



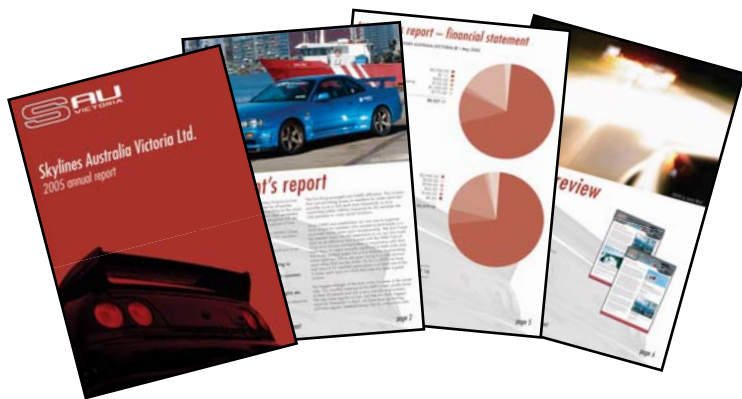
## President's introduction

Well time is certainly flying by and we find ourselves nearly at the halfway point of the year! So much has already happened and even though winter is trying its best to fully kick in, we have plenty more activities coming up.



*Your committee hard at work on the AGM and Annual Report.*

The Club's first ever Annual General Meeting was held last month and truthfully the turn-out was a little disappointing. However, those that were there provided us some useful feedback on how the club can best move forward. Hopefully we can implement some of the requests made in the near future.



*A PDF of the Annual Report is available under the Newsletter thread on the SAU Forums*

We have two very exciting events coming up on our club calendar...

Firstly, in the short term we are hosting SAU Vic's first multi-club CAMS based motor-sport event, by way of a motokhana at DECA in Shepparton. Little did we know

when we decided to attempt this how much work was involved in putting an event like this together, but hopefully all the hard work will pay off and all participants have a great fun day. Special thanks have to go to the WRX Club for assisting us in many ways to get this event going.

Secondly, we have decided to host an Annual Dinner for club members in October. This will be the social highlight of the year and as a major drawcard for the event, touring car ace, Jim Richards, has agreed to join us for the night to talk about his days racing Nissans and of course, winning Bathurst twice in the mighty GTR. It should be a fantastic evening and I'm hoping a large number of club members will make it along to the night.

That's about all from me for the month. Enjoy the rest of the newsletter and I hope to see you all soon.

*Andrew Richmond*

## It's a boy!

**Congratulations Anthony, Nat... and baby Zack**



On the 16th of May, Anthony (Ant95GTR) became a proud father of a 6lb 11oz boy - named Zack Samuel.

Congratulations from everyone in SAU!

## News

### Philips sign as sponsor

Philips automotive lighting systems have signed as the club's first major sponsor. Final details are still being finalised, but a major discount to members on a full HID upgrade for the R33 GTSt is in the works!

### ICE Performance - member discounts

ICE Performance have announced an offer to members for a 10% discount on labour for all jobs performed at the workshop. Aside from basic service and maintenance, ICE have a 2WD dyno and can provide all major tuning and performance upgrades.

*ICE Performance  
7 Dissik Street  
Cheltenham*

*ph: 9512 7591 mb: 0414 359 888*



## Event review

### Melbourne Auto Salon

Friday the 29th of April and I was in a dirty big cold shed. There was a lot of hustle and bustle going on with exhaust and noise pollution galore, not dissimilar to what one would experience in Mexico City in peak hour traffic. Cars were moving, people walking around, sometimes with no inherent purpose at all.

But anyone that had seen it before would know what this all meant... Melbourne AutoSalon was here for another year!



Set-up night is always interesting. Something is always overlooked, this time it was the tables (luckily we had some delivered later on that afternoon). Finishing touches were done on the stand around 9pm, but somehow i didn't get out of the place until nearly midnight having to wait for other cars that were to go on the end of the SAU-Vic stand. Due to last minute problems, Leewah's car was not seen until it rocked up at 9:30 on Saturday morning.

The morning brought enthusiastic and happy faces, mostly shown by the smiles on their face. The PS2's were a hit again as always. A few of the SAU team were actually working for Cabin by marshalling cars for the Dyno etc. Top effort to James (Jamezilla), Pete (Bass Junky), Dave (Leewah), Greg (GTSR22) and Adam (Adzmax) who represented SAU very well in the eyes of Cabin, who passed on excellent feedback about their much appreciated help. Sorry if I've forgotten to mention anymore!

Many of the SAU-Vic cars went on the dyno on Sat, and gave a good presence that we are about performance. All runs were backed up in a session of 3 runs which proves their power is reliable, and importantly consistent.

Berin (Abcent) and Anthony (Ant95GTR) made great numbers from hi-flowed turbo's. The highlight of Saturday would have been Leewah's R33 GTR claiming back his 6 cylinder AWD record making 604 AWkW - which beat the

Qld "IWIN" GTR by 0.7 of a kW and a flame to boot! This record has recently been broken by the AutoStyle yellow R32 in Sydney but Leewah assures us that if the car still belongs to him come semi-finals, he will go out again.



Sunday by rule is always the busiest day. All the big cars are on the dyno and the DB comp is in full swing as well. The dyno received a big kW beating all day. Some of the figures worth mentioning are Leewah's - GTR 608 rkwkw (highest outright power however plagued with wheelspin even with 550+kgs of ballast), Nigel's (DAMN) Supra from The FangArtists - 575kW (highest RWD)... not discounting my own run of 369kW.

By the end of the day, people were long in the face and quite tired. It's a damn long weekend in anyone's terms. Most people were lucky to be out around 6pm, some stayed back to lend a hand till 10pm

Special thanks to James (Jamezilla) and Paul (paulr33) for making the packing up and dropping off of the TV's much less painful that it was initially.

AutoSalon Semi-Final is in November... and we will be there again!

Ash Cosgriff (R31Nismoid)



ph: 0419 877 437  
Jack (JagR33)

**Citywide**  
TOWING



## Event review - cont...

### Kinglake Cruise

Sunday morning... early for a Sunday considering it was before midday. It was a nice crisp Sunday the 15th May which saw around 35 cars or so gather at the Doncaster Park & Ride for the cruise that would end up in Kinglake going via Ringwood, Yarra Glen and a few surrounding areas. There were the usual faces, and also some new faces which was excellent to see. I think its worth a mention that Neil (need to find his username) in his very clean silver R34 GTR came all the way from Ararat just for the cruise. It was a decent cruise just to arrive in Doncaster from Ararat itself. Hats off on the effort there.

For a change I didn't actually get lost! As we came through Ringwood people seemed too forget that I had even made a set of cruise notes, and in true SAU-Vic form a few people were on a slight detour for a little while. Rule number 1 on a cruise, bring your Melway!!!



Everyone soon caught up with each other again for the most part until there was a section of dirt/gravel. My apologies goes out too anyone who had to travel down that road. The Melways at times isn't 100% accurate. The only one who would have enjoyed the dirt road would have been Andrew (Snowman) in his WRX imitating the great Possum Bourne.

Along the way there was a sign of interest... "Skyline Rd" and I do believe there is an offer of a beer from James if that sign "somehow" makes it too an upcoming general meeting. Not that anyone is suggesting anything of course.

Lunch was a stop in Kinglake... and that poor bakery was over-run, as you would be when 30 people walk in. But there were other places that to grab some food, the pizza seemed to be the winner though. Whilst at lunch I had a chance to look at the dust cover the unsealed road had done to some cars... and the poor S15 was blue no more, it was an odd shade of brown!

After lunch, back in the cars for some more great driving.

That area of Victoria like many others has some great roads, and it was good too see people enjoying themselves whilst still being very sensible

Coming through South Morang on the way back there was a typical moron ducking in and out of traffic, as so often happens when we are cruising. But meh, the good old turbo doesn't do too bad even against a serious looking, and sounding Torana. Finally the last stop was just thought of on the fly, and it was in a service road on the Hume Hwy... everyone had a little bit more of a chat and then carried on for the rest of their afternoons. Another successful cruise indeed.

Cruises tend to die down a bit over Winter due to weather constraints, but I will endeavour to get as many happening as I can. As always, if you have a suggestion for a cruise make sure you let me know.

Ash Cosgriff (R31Nismoid)



*Wouldn't this make quite the trophy...*

### NDSOC Drag Day

28th of May... 9:15am in the morning and I'm waiting at the Ford Factory. I didn't get to bed until nearly 3am so I was just sitting in the car, half asleep when the phone rings. Its Alan (Al) letting me know he is going to be a tad late. But it was OK... as it turned out he was the only one who came to that meet point.

Off we went. It was basically uneventful until we actually arrived at the racetrack so I guess I'll jump straight to there!

Arriving around 11am at Heathcote Park Raceway there was already a good 100 cars there. A lot of 300ZX's and older 240/260 Z's combined with a handful of Skylines and Silvias of various models. Everyone was doing the prep and getting ready for scrutineering with racing to start around 11:30am for practice passes.

Cars of note were Kier Wilson's 2 R32 GTRs were present as well as the GT Autosound S15 and an ACT registered



## Event review - cont...

car that have AVO stickers down the side. They were lurking out the end towards the shed's and once racing started it wasn't long before they were in the thick of it.

Racing had started and it was whoever wanted to line up could for a few practice runs before Qualifying and then Finals.

Lots of interesting cars running times from low 9's to mid 14's. Some of those N/A and turbo Zed's were doing very well considering the age of the cars.

Later on, around 12pm some more SAU people showed up and then there were a number of Skylines out for practice with most in the low 14 to mid 13's. Once that was complete there was a nice lunch break. The NDSOC had a BBQ cranking and I had a chat with Raul who was on BBQ duty, something that I can relate to very easily!



Photo from Fullboost – [www.fullboost.com.au](http://www.fullboost.com.au)

But after lunch, back out there for qualifying to get your time for the Final.

It was DYO racing, whilst I'm personally not a fan of it for a few reasons, it was drag racing in the basic sense. It was great to see all the skylines grouped together, although for those racing we couldn't actually get a chance to see how the others behind us did by the time we came back from the side lane. Only person you could see was behind a helmet in the opposite lane to you.

In all a great day of racing. SAU-Vic will hold our very own Drag Day later on this year in much similar style.

Big thanks goes to Matt and the other guys from the NDSOC who put this day on and invited us along to an exceptionally well organised event

Ash Cosgriff (R31Nismoid)

## Driver Dynamics training day

14th of May, early Saturday morning was the setting for the Kevin Flynn's Driver Dynamics Defensive Driver Training Day. Wow, what a title, and wow what a day.

Using the Attwood Police Driver Training Centre as a training base, Kevin and his crew first spoke to us regarding tyre pressures and general car safety. Something which sounds a bit mundane but is actually very educational, even for those of us who assumed we knew more about cars than we really did.

We then assembled our cars in two groups for the first batch of emergency braking training. This involved braking from differing speeds on the command of the instructor. This really shows how your car performs under duress on a wet road. At the start of the day, many were braking in more than the 20 meters given. A combination of ABS and non ABS cars meant for interesting viewing of the braking areas. We also did swerve and brake training. This involved the same 20 meters but having to change lanes at the same time.

Then some lunch was had, as we all descended on the local shopping centre for some greasy take away. Back to the training centre for more theory and some more swerving. This time, swerve, avoid, regain and drive away. Throughout theory, there was a phantom Semi Trailer which seemed to haunt us, and featured heavily in our minds whilst braking....



After this, we went onto some slalom work which involved a steady speed and five or six witches hats to avoid. Unofficially this became somewhat of a challenge for the highest speed attained during the training. Unofficially I would like to stress.

Then, having had the ultimate tease all day of a skid pan, and lots of Skylines, we were finally let loose on the wet and greasy surface of the round skid pan. High RPM and lots of opposite lock was the order of the day and I'm sure



## Event review - cont...

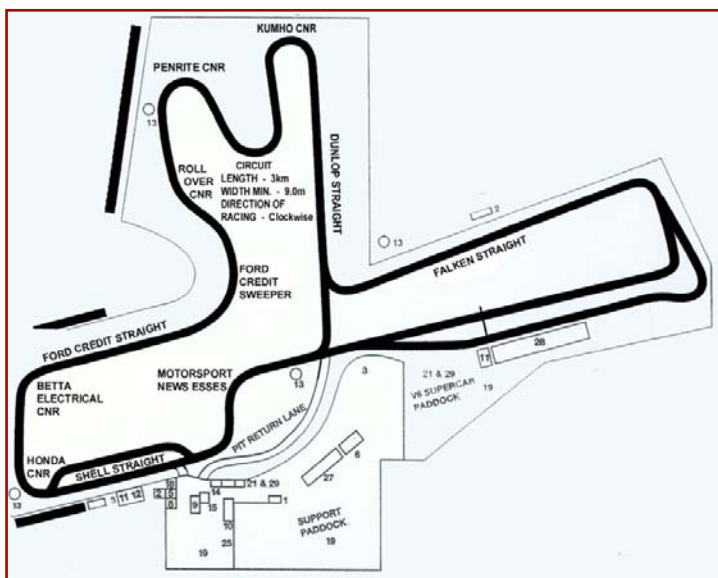
everyone had as much fun as I did. There's nothing quite like being sideways indefinitely in both directions. And can I say that Kevin is a master of sideways action! And as you can imagine there were a couple of people who thought it amusing to get the hand out the window, D1 style, whilst doing this skid pan activity. It seems you get a fair bit of water in your car when you do this. Don't ask me how.

All in all a great day was had by all, and after discussions with others, we can say that SAUVic highly recommend that every driver on the road attends one of these types of days.

For further details on the driver training, contact Kevin Flynn's Driver Dynamics via their website.

[www.driverdynamics.com](http://www.driverdynamics.com)

Pete Blythe (Bass Junky)



### Winton Motor Raceway in Benalla

#### Winton - WRX Club track championship round 3

Another great weekend away to the birthplace of 'Team Wang' saw some high track temps, but some great times. The field was quite small so we all got plenty of track time to show these WRX boys a thing or two. Only one major incident to report with Archie retiring early with suspected engine issues. Thanks to Troy for rushing me into Repco - Benella for a top radiator hose. We managed to cut down an R31 top hose to fit the RB26 intake. Snowman ran out of brakes and shot off the track on the last turn after finding that his pads had disintegrated and were now metal to metal.

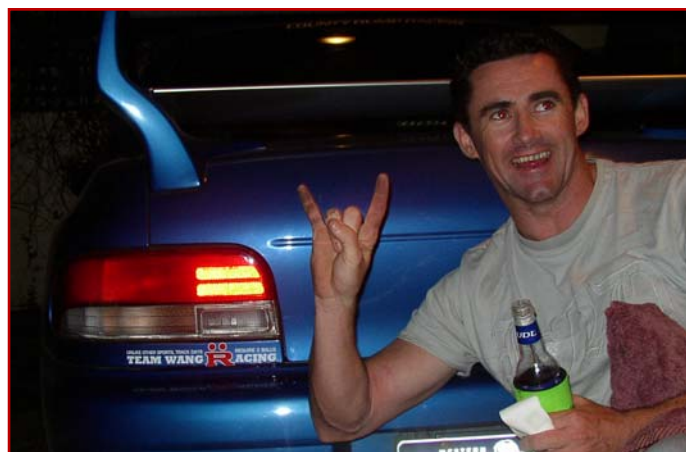
The super sprints had to be the highlight on the track with an excellent battle captured on film between some WRX boys and myself. Turned out our cars were a pretty even

match on the tight Winton track and they just didn't want to let me make a pass. Slightly more 'racing' was going on than is generally allowed on these days with some overtaking under brakes and door-to-door handle racing going on. But highly enjoyable, good sportsmanship and thumbs up were displayed after the five laps.

Socially an excellent weekend away with Team Wang incorporating an honorary WRX member, Blaise.

Benalla was the choice of accommodation this time round and will be used again I'm sure. You know your getting value for money when the average meal at the pub costs you more than your bed for the weekend. Seventeen dollars a night with continental breakfast and full reign over the top level of the pub just can't be beaten.

Chris Thompson (Scotsman)



**Blaise and his STi RA join the hallowed ranks of Team Wang**

#### Sandown - WRX Club track championship round 4

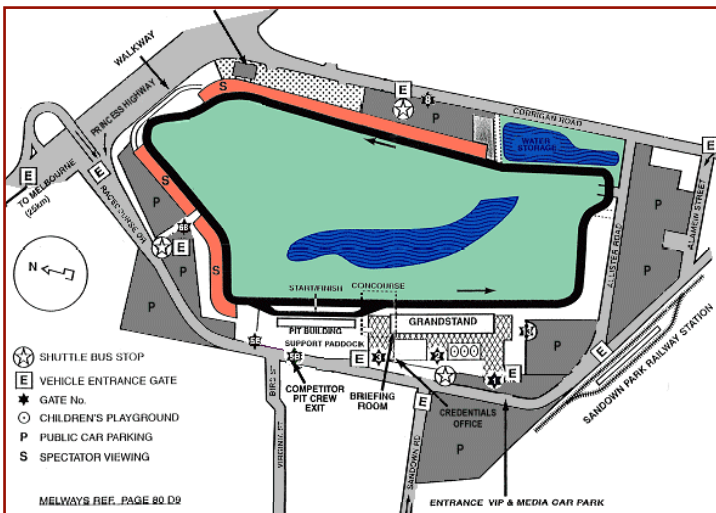
Sandown is one of those tracks that seems to bring out some aggressive competition in people and we could see this day was going to be fast right from the practice session. The big boys were out to play and your average Skyline was made to look like a Hertz hire car. Perhaps the pressure to perform comes from the fact that there are always a large number of spectators and / or a lot more of the faster cars attend Sandown. Personally I believe it's because everyone hasn't had their Pre-Team Wang drinks the night before to calm those nerves. Sandown security advised the WRX club that they had to start turning people away around midday and that they had never seen more people at a club track day before.

Sandown has been a track that's taken many SAU casualties and this day was no different, another costly track day for many a competitor. We saw a 32 GTR hit the tyre barrier after the back straight, we had a 33 GTR blow a clutch, a few people onto the dirt and into the kitty litter at turn one, a WRX rolled over twice, and I shattered my third gear.



### Event review - cont...

Sandown in my opinion is definitely not a track for the novice club sprint driver, and I think is one of the more technical tracks in Victoria. Just to give you an idea of the level of cars at this event the Ferrari 550 came 22nd outright with a 1m 26.4 sec lap, and don't forget this car is worth around the \$500,000 mark. The fastest lap of the day was a 1m 17.6 set by the white R32 GTR of Sam Markov.



### Sandown International Raceway

Troy Brisby deserves a round of applause winning the bet put up by Snowman that he couldn't get a 1m 25sec lap in his car with his current setup around Sandown. Troy has had a lot of bad luck at Victorian track days, but finally put together a decent lap with his car now sorted and took the car around in a 1m 25.58 second lap. The spoils of victory in the form of keg worth of beer, which Troy kindly donated back to the SAU DECA appeal. Thanks Troy!!

Chris Thompson (Scotsman)



Joel Strickland (joelstrick)  
joel@carshotz.com  
0417301721

### Targa Tasmania 2005

Congratulations to Jeff and Nerida Beable for their sensational 7th place outright in this years Targa Tasmania! Also congratulations to John and Jason White - who placed 1st in their R34 GT-R N1



Possibly the most famous SAU member sticker ever!

### WHITE HOT LOCALS WIN AT TARGA TASMANIA - RICHARDS THIRD

The final day of competition in the 2005 Tasmanian tarmac rally came to a stunning finale today with Hobart-based Jason White securing outright honours in the gruelling five-day challenge, dissolving hopes of a title reclaim for seven-time champion Jim Richards.

Ending a 12-year drought of a local win at the Targa Tasmania rally, 32-year-old White and his forceful 4WD Nissan Skyline GT-R powered home in the drivetravel.com Modern Competition, with a total penalty time of 17mins-14 seconds.

The battle for top spot in the 2100km rally was hard-fought as Richards' 2WD Porsche 911 GT3 struggled to keep up with the White's pace in the inclement conditions throughout the nine stages of the final leg from Burnie to Hobart.

The journey towards a Targa Tasmania victory has spanned over six years for the uncle/nephew duo and Hobart-based Jason said their win is mainly attributed to his handle over the GT-R in today's torrent weather.

More information and photos at <http://www.targa.org.au>





## Event gallery

### AutoSalon



### Skid Pan training



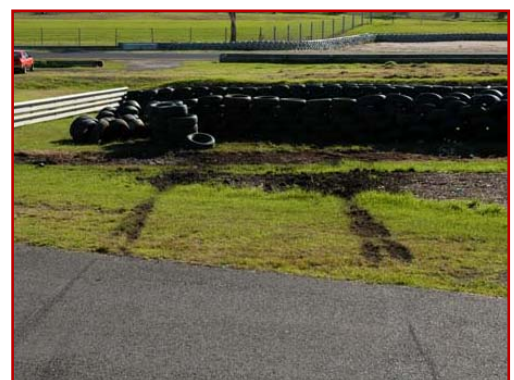


## Event gallery - cont...

### Kinglake Cruise



### Sandown



*SAU leave their indellible mark on Sandown*



## Event gallery - cont...

Targa Tasmania

All photos <http://www.targa.org>



Not every GT-R was as fortunate as Geoff



Dukes of Hazard - Lambo style!



Didn't work out too well for them though...



## Event gallery

Team Wang vs. Benalia





## Skyline lessons

### Part 3 – Skyline C10 Series

#### 1st generation: 1968 – 1972

##### The 1500 Series

The 1500 series replaced the S 50 in July 1968 and was built until 1972. It came in 4-door sedan and wagon form with the G15 engine from the S57. The same car was also available as the 1800 with the G18 engine. These cars were mostly using Prince parts and were the last Skylines to be released with the Prince badge, with all following Skylines to be renamed Nissan Skyline.



##### The Skyline 2000GT (GC10 series)

Just like all other derivatives of the C10 series, the GC10 (G standing for GT) was basically planned by Prince, although it was later badged Nissan Skyline 2000GT. It was introduced in 1968 (2 months after the 1500) and first came in 4-door sedan (GC10) and 5-door wagon versions and from 1970 on also with two doors (KGC10). The car was almost the same as the preceding S54 GT-A model, featuring a 6-cylinder engine instead of the previously common 4-cylinder. The Skyline 2000GT got the L20 engine, a 1998ccm OHC inline-6 with 105hp.



##### The Skyline 2000 GT-R (PGC-10 series)

1968 had seen the introduction of a basic Skyline (the 1500 series) and a model comparable to the previous GT-A (the GC10 series). But people were still eagerly awaiting a replacement for the GT-B. Almost a year passed after the introduction of the new model range, until finally in February 1969 the new GT-R sedan came along.

This car was about to write history!

The Skyline 2000GT-R was powered by the S20 engine, a 1998ccm DOHC inline-6, producing 160hp - equally strong as a Porsche 911 of that time. This engine was basically the same as the GR8 of Nissan's R380 racecar, which won the 3rd GP of Japan in 1966 against a Porsche Carrera 6.

Since it was intended for racing, the PGC10 (P stood for Prince) was very lightweight inside, without a heater or radio, but from the outside almost looked like any other 4-door sedan. After over two years, the coupe-version of the GT-R (KPGC-10) was introduced in March 1971. A shorter wheelbase and less weight made for a better maneuverability in comparison to the 4-door version and further enhanced this car's capability on the circuit. The Skyline 2000GT-R lived up to the racing pedigree of its predecessors and the sedan scored 33 victories in those one-and-a-half years it raced, which was raised to 50 victories by the KPGC-10, until its production was stopped in 1972.

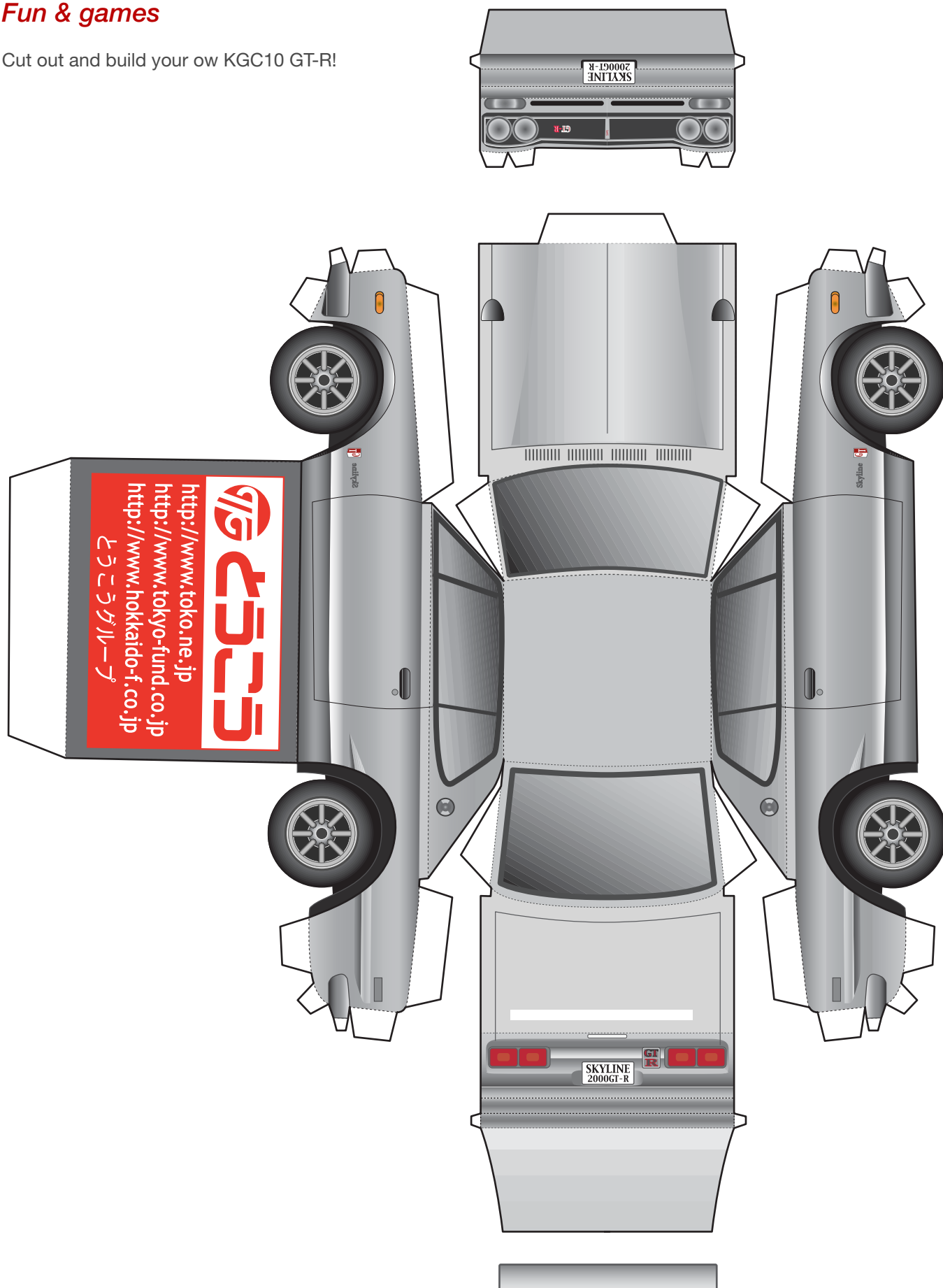
The Skyline had become a Legend after all.





## Fun & games

Cut out and build your own KGC10 GT-R!





## For sale

Midnight Purple R33 GT-Rs for sale!

One mild, one wild - speak to James (Jamezilla) or Dave (Leewah) if interested.



## Party like it's 1999!

Ash will be giving dancing classes between now and next AutoSalon.



## Committee listing

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Webmaster	Shan Moorthy (funkymonkey) <a href="mailto:Shan@j-spec.com.au">Shan@j-spec.com.au</a>
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