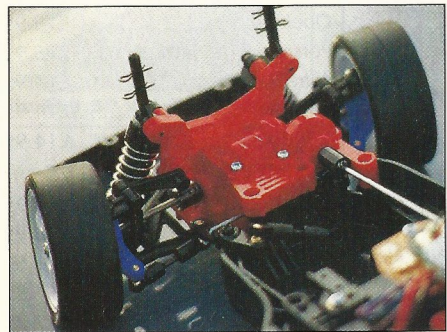
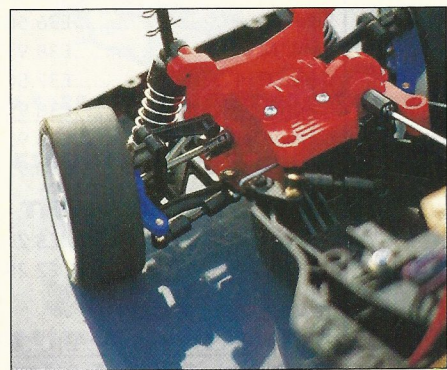


LOCTITE NISSAN SKYLINE GT-R NI



Virtually all components, including the bathtub chassis, are manufactured from injection moulded plastics of various types for ease of construction and durability.



The car has geared transmission with a shaft drive from rear to front, a ball differential at the rear and the classical gear diff at the front.

In the beginning Mr Tamiya created the Manta Ray... and he saw everything that he had made and he didst behold it was very good.

And lo, a million wise men bought one each with a set of Acoms radio and they eulogised, yea even unto sycophancy about Mr Tamiya's creation. And they too saw that it was very good. Very good, that is, except for the gearbox which had more whine than Nigel Mansell.

He then decided to remove half of the length of each wishbone and drive shaft, add a perfectly detailed saloon car body shell, and he created the Scale Saloon car. Amen.

Now, a couple of years and many models further down the road, the Tamiya range of touring and rally cars has reached a level of popularity that nobody could have predicted. Off-road cars are now a mere sub-section of Tamiya production, as realism has almost entirely taken over.

Of course, the Tamiya marketing machine has done a fantastic job, particularly with respect to the front wheel drive cars (or is that frontiers?). After all, Kyosho made a couple of FWD touring cars a few years ago, remember them? Nuff said.

OK, on to the new car. The latest release from Tamiya is a 4WD touring car: the Nissan Skyline GT-R N1. This car is based on the same highly successful chassis as the Alfa Romeo, Mercedes C-Klasse and most recently the



Clean lines and pleasing shapes really set this car off well.



All in all the Nissan is absolutely ideal as a starter car - neat, tidy and

controllable. Upgrades are easy to source and retro-fit and can easily turn the car into a competition winning beastie!

Opel Calibra; all of which have been well documented, so I'll try not to bore you with too many details. In short, the car has geared transmission with a shaft drive from rear to front, a ball differential at the rear and the classical gear diff at the front. Double wishbone suspension exists front and rear, with a full compliment of oil filled dampers. Virtually all components, including the bathtub chassis, are manufactured from injection moulded plastics of various types for ease of construction, and durability. A standard 540 motor is included, fine for beginners, as is the well proven 3-step forward and reverse speed controller. So all in all the Nissan is absolutely ideal as a starter car.

Got that? So, how does it go together? All those who have ever built a Tamiya car can now move on to the next paragraph. To all those who are

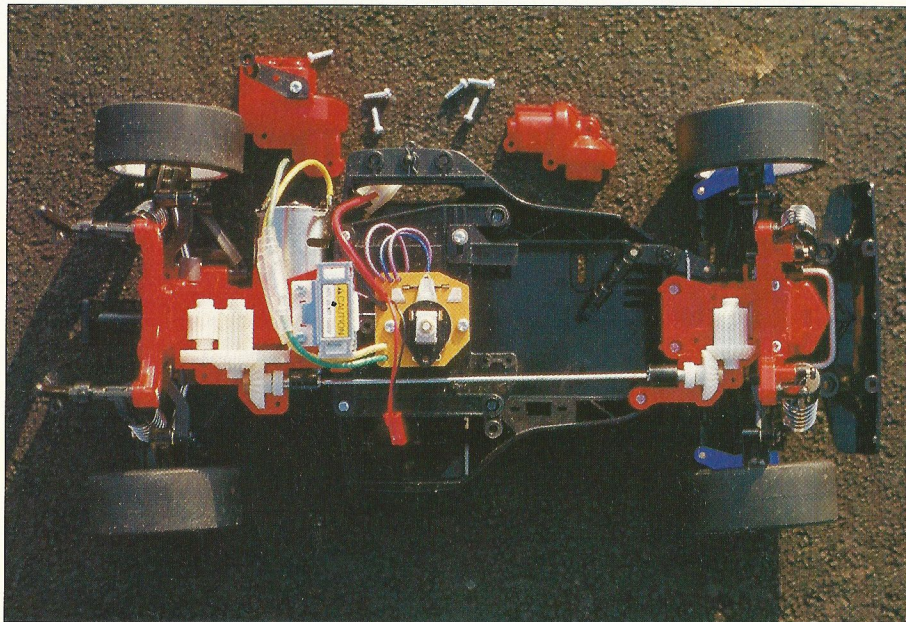
left, mostly beginners I hope, let me say this: These cars are easier to make than a Pot Noodle - you don't even have to boil the kettle..! Though it must be said this does not mean the cars are simplistic, far from it. It takes a huge amount of planning and thought from Tamiya to ensure that the final assembly requires the minimum amount of either from the customer. To prove this, the Nissan was assembled while blindfolded, hanging upside down, with both arms tied behind my back, eating an armadillo. You don't believe me!!

Skyline Rapidly Approaching!



For a beginner's car, the Nissan Skyline is very pretty from whichever angle you look at it.

Even though around 92 stickers were applied to the finished car, it was well worth the effort to really make it look the part.



One of the real beauties of Mr Tamiya's products are the ease with which they can be maintained. Everything is easily accessible and well thought out.

Welcome back. Now for the body shell. A couple of years ago a bright spark at Tamiya decided to cover the outside of each shell with a clear film to prevent overspray during painting; this is a brilliant idea and features on the new Nissan, though puzzlingly not on the whole range. In later generation kits, including this one, they also throw in a sheet of masking tape with the window outlines printed on it – just cut out and apply, simple.

Now a public service announcement for beginners, when spraying body shells either do it in the garage or outside with loads of ventilation, and try not to breathe the spray, as it is very unpleasant and unhealthy stuff when wet.

Next is another great Tamiya idea, smoke paint for perfect tinted windows – cool. As can be seen from the pictures the new Skyline has an

attractive colour scheme, and because of this it has a sticker sheet that could wallpaper a medium sized house. Now, I must admit that I was tempted to just paint the large red area – Colin Spinner did, but it was decided that to give a fair review the entire sticker sheet should be used, even the red ones: and yes the swear-box was filled to overflowing...

It took longer to apply the decals than it did to build the rolling chassis and paint the body. But its always worth persevering because you can see that although around a dozen stickers were used on the red section alone, 92 in total, the result is rather impressive.

Incidentally, it occurred to me that not many people actually know what a real Nissan Skyline GT-R actually is, because they're not imported to England. Well, basically it is to Japanese

youngsters what the Escort Cosworth is to the British – only more so. In Japan this is the car that every young person desires and dreams about. It has 4WD, 4WS, a twin turbo charged 6 cylinder engine and is enormously fast. But the race car is even faster.

They race mainly in Japan and Australia, only two ever raced in England, but they could eat Sierra Cosworths for breakfast, developed 650 bhp and did nearly 200 mph – the Aussies called it simply 'Godzilla'.

This year, thanks to rule changes, modified versions raced in the Le Mans 24 hrs against McLaren F-1's, Porsche 911's, and Jaguar

XJ-220's – so it's a bit more exciting than a Primera. You may have noticed that this Skyline is slightly different to the Calsonic/Zexel cars released in the past. That's because this is the new-for-'95 face lifted car; and I reckon its the best looking so far.

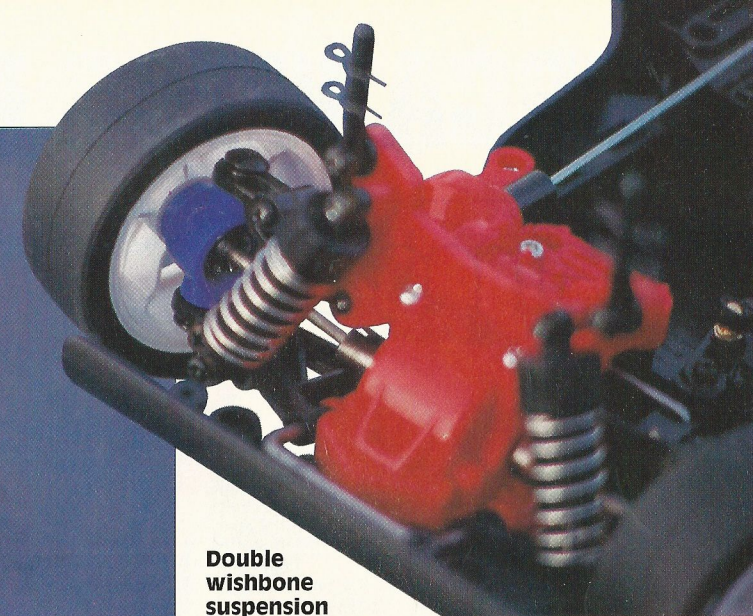
Back to the kit and the burning question: how does it go? Well, with the standard motor and speedo installed everything is neat, tidy and controllable and good to learn with. But controllable is a dirty word, isn't it? What you want is power, isn't it? And loads of it.

The first thing to go for has to be the ballrace kit – quite expensive but essential for those faster motors. A trip to Kits and Bits sorted out the armfuls of bearings required and prepared the car for the next stage: Corally 14 triple motor, Tekin 411 speedo and some Team Orion cells ... hmmm ... fast. With fast motors these cars are enormous fun – their narrow track and rubber tyres mean that power slides are big and effortless, but by purchasing some foam tyres it is possible to make them handle in quite a precise manner, remembering that you must always be smooth on tarmac.

The national showcase for Tamiya tourers is the Eurocup and in the three years since the 4WD class began it has rapidly established itself. There is a restriction on motors, Tamiya only, but don't worry, there is a 10 double y'know! It's even possible to be competitive using a virtually standard car; Neil Collins qualified for the European finals in 1994 using an Alfa that was



A standard 540 motor is included.



Double wishbone suspension exists front and rear, with a full compliment of oil filled dampers.

merely ballraced, fitted with super-slick rear tyres, an electronic speedo and a 13 double; against some very tough competition. Even if you don't fancy the Eurocup, most tarmac clubs run a scale saloon class and there's always the MC series.

Scale saloon racing is growing very rapidly, helped largely by full size Touring Cars. Along with Tamiya, cars exist from Trinity, Yokomo and MI Striker, with new cars expected from Kyosho, Tenth Technology, HPI and possibly Schumacher.

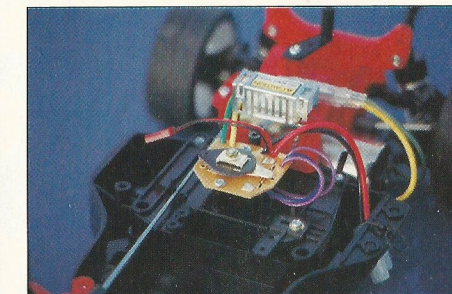
So go on down to your local model shop and buy a Loctite Nissan Skyline GT-R NI. Or an Alfa 155, a Mercedes C-Klasse, an Opel Calibra, an Escort Cosworth, a BMW M3 ...

Available from all fab and groovy model shops.

The Skyline's chassis is based on the same successful formula as others in the Tamiya range



Also included is this well proven 3-step forward and reverse speed controller.



Basking in the afternoon sun – the Nissan Skyline broods over the track!

