

# Building A Nissan SKYLINE GT-R

by Alex Kustov



In late 1960's and early 1970's Nissan Skyline GT-R was unbeatable champion of Japanese Touring Car Race. Sixteen years later, Nissan released another GT-R, Skyline R32, which was developed to compete in Group-A races. The new car was equipped with powerful 2.6 liter twin turbo engine, 4WD system, and many other technological wonders, which provided unrivalred performance.

Over the years, Nissan improved on the R32 technology and new, and even more refined R33 was born in 1995. In 1999 Nissan unveiled the R34. With adjustable rear spoiler and rear diffuser to regulate air flow, powerful turbo-charged engine mated to a new GETRAG 6-speed transmission, advanced 4WD system and multi-link suspension, Nissan Skyline GT-R V-Spec R34 became one of the most advanced and powerful sports cars ever made in Japan. I had a chance to drive one of these beasts in their stock trim, and it is an unforgettable experience!

There are several Nissan Skyline R34 kits on the market today. In fact, Tamiya just released a modified

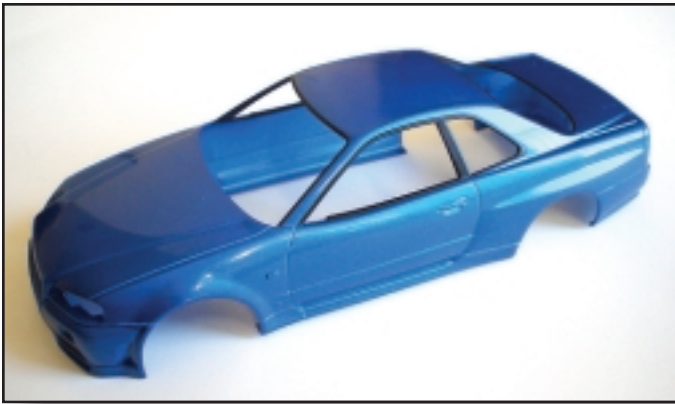
version of this kit about two months ago. Fujimi makes several versions of this car, and some others manufacturers also have released plastic kits of the R34. In my opinion, the Tamiya kit is the best choice because of the level of detail provided in the kit, and the availability of aftermarket detail sets to further enhance the realism of the model. We will build a Nissan Skyline GT-R V-Spec using Tamiya kit # 24210 and the Studio 27 Grade Up detail set, # FP2458.

## Pros

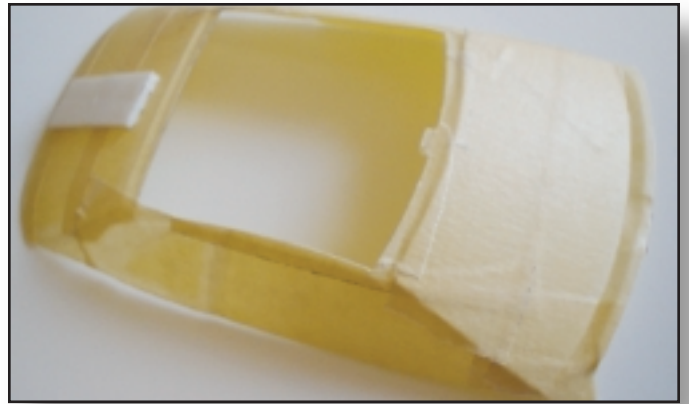
Another great Tamiya kit. Excellent body shape (and molded in white), a load of molded in details, almost no molding lines, great rims and tires, window masks, mesh for radiator openings, great interior details, excellent parts fit. Instructions are very clear and they give you correct color guide for all possible color combinations. Usual high quality Tamiya decals.

## Cons

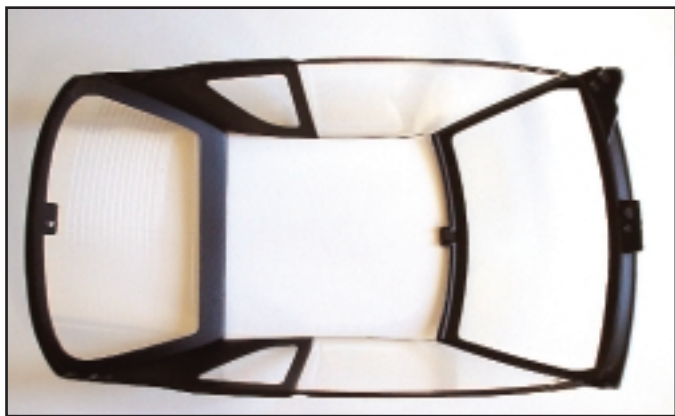
Curbside. Some details are molded in chassis and difficult to detail-paint. This is pre-metal transfers era kit, so no metal transfers.



**1** The body was cleaned, assembled (it is a five-piece assembly), primed with Tamiya White Surface Primer, and painted Tamiya TS-50 Mica Blue from a spray can to represent the Bayside Blue color of the real car.



**2** The great thing about Tamiya kits is that there are masks for the windows provided in the kit. It makes it so much easier to paint the trim. If you prefer to airbrush the window trim, mask the outside with regular masking tape to protect glass from overspray.



**3** After painting, I carefully removed all masks before the paint completely dried. This prevents jagged lines. After all the masks been removed, the windows will look like this.



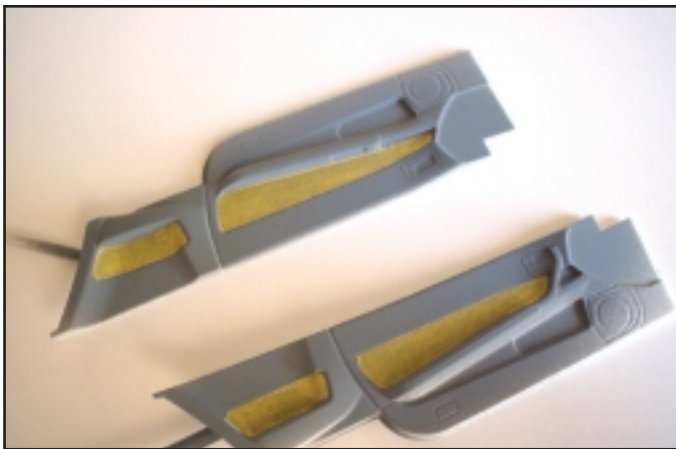
**4** After the body was clear coated, polished, and waxed, I glued the windows inside the bodyshell using Krystal Clear window glue. You can use Elmer's white glue also, because the fit is perfect.



**5** To prevent scratching and marring the paint on the body during the building process, I used Tamiya masking tape all over the body.

**6** For additional realism, I used Studio 27's excellent photoetched detail set (ST27 FP2458). Its available at Hobby Search, RCS Motorsport, or Hobby Link Japan.





**7** The interior must be painted in four different shades of gray and it involves complicated masking. The doors were painted light gray and then masked.



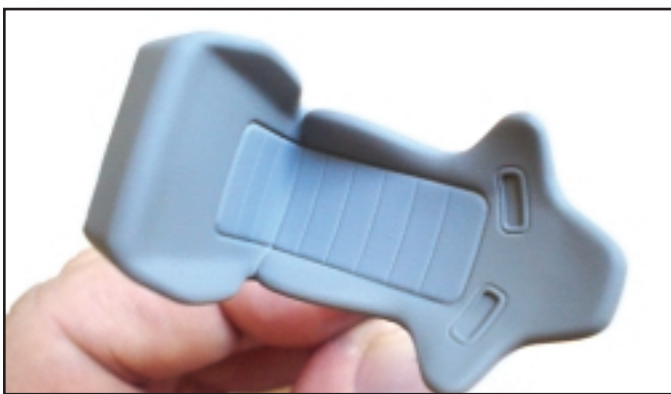
**8** I then sprayed them German Gray and removed the masks. If you follow the Tamiya color guide, the results will be very close to the original paint scheme.



**9** After that, I did some detail painting and installed photoetched seatbelts. The seatbelts were painted black, and then I scraped the paint from the buckles.



**10** The rear seat is molded together with the interior. The seat inserts were painted Sea Gray and masked. Then the whole seat was painted light gray.

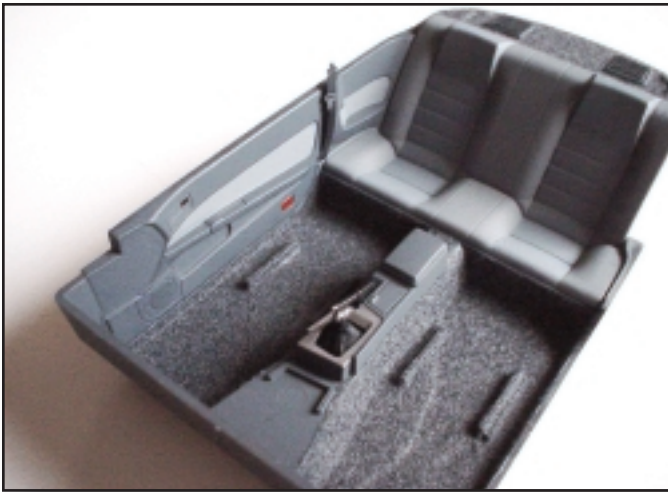


**11** Front bucket seats were painted the same way—Sea Gray in the middle and Light Gray overall. Here is the completed front seat.



**12** After paint dried completely, I attached PE seatbelt catches to the front seats. They were touched up with red paint to simulate release buttons.





**13** This picture shows one of the door panels installed together with handbrake and shifter. I lost the original shifter during assembly (its just disappeared), so I made it from R32 Skyline shifter and used some black-painted masking tape for the boot. Interior was flocked with Detail Master gray flocking.



**15** This is the picture of completed interior. I also used black and gray washes here and there to bring out some details.



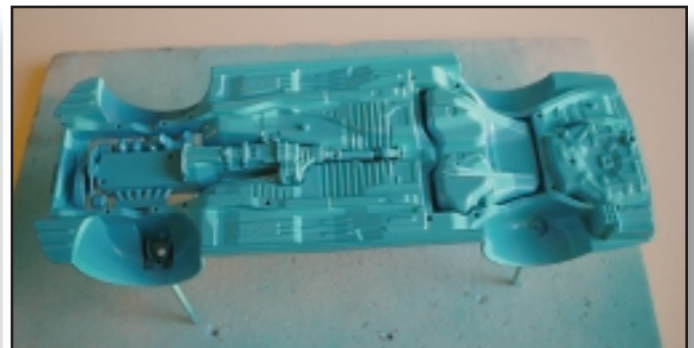
**17** All the badges and emblems on the tail are also PE details from Studio 27 set. Even the third stop light is a PE part. If you planning on using this set, do not forget to shave all the emblems and badges from the body before painting.



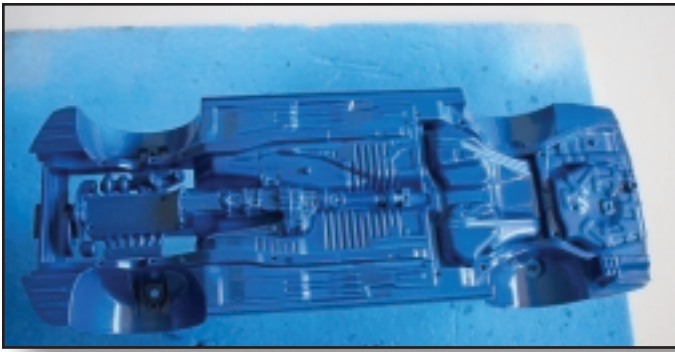
**14** Dashboard. Original pedals were substituted with PE ones, plus I added some PE details to the instrument cluster and horn button. The rest of the dashboard was detail painted with a fine brush.



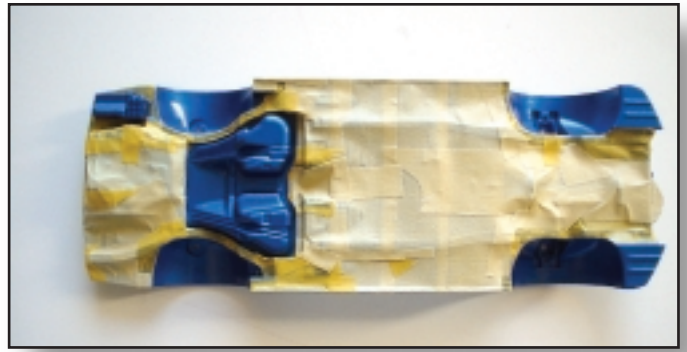
**16** Photoetch mesh was used everywhere for radiator openings and brake cooling ducts. That GT-R emblem is also a PE part that was hand painted under the magnifying glass. I messed it up couple of times, but its easy to start over cause its metal....



**18** Now to the chassis. The chassis is molded in gray plastic, so I primed it white and sprayed a mist coat of light blue lacquer to prevent the gray from bleeding through the semi-transparent Mica Blue Tamiya paint.



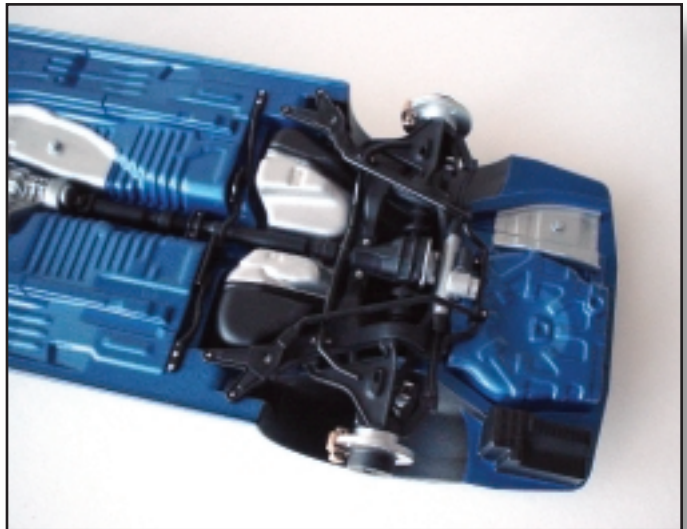
**19** Then several mist coats and two wet coats of Mica Blue were sprayed on the chassis. It is very important to wait till the paint on the chassis is completely dry before continuing because there will be a lot of masking and painting on top of these layers of paint.



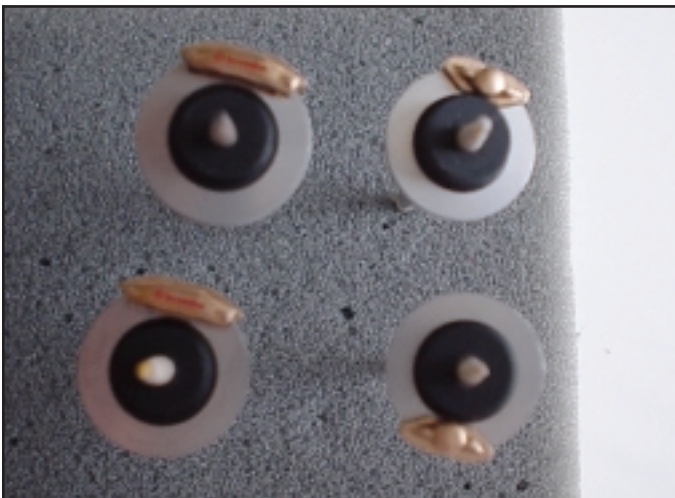
**20** The chassis was carefully masked and trimmed according to the Tamiya instructions and several underbody pictures I found on the Internet.



**21** The suspension parts were all painted in different shades of black and assembled. Here is the completed rear suspension.



**22** The rear suspension was then installed on the chassis plate that was detail painted with black and silver.

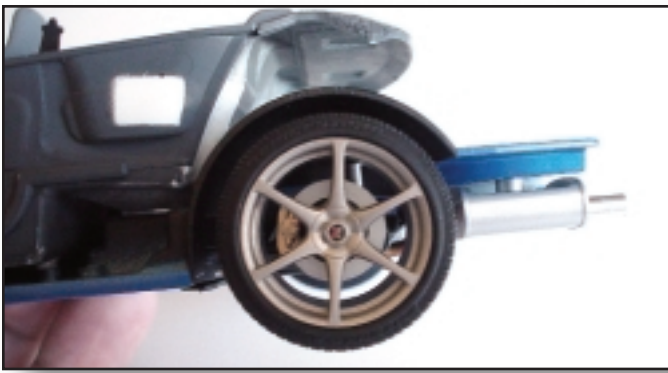


**23** The brake disks were painted, detailed, and the photoetch disk faces were slightly scratched with fine emery board to simulate brake pads grooves.

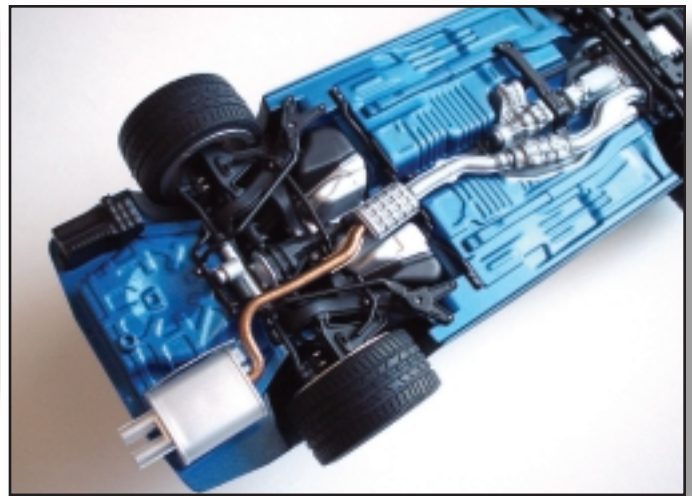


**24** The rims were painted with the custom mix of silver and gold metalizers, and then sealed with metalizer sealer. After 2-3 hours they were sprayed with Tamiya Clear.

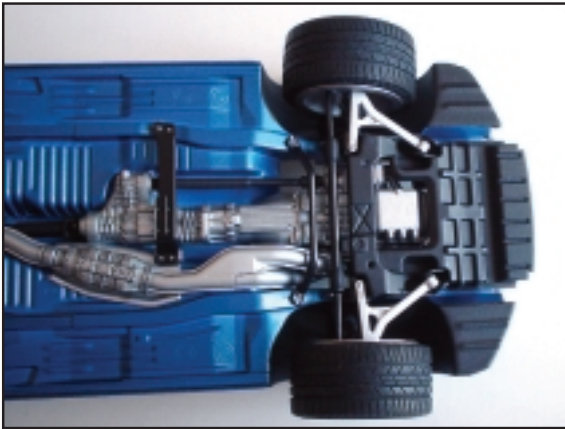




**25** The completed wheels look very close to the original R34 wheels and the brakes with photoetched faces accent them really nicely.



**26** The exhaust was painted with aluminum metalizer, sealed and black washed. The rear stabilizers were installed and all nuts and bolts were picked out with aluminum and burnt metal metalizers.



**27** The engine was painted aluminum and then black-wash was applied. When wash completely dried, I drybrushed the engine with flat aluminum. The assembly of the front suspension was tricky, but if you are careful, it will not pose any serious problems.



The completed model looks great even built straight from the box. It is highly recommended for beginners and experienced modelers as well.

