



President's introduction

Well 2005 is pretty much done and dusted. For me personally the last part of the year has brought an amazing gift in the form of my new daughter Keira. As a new first time parent its hard to put the emotions into words but the whole experience has been an even bigger rush than a flat out, on edge lap around Phillip Island!



Keira May Richmond - 2025 F1GP World Champion

The end of the year also saw some exciting conclusions for the Skyline Club. The Motorsport championship has been wrapped up which I was very thrilled to win it after a close battle with Ant.

We also had our second outing at the DECA facilities in Shepparton which was a great success being sold out 5 weeks in advance. This success has paved way for us to implement a motokhana championship in 2006 which promises to be very exciting. We also finished the year at our last club meeting with our Club awards which was a bit of fun. No surprisingly the majority of category winners were people whom we have seen at a large number of events and meets though out the year.

Which leads us now looking forwards to 2006. After basically our first year on the job we now have the challenge of providing another exciting year for all of our members. We have a lot of things planned already and we look forwards to bringing them to you in the new year.

Cheers
Andrew Richmond - Snowy

News

Merry Christmas!

The SAU Vic Committee would like to wish everyone a happy Christmas and a great New Year. Take care out there over the summer holiday break - and we look forward to seeing you all in 2006.



PHILIPS



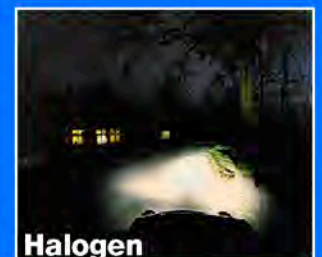
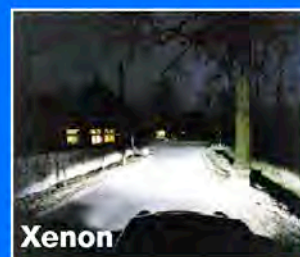
SAU VIC SPECIAL OFFER

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Skyline Club Price:
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All PHILIPS upgrade Halogen
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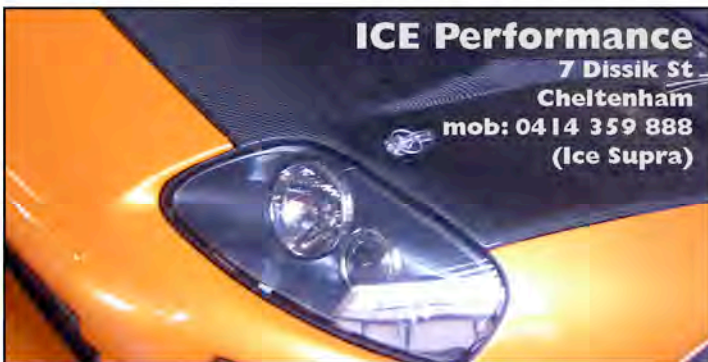
Event review

ICE Performance Dyno Day

The morning of 29th Oct saw the roller door of ICE Performance open up for what was not going to be a normal day as it was the SAU-Vic Dyno Day. Gerald and Nigel were there around 9.30am, bleary eyed but ready for a barrage of cars to give their dyno a solid days workout.

Owners with their cars started arriving around 10am, and not long after there was that familiar sound of RB motors at full song being tested to see what their mods have returned in KW to the rear wheels. Over the course of the day 17 cars spun up the rollers. The 3 highest results for the day were:

310 rw Kw:	AFAS	Ford Falcon XR6 Turbo Ute
245 rw Kw:	Inasnt	White R33 GTSt
220 rw Kw:	Fly180	SR20 powered 180sx



Also, two other things well worth a mention was Matt (Angry) RB20 with the screamer pipe, which had the Police around about 15 mins after his dyno run. The residents surrounding had reported what they thought to be street racing... but to the officers disappointment there was little more than a rowdy RB20 on the dyno a few mins earlier. They stuck around for a brief chat, and then went back too, what one would hope, more important duties.

The other thing that brought a laugh and much amusement was Nigel's Nissan Patrol with the loudest and most amusing compressor surge due to the car not having a BOV. It was clearly hear and damn loud from out the front of the workshop that I'm sure there would be a few VL boys out there just a tad jealous if they saw that thing on the street

Thanks to Chris (Scotsman) for being on BBQ duties. And thanks to everyone, committee, members, and even the non-members that came out to checkout the day. Of course a big thanks to Gerald and Nigel as well for having us down there.

Ash Cosgriff (R31 Nismoid)



Some extreme Nissan power!

Portsea Cruise

With a small to medium turnout the Skylines Australia crew headed down the cost to Portsea for a Dinner and Drive-in night. The cruise weather was a little overcast but it did clear up and the weather turned out for the good once we began driving.

After a very casual and scenic cruise along the Nepean Hwy and then onto Point Nepean Rd we arrived in Portsea for dinner at La Porchetta. With a table booked for approx 30 people we had a few quick laughs some beers and some lovely food provided by La Porchetta. After our meal we headed off for the Dromana drive ins.

Heading the back way through Portsea out towards Dromana led us to some twisty roads and some dusk driving just before sunset after which we then arrived at the Dromana drive-ins.

Group discount was given the Skylines Australia crew for two movies we paid a discount price of \$10 per adult. The two movies were Flight Plan and Cinderella man both of which were great movies as agreed by a general consensus. After the movies we left Dromana and headed back into Melbourne at approx 12:30pm. The cruise final meet point was Bunnings in Brighton at 1am. The cruise was very successful and will be run again some time next year.

Paul Rivoli (Paul R33)





Event review - cont...

DECA Motorkhana

You know its going to be a interesting weekend when the leader of the combined Skyline & WRX clubs cruise to Shepparton arrives at the meet point in a late 80's Lada Niva complete with Yellow flashing light on the roof. Mind you the light did come in handy later on in the night when we had to take a back road on the out skirts of Shepparton to avoid a bad road accident that was blocking the road.



The next morning it was a early start at around 8am as all the cars started to assemble in the car park of the DECA facility, on the outskirts of Shepparton, to prepare for the day ahead. After licenses and registrations for the day were sorted out it was time for the competitors to prepare their cars for battle. Everything that was loose had to come out of the car. So piles of carpets, mats, tool kits, jacks, spare wheels (full size and space savers) started to appear around the cars. One keen competitor even arrived with his car on the back of the trailer ready to do battle. You know when someone is serious when they tow a car to a event.

By the time 9am came around there was some very interesting and different vehicles sitting in the car park. From all kinds of models of WRX's and Skyline & 180sx's to a 200SX, Subaru Liberty, a bright yellow 240Z, Subaru Forester, Ford Falcon, New Golf GTI, Peugeot 206CC and even a late model RX-7.

After a quick roll call it was time for everyone to head off to the tracks, be it in two groups. The first group headed over to the back track area which consisted of two tracks called "Long Wang" and "Flying Mini Wang". Which were two timed road events where the cars had to follow a marked course with witches hat slaloms set up to slow the cars down on the longer course. Helmets are worn on this section as cars can reach high speeds.

The Flying Mini Wang was a short track, around 500m in length, with two sweeping corners followed by a long

straight but over a blind crest. The Long Wang was around 1km in length with a car park to enter just after start line. The cars had to go around a tight witches hat and then back out the way they came. It made for some very entertaining attempts with competitors trying it with and without the handbrake, with some entertaining results. The rest of the circuit was made up of a couple tight corners with two chicanes to help slow the cars. With the cars having to stop inside a "Garage" at the end of the course.

Whilst one group was on the back track area the other group was on the other side of the facility on the skid pan attempting the Motorkhana's. With the course names such as Snowies Surprise and Pete's Revenge you knew it was going to be a interesting course. The set up considered of a mark course with witches hats on the skid pan with each competitor heading off one at a time to follow the course and finishing inside a garage on the other side of the course. It can be very tricky to learn the course off the map on paper and if the car before you makes a mistake when you're watching them, it can confuse you totally before you head off to attempt the course.



Once each group had finished their courses they swapped over to the other.

Once the two groups had finished morning activities it was lunch time, the Skyline club are renowned for the BBQs and today was no exception, after a hard morning of driving. The competitors were all very hungry. In between bites of food, stories were exchanged about how they tackled a certain part of the course.

In the afternoon the two groups combined for a 2WD and AWD slalom shoot out. 2WD went first with the Golf GTI and Peugeot 206CC going head to head first up, with the Golf wining to start the event. As the event progressed through the field their were a couple of stand out and



Event review - cont...

surprising cars, the Golf made it all the way through to the semi final, a Hyundai Lantra sports wagon also made it through to the semi final. But the shootout came down to the 240Z Vs a 180SX with the 240Z taking the win.

In the 4WD class it was WRX v WRX with a few skylines thrown in for good measure, once the Skylines had gone it was down to a WRX STI vs a WRX Hatch in the final with the STI taking the win and celebrating with a couple of victory donuts.

The last event of the day was called Blaises Bunny and as the name suggests it was a slalom course in the shape of a Rabbits head. Two cars raced against each other and against the clock with some interesting grudge matches being played out, with some scores to settle the racing was fast and spectacular. With many of 2WD competitors disappearing in a cloud of smoke when concentration was lost.



But at the end of the day the Skyline boys got their revenge back on the WRX's with them taking 1st and 2nd place honors overall in the AWD category. Chris Thomson in his GTR was first with Current Skylines Australia Victorian President Andrew Richmond in his GTR 2nd with Peter Montgomery flying the Subaru flag in 3rd in his WRX. In the 2WD category the honor was taken by David Mocnay in his Nissan 350Z, with 2nd going to Richard Ringleben in his Golf GTI, with 3rd going to Jack Kuzior in his Datsun 240Z. With so many ladies competing there was also Ladies Trophy with victory going to Justine Schuller in her Nissan 200SX with Helen White in a WRX 2nd and Natalie Pebbles in her WRX in 3rd.

All in all the day was a very big success with lots of fun had by and all and some great friendships made. And the after party was also a great event. But that a whole different story, but let's just say the night involved margaritas and Mexican hats !!

Joel Strickland (joelstrick)

2005 Team Wang Track Championship results

Outright

1st	Andrew Richmond	R34 GT-R	60pts
2nd	Anthony Snelling	R33 GTSt	56pts
3rd	Chris Thomson	R33 GT-R	33pts

Class A - Modified 4WD

1st	Andrew Richmond	R34 GT-R
2nd	Chris Thomson	R33 GT-R

Class B - Standard 4WD

1st	Andrew Dean	R33 GT-R
2nd	Roy Cushan	Mitsubishi Evo VII

Class C - Modified RWD

1st	Troy Brisby	R32 GTSt
2nd	Gareth Evans	R32 GTSt

Class D - Standard RWD

1st	Anthony Snelling	R33 GTSt
2nd	William Li	R33 GTSt

Andrew Richmond (Snowman)



Winners are gridders

Xtremeline
car detailing

- : Car Wash
- : Full Detailing
- : Cut & Polishing
- : Gift Vouchers
- : Mobile Service
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- : SAU Member Discounts

For bookings and information please contact
Gavin on 0407 559770



Event gallery

Dyno Day



Carl's shirt tries hard to be as bright as the AFAS XR6 Ute



Series 2 R33 GTSt with a healthy front-mount intercooler



White R32 GTSt certainly needed a wash...



R31 two-door style



Paul's Series 2 gets ready for a run



The mighty Gemini was just short of its 500Kw target...



Event gallery

Dromana Cruise & Motorsport winners



Stopping for petrol



Arriving in Portsea



Cruise team take over La Porchetta in Sorrento



Jodie Foster popped in to say hi while she was looking for her daughter - who seemed to have fallen down one of the many holes in the movie's plot ;-)



Pete sneaks in for a photo



Even catching fire early in the season didn't stop Troy



Event gallery - cont...

DECA Motorkhana



Pete showing off. Again.



Event gallery - cont...

DECA - after hours fun



Snowy tries his best to look like Pancho Vila in the poster



Sombreros dominate the Yahoo Bar landscape



You can always tell when Team Wang is in town.



Macgyver was called in to reduce the Lada's exhaust note





Skyline lessons

250 rwKw - A Bass Junkie story...

Well, it all started back in 1989 when Godzilla barged onto our race tracks and pummelled those Aussie V8s, and everything else the world had to offer. But since then, the might GTR has been banned from race tracks, the Berlin wall came down, I grew pubes and started driving a VN Commodore, V6, 5 Speed which took up every weekend of my time for several years. Always wanting a Skyline, but never having the coin.

Round comes 2004 though, and I've finally got the readies (well, the bank does anyway) and I bought my Silver R34 GTT. Funnily enough I bought it from a member of this forum. I simply saw it advertised one day, and within three weeks it was mine.



Coming with a set of Kings Springs, Koni Adjustable Gas Struts, Buddy Club P1s in Bronze and a full Fujitsu Power Getter Exhaust; it was great. Smooth, powerful and most of all fun. I always said that it had plenty of power. I wasn't going to spend the money on this one as my last two of the General's Finest. Then I made the biggest mistake of my life. I bought a 3" Blitz Front Pipe from the guy I bought the car from (Cr34tion). I had it installed (in about 8 minutes at Performance Exhaust in Ringwood. Straight out of the shop, as soon as it come on boost I could feel it. I felt how easy it was to extract power from the RB25DET. And my obsession with turbo grunt began.

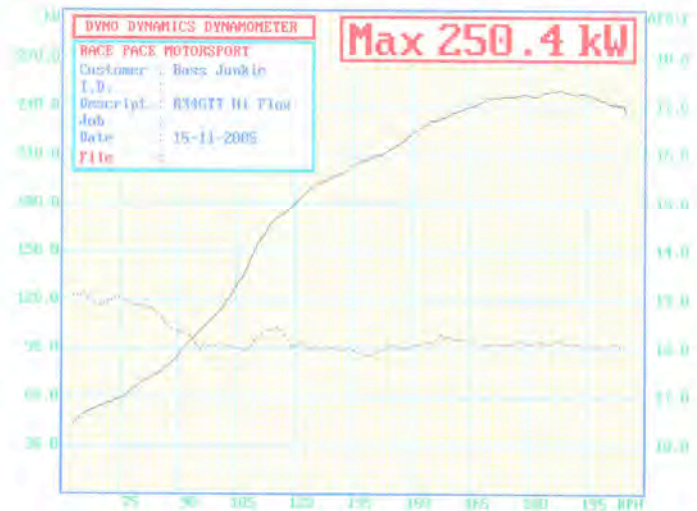
After the front pipe, I went to my first SAU gig, a dyno day at BMT. That's where I first met Jamezilla and Adzmax. I think I made about 126rwkw on that particular dyno.

I had read a lot about the adjustable exhaust cam gear and decided to give it a try. Well, let me give you the tip, DON'T bother on a Neo Straight6 as it cost me over \$600 to have the thing fitted and tuned on a dyno and it did NOTHING. Not Happy Jan, but that was no fault of the installation or the dyno, it's just that there's nothing left in the cam timing on the Neo.

From there, I added a high flow cat from BATMBL and kept the pace up with a Dr Drift bleed valve. For a while I stuck with this power, which was about 168 rwkw (at XTC Automotive dyno).

That's when I had a play with the Autospeed Pneumatic Boost Kit, which for all accounts, is a very handy bit of kit. I built it up using the correct parts and had a lot of fun tuning the boost curve. Although hard to tune initially, especially with the standard boost gauge, I got it right and was making boost whenever I wanted it.

But, the forums got the better of me, and all the hype about the Power FC and I somehow managed to acquire one with a Boost Kit (as I didn't want the fancy screens inside my car). Installed and tuned by Craig of Genesis, the car made a solid 200rwkw on only 12 psi. The car was much stronger and had a nice smooth power curve which was a change from the Rich and Retard antics of the stock computer.



And unfortunately it didn't stop there. For the good of the forums, I decided to try what nobody had really tried before and fitted a pair of bump sticks to an engine with a stock turbo. Well, I probably should have listened to what a few people hypothesised and not done them without the turbo. I made the same power, but at higher rpm, and I made a good 20-30rwkw less everywhere else. The tune also picked up a niggling knock which I couldn't figure out.

Oh, during this time, I also fitted some adjustable sway bars, new springs, modified the shocks to raise the front and lower the rear as the car was 50mm out front to back. A new clutch went in before the cams with a lightweight ORC flywheel also got put in at the 200rwkw mark. After DECA 1.0 and removing a couple of degrees of timing and 0.1bar of boost at each run, I'd had enough and had Rob at Speed Technology check out the map. It was a little uneven in places and we spent an hour or so smoothing out the maps and lo and behold, the knock went.

Fast Forward to, well, maybe not fast forward, but a couple of weeks after Winton, my turbo blew. Nothing untoward



Skyline lessons

250 rwKw - A Bass Junky story - cont...

was going on when it blew, I was just working up through the gears one wet evening on the way to a mates house when it made a terrible noise and boost was suddenly a thing of the past.

Well, a set of Splitfires, 6 Nismo 480cc injectors, a GCG Highflowed Turbo, new oil feed and a Power FC hand controller later, Frank picked up my car from my work and delivered it to RacePace Motorsport. Well, the first thing I can say is that Benno is certainly all the man people say he is and he obviously eats his wheaties!



With the words "I'll call you when it's finished" I left RacePace and for more than a week I dreamt about grunt. When finally the car was finished I cabbied it down to Benno's and took it for a drive. Well, as you can see from the dyno chart, the thing had a serious spread of power. A good 3500 rpm of grunt. I was wrapped. Only 80% on the injector duty, the car was safe and strong. Although it wouldn't take any more timing or boost before knocking, it makes over 240rwkw for about 2000rpm.

On the road it ramps up on boost at about 3500, and it's all in by 4100. That's in first. In Second it's all in by 3800. Great stuff! Now I just need a tyre sponsor...

Thanks to my Fiance Gemma for putting up with my shit during the unofficial build of my car. She Rocks.

Peter Blythe (Bass Junky)



ph: 0419 877 437
Jack (JagR33)

Citywide
TOWING

An all new GT-R?

Godzilla. A name synonymous with the Nissan Skyline GTR.

Ever since hitting Australia in the early 1990s, and tearing Mt Panorama a new hole, the GTR demanded respect from car enthusiasts. Whether you were a fan of the turboed 2.0 litre cars or a V8 hearted soul, the GTR was a car to be feared.

When Nissan Australia decided to sell a limited number of R32 GTRs at \$110,000, people weren't prepared to pay the money for a Japanese produced sports car, hence the demise of factory importation and the growth of private imports when the cars got older and the price came down.

Nissan stopped production of the revered GT-R in 2002 with the final R34 GTR Nur Spec. Since 2001, we've been seeing prototype and concepts of the GTR which was to replace the R34 but none of these cars became reality.

After many years of hearsay and concept photos, Nissan released its prototype GTR in October 2005 at the Tokyo motor show stealing attention from other highly anticipated cars. The new Nissan GTR (which has dropped the Skyline name) will be a "global product" according to Carlos Ghosn, Nissan's CEO.

Nissan delayed production of the new GTR due to a number of reasons, but it is rumoured that the main reason was because the company was heavily in debt when Ghosn took over 6 years ago. The Nissan brand has since prospered with Ghosn at the reigns and the company is doing well.



Engine and driveline specifications are rumours right now but it is believed that the car will be possibly powered by 3.7 litre V6 twin turbo engine producing around 335kW and a 7 speed sequential gearbox. It will also have an updated version of the ATTESA electronically controlled 4WD system to help handling.

Will we be seeing the new GTR in Australia?

Nissan Australia's Product Marketing Manager Michael Hayes says that they will do what they can to bring it onto Aussie roads. "We will have to wait and see the cost before we make any indication of numbers for the car but we will certainly have our hands up for as many of them as we think we can sell."

David Lee (Leewah)



For sale

Fastest GT-R in Victoria!
Purple R33 GT-R with eleventybillion kilowatts!
<http://iceperformance.com.au/gtr/index.html>



PM Leewah for...
1x set of R33 GT-R rims (no rubber) - \$1600
1x R33 stock gearbox (excellent condition) - \$1500
HKS ETC and drag adaptor - \$1250
2x stock R33 GT-R AFMs - \$300

Caption this!

Snowman says...
If I can just lift up this thumb nail I'm sure there's some beer under there



Committee listing

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