab of the housing of the left JBL subwoofer 97A over the two highlighted holes on the bottom of the trunk floor 95A. Secure the subwoofer with two AP screws.







Final assembly



CLEANING AND MAINTENANCE

To keep your model in perfect condition and shiny, it is important to carry out maintenance tasks from time to time. When removing dust or stains, use a slightly damp microfiber cloth, as it does not leave lint nor damage the finish. For hard-to-reach areas, use a soft-bristled brush or a cotton swab. Avoid cleaning products with alcohol, acetone, or ammonia; water is the best option. Handle delicate and moving parts with special care to avoid damage.



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