

President's introduction

by Ash Cosgriff (R31Nismoid)

The final 2008 newsletter for SAU VIC. This year has been a successful journey for both members, the club, its financial status and the Committee. The club has developed extensively throughout the 2008 year with its development of the clubs official motorsport committee to provide focus and direction on motorsport events.

Other successful achievements for 2008 have been our signature events such as DECA, Track Days, Show N Shine and end of year awards. This year the club secured high value sponsorships which in turn provided fantastic end of year awards for all of our official events. This included Show n Shine, Motorsport Awards & End of year Club Awards.

On the roadmap for 2009 is a bright future for SAU VIC with some more involved and enjoyable events, classic style DECA (TM) events, more fun in the sun and enjoyable SAU VIC events with your friendly members,.

Till then, Cheers Ash.

Editor's Note

by Peter Blythe (Bass Junky)

Welcome to the 16th issue of the SAU-Vic newsletter, VIC-Spec.

We are pleased to announce that SAU VIC has taken on a new club newsletter editor. We welcome Paul (paulr33) onto the committee for 2008/2009.

This issue is the first one completed by Paul so we look forward to a new fresh update with much more content and useful information! over to issue #16.

If you wish to submit content or suggestion articles for the Vic Spec please send them to:

newsletter@sauvic.com.au

Contents

Presidents introduction	1
Editor's note	1
Featured	
Al's R33 RB30	2
Event Review	
DECA November 2008	4
Club Awards	6
Apexi PowerFC Vs Vipec V44	8
March EGM	9
Committee Contact	9

MiCOLOUR

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Andrews R34 gets a Z tune kit fitted thanks to MiColour in prep for Targa Tasmania. Good Luck in Targa Tasmania!



Featured - Al's R33 RB30 Conversion

3013cc Small single GT3076R

by Paul Rivoli (paulr33)

There is no substitute for displacement. So let's add some power says Alan after his last engine incident at Calder Park Rwy.

Off to the workshop we go for a discussion on the engine build. Alan confirms with his tuner that the RB25DET is toast, due to engine fatigue during a hot lap.

After some discussion it was decided that a 3 liter conversion would be the best choice of engine build due to the type of motorsport events that Al was interested in.

Within the first month the block was sent to the engine builders and most major components were ordered. As all engine builds never go smoothly, delays and unforeseen issues were encountered and it was a total of 16 months before the car saw tarmac again.

From the run-in tune it was evident that the right choice was made as the engine made 15 psi by 2600RPM with 310rwkw. The power curve was very gradual and the torque was pretty fat from 3000rpm to redline. The first drive involved going through the reefton-spur where the torque was really appreciated.

Driving through the twisty roads mainly involved using 3rd and 4th gears - even through the tight u-turn sections.

Once the run-in 1000kms was completed it was time to put the car back on the rollers and see the true potential of the combination. After extensive tuning peak power only rose by 15rwkw but midrange power and torque increased immensely. It was clear that the size of the turbo was holding the engine package back, but with better response than a stock rb25det, with the factory turbo, and making 325rwkw, Alan was very happy with how things were.

Months later Alan entered his car in it's first DECA in two years. The first 4 skid pan events went smoothly, with the car performing better than it ever did. Before Alan reached the first cone the car was already in second gear, after that the clutch was never used again till he reached the finish line, proving that cubic displacement and torque are two very valuable assets. Unfortunately the day was cut short by the discovery of oil in the intake. Not wanting to damage the new components, Alan retired. The next day tests were done and the engine checked out fine, but the oil was found to be over filled by almost 2ltrs. Some venting mods were also discussed and will be implemented before the next event.

So after 7yrs of ownership and extensive modifications Alan's R33 project has reached it's completion. Time to enjoy the car as it is and invest his money into other areas.





Car Basics:

- Nissan Skyline R33 GTS-t
- Build Date: Sep 1994
- Colour: '96 Ford Mustang "Laser Red" (pearl)
- Custom Carbon 100% carbon fibre, vented bonnet
- Genuine C-West Carbon fibre GT-wing, custom brackets
- Stealth boot spoiler
- Wolf 3D V4plus ECU

Engine Bay:

- RB30DET
- Tomei Poncams
- Head "race ported", Ex. side polished
- ETM High-mount, tuned length, manifold
- Garrett GT3076R-IW.
- ATI RB26 harmonic balancer
- High Energy, 7ltr, racing sump
- GReddy Intake plenum with
- 100mm Q45 throttle body

Suspension & Brakes:

- TEIN Super streets with TEIN EDC controller
- Whiteline "Handling Pack" and additional bushes
- GTR Brembo callipers
- 324mm GTR DBA5000 2pc rotors
- Ferodo Racing DS2500 pads
- Maltech Braided brake and clutch lines
- Tomei HICAS locking kit

Interior:

- R33 GTR V-spec cluster with IMPUL 300km/h speedo
- Wolf3D Hand controller: Display mounted in dash, keypad in glove box
- Sparco suede racing wheel
- Works Bell removable hub lock
- Custom painted dash and door trimmings
- Nismo gear knob
- Apexi boost gauge
- AutoGauge Centre gauges; Oil Pressure, Oil Temp, Water Temp





DECA November 2008

SAU VIC DECA is at it again!

by Wayne Beaumont (RCH00)

The final round of the Micolour SAU VIC Deca Motorkhana series for 2008 is set off. A hot sunny day in shepparton provides to be what should be a fantastic day for all competitors, spectators and officials.

This final round was no exception for thrills, spills and plenty of action as the SAU VIC members tear up the prized possessions on the skidpan and track sections to battle it out for a winner takes all style competition. 48 members were set to compete in the final around of the Micolour SAU VIC DECA motorkhana series for 2008.

These events are a great learning day for drivers, car owners and also the spectators. You can learn a great deal from just observing how drivers tackle certain corners, obstacles and challenges on both the skidpan and track sections.

This final round had a wide range of cars involved in competition including Skylines, Evo's, Supra's and WRx's and a classic Porsche 911 just to name a few select models.

Another speciality for this years final round was a chance for the members to vote on their favorite motorkhana battles for the day. This was a great develop on behalf of the DECA motorsport committee and certainly gives the competitors more choice for the day.

The quickest time on the Motorkhana skidpan event #1 was Chris Thomson in his R33 GTR with a time of 38.16 - 2nd was Tom Giordano with a time of 39.61 (RWD)

All Wheel Drive Category

Out Right 1st
Chris Thomson , R33GTR

Out Right 1st
Chris Stacey, R33GTR

Out Right 2nd
Jamie Lovett, WRX

Out Right 3rd
Gary Mathews, WRX

Rear Wheel Drive Category

Out Right 1st
David Sidebottom, Datsun1200

Out Right 2nd
Mark Homer, 944S2

Out Right 3rd
Troy Galt, Datsun1600

Ladies Category

Ladies
Alycia Matthews



DECA Media coverage

<http://decanov08.racemeets.net/>

<http://flickr.com/photos/bigbird24/sets/72157609641095375/>

<http://decanov08.racemeets.net/Battles/Shaved%20Goose/>





SAU VIC 2008 Club Awards

by Ash Cosgriff (R31nismoid)

Every year the SAU VIC Club members have a chance to vote for the end of year awards. These awards are offered as a bit of fun for various members who either take part in a large number of events, volunteer their time for the car club, party in style with SAU VIC or are just a motorsport junkie and attend every track day.

This year the Committee managed it slightly differently and chose to choose the nominees and winners via a group discussion & vote from the Committee. This was done to give an opportunity for some of the lesser-well known members to win some awards and receive some recognition for their hard efforts throughout the year.

1. Thread of the year

What was the most memorable thread this year?

Ferah - Are there any other girls who drive skylines on the forums on here?

2. Rookie of the year

Who's come along and had a big impact in there inaugural year at SAUVIC?

Mick Eichorn

3. She'll buff right out award

The annual Mines Datsun trophy – those fences can jump out at anyone!

Shane @ Phillip Island

4. Motorsport junkie

Come rain, come hail, come show or shine - who made an effort to get to events?

Chris Stacey

5. Most improved car

It's the 90210 trophy for the car that just keeps getting better and better.

AI - R33 RB30DET

6. It's not a Skyline but we still love you award

Not everyone packs an 'R – the trophy for a member without stove-tops.

Gary & Alycia Matthews (WRX)

7. Photo of the year

Nominate one you've seen - or one you've taken. What celluloid masterpiece takes the prize?

Numerous - Jarrod Moore

8. The Troy S Brisby Memorial Award

Who was there, taking one, or two for the team - often in the shadow of greatness - on time, every time.

Tim Williamson

9. President's award

Awarded by the president's discretion

Chris Thomson

10. Club member of the year

The peak. The zenith. The capstone. The best of the best.

Martin Sullivan

Thanks to all of the members who have helped volunteer their time and have enjoyed vents throughout 2008 wit SAU VIC.



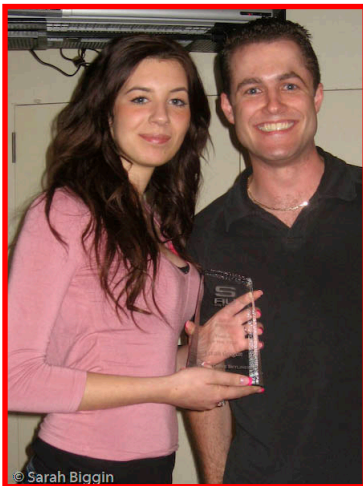
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Club Awards & Motorsport Awards...



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Motorsport Awards



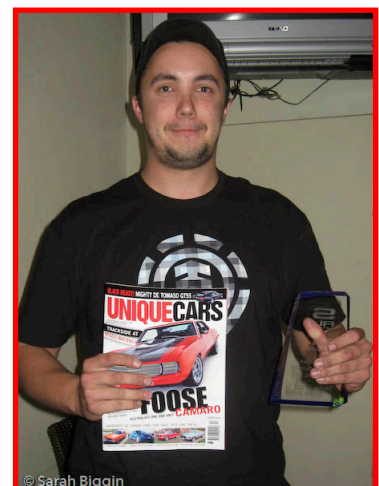
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Ferah & Ash



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Darren



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Shane



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Apexi PowerFC .vs. Vipec V44

by Paul Rivoli (paulr33)

The Apexi PowerFC has dominated for many many years. It's a stand alone ECU, a solid performer and is very cost effective and has a lot of local tuning support.

Up until now there has been little competition on a cost comparison basis. Sure there is the Motec and Autronic range. These are far superior ECU's with complete control, management, features and host of race car features to boot. But that's not what is it important here - We are looking at standard features and a low grade cost ECU solution.

The Vipec promises to offer anti lag, launch control, boost control, map or AFM control, multiple map features, extra logging and a host of extra features which aren't found in the vanilla PowerFC. These features are enabled via the software and data cable included in the Vipec V44 ECU.

The Vipec ECU is basically a stand alone ignition driver, capable of controlling up 4 or 6 ignition channels. Its

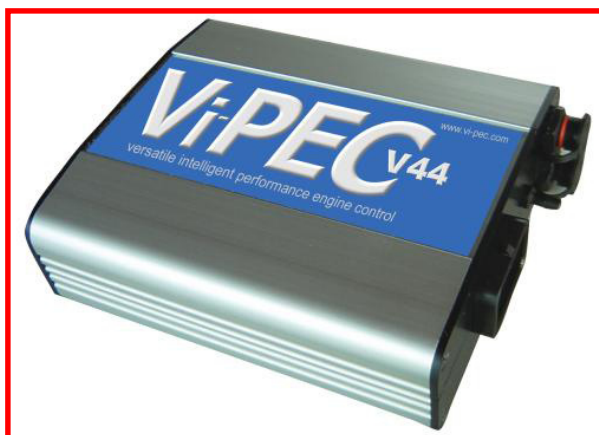
unlike other doomed 4 channel style controllers like the Microtech where the owner must run waste spark or other clunky spark setups to get 6 drivers from 4. The ECU is easy to setup, quick to configure and has some basic features. The ECU can come as a plug in loom-able option for the

ECU to make it quick and easy. There is only minimal local tuning support and its believed the ECU is based on the LINK background ECU. In fact we're sure it shares the same background, product manual and hardware case.

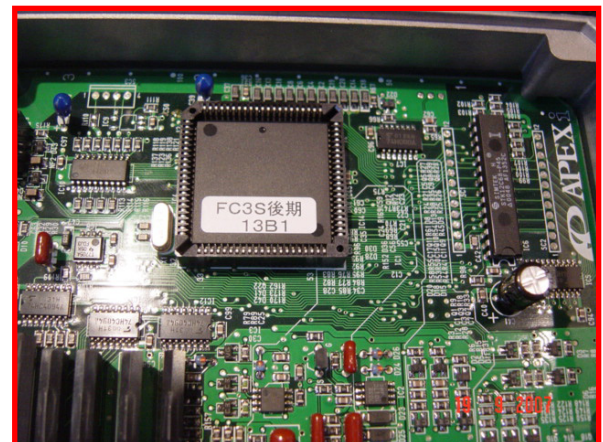
The PowerFC is unbeatable in terms of cost. The PowerFC for most cars brand new is \$900 with a hand controller. There are some select models that are more expensive due to some production issues with Apexi. Second hand versions can be had for slightly less.

The Vipec comes in slightly more expensive and some may question the \$ value. But we are here to give an unbiased view on the product. If you are interested in information on the Vipec check out the current discussion topic here:

<http://www.skylinesaustralia.com/forums/Plug-Ecu-Coming-t218179.html>



The humble and new Vipec V44



The classic Apexi PowerFC

For latest information and a follow-up thread on the Vipec check out

<http://www.skylinesaustralia.com/forums/Plug-Ecu-Coming-t218179.html>



SAU VIC EGM

March 17th 2009

By Bec Pretty (Bec)

There will be an Extraordinary General Meeting held at our normal club meeting in March to allow the club to finalise its 2008/2009 operating year.

Included as part of this meeting is the clubs Annual Report done by a presentation for all interested financial club members.

A final stage of the formalities include voting in the new Committee for 2009/2010. The positions of President, Vice President, Secretary and Treasurer are voted upon by all financial members as of February 2009.

Once these four positions have been filled by a method of voting on the day of our club meeting (March 17th) the General Committee is then nominated (at a later date) by the four primary committee positions.

For complete Committee and upto date information and what the positions entail please view

<http://www.skylinesaustralia.com/forums/2009-Sau-vic-Egm-committe-t254465.html>

SAU VIC Committee

Executive Committee

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