



Skylines Australia Victoria Newsletter





President's introduction

The last newsletter began with me talking excitedly about a few upcoming events planned for the club. Since that time we have run into some good and bad news.

The first event discussed was our planned first foray in hosting a Motorsport event which was a Motokhana at the DECA facilities in Shepparton. Whilst the participation of the event was a little lower on numbers than originally hoped, there is no question that the event could be called a success. Participants came from not only within Skylines Australia Victoria, but also from Nissan Silvia, The Fangartists and also our good friends at the WRX Club of Victoria. Everyone that made the long trip up enjoyed themselves (except for John - the Social Director of the WRX Club who's drinking skills meant he missed the event entirely) so much so that a second Motokhana has already been booked for November. And I'm sure do to the reviews from participants of our first event that participation levels for this next event will be significantly increased.



DECA couldn't have been run without the SAU volunteers

The second event discussed was the planned Annual Dinner for October with the special guest Jim Richards. Unfortunately given the relevant early development of SAU as a Club we just did not have the resources to put this event together which was a great shame not only for us as a committee but also for all those members whom were extremely supportive of us in our attempts to get this together.

The great news is that despite this little set-back we have a more than acceptable back up plan. Firstly the date originally planned for the Dinner we will now use to have a casual day time BBQ function where we'll hold a Club Shown n Shine competition to celebrate the 1st Year of the clubs existence.

Secondly we will still have an official dinner and awards night but it will now be held later in November and will be co-run with the WRX Club of Victoria. The extra numbers of the two combined clubs will allow us to hold the event and we also have the advantage now of being able to use the night to present all the Motorsport awards as well.

And finally we will still be getting a visit to the club from Jim Richards. He was as disappointed as the rest of us with the cancellation of the dinner but we have found another opportunity in his ridiculously busy schedule for another visit. Given that Jim is possibly Australia's busiest racing driver with up-coming commitments including V8's and Carrera Cup at Sandown and Bathurst, Carrera Cup at Indy and Phillip Island as well as driving a Porsche 944 turbo in this years Classic Adelaide. Sounds like such a tough life! But anyways - what it all means is finding time with Jim is not an easy task. But we have worked out that Jim will be available to attend the monthly club meeting in December which will be a great Xmas pressy for us all.

Cheers Andrew Richmond

News

SAU forum upgrade

You may have noticed a few changes to the www.skylinesaustralia.com website over the last few months. It looks as though all the bugs have been ironed out, but if you run into problems - simply let one of the committee know.





Skylines Australia Victoria Newsletter Vic-spec

Issue #5 :: August 05



Event review

SAU DECA Motorkhana

This had to be one of the best weekends ever! The driving was simply the most fun I've had in a car and socially, there were two top nights.

Friday saw most people arriving late in the evening, and I though that we would settle down for a quiet beer and an early night. But, true to form, some SAU boys apparently lead the WRX guys astray, to the point were one competitor didn't show up in the morning and spent the day in bed!

We had Taco Bills booked out early for twenty people on Saturday night and I don't think the staff realised what they got themselves into with a flood of margarita's and some not so funny humour from our esteemed committee. The final bill for that table reached over \$1400 and I think we might have to approach Taco Bills as an official SAU sponsor.



The events we ended up running were two fast motorkhana's on the huge skidpan, which each competitor got at least two runs at. Both motorkhana's had some quite high speed sections for what are usually slow events, and we got to see some interesting drifting attempts. These two motorkhana events were taken from the 2004 Dutton Rally.

The short track at the back of the facility was run twice in an anti-clockwise direction and once clockwise. This was done from a standing start, with some obstacles to navigate through along the way before coming to a complete stop inside the garage. The cars were split up into two groups, who swapped areas once finishing their runs, and this was the morning session completed.

During lunch the skidpan was opened up to the officials and the competitors girlfriends to have a crack at if they wished.

The afternoon session saw both groups combined on the

skidpan for motorkhana three. Motorkhana three was a mirrored setup where two cars ran identical layouts at the same time. This event had the inclusion of a garage that saw some mighty reverse J turns, nightrider style. We also ran this twice, which meant a total of nine timed events.

The last event was a slalom with a twist, where we gave everyone a practice run, then turned it into a knockout event. The first car back into the stop garage went to the end of the line and the looser was eliminated. Eventually we ended up with only two cars that ran best out of three to decide the champion. Unfortunately this event suited the WRX's, and the Skyline boys didn't make it into the all WRX final. We then opened up the skidpan for some free



Entries were quite low, with only thirty-four paid entries out of the capped fifty competitors which was decided upon to give everyone maximum driving time. All cars hardly had time to rest before they were launching and bouncing off the limiters again.

From a spectator point of view the afternoon session was action packed with some classic match up's on the dual motorkhana and slalom events. No matter what car you were in everyone was having fun sliding around the skidpan and times didn't really seem to matter. You could have brought along your dad's family Ford and joined the Taxi Battle's or your mum's front wheel drive laser and you still would have had a ball, with no chance of doing any damage out there on the huge skidpan, except to your rubber.

For those interested in times the top 3 cars were within three seconds of each other (excluding one penalty) after nine timed events. The next closest car was 24.5 seconds behind. Which will make for interesting competition, since we are all entering the Dutton Rally, of which this event was great practice for.

Trophies were awarded at the club meeting on Tuesday the 19th July. The final results are as follows...







Event review - cont...

DECA results table

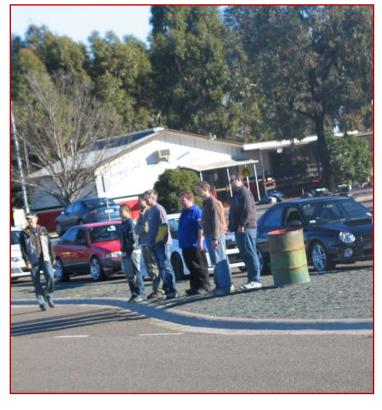
All Wheel Drive Class - Outright					Rear Wheel Drive Class - Outright			
	1st:	Blaise Paris	WRX Type RA	419.24s	1st:	David Mocnay	350Z Track	447.00s
	2nd:	Chris Thomson	R33 GT-R	422.59s	2nd:	Scott Bailey	Telstar TX-5 Turbo	477.65s
	3rd:	Andrew Richmond	R34 GT-R Vspec	426.45s	3rd:	Peter Blythe	R34 GT-T	478.98s
	Motorkhana 1: AWD - Chris Thomson 39.53s			Short	Wang (Anti Claskwiss):	AWD - Blaico Paris	60.00s	
			39.53s	Short Wang (Anti Clockwise): AWD - Blaise Paris				
Motorkhana 1: RWD - David Mocnay			43.70s	Short Wang (Anti Clockwise): RWD - David Mocnay 65.00s			65.00s	
							.	
Motorkhana 2: AWD - Chris Thomson			35.31s	Short Wang (Clockwise): AWD - Blaise Paris 61.			61.45s	
Motorkhana 2: RWD - David Mocnay			37.78s	Short Wang (Clockwise): RWD - David Mocnay 66.31			66.31s	
	Matau	Idaga O. AMD. A. Ju	D'alaman I	10.00	Clolor	n Knockout		
		khana 3: AWD - Andre		40.03s	I			
	Motor	khana 3: RWD - David	Mocnay	43.41s	1st: B	aise Paris	2nd: Aaron Klaver	

A lot of time and effort went into the organisation of this day by the SAU committee, and it was all worthwhile. The day went off without a hitch to the satisfaction of us all, so much so that the next one is already being discussed. If you thought about coming up to this event, you just don't know what you missed out on and I can guarantee the next one will book out early.

Congrats to all, on our Debut SAU motor sport event. The feedback from everyone who entered was very positive and most appreciated.

Also, a big thanks to all who volunteered on the day and especially to Wayne and Barry from WRX Club for stepping up to take care of the official positions from a CAMS point of view.

Chris Thompson (Scottsman)



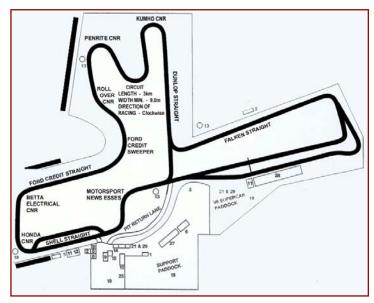




Event review - cont...

Winton - WRX Club track championship round 6

This Winton round took place only one weekend before The Dutton Rally, and many of us were in preparation mode trying to put out consistently quick laps, as we only get two hot laps in The Dutton Rally.



Winton Motor Raceway in Benalla

Due to this, a few of us had our game faces on for much of the day and spent some quality time thrashing out some hot laps in other people's cars.

The weather held out and delivered a fine day for the middle of winter. The track was grippy and many of us got personal bests from the day. The TX5 that can never loose.... lost! A blown head gasket due to overheating put it out of for the event early, also requiring a tow back to Melbourne.



Team Wang again took the sleepy town of Benalla by surprise with group shenanigans.



You can get it racing... You can get it flagging.... You can get it changing a sign. Everyone loves the Wangbuster!

After a nice meal at "The North" and competitive discussions starting with 'how fast was I?' James got right into the celebrations early and went as far as inventing a drink in the town's honour. The "Benalia Wang Buster" is a 1/2 baileys ½ kaluha shot dropped into a ¾ full pot of Guinness and skulled - a surprisingly tasty drink that changes flavours with each mouthfull. After a few rounds of these the night flowed on until the boys discovered Family Guy Episodes.

It's official, Benalla shall now be know as Benalia. All the signs at the Benalla train station have been modified by the late night Team Wang construction company to reflect the new name. This childish behaviour is the result of ongoing joke by James' Americanised satellite navigation system that was convinced the town is called Benalia.

Go Team Wang!

Chris Thompson (Scottsman)

Obituary

On a sunny day in mid-June, the pride of the Soviet Union took another blow as James' red convertible Lada seized and died on Chapel St - just outside the Jam factory. The mighty Russian provided 250,000 loyal kilometers, many adventures and will be dearly missed by all.

R.I.P.





Event review - cont...

Dutton Rally 2005

Billed as one of the more social and entertaining events on the Australian motorsport calendar - the 2005 Victorian round of the Dutton Rally hit town in late July.

The Dutton Rally is a team Tarmac Rally held as a three part national series annually. The SAU contingent grew substantially from last year to include Dutton old hands, Geoff and Nerida Beable and of course Andrew Richmond - as well as new players Blaise, Aaron, Dan and Chris.

The event - run over three days in Shepparton, Winton and Essendon - is a mixture of motorkhana, speed and technical driving events. This year had a diverse field of 97 cars, everything from stock Subaru Foresters and Mini Coopers up against GT3 Porches and of course - the mighty Skylines, take part in 24 different driving tests, where driver and co-driver put the one entered vehicle through each event twice

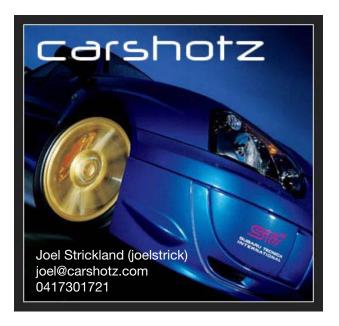


Team Wang's 2005 Dutton contingent

I teamed up with Snowman in his monster Bayside Blue GT-R which was tackling the event for the second year running. Blaise and Dan in the cheating Type RA WRX were perfectly suited to the competition, and managed to keep themselves in the top-ten team category.

This was an exciting weekend of motor sport that was made even more enjoyable because of the company. We managed to convince a few others to join us in this event and we had our little group all running consecutively. The main accolade of this event is the team award. Here's how we went:

Car 65:	Tony Avrayides/ Edward Sansil	26th
	1995 Skyline R33 GT-R	
Car 66:	Andrew Richmond / Chris Thomson	13th
	1999 Skyline R34 GT-R	
Car 67:	Blaise Paris/ Daniel Carson	9th
	2000 Subaru WRX Sti Ra	
Car 68:	Frank Piccioni/ Aaron Panozza	11th
	1996 Skyline R33 GT-R	



With some highly skilled competitors, such as V8 Supercar driver Steve Richards, this event was tough. To give you a comparison, I managed to pull off 1m34sec lap of Winton, which is a PB for both myself and Andrew and this was only good enough for 10th position in that event. The top ten drivers were separated by less than two seconds.

Our big, heavy Skylines were not exactly suited to most of the tight low speed events, but that didn't stop us from giving it our all, and finishing above average most of the time. The Dutton Rally gives you an appreciation for the maneuverability and build quality of car that shall now be known as the cheater Mitsubishi EVO.

Some of the events were similar to that of our DECA day in June and we will look to use some of the better events in our upcoming DECA day on November 19th.

Congratulations to all of us who competed in this event. If nothing else we certainly managed to raise a few eyebrows.

Chris Thompson (Scotsman)





Event gallery

DECA











Event gallery - cont...

DECA continued...



The end of a successful day.

Snowy about to show everyone how it's done.



Scott and James hope the Budget inspectors are short...



The waitress sure didn't find anything quite this funny.



Event gallery - cont...

Winton Round 5



A full grid of Wang Busters!











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Skyline lessons

Part 4 - Skyline C110 & C211 Series

4th generation: 1972 - 1977

The C110 Series

The C110 series was built from 1972 until 1977 and came in four versions.

Firstly, there were two basic versions now, the 1600GT and the 1800GT, both using derivatives of the G15 engine, the G16 (1.6l) and the G18 (1.8l) respectively. The third model was the 2000GT-X, which could be compared to the C10 2000GT. It was powered by an improved version of the L20 engine with an output of 130hp instead of the earlier 109hp. The most powerful of the quartet, though, was the 2000 GT-R, using an unchanged version of the S20 engine with still 160hp. Similar to its prede-cessor from 1969, the GT-R was avail-able as a coupe (KPGC110) and a 4-door sedan (PGC110).

With only 197 unit produced, this was to be the last car to wear the GT-R badge for more than a decade, and the only one ever not to be used in racing at all.



5th generation: 1977 - 1981

The C211 Series

The C211 series was released in August 1977 and, just like the C110 series, came in four versions. First of all, due to the fuel crisis and emissions regulations, the GT-R was missing and instead the Skyline 2000GT-ES (KGC211) marked the top-of-the-line now.

The latter came out in April 1980 and featured a new turbo-version of the L20, called the L20ET, with 140hp. This engine might have been less powerful than the GT-Rs, but in contrast to the S20, obeyed to emissions regulations and marked a new milestone in Skyline history: For the first time a turbo engine powered a Skyline.

The basic versions were called 1600Tl and 1800Tl now and featured L16 and L18 engines respectively, instead of the preceding "G" engines. The old 2000GT-X lost the X (and was now called the 2000GT), but kept an unchanged L20 engine, which still pumped out 130hp.





The WANG sure gets around...





Fun & games

2005 Annual Dinner & Awards

Don't forget to nominate your fellow club members (or even yourself) for the first annual SAU Awards. See the thread on the Victoria Forums - and get your nomitations in!

Email your nominations to: 2005sauawards@jamezilla.com

1. Thread of the year

Technical or humorous or both. Which forum thread was most memorable

2. Most useful contributor

Not everyone is here to whore or flame. Who teaches you or makes the forums a worthwhile visit?

3. She'll buff right out award

The Mines Datsun trophy – to be awarded to someone involved in an 'incident'

4. Social event junkie

The SARK PISS trophy - to be awarded to someone who made an effort to be at every event

5. Media representation

Who has carried the torch for the club to represent us to the rest of the world in the most positive way?

6. Most improved car

Who's car has impressed you more each time you see it?

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

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

8. Photo of the year

Hi-res submissions only. Can nominate or submit your own SAU or Skyline photo

9. Club member of the year

The pinnacle. Who has shown themselves worthy of this honour?

10. President's award

Snowman's disgression. How much sucking up have you

PHILIPS

SAU VIC SPECIAL OFFER

Xenon HID Conversion Kits RRP \$1980

Skyline Club Price: 4200K \$1000 6000K \$1200

All PHILIPS upgrade Halogen Range 20% off RRP.

OFFER VALID AT AUTOBARN SUNBURY ONLY!









For sale

Golgo is for sale!

Be that guy (or girl) - you can own Golgo for only \$42k! 1997 R33 GT-R Vspec - Purple, 44,000kms



Presidential uniforms

Keating had his Zenia suits, Sadam choose combat fatigues, William Wallace wore a kilt (and little else)... What's our president wearing these days?





Caption this!

Submit a caption for this photo for the next newsletter...



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