
Nissan Xanavi DVD X6.0 Sat Nav 2012 2013

##TOP##

though the r34's compact exterior had been replaced by a new gt-r, in fact the gt-r's body was unchanged. the gt-r's tires were no larger or wider than before, and the wheelbase had been decreased, with a loss of about 2 inches in length. the r34 had weighed 9800 pounds, the new car at the track weighed 1000 pounds more, about 12,000 pounds. though the r34's initial weight was 13,700 pounds, subsequent shocks did not decrease the car's weight. the gt-r's nose cone, rear wing, and ducts had been completely redesigned from the ground up. the entire front end, including the front bumper, intake, grille, headlights, and chin spoiler were completely redesigned. the new diffuser with a "stepped diffuser" was reminiscent of the le mans cars. the side skirts changed the r34's shape to give it a more squared off appearance. the gt-r's powerful, dry-sump vq engine, with its six-speed sequential manual transmission, had been a symbol of nissan's racing program for decades, and the gt-r's legacy continues to live on today. however, in reality, the vq had no power advantage over the vq30. like the r34, the vq used dry-sump, meaning that the engine resided within the car's crankcase and used a small tube to reach the oil reservoir, instead of an oil pan. this made the car's rear weight distribution more balanced, but less able to keep its water and oil circulating in all conditions. the dry-sump vq had a claimed engine power of 440 bhp, giving the gt-r the third highest power output in the series, behind the r33 skyline gt-r and the subaru brz. the gt-r's chassis is said to have taken more than 50 years to design and develop, and is one of the best of all time. a vast majority of the gt-r's weight is taken up by the chassis, as it houses the front-mounted engine. the gt-r uses a double wishbone suspension at both the front and rear, with pillow ball at both ends. the car features unequal-length wishbones, stiffer front springs and dampers, and thinner rear springs. the car's wheelbase remains unchanged.



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more or less, there are several other examples of legendary gt-r (skyline gt-r, gtr, skyline gtr, r32/33, rb26dett, rb26dett, vq30, vq34) programs that we have managed to keep track of since 2005. so the tenth anniversary of the release of the first gt-r is very timely. the 2010 world super gt season came to a close at sepang in thailand. the gt-r was launched in 2006 as a replacement for the gt-r r33, which had a rb26dett engine and a vq35, with a 4-liter v6 engine. as to the gt-r's reliability, the gtr has a good reputation. the car was occasionally troubled by turbo problems from its start in 2005, but the jgtc championship was so popular that the toyota team that ran the car usually fixed the problems before they could become serious. it also seems like the gt-r's reliability is not under nismo's constant scrutiny. the racing history of the gt-r is filled with incidents that occurred in the past, but in recent years, the gtr has become much more stable. i wonder if the car can withstand the heavy changes from early april this year. the work to widen the tires and increase the downforce is going to hurt the stability. i wonder if the toyo tires, which seem to be tightening the tire's casing and catching overheating issues were taken out of the car after the 2009 race? or, maybe, it is just the start of a smoother race. 2003 was the last year that the gt300 (jgtc) class was contested in front-wheel-drive racing, with mitsubishi taking over for subaru at the end of the season. the no. 23 car, piloted by masami kageyama, finished 2nd in this year's jgtc season-opener, the aida grand prix at suzuka and then 2nd again in the following race. 5ec8ef588b

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