FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

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THE NISSAN SKYLINE (R31) – PART 4

The homologation model GTS-R (HR31) for Group A racing caused a huge stir when it was released. The machine that competed in the All Japan Touring Car Championship had been developed at an incredible speed and made its debut at the Inter TEC event at Fuji Speedway in November 1987. The battle against powerful rivals was extremely difficult, but in the 1989 season, the Reebok Skyline team of Masahiro Hasemi and Anders Olofsson won the Drivers' Title.

In July 1986, Naganori Ito, the manager in charge of the development of the Skyline, obtained approval from senior management to add the GT-R to the basic development concept for the next-generation R32 to restore the Skyline's reputation as a fast car. Until the GT-R was ready, the team entered the R31 two-door sports coupe in races to accumulate technical development and know-how to achieve Group A race success with the new GT-R.

However, if the two-door sports coupe GTS (R31) was used as the base for the race version, it would lack the edge to surpass its rivals. To exhibit speed worthy of Group A racing, it was necessary to introduce an evolved model that used parts and specifications that were

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A Skyline GTS-R Group A race specification car is tested vigorously at Fuji Speedway on August 26, 1987, in preparation for its debut race.

advantageous for racing, such as larger turbochargers and intercoolers.

The Evolution model was the star of Group A racing. The Volvo 240 Turbo, which won consecutive victories in the Inter TEC International Touring Car Race held in Japan, featured a large-capacity turbo and an improved engine control system. The crowning glory of this mechanism was the water turbo traction system, for which Volvo held the development patent. This technology involved injecting water into the engine's intake, using the vaporization heat to lower the intake temperature and raise the knocking limit, and then setting the turbo boost pressure higher to increase power. This was a feature that would never be used in the normal driving of a production car.

Chief Product and Vehicle Engineer Naganori Ito decided to develop the Skyline GTS-R (HR31), an evolved model based on the two-door sports coupe GTS. The specific specifications were finalized, and the GTS-R was officially incorporated into the plan for a minor model change in August 1987, just six months before the announcement, in early 1987.

Under the Group A vehicle regulations, certain parts had to be the same as those used in production models, such as the body, window glass, and aerodynamic components, but the car manufacturer could apply to the FIA (Fédération Internationale de l'Automobile) to use officially approved parts that were specially designed for racing. The approved parts covered a wide range of areas, including transmission gear ratios, final gear ratios, large brake systems, and suspension arms, so the competitive strength of the car depended on the effort put in by the car manufacturer.

In addition, certain areas of the engine were allowed to be modified. Surprisingly, increasing the displacement was allowed, and bore enlargement of up to 0.6mm (0.023in) was permitted within the same class. It was also possible to machine the surfaces of the cylinder head and cylinder block, and this allowed the volume of the combustion chamber to be adjusted and the compression ratio to be changed. Furthermore, modifications to the pistons and camshafts were also permitted. For this reason, it was said that Group A racing was a battle between manufacturers.

DISPLACEMENT SLIGHTLY INCREASED

The GTS-R was made into a Group A specification vehicle in accordance with the vehicle regulations. The bore of the RB20DET-R engine was enlarged by 0.55mm (0.023in), increasing the displacement from 1,998cc to 2,027cc. The forged pistons allowed the compression ratio to change from 8.5 to 8.0. The cylinder block was made lighter by grinding and polishing the top surface by 1.4mm (0.055in). The cylinder head was also modified, and the hydraulic valve lifters were changed to a simple inner-shim solid type to reduce the inertial weight of the valve drive. In addition, the camshaft profile was changed, and the valve timing was optimized for racing specifications. Furthermore, the exhaust valve material was modified to one that could withstand higher temperatures.

The Group A-spec RB20DET-R engine, which debuted in the car, was able to produce 370ps of power and 40.0kgm of torque at a boost pressure of 1.37kg/cm^2; the maximum allowable rpm was increased from 7,500rpm for the production car to 8,500rpm.

The suspension mainly comprised authorized parts. The arms were remade from pipes, and the rubber bushings at the mounting points were replaced with pillowball (spherical plain bearings) bushings for racing. Of course, the spring rate and damping force of the shock absorbers were also much stronger than those of the production car. The strong negative camber of the suspension, which became a symbol of Group A machines, was -5 degrees for the front. The angle could be adjusted by moving the head of the strut. The brakes were both larger, with 13-inch ventilated front rotors and 12-inch ventilated rotors at the rear.



When it pulled into the pit, NISMO staff rushed over to collect and check various data. The white body without any color scheme was novel.

The two-liter turbo GTS-R was classified in the up-to-3,500cc class by multiplying by the turbo coefficient of 1.7. The minimum weight for this class was set at 1,100kg (2,425lb), and the tire width was set at 10 inches or less. As the wheels were allowed to be two inches larger than those of the production model, 17-inch wheels were fitted. The 120-liter (31.7-gallon) fuel tank, which was the maximum allowed under the regulations, was fitted lower under the trunk floor.

Interestingly, the Group A specification of the GTS-R was equipped with power steering. Under the Group A vehicle regulations, power steering could be removed, so the previous Skyline 2000 Turbo RS (DR30) did not have power steering, which would have resulted in a loss of power. However, with the GTS-R, it was decided to install power steering for the first time to match the improved grip of the tires and to reduce the burden on the driver.

CONVERSION TO JSS SPECIFICATIONS

The GTS-R made its debut at the fifth round of the All Japan Touring Car Championship, the Inter TEC, in November 1987. The driver of the #23 Nissan Skyline GTS-R RICOH with a red and white livery was Kazuyoshi Hoshino, who was joined by Anders Olofsson, who had won the previous year's Inter TEC driving a factory Volvo 240 Turbo. In the qualifying round, they finished in fifth place, and in the final race they ran as high as third for a while, but unfortunately the victory was snatched from them by the black Texaco-liveried Ford Sierra RS500.

Although it was unable to achieve a debut win, the GTS-R still won two races in the 1988 All Japan Touring Car Championship. In 1989, it won four races, but the team of Masahiro Hasemi and Anders Olofsson, driving the #50 Reebok Skyline, beat rivals such as the Ford Sierra RS500 and the Toyota Supra 3.0 GT Turbo A to win the Drivers' Championship. In the 1989 Inter TEC, the final race for the GTS-R, Kazuyoshi Hoshino's



The RB20DET-R, which was exclusive to the Skyline GTS-R and generated a maximum output of 210ps, had been further tuned from the production power plant to Group A specification.



The Inter TEC was held at Fuji Speedway for the model's first race. The #23 Nissan Skyline GTS-R RICOH was unable to secure a win on its debut.

#12 Calsonic Skyline took first place in the qualifying round. However, the final race was again won by an overseas team, this time the Ford Sierra RS500. The GTS-R was unable to finish on a high note as it was decided that the Skyline GT-R (R32) would be used from the following year.

In the 1989 season, Masahiro Hasemi and Anders Olofsson of the Reebok Skyline team were preparing for the final Inter TEC race. They went on to win the series championship that year.

After retiring from Group A racing, the GTS-R was converted into a JSS (Japan Super Sedan) specification car with the addition of overfenders. Furthermore, this JSS machine competed in the GT2 class of the All Japan GT Championship (equivalent to the current SUPER GT GT300 class). In 1995, it was active in the GT2 class, winning the Drivers' and Team titles.

The GTS-R was not only used in domestic races but also in overseas competitions. A vehicle made by NME (Nissan Motorsports Europe) – which was NISMO's European arm – was entered in the 1988 European Touring Car Championship (ETC) by Allan Grice and Win Percy. At the 24 Hours of Spa-Francorchamps, the car – now with the addition of Anders Olofsson – finished sixth overall and fourth in class. The team also participated in touring car races in Australia and the Macau Grand Prix Gears Race, where Masahiro Hasemi finished fourth in 1989.

The GTS-R was a stopgap model until the debut of the GT-R (R32), but it performed even better than expected, and its record is a shining example of the history of the Skyline. ♦



DANTE: A THIRST FOR VENGEANCE

He's not just another villain. Vindictive, eccentric and merciless, Dante Reyes is a distorted version of Dom Toretto; a fearsome devil who plays with his prey before devouring it.



Over the years, Dom has faced countless enemies who represented a threat for him and for the whole world. However, he has never encountered such a dark character who, with psychopathic obsessiveness, has been planning devastating revenge against him and his team for several years.

THE PAST HAS LEFT A SCORE TO BE SETTLED

Dante is the son of Hernán Reyes, the crime king of Rio de Janeiro, and who seemed to meet his end in *Fast Five.* What nobody knew was that Dante, too, was thrown into the sea at the end of the frenetic chase that killed his father. He was even dead for two minutes before coming back to life. When he did so, his only intention was to destroy everything that Dom loves, blaming Dom for his father's tragic end.

What sets Dante apart from previous villains in the franchise is not just the obsession that led him to keep Dom under surveillance for 20 years, nor his insatiable thirst for vengeance, but his

unexpected eccentricity. Popular actor Jason Momoa, who became well-known as Khal Drogo in the TV series *Game of Thrones* before becoming the superhero Aquaman in films, gladly accepted the chance to play Dante. He wanted to emphasize the criminal's playful nature, in contrast to his sinister spirit. "Dom doesn't immediately get how perverse and complicated Dante can be, nor does he see that Dante has drawn him into his spider's web," says the actor.

Dante's appearance is as peculiar as his personality. He drives a shocking purple Chevrolet Impala that matches the color of his clothes and nail varnish. "The idea was to create a nice appearance, but when you get close to him, you realize he's the devil," Momoa points out.

A PERFECT VILLAIN

Momoa had twice the fun during the filming of *Fast X*. On one hand, as a great fan of fast cars, he drove some amazing automobiles and motorcycles. On the other hand, he had the freedom to involve himself totally in the construction of his character. This allowed him to retouch some of his lines and to do all of his action scenes himself. "He's an awesome stuntman," Director Louis Leterrier says. "He did all his own stunts, he didn't need a double. In the studio, when they saw the scenes, they were stunned. It's very unusual to come across an actor prepared to endanger himself to that extent."

Momoa composed the perfect villain, who loves it when all hell breaks loose around him. He knows how to strike where it hurts most and play with the minds of his victims. And, what's more, he is convinced that, in his own way, he is delivering justice. As Leterrier points out, the best villains are the ones "whose goals and objectives can be understood, and I believe Dante is just that." ♦

THE ADVENTURES OF BRIAN O'CONNER

The big fight

At the end of *Fast & Furious 6,* Dom, Brian, and Letty manage to board Shaw's military airplane and fight their adversaries before Mia, who has been kidnapped, comes to any harm. Brian first fights the giant Klaus and then Shaw. After that, a surprise attack by Dom enables Brian to escape with Mia at the wheel of a red 2010 Alfa Romeo Giulietta. Although, in a desperate attempt to kill them, Vegh chases them in a Flip Car, Brian performs a dangerous maneuver and manages to get rid of her. They are safe at last!



NISMO RELOCATES ITS HQ TO YOKOHAMA

Part 1: Outgrowing the original premises

For more than 30 years, NISMO had been operating out of a section of a Nissan plant in the Omori region. Over that period, NISMO's expansion led the management to conclude that it was time to move the division into a dedicated new premises.



"The new base for Nissan's motorsports information. The name Omori Factory has been retained."

In September 1984, NISMO (Nissan Motorsports International Co., Ltd.) was established based in the Omori Annex of Nissan Motor Co. Ltd.'s Advertising Department and the Special Vehicle Test Section of the Oppama plant. It served as the base for Nissan's motorsports activities, and also functioned as a base for the development and sales of various sports parts for Nissan cars for amateur motorsports enthusiasts. In addition, it was where motorsports information was disseminated. The headquarters were located in a building in Omori, Tokyo, which had previously been used as the Omori Annex of the Advertising Department.

In December 2012, NISMO moved its headquarters from the long-familiar Omori area to a district with a long and storied history as the birthplace of Nissan Motor Co., Ltd. It is not hard to imagine that it was a big decision to leave the Omori area, where the company had been for over 30 years, including a period when it was the Advertising Department.

In fact, the relocation of NISMO's headquarters had been discussed within the company since around the year 2000. One of the



The workspace of the racing department, which is not open to the public. In addition to the GT500 machines, the GT-R GT3 specification race car is also built here.

reasons for this was the concern about the earthquake resistance of the building in Omori due to its age.

In addition, the work area for the race cars was on the 5th and 6th floors, which was very inconvenient – the weight of the various heavy-duty machine tools on the same floor also put a heavy load on the building. Furthermore, because the site area was small, there were difficulties in bringing the machines and equipment in and out by trailer during races and tests.

At the time, NISMO's activities were heading towards global development. Compared to the factories of official teams in Europe and other locations, the facilities – which were more than 30 years old – were not up to scratch. ♦



The race engine test bench has a simulation function. It is possible to make detailed settings based on data from major circuits.

THE PINNACLE OF THE FAIRLADY SERIES

In June 2009, the sixth-generation Fairlady Z (Z34) was joined by the Version NISMO model. In addition to special aero parts such as the front bumper and rear spoiler, and upgraded suspension, the interior featured special leather and suede-style fabric seat covers and unique stitching. Furthermore, the adoption of dedicated reinforcement parts and performance dampers made by Yamaha resulted in increased rigidity and vibration damping.

The VQ37VHR engine used a specially designed equal-length full dual-exhaust system and a tuned engine control computer. It delivered a maximum output of 355ps, which was 19ps more than the standard model. This specification even exceeded the 350ps of the original Version NISMO Type 380RS production model that had been produced in a limited edition of 300 units. The new Fairlady Z Version NISMO became the most powerful "Z" of all time.



The Fairlady Z Version NISMO was released in 2009. It was an extension of the previous Fairlady Z33 Version NISMO, and its styling also reflected the influence of the previous model.

In July 2012, the first minor modification was made to the sixth-generation Fairlady Z. Although the specifications of the Version NISMO did not change, the engine output characteristics were reviewed and a wide range of other

In 2013, the Version NISMO was renamed the Fairlady Z NISMO as part of the current NISMO road car series. However, the styling was unchanged.



specifications were amended, including the tires, body rigidity, suspension, and brakes.

About a year later, in June 2013, the Version NISMO was reborn as the Fairlady Z NISMO, becoming the second NISMO road car following the Juke NISMO.

NISMO road cars are a series of factory-customized cars that embody the many insights gained from motorsports activities in their performance and styling. They also offer guaranteed reliability and durability from genuine Nissan parts, so that more users can enjoy sporty driving with peace of mind. The GT-R NISMO is at the pinnacle of this series.

The evolution continued. In July 2014, the Fairlady Z NISMO underwent a minor change. The exterior was completely redesigned to adopt the latest NISMO design identity. The front and rear downforce balance was optimized by changing the body parts, centering on the exclusive bumper with NISMO red accents, side sill protectors, and rear spoiler. Handling performance at high speeds was improved.



The performance dampers made by Yamaha were not used as parts to increase rigidity, such as strut tower bars, but were adopted as items to enhance the quality of driving.

In addition, the car was fitted with newly designed forged aluminum wheels made by RAYS. The interior featured NISMO-exclusive Recaro sports seats, and the car was equipped with a range of features designed for sporty driving. The combination of a non-turbo engine and a rear-wheel drive layout elevated the driving of this sports car to a whole new level, making it different from the GT-R. ♦

TECHNICAL DATA

FAIRLADY Z NISMO Z34 TYPE (2014)

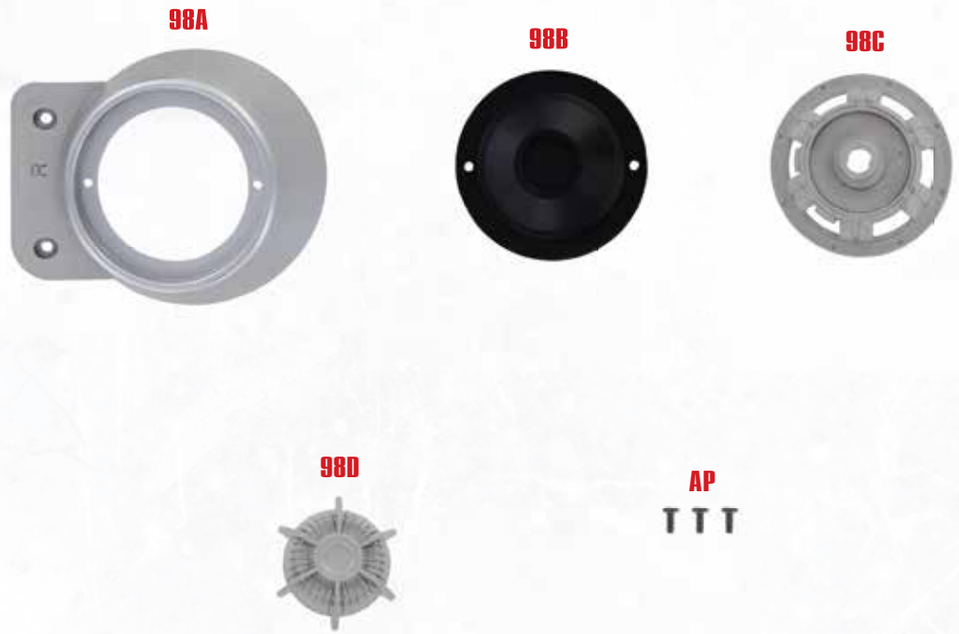
Length:	170.5in (4,330mm)
Width:	73.6in (1,870mm)
Height:	51.8in (1,315mm)
Wheelbase:	100.4in (2,550mm)
Tread (front):	61.2in (1,555mm)
Tread (rear):	62.2in (1,580mm)
Engine:	VQ37VHR (special tuning)
Total displacement:	3,696cc
Maximum output:	355ps / 7,400rpm
Maximum torque:	38.1kgm / 5,200rpm
Vehicle weight:	3,395lb (1,540kg) (6MT)
Suspension (front/rear):	Double wishbone / multi-link
Brakes (front/rear):	Ventilated disk
Tires (front/rear):	245/40R19 / 285/35R19



STAGE 98 TRUNK MULTIMEDIA SYSTEM (4)

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

PARTS



98A	**Right JBL subwoofer housing**	**98D**	**Subwoofer dust cap**
98B	**Subwoofer cone**	**AP**	**Screws 1.7×4 mm (×3*)**
98C	**Subwoofer basket**		

*Including spares

98.01

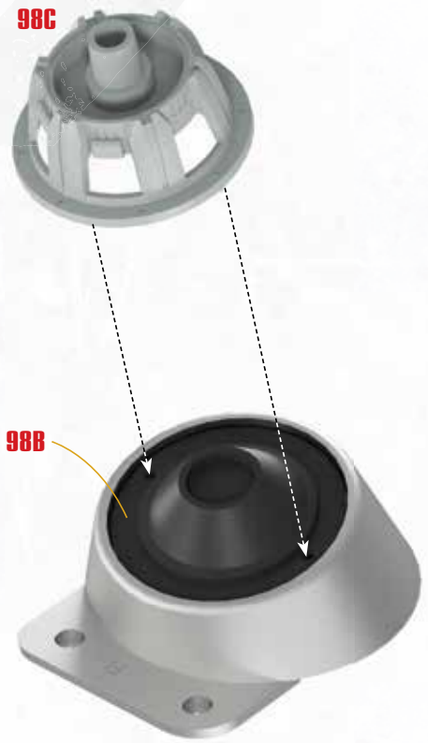
Fit the subwoofer cone 98B on the right JBL subwoofer housing 98A, marked with the letter R.





98.02

Place the subwoofer basket 98C on the cone of the subwoofer 98B, as shown in the picture.



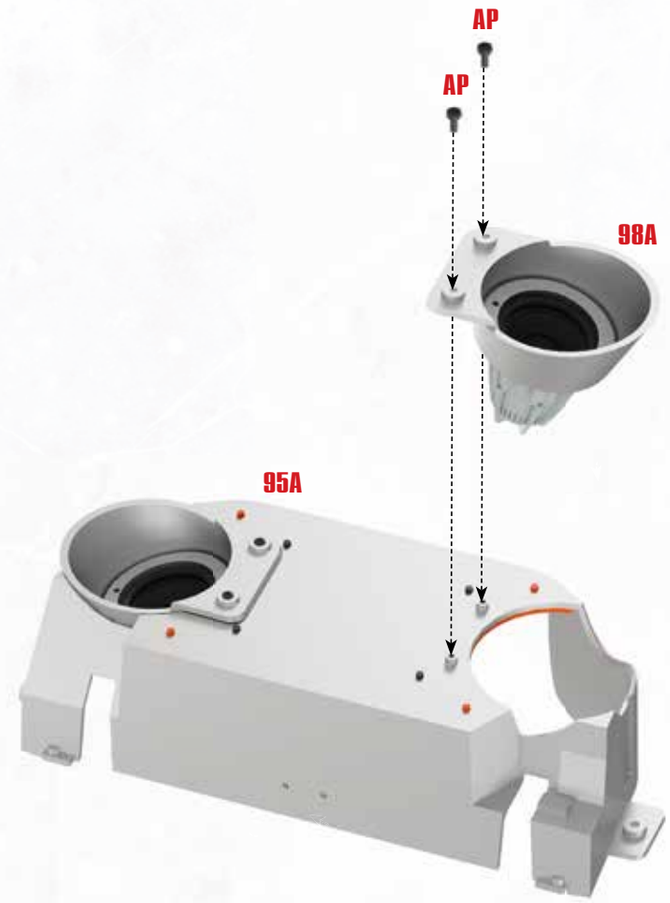
98.03

Fit the subwoofer dust cap 98D on the top of the subwoofer basket 98C.



98.04

Retrieve the interior of the trunk from issue 95 and turn it upside down. Align the tab of the housing of the right JBL subwoofer 98A over the two highlighted holes on the bottom of the trunk floor 95A. Secure the subwoofer with two AP screws.



Final assembly



SNAP-FIT PARTS

Before assembling the parts, check that they are oriented correctly by placing them together to see how they match. Refer to the pictures in the assembly instructions and correct the position of the parts if necessary. This verification is important for snap-fit parts because they can be more difficult to disassemble if they are not positioned correctly.



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