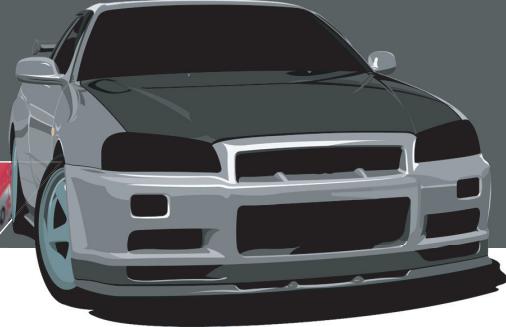




Skalines Australia Victoria Club Newsletter



President's introduction

Welcome all to 2005, the first official year of SAU Vic! Looking at the calendar of upcoming events, it promises to be a great fun year for everyone involved with the club.

I have newfound respect for all those who are mechanically minded, and choose to undertake serious work on their own cars. Having spent a good part of Australia Day lying under Snowy's car watching him, Troy and Scotsman put the gearbox back in, I realise there is so much that needs to be done for what, on the surface, sounds like a relatively simple task. I say watching too – as I really didn't do anything useful, except get some beers.

Summer is a great time for driving, and so I am personally looking forward to our first ever 'overnight' cruise down the Great Ocean Road. Aside from the driving enjoyment this route provides, the trip will take us along the shipwreck coast, past Loch Ard Gorge and the Twelve Apostles. As a Victorian, you owe it to yourselves to see this spectacular landscape firsthand!



The first round of the club championship was recently held under twilight conditions at Calder Park Raceway. The club was very well represented with some excellent times being recorded. See a full review on page 2.

I hope you enjoy the new format of the newsletter - the only thing we need now is a name! There is a competition on this page, so get thinking!

As always, take care out on the roads, and have a great start to the year.

James Ward



ph: 0419 877 437
Jack (JagR33)

Citywide TOWING

News

New committee members

Please welcome Pete (Bass Junky), Alan (Clarkey) and Chris (Scotsman) to their rolls of Public Relations Coordinator, Social Events Coordinator and Motorsport Events Coordinator respectively, on the SAU Vic committee. The added man-power will allow us to run more activities and events – whilst keeping everything operating smoothly.

President voting

The 2005 Club President will be voted on at the February club meeting - so by the time you read this, a new President will have taken over from James.

Sponsorship deals and offers for members

It's been a long time coming, but a detailed sponsorship proposal has been prepared to invite investment and support into the club. There are a number of companies who are already keen to support us – so stay tuned for a list of discounts and offers that will be available to members.

Name the Newsletter!



This is your chance to be immortalised in print.

Come up with a suitable Skyline name for the newsletter & win a prize!

Post your ideas in a thread in the members forum



Event review

Portsea Cruise

A comparatively small group of 15-cars set off from Albert Park for a leisurely drive down the Mornington Peninsula for lunch in Sorrento. This was a very relaxed cruise, with a number of members bringing partners along for the day.

Lunch at La Porchetta can't be beaten for all you can eat pizza and soft drink for under \$10 each!

The day concluded with a drive up Arthur's Seat (behind a very slow WRX) for a scenic photo looking out over the bay and Point Nepean. A fun day, with great behaviour from everyone involved.

James Ward (Jamezilla / Golgo)



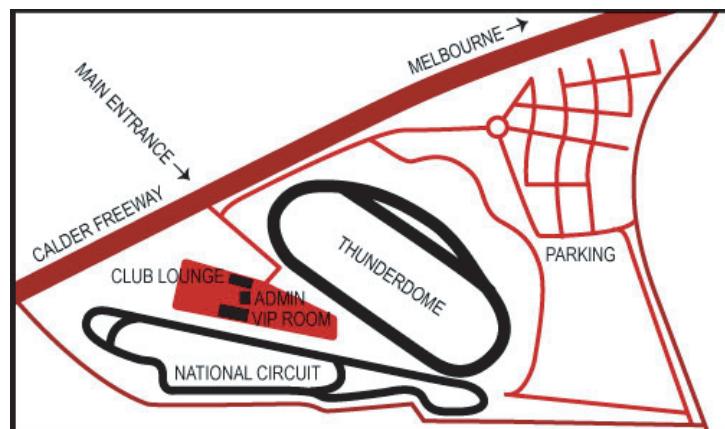
Calder Park Championship round 1

An extensive showing of SAU Team Wangers were made to feel right at home by the WRX club for the first round of the SAU-VIC club track championship.

The day ran smoothly with plenty of track time to put out a good lap, and all involved seemed to have an extremely good time getting out there and circulating. A good field of Skylines gave some of the more experienced WRX drivers

a taste of our beloved Japanese production Super-car. From the N/A Volvo right through to the R34 GTR, the times were most impressive for our first club outing to Calder Park and many members first CAMS event.

Calder Park was found to be an excellent spectator track, and being a twilight event we got to see such highlights as



bright red glowing brake disks and flame shots from the rear pipes of the more highly modified rides. Calder Park was a good track to start on as the length is only 2.2km and isn't a highly technical track. Calder basically consists of one long straight (Drag Strip) two sweepers two slower chicanes one fast chicane and a little hill that almost launches you into the air.

The WRX club sprint day's format was by far the best of all the club days we had previously attended with the use of transponders for accurate timing and the inclusion of the super sprint giving a more competitive edge to the day. The conditions kept us all guessing with rain at the start of the event, some heat into the track in the afternoon and darkness bringing some condensation and visual obstacles for us to contend with.

All in all a great day! 'Bring on Phillip Island.'

Chris Thompson (Scotsman)

Calder Park lap times - best lap highlighted green

Name	Car	Class	Fastest.	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Lap 6	Lap 7	Lap 8	Lap 9	Lap 10	Lap 11	Lap 12	Lap 13	Lap 14	Lap 15
Andrew Richmond	R34 GTR - Blue	A	01:05.2	01:08.9	01:09.0	01:07.7	10:51.7	01:05.2	01:06.3	01:05.9	01:08.8	01:06.5	01:08.1	01:06.1	01:05.6			
Archie Sarantis	R32 GTR - Silver	A	01:12.3	21:41.9	01:13.7	01:12.3												
Jack Blanas	R33 GTR - Silver	A	01:17.8	01:19.0	01:17.8	01:34.0	01:30.3	01:24.7	01:19.4									
Andrew Dean	R33 GTR - Purple	B	01:08.9	01:16.1	01:16.0	01:10.5	10:57.3	01:09.8	01:08.9	01:10.8	01:09.5	01:10.4	01:14.0					
Alan Calleja	R33 GTST - Red	C	01:11.5	01:16.0	01:13.1	01:12.9	10:27.3	01:12.6	01:12.9	01:11.5	01:12.8	01:14.5						
Gareth Evans	R32 GTST - Silver	C	01:11.7	01:14.7	01:11.9	01:12.7	03:00.1	01:16.9	01:11.7	01:12.0	01:13.8	01:13.2	01:12.4	13:33.9	01:15.3	01:14.2	01:13.1	
Troy Brisby	R32 GTST - Silver	C	01:15.2	01:20.6	01:18.3	01:17.4	10:14.5	01:15.2	01:15.3	01:15.4	01:19.7	01:19.7	01:15.9	01:18.6				
Anthony Snelling	R33 GTST - Black	D	01:14.7	01:23.0	01:20.6	01:18.7	10:03.5	01:16.8	01:15.6	01:16.1	01:14.7	01:14.7	01:14.7	01:23.7	01:18.1	01:16.8	01:16.0	
Rianto Soputo	R33 GTST - Red	D	01:16.2	01:19.3	01:18.6	01:19.5	02:56.4	01:34.4	01:17.2	01:16.2								
Scott Bailey	TX5 - Red	D	01:17.7	01:18.6	01:19.2	01:20.3	10:29.0	01:19.6	01:18.4	01:19.1	11:29.9	01:17.7	01:18.4	01:17.7	01:18.5	01:20.1	01:18.2	
Chris Thompson	Volvo - Blue	D	01:22.2	01:23.1	01:23.4	01:22.2	10:08.1	01:23.4	01:22.6	01:22.4	01:23.1	01:23.1	01:23.4	01:24.0	01:27.8	01:25.1	01:24.8	



Event review - cont...

Club Championship Table – introduction to classes

For those interested in competing in any of the club championship rounds, the classes are as follows:

AWD modified – cheater tyres and/or turbo & fuel & pump

AWD standard – stock turbos & street tyres

2WD modified – as above

2WD standard – as above

Note that unless specifically mentioned, all other modifications (exhaust, boost controller etc) are open. The categories are not limited to Skylines, and the 2WD category can include FWD cars.

Andrew Richmond (Snowman)

Mt Buller Sprint

The Porsche Club of Victoria recently held their annual Mt Buller hillclimb competition, with our very own SAU Vic member, Jeff Beable taking part in his R33 GTR.

The following review comes courtesy of the Porsche Club of Victoria:

Seven-time Bathurst 1000 winner Jim Richards has taken victory in the second annual Porsche Mt Buller Sprint. Partnered by long-term co-driver Barry Oliver, with whom he has shared seven Targa Tasmania wins, Richards finished 46 seconds ahead of last year's winner, reigning Porsche Carrera Cup champion, Alex Davison and his co-driver, Paul Flintoft.



Jeff Beable in Targa Tasmania 2000

In third place, a further 23 seconds back, were Queensland-based performance driving instructor Alistair Bye and Michael Sherrin, while fourth place went to Tony Quinn and Keith Wenn, with Kevin Weeks and Jammie Taylor in fifth.

The Porsche Mt Buller Sprint is a special stage tarmac rally contested on the 16km Mt Buller tourist road to Mt Buller

Village, in the Victorian high country, 180km NE of Melbourne. The road was closed to traffic during the competition, which was run last weekend, January 21-23 inclusive.

Richards and Oliver also set the fastest stage time on the event, posting 8m:45.50 on their fifth run on the 16km stage.

All the top five crews were driving recent model Porsches, but the top 10 included a Daytona Coupe, a Mitsubishi Lancer Evo 6 and two brand-new Australian built competition specials – the Skelta G-Force and the Holden-powered Elfin Clubman.

Ninety crews came from WA, NSW, Tasmania, South Australia, Queensland, Victoria and the ACT to compete in the three-day event which was run for the first time in 2004.

It all started with a 1.4km Prologue run around the streets of nearby Mansfield to determine starting positions, a spectacle which was enjoyed by more than a thousand people – and equally popular with the competitors.

Similar in style to internationally famous hillclimbs such as America's Pike's Peak or New Zealand's Race To The Sky, the Porsche Mt Buller Sprint is fast gaining a reputation as one of Australia's 'must-do' motorsport challenges.

Contrary to its name, however, the Sprint is not just open to the vehicles of its naming rights sponsor, but to all types of modern (post January-1982) and classic (pre-December 1981) cars. However cars and their crews must meet the mandatory safety and licensing regulations required by the Confederation of Australian Motor Sport (CAMS), the governing body of Australian motorsport.

Provisional Results

1: Richards/Oliver	2003 Porsche GT2	53:00.83
2: Davison/Flintoft	2004 Porsche GT3 RS	53:47.08
3: Bye/Sherrin	2004 Porsche GT3	54:10.00
4: Quinn/Wenn	2001 Porsche 996 Turbo	54:31.55
5: Weeks/Taylor	2001 Porsche GT2	55:17.64
6: Broadbent/Randell	2000 Daytona Coupe	55:24.91
7: Vandersee/Allen	2004 Skelta G Force	55:49.99
8: Beaumont/Cole	1999 Mitsubishi Evo 6	56:06.49
9: Froude/Floyd	2004 Porsche GT3	56:14.95
10: McConville/Bashford	2004 Elfin Clubman	56:21.75

For more information and results please visit www.mtbullersprint.com



Skyline lessons

Part 1 – Skyline history

This is the first part in a series on the history of our famed Nissan Skyline. This issue shows a basic historical development timeline, with subsequent issues focussing on particular models.

1957 - 1963

The birth of the Skyline series produced by Prince. The first model was the Skyline ALSI-1.



1963 - 1968

The Prince Skyline 550-E featured the famous four round tail-lights, which were to be implemented into all subsequent models. The Skyline 2000 GT was a racing model that featured a 105 horsepower engine, with a 5-speed manual gearbox.



1968 - 1972

The first GT-R was introduced in 1969. The Skyline 2000 GT-R featured an 6-cylinder S20 engine which produced 160hp.



1972 - 1977

The Skyline 2110 series was produced during this time (known to Australians as the Datsun 240K). Buyers had 4 models to choose from: 1600GT, 1800GT, 2000GT-X and 2000GT-R.



1977 - 1981

Not a particularly inspiring model, the C211 series did not feature a GT-R, with the top model being a 2000GT-ES



1981 - 1985

With the introduction of the R30 series, the Skyline generation had 5 different models. In 1981, The Skyline RS was released with an FJ20E engine generating 150hp. In 1983 a turbo was added to the FJ20E, which produced 190hp - later raised again to 205hp.



1985 - 1989

Following the success of the R30 series, Nissan changed their strategy slightly and focused on 4-door sedans for the R31 lineup. In 1986 however, the Skyline GTS was launched featuring the HICAS (High Capacity Active Steering) 4WS system.



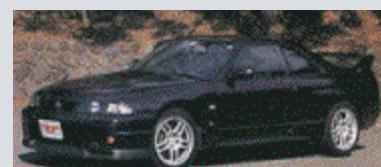
1989 - 1993

The GT-R name was revived in 1989 with the launch of the R32 series. The R32 GT-R was the first Skyline to feature ATTESA-ETS (Advanced Total Traction Engineering System for All - Electronic Torque Split) - or more simply, a computer controlled all-wheel drive system. The HICAS system was improved and renamed Super HICAS. The most notable improvement however, was the inclusion of the RB26DETT engine - a 2.6L DOHC inline 6 cylinder twin turbo, generating 250hp



1993 - 1998

The R33 series featured a major design change (and subsequently gained weight). Again, a variety of models in both 2 and 4-door with rear or all-wheel drive were available.



1998 - 2002

The final 'RB' engined cars, the R34 returned to a more sports focussed lineup - GT, GT-V, GT-T, GT-X and of course the GT-R. The new design featured much sharper lines than the R33, and further improved the electronic control systems of the cars.



2002 - current

The V35 skyline series returned to a more conservative image, with the GT-R again dropped from the lineup.





Fun & games

Try your skills at the SAU word search. Answers next issue.

N	E	E	Q	R	T	X	W	O	R	K	S	H	O	P
W	I	X	N	K	B	C	M	C	A	R	B	O	N	W
W	H	S	H	G	D	O	V	A	V	Q	P	P	I	J
I	S	J	S	A	I	D	O	M	N	W	E	C	R	Y
R	U	R	H	A	U	N	Z	S	P	I	R	Q	S	C
A	S	G	I	I	N	S	E	H	T	N	F	U	K	H
T	P	D	C	V	T	P	T	A	I	T	O	O	Y	A
I	E	K	A	L	U	K	J	F	D	E	R	U	L	S
E	N	A	S	E	R	R	B	T	Y	R	M	D	I	D
E	S	E	M	P	B	A	B	C	C	C	A	R	N	C
P	I	N	H	W	O	C	V	I	Q	O	N	A	E	F
X	O	L	I	X	A	I	Q	S	C	O	C	G	E	S
N	N	C	G	S	V	N	L	N	P	L	E	P	T	N
P	B	J	M	P	M	G	G	E	Q	E	Z	N	I	R
F	G	E	A	R	B	O	X	D	R	R	C	M	C	J

GTR
Skyline
Vspec
Nissan
Nismo

intercooler
performance
racing
exhaust
hicas

turbo
spoiler
carbon
camshaft
workshop

teamwang
drag
boost
manifold
engine

gearbox
suspension

Overheard

I'd do her in front of the missus!

Clarky discussing the merits of one member of the cast of 'Desperate Housewives'



Merchandise

Polo's (\$30) and Lanyards (\$5) are still available.
There are a few Team Wang (\$10) stickers left also.

Some Team Wang stubbie holders will be available soon showing the logo below. Let us know what other types of merchandise you would like?

