

NISSAN

GTP

GEOFF DRIVER

REVIEWS THE UNUSUAL

1:12th SCALE IC

RACING NISSAN



which was concluded with a fairly unsuccessful

landing. Here endeth the first IC car experience.

Now the reason for relating this story to you is to say that also available at that time were a range of

inadequate fixings and chassis shaking like a jelly in a tornado. Clutch ready to be engaged (just to be on the safe side wheels lifted clear of the ground). Engage the clutch, wheels now whistling around like a demented spin dryer and, OK, let's go for it. Lower the car to the road surface and . . .

Oh dear . . . oh dear, oh dear, oh dear. Well anyone could get it wrong, how was I to know that the engine was running in that direction.

Jet Propelled

The jet propelled chassis came into contact with my shins so fast that it must have registered seven on the Richter scale. Pain, fear, anguish and anger (you know, all the emotions that R/C enthusiasts have). This was followed by a short demonstration of the only aerobic model Bond Minicar ever to be seen,

ignition, model aircraft motor. Weeks of work went into the chassis. Bending, cutting, fixing, swearing, you know all the skills that us modellers possess. Eventually there it was. Complete with leather friction clutch and chain drive. My word, was I proud of it.

Now to start it. Those early IC engines were not renowned for ease of starting, despite the manufacturers' claims, and when the engine did eventually get going, one tended to get a few revs on to make sure it did not just fizzle out. I am sure you can picture the scene. A three wheel rolling chassis, engine screaming its heart out, all the nuts and bolts carefully undoing themselves with the vibration, engine mounts straining against totally

When I was a lad . . . 'Oh no, here he goes again.'

No, no . . . listen. When I was a lad it was either control line aircraft or pretty unreliable single channel R/C sets. Cars, well one or two of the fortunate, if not wealthy, had IC cars on rails and as for anything smaller, well nothing. So it was a matter of making your own.

This I tried. What a failure!

The chosen model was to be of a three wheel Bond Minicar. If you have never heard of it, don't worry. This was to be powered by an IC engine of 1.5cc. The only engine I could afford was a second hand, compression



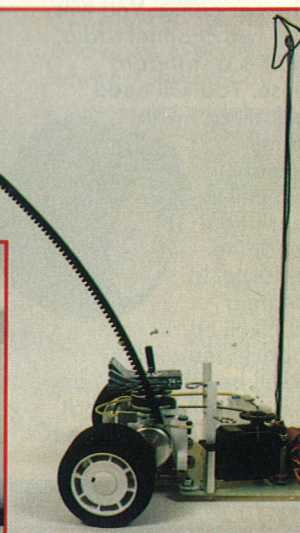
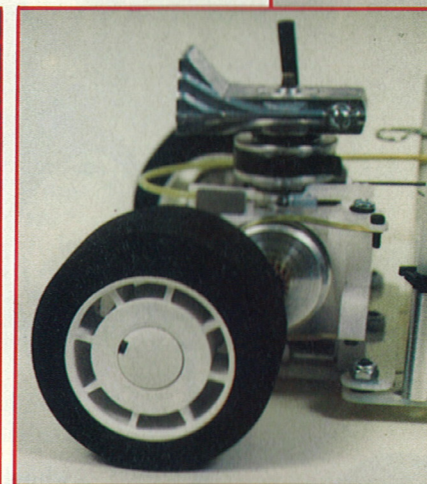
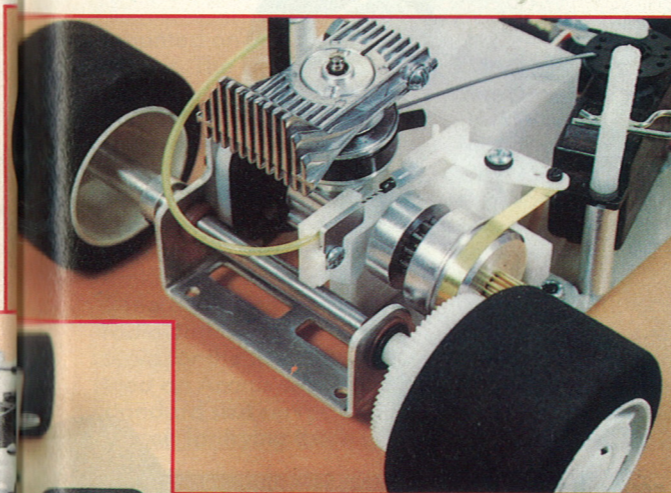
The Nissan shell is highly detailed & the Dish wheels set the car off nicely.

USA made glow plug engines. They had all the features I needed. Easy to start, reliable and could run at manageable speeds. In fact they were the only small glow plug engines around at that time (as far as I recall). They were, in fact, very desirable, but with limited resources (in those days we called it pocket money) those engines were out of my reach. Isn't it

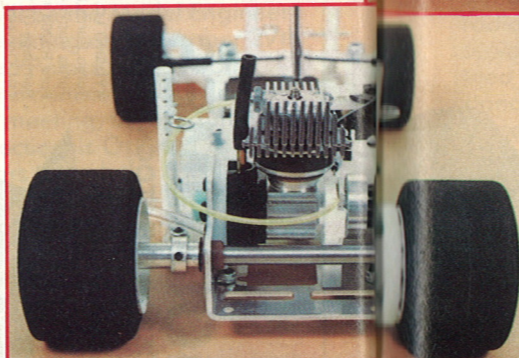
ironic, here I am, several decades later, looking at a vehicle that would do all the things that I wanted of my first venture into IC cars. Who make it, none other than the same company who produced those small glow plug engines all those years ago. All the compression ignition engines are now in the hands of collectors or melted down to make parts

for Honda car engines. It is good to see that the Cox Company of Santa Anna, California have survived the ups and downs of the last thirty odd years and are still turning out much the same range of value for money engines. It

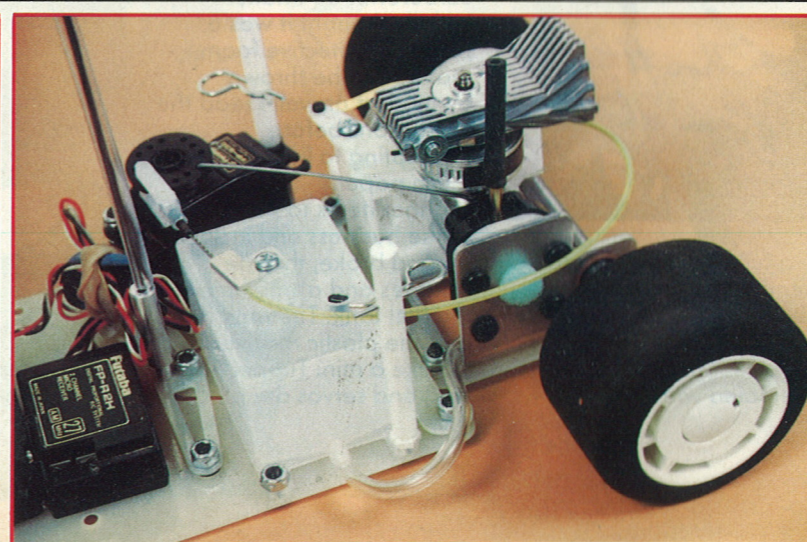
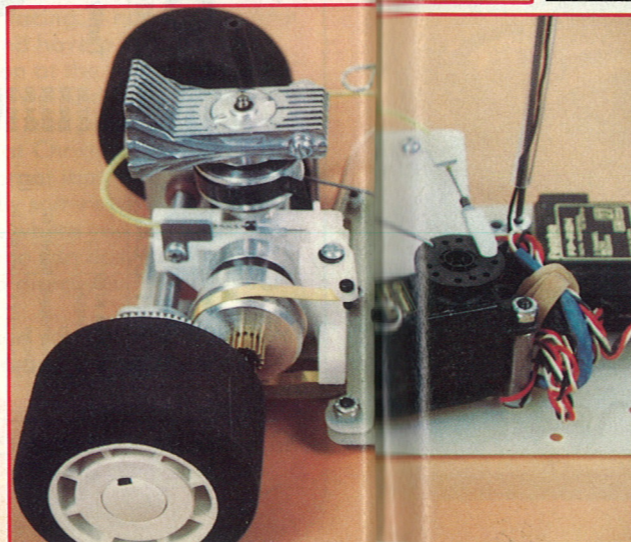
must be said, however, that Cox did not just sit still and watch the world motor by (that's a pun, in case you missed it). They now



produce a substantial range of cars, aircraft and helicopters for beginners and experienced modellers. The kit that has arrived



The chassis houses the neat IC engine well to the rear, radio is a tight fit but all goes in! Note cable throttle.



Nice Nissan!

before me is the Nissan GTP in 1/12 scale. This in itself is a little unusual as 1/12 IC is not what I would call popular, in fact, this is the only 1/12 IC powered car I have come across. Before you all start shrugging your shoulders and saying 'why bother' I should ask why so many of you 1/10 racers have never gone into IC racing. I have no doubt that among the answers will be COST. I have had the argument put to me so many times before that in reality 1/8 IC is no more expensive than 1/10

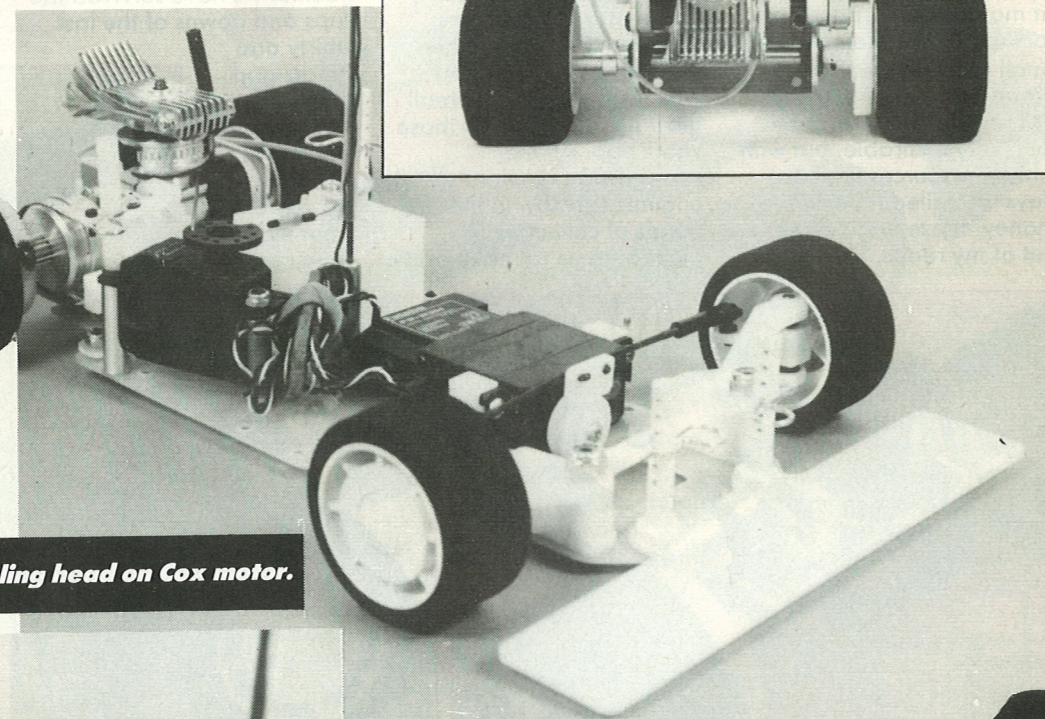
electric when ALL costs are taken into account. Rubbish!

Cars, racing, fuel, spares, travel and numerous other aspects of 1/8 make the scale more expensive than electric. This is where the Cox car fits into the grand plan. Described by the makers as an entry level car, it has all the simple features of 1/12 or 1/10 electric so making it a perfect car to cut your IC teeth on. What is so important about this little racer is that it will not involve you in vast amounts of additional expenditure to get the car going. You will need a two channel radio, but that is a standard expense. You will need some fuel, but with the small engine of the Cox, fuel consumption will be quite acceptable. In addition, a small 2 cell Ni-Cad pack and a glow lead will be necessary, once again, a small cost. What you will not need is large IC

teeth cut into it. To start the engine, engage the zip strap with a gear on the engine. Fuel, battery and a sharp pull and it is running. It is as easy as that.

Let's have a look at the car.

You might be forgiven for thinking I have it all wrong and should be talking 1/12 electric. The main components are so similar. The chassis is a GRP plate with machined cut outs and all necessary holes predrilled. The motor unit is



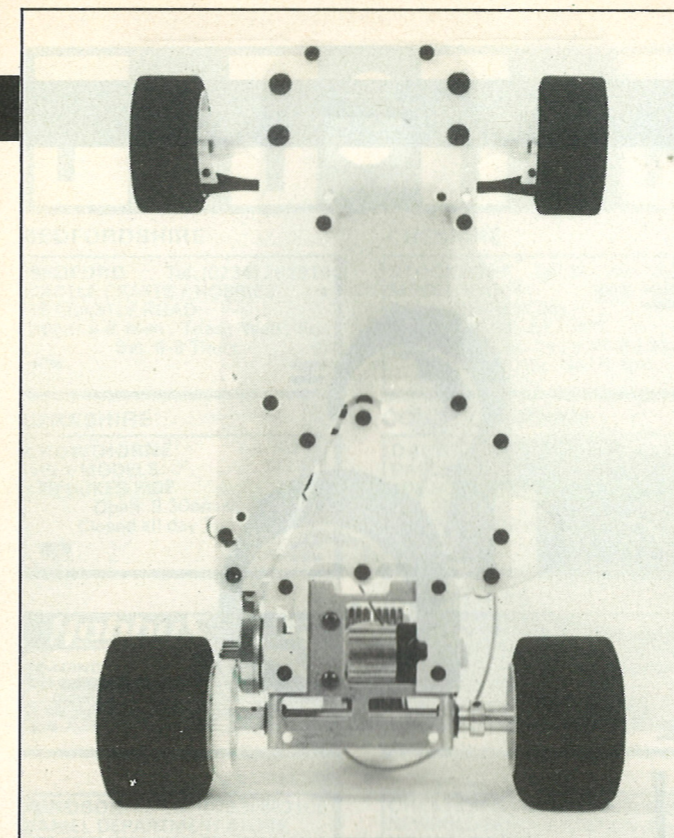
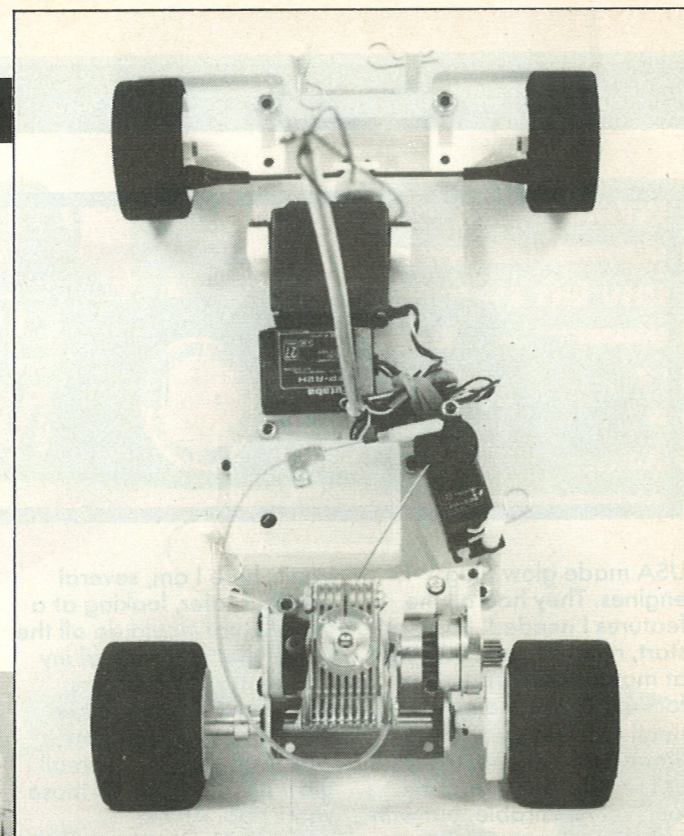
Neat GRP chassis, note cooling head on Cox motor.

wheels, gear differential, engine and transmission all in place. Your contribution involves fitting this sub-assembly to the main chassis. The engine has a very simple air filter on the carburettor air intake. I initially thought it was a piece of protective foam that had to be thrown away. Just as well I read the instructions before attempting to light the blue touch paper.

Other items to be secured at the business end include a band brake, throttle linkages and a small pipe to the fuel tank. The tank itself, plus the plastic receiver box (bit like a mini Tupperware box) and servos are all

starter and big 12 volt battery to get the engine running. The car comes with something called a zip starter. This is a flexible plastic puller with gear

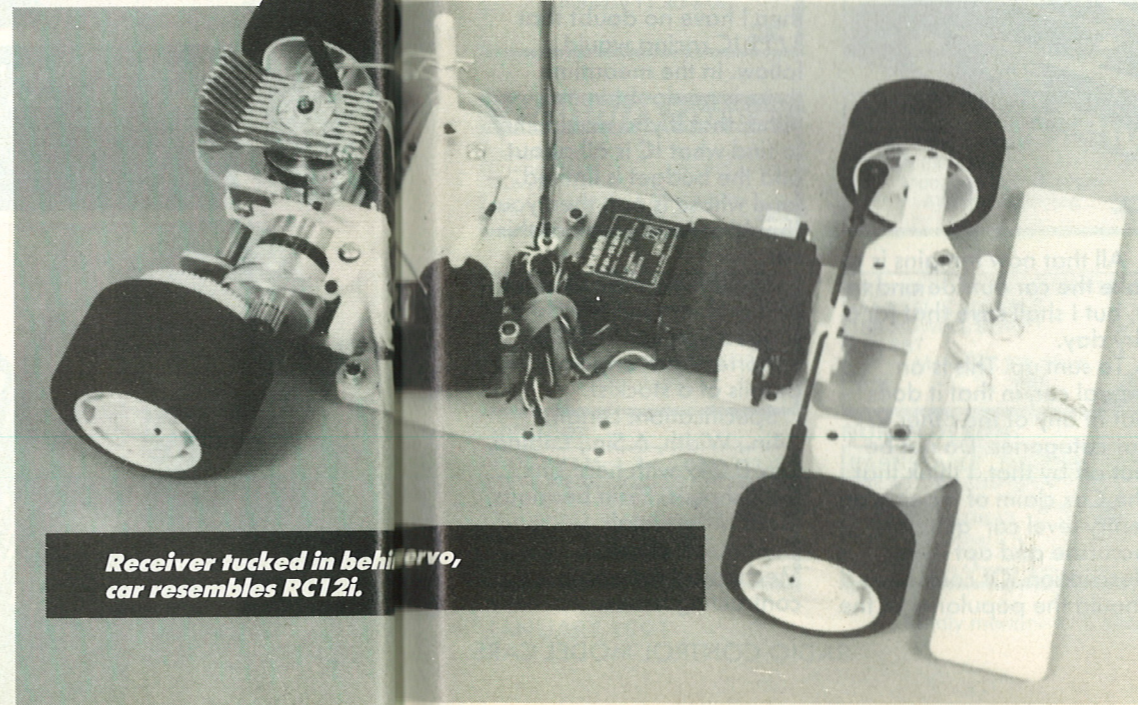
on a fully floating rear sub assembly mounted on rubber bushes allowing rear axle movement. The motor unit comes ready assembled with axle,



'T' piece rear end as per most 1:12th scale racers.

mounted on the main chassis. The holes in the chassis are intended to accept Cox own radio kit. Using some other make of servo will almost certainly involve some mods to the servo mounts. Not a serious problem. In fact, to show that it could be done, I fitted an ancient Futaba radio outfit with a small servo for the throttle. I also tried an Acoms set up with standard size servos. The reason for trying these R/C

outfits is because Futaba and Acoms (or something similar) will almost certainly be among the most popular types used by 1/10 electric racers. If it is possible to fit this type of R/C gear to the car, then it will, of course, save buying new R/C kit. In fact, with a little manipulation and sacrificing the plastic box intended for the receiver I managed to complete the radio installation with a minimum of trouble.



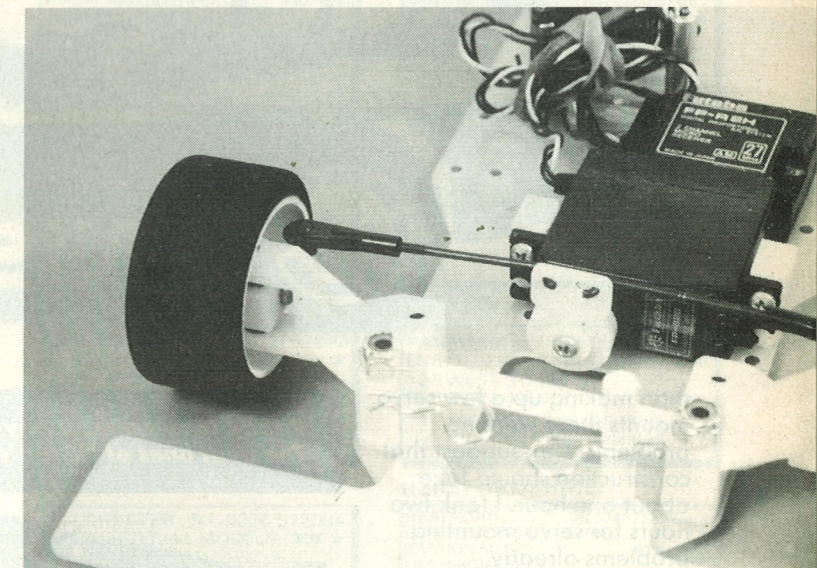
Receiver tucked in behind servo, car resembles RC12i.

You will see in the pictures that the throttle servo is on an angle. I needed to do this so I could line up one of the servo mounting bolts with the body post. Using the Acoms kit with a much larger servo it would be necessary to find another mounting point for the body as there is insufficient room to get everything in place. This is not a major problem and should take just a few moments to sort out, especially as the kit is provided with the necessary body posts, you just have to find somewhere to fit it.

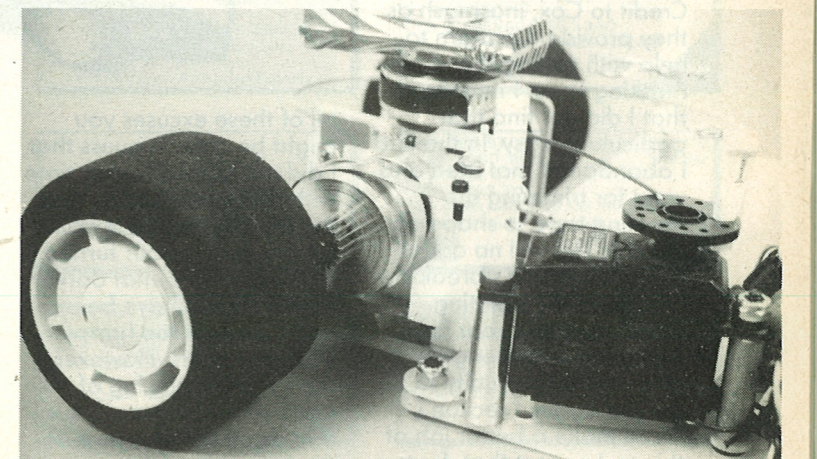
Steering servo controls two track rods via a servo saver to the steering uprights which include

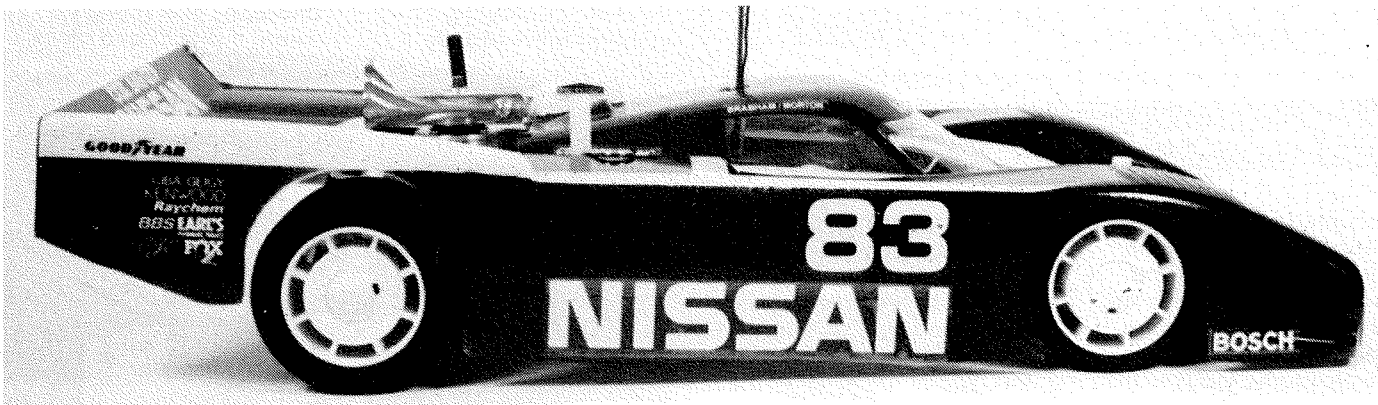
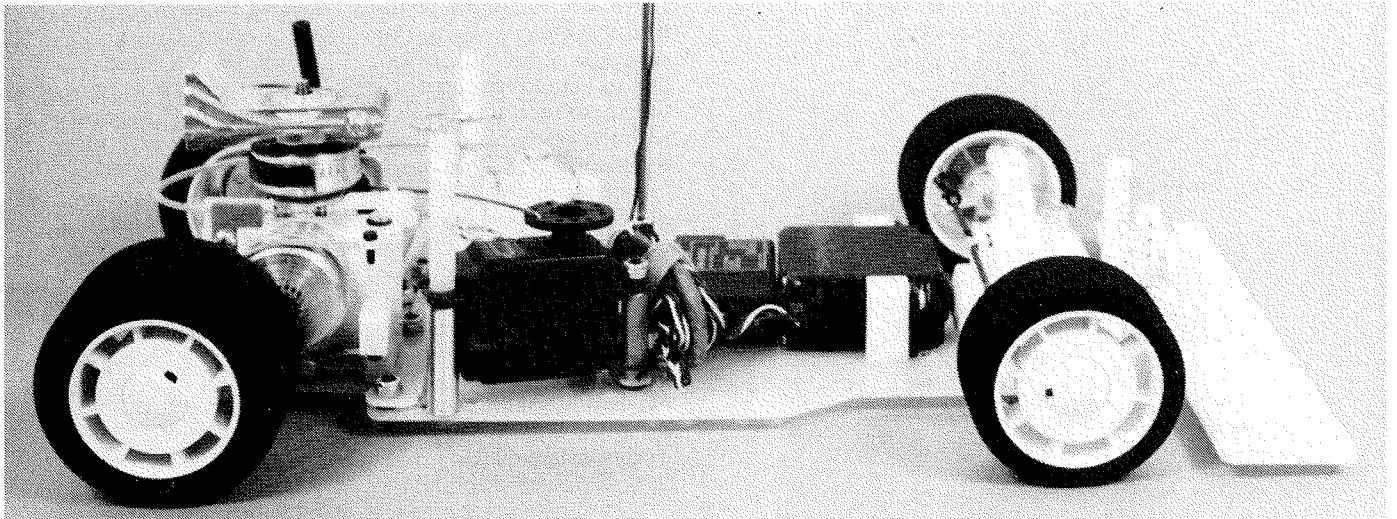
sliding pillar front suspension. Using a standard size servo (S148 or similar) there is not enough room for the Tupperware box. Using a servo that will not fit the predrilled mounting positions is once again a minor problem quickly sorted with servo mounting tape.

That in essence is the construction of the car. Add the front chassis extension and polycarbonate body and that is about it. Construction is very simple and easy, everything fits where it should and other



Band brake on clutch drum suppliers stopping power.

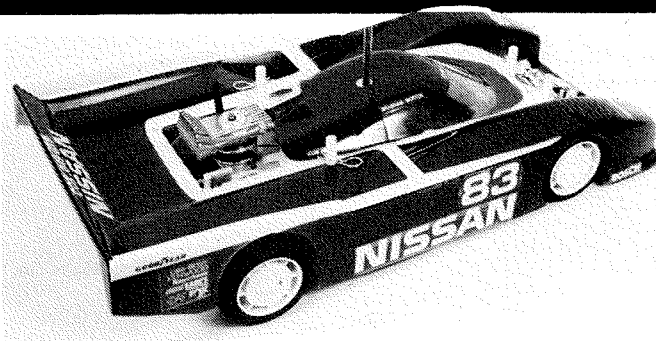




than making up a few servo mounts there were no problems. Cox suggest that construction should take about one hour. I took two hours for servo mounting problems already explained.

Painting the body was not good news. I am afraid that the masking tape straight lines were not as straight as they could have been. Credit to Cox, inasmuch as they provide a pattern to help with cutting the masking tape, I must say that I did not find that particularly easy. In the end I abandoned that idea and went for trimming the masking tape to shape on the car. This will no doubt explain the dog's breakfast I made of the painting. Masking up the rear fins was quite a challenge and given the opportunity to do the job again, I reckon I could make a better job of things. I expect that, from

Ready to run almost anywhere? – The car is quiet and not to smokey. The neat lines of Nissan's GTP are nicely reproduced.



all of these excuses you might be able to guess that I did not have a happy time with the paint. Add to that the fact that my blue paint for the main colour turned out to be somewhat darker than it should have been and I was not too happy with the results. However, the strategic placing of the body stickers have managed to hide some of the 'woops'.

All that now remains is to take the car outside and try it, but I shall save that for a dry day.

To sum up. This is an unusual car, in that it does not fit any of the other R/C car categories. Do not be put off by that. I think that the Cox claim of it being an 'entry level car' quite an accurate and apt description. Of course should the popularity of the

scale and car be substantial then I have no doubt that 1/12 IC racing would follow. In the meantime there is no doubt in my mind, that if you would like to find what IC is all about and the budget is limited (and whose is not) then you should seriously look at this car.

Availability may be a bit of a problem initially, so I suggest you contact the importer Amerang for details of a stockist.

Specification: Length, 14in.; Width, 6.5in.; Engine, Cox 0.049 with heat sink; GRP chassis; Plain bearings; Gear differential; Centrifugal clutch; Mechanical externally contracting brake.