

big yellow

A stunning 1:8th scale Nissan GTR from Tamiya

I must admit I do not know much about this car so I elected to find what the Nissan web site had to say on their prize asset. This is THE greatest car of all time. The Nissan GTR has showed its class the world over. Selling only in South-East Asia, many countries have missed out on this super car and the massive amounts of power that can be unleashed from it, but a few very smart people elsewhere in the world have made private imports and gotten themselves one of the worlds finest motor cars.

These comments really rate this car highly and who am I to argue? The car I am going to build is their 4wd racing car driven in the All Japan GT Championships by ex F1 driver Erik Comas.

Although my first ever radio controlled car I ever built was the Tamiya Chevy S10 - a very enjoyable and simple build - I still have not had the pleasure of building one of Tamiya's I/C models. So what would the Tamiya I/C build be like compared to other I/C cars I have built? Well one thing is for sure, a little more work as this kit is totally unbuilt and all bagged and tagged and not 90% pre built like most I/C kits I have reviewed in the past.

Getting Started

On opening the box we see a good mixture of screw bags and moulded plastic parts and a splendid body shell. On this occasion the shell was being sprayed for me because we wanted to get the car into this issue of the mag' and time was short. The box contents seemed never ending, with the smart looking wheels and slick tyres along with the anodised blue chassis plate - this kit was quality waiting to be put together. I set myself two nights to build the car and as long as you concentrate on the job in hand you should have no problems. The instruction manual is very clear and if you empty your bags of screws into separate little pots and keep their labels to refer back to



Body Beautiful by Terry Atkinson

then life should be easy. With most kits you get some tools supplied like a couple of hex wrenches and a box wrench which is true with this kit but also a tool to put on those tricky little e-rings and a plug wrench which are

two very helpful tools, and the more you get the better I say.

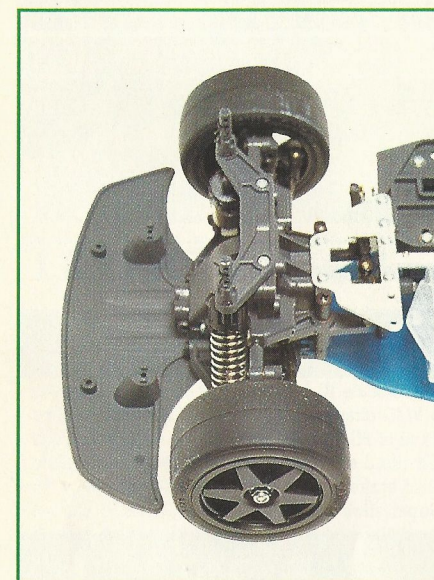
The build itself is as I mentioned is straightforward as long as you follow the manual. A couple of things are worth a mention. You

'The build itself is as I mentioned is straightforward as long as you follow the manual.'



The lean mean yellow machine.

should threadlock the engine mounts and any other machine screws that may come loose from the vibration from the engine. Also the tyres are another part that should be carefully glued to the rims as you do not want your fun filled driving interrupted with your tyres flying



Simple but effective.

off as you come out of a corner.

The radio gear in this model is well protected from the elements as it sits in a waterproof plastic box so you can still have some fun in the wet weather which is just as well because they are the conditions I had to run the car in for the review test. Another feature that is a sure winner is the exhaust pipe coming out at the back of the car. This is a bonus, by keeping all the exhaust muck and grime away from the tyres and the car itself it helps to keep the chassis cleaner than most I/C cars. There is nothing worse than fuel and gunk all over your new car after just one run. As I mentioned the body shell was being painted for me as the copy date was looming fast and I would like to thank Terry Atkinson for the excellent job he made on the body shell. Not only spraying the shell but also putting all the decals on which add up to a lot of time. With most of the holes already pre drilled in the shell I only had to cut or merely score around the creases and GENTLY



The super chassis plate.

tear the unwanted Lexan away. With the shell being 1/8th scale the Lexan is thicker than usual and is very sturdy which will come in useful if you lose control because this should withstand the odd impact with curb stones.

Mess me up

As you will see from the pictures the finished chassis is a very smart and very uncomplicated bit of kit and is now ready for the most frustrating part of building a I/C car - running in the engine. This can only be done after filling your tank with Nitro model fuel and this is also the beginning of the end of your model car being clean! After making the adjustments to the needle valve as per the Instruction book, I pumped some fuel through to the engine and after two pulls the engine came to life and ticked over for the duration of tanks required for run in. Although running in your engine is frustrating it will pay in the long run as your engine will last a lot longer.

At last we are ready to run and the kid inside you comes out as you gently ease forward the throttle stick and all your hard work of putting the model together moves off and up the road. The first thing I notice is it is very smooth in moving away and compared to other cars it makes a lot less noise.

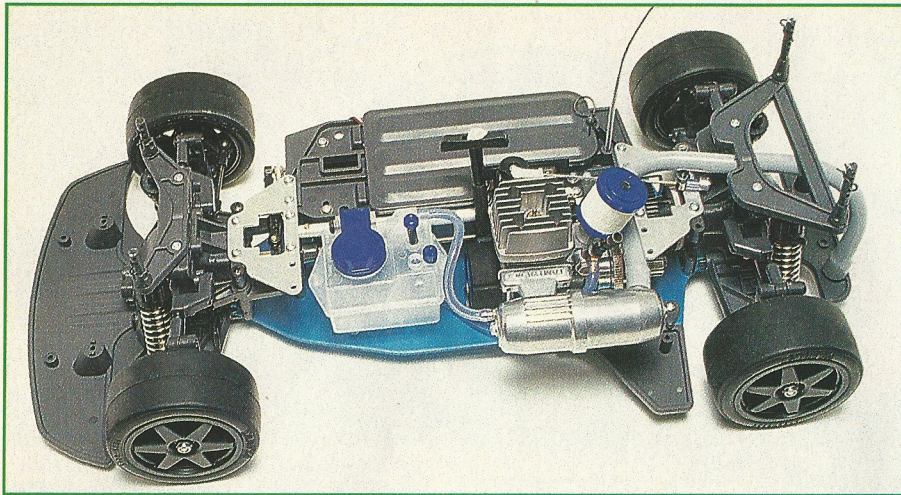
The brake needed a small adjustment and then off away we go again. After a few laps around the car park without the body shell on it was time to put the lid on and show off its wonderful bright yellow colours to the watching admirers. With the tarmac being a little damp, some care was needed with the slick tyres as no wipe-outs on the first outing were



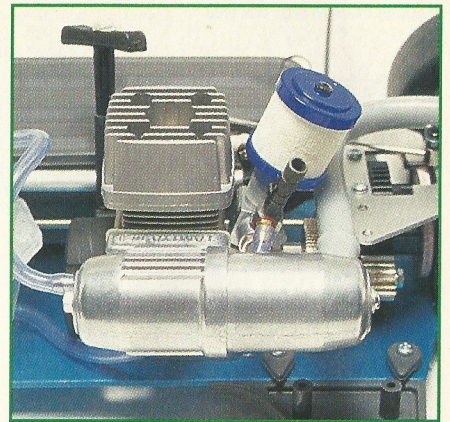
Little and large, the 1:8th and 1:10th Tamiya GTRs

23:59:58
31.12.98

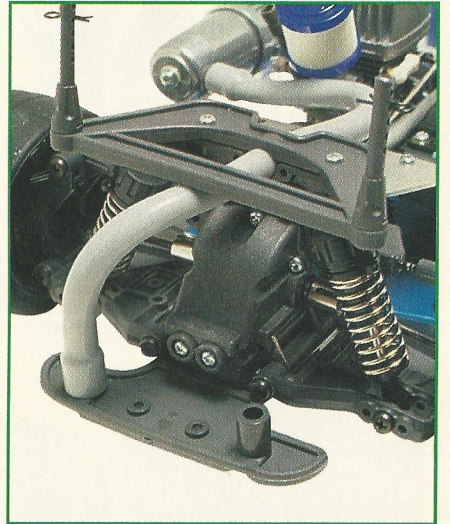
New Year New Gear



The clean, smart looking chassis before running.



Impressive .15 pull start engine.



The exhaust pipe fitting nicely through the back.



A close up of the radio gear.

Quick Spec

1:8th scale IC
4 W/D chassis
Tamiya FS-15LT IC Engine
Oil filled shocks
Disc brake
Super slick rubber tyres

Testers Kit

Acoms Alpha 27 MHz Radio and servos
Model technics 10% glow fuel
Ripmax glow starter

Likes:

Good kit to build
Good strong body shell
Looks fantastic

Dislikes:

Getting the chassis dirty
Not enough time to run it

wanted, but good fun was had sliding the back end round in the corners and giving it some throttle as it straightened up. What I need to do is run this car at a track but with the time available a weather window did not appear, so this will have to be done and reported back in my six months review. To run this car to its full potential you need some space and more daylight hours so all I can say is - roll on summer.

What more can I say?

This kit has been a joy to build and was completely free from those annoying mishaps that sometimes crop up in building models.

Throughout the build you realise how well made it is. Although it is a relatively expensive kit I do feel that it is worth every penny and will provide you with a very nice car to own. At the present a class for racing scale 1:8th Touring cars does not exist. It could be raced alongside the 1:8th IC cars but it would not be competitive against these cars with their larger engines and non-scale widths. Once again I would like to thank Terry Atkinson for doing his usual blinding job on the body shells of the two Nissan GTRs this month. Terry will soon appear in these pages as a reviewer himself. Terry is building the new Tamiya 1:10th Nitro car with a Mercedes CLK shell. Now the Tamiya Nitro cars are available in a scale to suit everybody. Do you want me to paint the CLK for you Terry? **RRCI**

