



President's introduction

Welcome to another newsletter, and the first official edition of Vic-spec!

It has been a very fortunate couple of months for me. Firstly – since the publication of the past newsletter I have been voted in as the new Club President. This is a great personal honor as it is a club I have been very passionate about since I have first become involved with Skylines and I already take great pride in what we have accomplished in such a short period of time. I intend to do my best to try and develop the club even further in the future.

I have also been privileged enough to be involved in a couple of media publications recently as well with my car. Firstly with *Ice Performance* and *Serious Business Publications* I was invited to participate in a “shoot-out” for the up-coming *Serious Performance 8 DVD* where my car was pitted against several other cars from various Victorian workshops at Calder Park Raceway, and was given the once over by V8 Supercar drivers Warren Luff and Paul Drumbell. Let me tell you – it's a nerve racking experience watching your own car being thrashed around by other people! No matter how good drivers they supposedly are. How James lets everyone drive GOLGO is beyond me!

Shortly afterwards I was contacted by Joel Strickland who does some photography work for *SPEED* magazine. From there over 3 days at the Great Ocean Road, the Otway Ranges and the Docklands I had a lot of fun with Joel shooting both static and action shots for a possible future magazine feature. Joel also took a multitude of shots on the GOR cruise for a possible club feature – but more on that a little later.

And finally – the best thing that happened to me over these last couple of months was knowledge that my wife and I are due to have our first child later in the year. It means an end to the mods on the car for a while but it is something I am looking forwards to with great anticipation. So as I said – it has been a very fortunate couple of months for me.

The club has been busy too. As touched on we had a very successful cruise down the Great Ocean Road, the Tsunami Appeal Show and Shine, Go Karting, Formula 1 and a track day at Phillip Island. There is plenty more coming up shortly and plenty more in this newsletter to read so I will let you get on with it.

Until next time – safe driving.

Andrew Richmond

V is for Victory!

Vic-spec chosen as newsletter name!



Thanks to everyone who submitted ideas for a name for the newsletters. There are certainly some creative minds out there!

News

Race Brakes member discount

Race Brakes have kindly offered all SAU Vic members an approximate 10% discount on all their services and products - just show your membership card. The discount includes pads, rotors, braided lines and clutch parts.

Race Brakes are at:
64-68 Racecourse Rd,
North Melbourne

ph: 9326 6088
<http://www.racebrakes.com.au/>



ph: 0419 877 437
Jack (JagR33)

Citywide
TOWING

New meeting location

For those who haven't attended a meeting at our new location - a reminder:

Bells Pub and Brewery
Cnr Moray St & Coventry St
South Melbourne

Melways: 57 G1



Event review

Great Ocean Road Cruise

Take a minute to picture a stretch of road that goes for many hundreds of kilometres, gives you everything that a performance car owner could want. Challenging in parts, and relaxing in others. If you are so inclined, there are some stunning views that are rarely enjoyed in the flesh.

That's a picture of the Great Ocean Road in Victoria, approximately 120km South West of Melbourne. The road itself is one of the finest in Victoria, if not Australia. The Great Ocean Road also happens to be the route of one of SAU-Vic's biggest events every year. Drawing massive amounts of cars for a single cruise, we had 35 cars this year, and around 80 people filling up the passengers seats.



We set out from the BP Servo on the Princess Fwy after a horribly late arrival from myself. As usual my mobile was going bananas all morning and somehow in the flutter the Geelong boys organised too meet us on the fly... which worked like a treat, or maybe it was because there was only two of them?

From Geelong we continued in convoy to Anglesea where the trek on the more twisty sections of the GOR was quite well paced. No problems with slower traffic so the drive was brisk, yet very relaxed at the same time on the way to Apollo Bay for our lunch/photo stop.

We had Joel Strickland along, a photographer for SPEED magazine, in a very tidy white WRX. Joel has taken some stunning shots and will hopefully feature an article about the club in a future issue of SPEED. At various points some of you would also have seen a little skinny fellow virtually falling out of my window taking some great in-action shots. That bloke was my little bro and the pics came up a treat.

Once we arrived in Apollo Bay, it was time for lunch. We then headed to the harbour so that everyone's cameras could come out for mass picture taking, something akin to a group of foreign tourists seeing a koala for the first time.

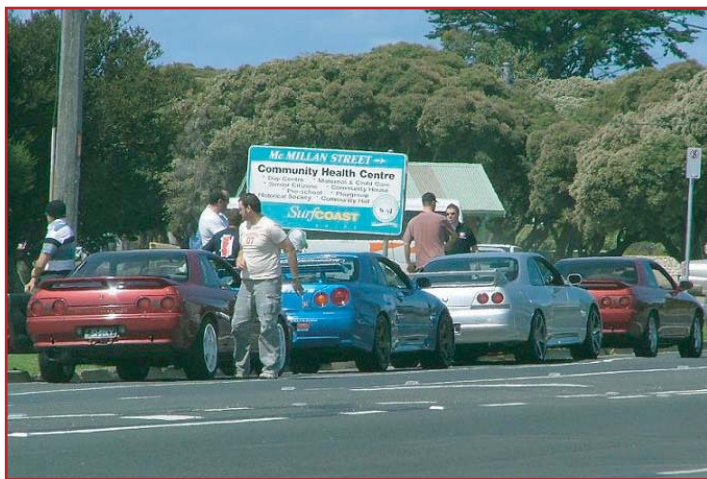
Normally, everyone would pack up and head home at this point, but this year it was to be a bit different...

A few people decided to stay the night in Skenes Creek (just out of Apollo Bay) and head further down the GOR on the Sunday. Saturday night was great fun for all but then up at 10am the next day and aiming for Port Campbell and the 12 Apostles. There were a few bleary eyes.

It was probably one of the most enjoyable drives I've had. The roads are much better than the first section to Apollo Bay, and everyone commented on it. The views were amazing, seeing things in real life makes such a difference. After many hours of picture taking and some very good driving we found ourselves in Colac.

Colac being a country town, had people in it that weren't used to seeing 9 high-performance Japanese imports cruising around. So we had a lot of people talking about the club and people staring in awe at the cars which was great.

Berin (absent), then took us on a very special route home through some magical back-roads of Geelong which I must say were 10/10 for fun. We filled up again in Geelong, having covered some 300km's in the 2 days.



The drive back to Melbourne was made quite interesting by a wide body Porsche we found along the way. He provided some good entertainment opportunities, and pics to boot, although it would be fair to say it was more us entertaining him.

In all you could say that it was a brilliant 2 days. Judging by the feedback from everyone the split cruise is now going to be a permanent fixture on the calendar and hopefully we'll have more and more people experiencing one of the best parts of Victoria.

Till next cruise!

Ash Cosgriff (R31Nismoid)



Event review - cont...

Tsunami Show and Shine 2005

Feeling a desire to use my pride and joys to help out the unfortunate victims of the Asia Quake and Tsunami, and being a former member of the club, I joined forces with the Commodore Cruise Club. Having only three weeks to completely organise the event, the time was short. But all things considered the day turned out to be great. The weather came out in force with temperatures in the 30s and full sunshine the whole day, leading to a common SAU trait, Sun Burn.

With about 100 cars in attendance from very varied clubs the day was eclectic to say the least. Representatives from Skylines Australia, Rav4OZ, Preludes Australia, FPV club, Rotary club were in attendance, but by far the most prolific was the Commodore Cruise Club with about 50 cars.

The most extreme car on the day was the "xesive" Holden Statesman, complete with Airbags, massive stereo set up and a boot which raised vertically on linear actuators. The owner had no shortage of people rubber necking as his car bopped about all afternoon.

A good turn out by the SAU hard core, who in proper SAU style, quickly migrated to the BBQ and took over the cooking of snags and onions. Unfortunately somebody grossly over estimated the amount of snags that would be eaten on the day and that person ended up with about 700 excess snags and many, many loaves of bread also. Anybody wanna buy 8 litres of Tomato sauce?



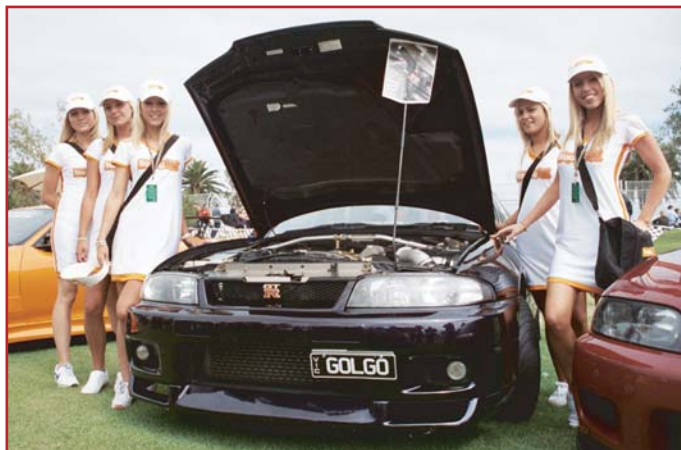
Big thanks go to the DJ Luko for cranking out the tunes for the day, the SAU boys for helping me out when I needed it, my ex-girlfriend, NOW FIANCE Gemma and my son Campbell for working on the gate and taking the money but most of all a huge shout out to Bec the Co-Organizer from CCC who was heavily pregnant during the whole saga, and kept going through the day non stop.

Peter Blythe (Bass Junky)

Foster's Australian Grand Prix 2005 AutoSalon Display

As usual, huge crowds of people turned out to support their favourite drivers and teams in the 2005 Australian Grand Prix.

As a members only invitational, 11 members of SAU Vic in conjunction with Fang Artists participated in the inaugural AutoSalon car display at the 2005 Foster's Australian Grand Prix.



It was a great atmosphere with the sounds of various cars carving up the Albert Park track in only ways we could dream of.

Although not much of the time was spent watching the cars racing, we managed to sneak in a few glances at the V8 utes, celebrities in the kindly donated BMW 120i, Formula 3s, Porches, V8's and of course the Formula 1s as they belted their way around the back straight of Albert Park.

Thanks to the efforts of Ash and some other members, we managed to be quite comfortable and refreshed with beverages, deck chairs and umbrellas to protect us from the elements.

The weather on Thursday and Friday could not have been any better for racing. SAU tradition was upheld by members by getting drunk and basking in the sun to the point where they resembled freshly cooked lobsters.

Saturday however turned on us and we had to resort to hiding inside our cars while the rains came and went. Some other higher positioned members however placed themselves in the comfort of the BMW marquee devouring fine seafood, roast lamb and beverages from a glass.

Sunday was a fantastic day with the crowds in full force supporting their favourite teams and drivers. The day was won by Giancarlo Fisichella in the improved Renault followed by Rubens Barrichello in the 2004 Ferrari and Fisichella's team mate Fernando Alonso in a Renault.

David Lee (Leewah)



Event review - cont...

Phillip Island - WRX Club track championship round 2

Another great turn out for our second SAU Championship Round. The day cruise down to the Island brought a large number of SAU spectators and it was great to see their support. Most members stayed on, and turned the event into a relaxing long weekend in the sun. Socially the weekend was excellent with a meal at the pub, a few quiet drinks and time to have a laugh at the footage and pictures. A much larger Skyline track presence was great to see, as our field of drivers seems to be increasing and new members are trying their hand at track events.

All previous entrants to Phillip Island were eager to get out on the track early and break their times. The passenger session was cancelled half way through and marred by controversy, as event organisers believed drivers weren't seen to be sticking to the eighty percent race speed rule. As a result of the miscommunication we can expect to see a change in the supplementary regulations and the possible exclusion of passenger sessions. As it turned out the track wasn't as fast as previous visits and most drivers didn't put out the times they had hoped for. The weather was good to us all weekend, hanging around the mid to high 20's, but the grip just wasn't in the track.

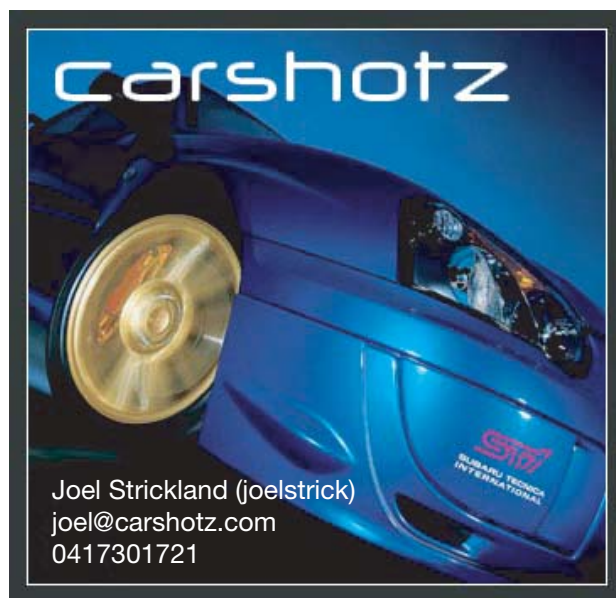


Apparently these weren't the only skidmarks left by Snowy...



The supersprint session was a highlight of the day giving drivers the chance to go one on one with some of the WRX drivers. Phillip Island is a long, fast flowing track and there are plenty of opportunities for a pass. This adds to the excitement of the supersprints with a few SAU drivers battling from the rear of the pack and making many high speed passes.

Chris Thompson (Scotsman)



Coming events

April

30th – Melbourne Auto Salon

May

1st – Melbourne Auto Salon

7th – Mowell hill climb

14th – Members cruise

28th – NDSOC Drag Day

June

12th – Sandown track championship

July

23rd – Winton track championship

29th – Dutton Rally

TBA

Driver training day @ Attwood Police training complex



Event gallery

Tsunami fundraiser





Event gallery cont...

F1 Grand Prix Autosalon



Great Ocean Road cruise





Event gallery - cont...

Great Ocean Road cruise



Philip Island track day





Skyline lessons

Part 2 – Prince Skylines

The Skyline is actually one of the most historic Japanese cars and has been around in various models for over 40 years. Its production started in 1955 with the introduction of the Skyline ALSI-1, a car built by the Prince Motor Company. The Prince Motor Company was established in 1952 by the Tama Electric Car Company. Tama itself was founded by Tachikawa Aircraft Company which built fighter planes in World War II, and started producing the Tama Electric Car in 1952.

In honor of the Emperor of Japan Crown Prince Hirohita, Tama changed its name to Prince Motor Company and started producing petrol powered instead of electric cars. Prince used an engine designed by Fuji Precision Industries, a company which was established by Nakajima Aircraft Company. In 1954, the Prince Motor Company merged with Fuji Precision Industries.

Another important event in the Skyline's history occurred in 1966, when the Japanese government recommended that larger companies should be created which would be more competitive in international markets and more resistant to hostile takeover attempts of foreign competitors. As a consequence, Nissan merged with Prince, just as Toyota merged with Hino and Daihatsu. Thus, from 1967 on, Princes were sold as Nissans or Datsuns. Even though, the Prince division is still alive within Nissan and responsible for the Skyline line-up today.

1st generation: 1957 – 1963

ALSI - 1 Series

The ALSI- 1 series was built from 1957 until 1958 in sedan and station wagon form. It was powered by the GA30, a 1500ccm OHV inline 4 engine producing 60 hp at 4400rpm.



ALSI - 2 Series

1958 saw the introduction of the ALSI- 2 series, which was built until 1963. The car was basically the same as its predecessor, except for a different bonnet emblem and a single large horizontal bar in the grille. New were also the quad head-lights instead of the twin lamps featured in the ALSI- 1 series and the GA4 engine with now 70hp.



BLRA - 3 Series by Michelotti

1961 saw the production of the limited edition, hand-built Skyline Sport BLRA- 3 series, designed by the Italian Michelotti. The car came in coupe and convertible forms and was powered by the GB4 engine, a 1862ccm OHC 4 cylinder pumping out 94hp. This car had a very beautiful design, but on the other hand was very expensive for its time. So unfortunately it was dropped in favor of the following S 50-E series, which was cheaper to produce.





Skyline lessons – cont...

2nd generation: 1963 – 1968

S 50 - E Series

The Prince Skyline S50-E came out in 1963 and was built till 1968 in sedan (S50) and wagon (W50) form. It featured the new G1 engine, a 1484ccm OHV 4-cylinder, producing 70hp and in comparison to its predecessor had a more boxy shape. The S50 introduced the four round tail lights, a Skyline feature that was kept for many generations until the R34 series. It had large round brake lights and smaller round turn-signals beside them.

The car came with two transmissions, a 3-speed column change gearbox and a more sportive 4-speed floor change gearbox. Latter version featured bucket seats to support its more sportive character, while the column shift version only had a single bench in front. In 1967, the S50 series was replaced by the S57 series, which came with the new G15 engine, a 1483ccm OHC 4-cylinder with 88hp. It was the most powerful 1500cc engine in Japan.



Skyline 2000GT (S 54 Series)

Birth of a legend

In 1964 Prince started an attempt to go into racing. For this purpose the S50's wheel base was extended by cutting the car off in front of the fire wall and adding an extra 8 inches of panel work to make a 6 cylinder engine fit in. Consequently, the G7 engine, a 1988ccm OHC inline-6 from the upper class S40 Gloria model, was installed to the car. In the beginning only a small number of this car were built to homologate it for GT-class racing, but since it proved very popular, Prince decided to put it into full production. The resulting car was called the S54 series or the Skyline 2000GT and came in two versions.

The GT-A used an unchanged version of the G7 engine with only a single carburetor and 105hp. The GT-B on the other hand got a 5-speed close ratio gearbox, full instrumentation, a limited slip differential, power brakes, a 99 liter fuel tank and a high compression version of the G7 with triple 40DCOE-18 Weber carburetors and 125hp. Both featured disc brakes with twin piston calipers up front and alloy finned drum-brakes at the rear. Later models even had flow through ventilation with small eye ball vents added to the dashboard.

Of both, the GT-B was finally the one to be used for racing. It finished 2nd in its first race, the 2nd GP of Japan in 1964 and almost beat the victorious Porsche 904GTS, which was a pure race car. This was an incredible achievement considering that the Skyline was a 4-door sedan. The S54 series was continued until 1968 and with its several race victories laid the foundation for the Skyline legend.



Always wanted to drive a classic Skyline?

*Many of these cars are available in GT4 on the Playstation.
You can sometimes buy them from the '80s used car lot,
or win them as prizes!*



Fun & games

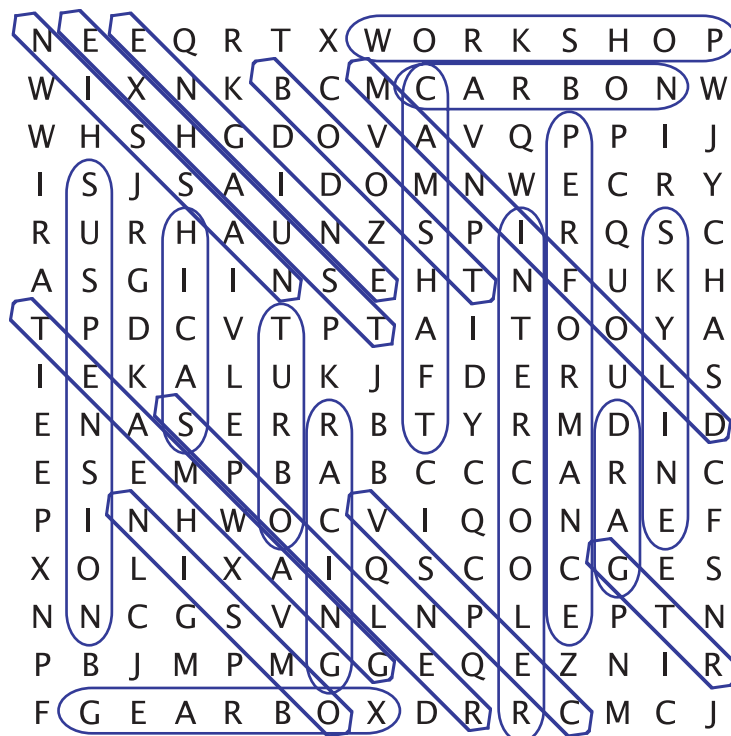
Word search solutions:

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GTR
 Skyline
 Vspec
 Nissan
 Nismo
 teamwang
 drag
 engine

intercooler
 performance
 racing
 exhaust
 hicas
 gearbox
 suspension

turbo
 spoiler
 carbon
 camshaft
 workshop
 boost
 manifold



Merchandise

A new batch of black polos has been ordered (\$30) and Lanyards (\$5) are still available. There are a few Team Wang (\$10) stickers left also.

Some new merchandise ideas are in the works - stay tuned!

Hard rubbish collection

Rubbish bins seem to feature on recent SAU adventures...





For sale

Set of 18" Work wheels (with tyres) – \$750
Alan (Clarkey): clarkey62@optusnet.com.au



Set of 18" Enkei NT03 rims (white). Basic tyres, to suit GTSt – \$1200
Brad: 0402 207 386

C-West aluminium rear wing (adjustable) – \$450
Andrew (Snowman): ar@austechwire.com.au

Golgo: 1997 R33 GTR Vspec – \$47,000
James (Jamezilla): golgo@jamezilla.com

SAU represent in GT4

Is your car in Gran Turismo 4?
Doesn't need to be a Skyline either - send us a pic!



Smaug



Golgo



James' dad's Subaru




Leewah

Committee listing

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