



President's introduction

President's Introduction

With the winter months leaving us now and the weather starting to heat up and the sun making it's presence felt again SAU-Vic is getting busy again organizing more outdoor events and activities.

In the last couple months we have run a number of very successful events which include the 3rd instalment of the Carsales DECA Motorkhana Championship, the final 2 rounds of the SAU-Vic Track Championship, the annual Buxton Burger cruise and the 2nd SAU Vs WRX Nulon Drag Day at Heathcote Raceway.

A special mention goes to SAU-Vic member (and Ex-President) Andrew Richmond and Blaise Paris who after coming second in the Dutton Rally of WA went one better and took out the Dutton Rally of Victoria beating a field of 62 other teams including some very high budgeted teams which still proves that teh GTR can neva lose! A number of other SAU-Vic teams also took part in the rally and placed well in their classes.

Our general meetings at Bells Hotel in South Melbourne have been going strong with presentations of past events and guest speakers including Chris Muscat from Centreline Suspension and in November Mick Eichorn from MiColour will be presenting.

New sponsors and supporters who have joined SAU-Vic include Centreline Suspension

www.centrelinesuspension.com.au, Final Inspection Auto Detailers www.finalinspection.com.au and Balwyn Tyre Service (03 9816 9900). Full details can be found in the members section of the SAU forums. These great organisations are now offering special discounts and offers to current SAU-Vic members upon presentation of your membership card.

Upcoming events in the SAU-Vic schedule include the annual NSW roadtrip, AutoSalon Semi Finals, the final installment of the 2007 Carsales DECA Motorkhana Championship and the SAU-Vic Show N Shine/Christmas Party proudly sponsored by Centreline Suspension

David Lee

Editor's note

Welcome to the 12th issue of the SAUVic newsletter, VIC-Spec.

A bit less tardy this time and with some more event reviews. Watch this space for some exciting news about new sponsors for the new year!!!

Any submissions that you might have for the next edition, please forward them to newsletter@sauvic.com.au

Cheers

Bass Junky

Merchandise

We recently ordered a new batch of SAU-Vic Club Polo Shirts.

We now have a large range of sizes (S - XXL) in both red and black. Place your order at merchandise@sauvic.com.au or see me at an event to get yours ready for summer. Get in early to avoid disappointment.

Cost:- \$30 members - \$35 non-members.

Other merchandise items include:

Lanyards - \$5

Stickers - SAU Vic Member \$5 for 2; and URL's (white \$5, metallic silver \$10)

Team Wang Stubby Holders - \$10 in a great range of colours

I also have leftover:-

2 x jacket and vest combo (sizes M and XXL) - special price - members \$100 / non-members \$150 - or make me an offer and we'll see

2 x 2006 DECA Series Long Sleeve Shirts (sizes L and XXL) - special \$30 for members - or make me an offer

Cheers

BEC

News

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Sponsorship / Supporters

Welcome aboard to the following companies who have been kind enough to support our club.

Final Inspection

Although not a sponsor, Final inspection are offering a special discount to all CARD CARRYING SAUVic members! 5% on all services and products including washes, details and their range of extensive high end detailing gear.

You MUST bring your membership card and ask for the "SAU Pete Special" ;-)

Contact: Damian Angelucci

ph: 03 9387 8008

web: www.finalinspection.com.au

email:info@finalinspection.com.au

Event reviews

Nulon Drag Day:

Was a great day, and relatively drama free, which is always a good thing.

Started with a very early and very wet start in Melbourne, we met at STi Docklands and cruised up to Lancefield where we stopped for brekkie at a local bakery.

We left and headed for Heathcote and the skies started to clear, by the time we



"MATT Somebody stole your huge wang!"



got to Heathcote, there was not a cloud in sight and it remained this way all day. I even got a little sunburnt!

On arrival at the track, drivers had their cars scrutineered and then racing began once the safety/ambulance rocked up about 11am.

We had approximately 40 cars throughout the day, which meant plenty of runs for all. I know a couple of people who did just shy of 30 runs, and there was definitely opportunity to do more.

The day was sponsored by Nulon, and we awarded prizes to the fastest SAU-Vic member in each class on the day. Trophies were also awarded to the quickest SAU or WRX Club member in each class.

Results:

- AWD Nissan / GTR Class

Peter Vakras - Silver R32 GTR

12.00 @ 109.68 mph

- RWD GTS-t Class

Arman Surenian

White R33 GTSt - 12.69 @112 mph

- WRX/Mitsubishi Class (VR4 Galants, GSR Lancer, 300GT/GTO etc)

Trophy - Chris Rapak

Black 97 WRX - 12.07 @ 113.92 mph

Nulon prize - Evan Boyack

Silver 06 WRX - 14.43 @ 93.75 mph

- STi/EVO Class

Trophy - Brad Parker

Blue 2dr 99 STi - 12.0 @ 119.21 mph

Nulon prize - Tony Buckland

Silver 02 STi
12.56 @ 106.8 mph

- Intruder Class

Ben Winstone
White Datsun 13B
11.60 @ 120 mph

- 2 Wheel (Motorbike)

Class

Trophy - Ash Crawford

Yamaha R1 - 10.64 @ 135 mph

Also along for the day was a couple of CREATD cars. There was Kev's white 33 GTR which was running 10.5's also a silver 33 4 door which was doing 11.5's. Some quick times.

Big thanks to Tony for being my taxi for the day, and especially the run down the dragstrip and a massive thanks to Nulon for sponsoring the day and providing prizes for our classes.

Stay tuned for 2008 Drag Day dates.

Bec



It seems THIS GTR can never loose

Carsales DECA August 2007

Another great DECA run and won, but not by me :(

My story of DECA goes a bit like this: Car JUST back from being fixed and sprayed and all nice and neat. Day started with a long drive to Shepparton, being met half way by James in the orange eyed Evo9 (wearing the Mangina wheels) and the obligatory breakfast at Macca's.

My group was on the back track first, and the starts were hilarious to say the least. With much egging on from the on-lookers, everyone was launching off the limiter! Man, there's nothing like a GTR launching at 8000rpm!

Prepped and ready to attack the back track in clockwise direction, I took off in a cloud of tyre smoke and managed to grossly overcook the right hand sweeper across the back, hit the dirt, collect it, and power away. In the manoeuvring area I locked the damn handbrake and stalled! I finished the run and went off to



Ferni charging HARD

the Mini Wang. When I got back to the Long wang, after thinking that my run was bad, I arrived to find a whole mess of an R33 GTR, belonging to the Prez! Leewahs "nothing, nothing, nothing, EVERYTHING" power delivery seems to not agree with a crest and kink to the right, and the ol'R33 didn't agree with the tyres or the fence! But in true SAU form, we all simply lent a hand to clean up the mess and were back into the days activities.

Even truer to form, Leewah was back on the skidpan in the afternoon! Go Leewah!

"Team Wang Vs BTR (Beer Torque Racing)", "AFL vs NRL", "Opera House vs Penguin Parade" and "Carlton vs Tooheys" were the official names of the battles for the afternoon session, and a great spirit of VIC vs NSW was in the air!

Lots of fun was had, and as per normal, Vic smacked the bot-bot of NSW :D

Unfortunately, Leewah was not the only casualty of the day, with an errant



I can't think of a better way to die.

sparrow flying to close to the end and being literally inhaled by a hard charging GTR! R.I.P little sparrow.

RESULTS!

Overall 1st

Andrew Richmond (Snowman)

Outright 1st

Andrew Richmond (Snowman)
(AWD Category)

Ryan Bell (BelSil80)
(RWD Category)

Outright 2nd

Chris Thomson (Scotsman)
(AWD Category)

Jarrod Moore (R32Big_boy)
(RWD Category)

Outright 3rd

Adam Newton (Adz)
(AWD Category)

David Mocnay
(RWD Category)

Ladies

Alycia Matthews



(GAZOOM)

Final Inspection Detailing Clinic

On the 19th of September, about 30 SAUVic members visited Australia's (and probably the world's) best car wash and detailing boutique, Final Inspection in Brunswick, for a lesson in Ultimate



From this....

Polishing techniques. Managing Director Damian Angelluci's dream was to build a facility where car enthusiasts can come to receive the very best care for their pride and joy. The facility features one wash bay, two dedicated detailing bays lined with Italian slate tiles, high intensity lighting and the very best in detailing equipment, along with more microfiber than you have ever seen in one place ever, and four



27,000 gallon water tanks. The building also features a huge glass wall dividing the viewing area from the detailing bays, allowing owners to sit and sip coffee from the leather arm chairs and watch as the master himself painstakingly returns their paint to better than new condition. SAUVic was treated to two hours of tutorials and demonstrations of car polishing which started with Ferni's car getting a proper wash using FI proprietary products and dry using compressed air and microfiber cloths. Then we moved to the detailing bays where Damian pulled out the steel wool and rubbed it on the front quarter panel of his almost new blue Suzuki Swift. With three passes of three different levels of polish and pads on the Rotex polisher, these scratches disappeared before our very eyes. This polishing display was then



To this....

backed up by a demo of different waxes, sprays and techniques for masking up trim, polishing glass and the list goes on. I doubt anyone who attended the clinic will ever put a generic "cut and polish" wax on their car ever again! I think SAU almost cleared the shelves of products available at FI on their departure.

Should you choose to use the services of Final Inspection, give Damian a call, for everything from a simple wash, to a total paint restoration including wet sand. You will not ever find a better detailer in this country than Damian. His level of addiction to detailing is like that of ours for speed and DECA!





NULON



Australia's Own

NEWS JUST IN. You will all have seen the You-Tube video of the Maserati MC12 being worked on by the guy in England, using "Zymol Royale" wax which he applies by hand; well Damian has just received his tub of this wax, at a cost of almost \$20,000! You can have this uber-wax applied to your car for the absolute bargain basement price of \$120 which includes 3 applications over three days! The best wax in the world, from the world's best detailing boutique, look out for it on my ride at the Show and Shine!!

95-101 Brunswick Road, Brunswick, VICTORIA 3056
(03) 9387 8008 (open 7 days)
info@finalinspection.com.au

Cheers, BASS OUT
(Peter Blythe)

Techy Stuff

Tyre and contact Specifics

This is a general guide on your cars braking systems and tyres.

This covers some of the general information and clears up some areas of common confusion.

Tyres and Pricing

You should ensure you have a good set of roadworthy tyres and a perform regular checks on brakes and tyres.

Tyre pricing can range from \$80 per tyre right up to \$1000 per tyre depending on your needs, wheel sizes and budget.

Your ideal tyre should perform well on the street, highway and in bad weather conditions.

Tyre Sizes

Larger width tyres will certainly provide more traction, providing the suspension is setup to handle it accordingly.

That is having 255 width tyres on the rear should under normal circumstances provide better traction, as the surface or contact area is larger than 215 based tyres.

The tyre size formula is as follows:

WIDTH / PROFILE PERCENTAGE / WHEELSIZE

Wheel size relates to your wheel RIM size, for my car its 17"

Profile percentage is a ratio for the wheel size

Width is tyre width in millimetres

The profile percentage is to ensure the cars wheel and tyre size combined is the same.

I.e.: a car wheel with 255/40/17 will be the

rear in my GTSt and found some good all rounders with suitable pricing.

The Hankook K104's which come in 255/40/17 seem to be the balance between performance and cost.



Not good for Tyre Life :-)

They come in at \$250 each fitted to the car so the pricing is suitable for most consumers.

I have had Pirelli Pzero's 255s on the rear but they came with hefty \$520 each fitted and certainly didn't provide twice as much traction, more like 30% give or take.

Also used a set of Dunlop Sport 1000's 255s and they came in at \$350 each per tyre fitted with similar results, good but very expensive.

Tyre Lifetime

The average expected lifetime for a rear set of tyres on a rear wheel drive Skyline should be around 25,000 kms with hard driving.

Tyres have a deep pit or groove in the middle of the tyre and in regular sections around the tyre inside the pit or divot is a little bump.

Once this bump is level with the tyres surface it is for it to be replaced. This is known as the tread wear indicator.

If you continue to use the tyre once you reach this indicator it is likely to skid and slip in poor weather situations.

The tyre is likely to fail when you need it the most and provide little or no traction.

Front tyres on a rear wheel drive car should last around 60,000kms or more depending on the driver habits and conditions.

The tread indicator should be checked



Hankook K104, good grip, low price

same physical height as a car wheel with 205/60/14

This is because on the 14" rim the tyre profile is much larger despite the smaller rim.

Premium (wider and better compound) tyres will certainly offer better traction and grip but if the suspension is setup incorrectly then it's not likely to be as effective.

I have tried various 255/40/17 tyres on



**race
brakes**



regularly on all tyres to work out when they need replacing.

If you can see your tyres are wearing unevenly on the outside or inside, that is the inner or outer 5-10cms has lots of tread left and the inverse inner or outer is completely worn or bald then your camber setup is incorrect and needs to be altered. Camber refers to the wheels angle within alignment on the road and most suspension workshops can correct this for you.

It is common for an 8 year old Skyline to have its camber slightly off and provide



Bad Alignment = uneven tyre wear

inner worn tyres.

A Whiteline bushes and camber kit can correct this and allow the suspension workshop to dial the camber accordingly to ensure the tyre sits flat when placed under load.

Tyre Pressure

Running excessively low pressure (20psi) provides great traction as the tyres can flex a very large amount but they will wear quickly as the rubber will heat up with flexing and basically shred

itself to pieces. The common obvious example of this is towing a 20 year old caravan. The tyres are never checked and the owner usually just bolts it on and drives away.

They head up the highway at 110km/h and all is good. Meanwhile the tyre pressure is low (say 25psi) and the tyres flex constantly as they are under weight load by the caravan.

The keep flexing and heating up under they literally come to pieces. The tyre shreds itself and the car is involved in a collision.

Tyres are a self cooling mechanism and will protect themselves from normal road use heat but if placed under excess load due to low pressure and weight bearing they will fail and shred to pieces.

The recommended ideal pressure for comfort is around 30 to 35psi as this provides a good solid base but allows it to flex slightly when going over bumps and uneven surfaces.

The ideal pressure for good performance, fuel economy and tyre life is around 40psi. The higher the pressure the less traction you are likely to yield, as under the load they won't flex and grip as

much. I run my tyres at 40psi on all four which gives me the majority of benefits I need.

Brake Pads & Rotors

For a standard to mild street car the standard items are upto the task and can even handle occasional track use.

The standard GTSt rotors and callipers are very strong and generally don't need upgrading (exception of repeated track use).

The factory configuration provides a ventilated setup to deal with heat management.

You can move to drilled or slotted rotors if you wish once your factory rotors are worn out (too thin).

Drilled rotors provide extra cooling as the rotor disc has holes in it to let excess heat escape.

Slotted or slots on the rotors provide management for brake dust from the brake pads.

Standard, Slotted, or Slotted and Drilled rotors are all fine for stock to mild street cars.

DBA Drilled rotors are not suitable for track use due to the way the cast is made and how the holes are drilled.

OEM Drilled rotors like Porsche ones have the holes in the cast, where as DBA drill them after the cast.

This makes them weaker



R34 GTR Brembos, great upgrade!!

and prone to hairline cracks on the rotor surface surrounding the holes.

Brake Pads

You can use standard brake pads as recommended by Repco, Nissan or other OEM parts suppliers.

You can select to use brand name pads such as Bendix Ultimates for a bit of extra assurance if you wish.

Ideally you want a pad that isn't noisy and doesn't cake out brake dust.

I have standard OEM pads in the front of my GTSt and Bendix 1220's in the rear.

Brake pads have a little metal clip that will make contact with the pad and give a grinding/tapping noise to indicate its time to change the pads.

Standard Brakes

People often comment on standard braking systems as poor or ineffective. This is often found to be the case when trying to expect impracticable results from a factory standard setup.

One member claimed the standard GTSt braking system to be crap as they couldn't slow down quick enough from 200km/h.

The obvious upgrade seems to be get bigger callipers, as this surely would



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provide better stopping power.

Brake power comes from a combination of things but one of the main important aspect is where the calliper clamps onto the rotor.

Look at someone's mountain bike, the brake calliper or clamps are on the utter edge of the wheel.

They aren't powered by anything other than the rider pulling the brake cable. There is no hydraulics, booster or power behind them.

Now think how effect they would be if they were right next to the wheel hub itself.



Stock brakes sometimes = Pretty flames

It would need a massive amount of force to clamp and slow down the wheel spinning if it was directly near that centre of the hub.

So more braking power can be obtained by moving the pad further away from the rotor.

UAS in Sydney have a GTR adapter kit which allows you to use GTR rotors on a GTST and retain the standard calipers.

The net result is you can use larger rotors and move the caliper further from the centre of the disc.

Summary

Brake pads, rotors, fluid, tyre pressure and tyres all play an equal role in stopping a car safely and in the shortest distance possible.

Having excessive worn pads, damaged rotors, poor fluid and worn tyres will greatly affect the cars stopping distance.

This could be the difference between stopping and avoiding an obstacle/pedestrian or colliding with them.

You should ensure the following is checked regularly (3-6months)

- > Brake pad thickness
- > Brake fluid levels
- > Tyre tread indicator level

If you monitor these you should enjoy safe and fun driving.

The tutorial section on our forums covers many commonly asked and thought of topics, these include;

- Painting Calipers
- Brake pad changing
- Fluid types
- Rotor changing
- Bleeding the brake system

Be sure to search the Tutorial section if you wish to learn of these and perform them on your car.

Cheers. Paul (PaulR33)

NEW GTR!

The Wait is Over! The new GTR is released.

After 5 long years after stopping production of the Nissan Skyline GTR, it is back! After dropping the Skyline tag, the new Nissan GTR is ready to set the World on fire from December 6 2007 in Japan.

During testing the GTR managed to do a 7:38 lap around the Nurburgring on a partially wet day. To put this into perspective, the 997 911 Turbo only managed a 7:40 lap in the dry!

The new GTR will be powered by an all

new VR38DETT 3.8 liter V6 with a pair of IHI turbochargers hanging off the side making 353kW@6400rpm and maximum torque is 588Nm from 3200-5200rpm. The new Performance figures have been quoted at 3.5 seconds from 0-100 and a quarter mile time of 11.7 seconds which is mightily quick in anyone's language. The 6 speed manual of the R34 GTR has now been replaced by a new Borg Warner 6 speed dual clutch system similar to that in current Audis. Nissan has improved its ATTESA ET-S All-Wheel Drive system for the new GTR which it pioneered back with the R32 Skyline GTR in 1989.



This car isn't a light weight though. Coming in at 1740kg, the GTR is even heavier than its previous incarnations, mainly due to the typical sports car performance bits but also a whole bunch of new gadgets which makes the GTR more comfortable.

The car itself is mainly built from steel, aluminum (mainly for the bootlid, bonnet, front suspension strut and seat belt housings, door panels and some underbody

bracing brackets), and carbon fiber, which is found in the front underbody sheeting area.



New 2008 Nissan GTR www.gtr.co.uk

GTROC



Suspension has been taken care of by a special Bilstein Damptronic* system which has a number of different settings for different road conditions.

Braking is the duty of the 6 piston front and 4 piston rear Brembo calipers which clamp onto massive full-floating drilled rotors. The brakes sit behind 20 x 9.5" (front) and 20 x 10.5" (rear) super-lightweight forged-aluminum wheels with Gunmetal Gray finish wrapped in 255/40R20 front and 285/35R20 rear runflat tyres produced by Dunlop.

The interior is nothing short of luxury car standard with leather seats (with Alcantara inserts), 11 speaker Bose MP3, WMA, DVD audio capable stereo (with dual sub-woofers), 8 way adjustable heated power front seats, 7" touch screen situated in the middle of the car which will provide vital driving data while also controlling the stereo and GPS system. Other cool toys include keyless entry with push button start, cruise control, Bluetooth hands free phone system with voice recognition and more airbags than one could ever need.

Initial estimates have priced the new GTR to be around the \$150,000 mark when it hits Australia. At a price tag which is around half of what you would pay for the 997 911 Turbo, this car will certainly provide a cost effective alternative to owning what could arguably be considered a "Supercar".

David Lee (Leewah)

GTR Seat Upgrade

An often overlooked and not thought of upgrade to your Skyline is the interior, or to be exact the Seats.

More owners, like myself simply focus on adding more power and stuff that makes noise or power (exhaust, turbo etc).

A simple and very effective upgrade to your weapon of choice can be the seats, the humble but important seat.

The seat is used anytime you drive your car so its important a good suitable model is used.

Brand new seats with given brand names can fetch a hefty price tag once you all include the rails, brackets and any other adapters etc that are required to make

them fit to your Skyline so if you can afford the premium seats then check out the latest Recaro and Bride range. If you are on a lower budget and aren't prepared to spend big and want a direct fit then you should look into some Skyline GTR seats as a cheap but effective upgrade to your Skyline. The Skyline GTR range of seats (32,33,44) are a direct fit to your Skyline (32,33,34) as they use the same bolt pattern, common rail design and seat belt holster. The commonly sought out upgrades are the R33 GTR seats or R34 GTR seats and these are a direct fit to your 32,33,34 GTS/GTSt/GTT Skyline so its an easy and simple installation when you find the right seat.

Skyline GTR R33 front seats are worth about \$700 to \$800 for a front pair (depending on condition) and Skyline GTR R34 front seats are worth around \$1000 for a front pair. You can buy these from someone locally on the forums, from any of the SAU traders or you can even import them from Yahoo JP auctions etc (Slidewize imports can do this for you). If you do choose to import them they can't be shipped via EMS so be prepared for a lengthy wait. Slidewize quoted 12 weeks for a front pair so if you aren't in a hurry this is viable.

I managed to pick up a front pair of Skyline GTR R33 seats in Melbourne for \$800 cash so you can find them locally in Melbourne (much easier).

The seats are a direct swap with your current seats (Mine are R33 GTSt Series 2 1997) and you re-use your existing seat belts, seat belt bolster (one bolt removal) and bolt pattern on the carpet.

You simply unbolt the current seat (4 bolts, 14mm socket) unplug the seatbelt

dash sensor connector (underneath) and then remove the seat.

Once removed you swap over your current seat belt bolster clip to the new seat and then install the GTR seat into the original place.

Be sure to check the seats supports and rigidity when installing it again to ensure it is safe and free from defect (accident risk etc).

Connect up the seat belt sensor light (for the dash light) and then tighten up the 4 main bolts. That's it, its installed and ready to go.

Upon sitting in the new GTR seats the driver will sit a little bit lower so its important to sit up correctly.

You will notice with the new GTR seats that you are forced to sit up correctly and it helps prevent slouching too.

The seats give a nice new look to your interior and provider a better "bucket" style seat for the driver (or passenger).

GTR 33 seats come in two options one being a light purple trim and a red trim.

The light purple trim is from Series 2 & 3 Skyline GTR (1996 onwards) and the red trim is from Series 1 which is 1995.

Expect to pay around \$800 for a front pair or \$1500 for a full seat (front and rear, all 4).

The GTR 33 seats only have a single arm adjust and do NOT have multi-lumber adjust like normal GTSt one's do.

GTR 34 seats come in one trim option and offer some more support, updated cloth and different style/finish.

Expect to pay around \$1000 for a front pair for GTR 34 seats or upto \$2000 for a full set of GTR R34 seats.

Again these are a direct fit to 32, 33 or 34 as its all the same bolt pattern, common rail etc.

Paul (PaulR33)





UPCOMING SHOW & SHINE

SAU VIC - Show N Shine & Christmas Party

Proudly sponsored by:



When: Saturday, 8 December 2007

Time: Entry opens 10:00am until late afternoon

Where: Como Park Nth, cnr Alexandra and Williams Rds, South Yarra - map attached below

Lunch: Members will be given a FREE BBQ Lunch (proof of membership required)

This day is our official Show N Shine event for the year and will double as our official Christmas Party for the end of the year. Last year we ran this event much like a Show N Shine, which is similar to an outdoors Autosalon style day. Members are free to put their cars on display and are encouraged to enter them for the Show N Shine. Only SAU VIC Members will be able to participate in having their car on display at the Show N Shine.

This event will be advertised to non-members to encourage them to come along for a fun and glamorous day of sun, cars and people.

How To Enter:

Upon entry onto the grounds you will be greeted by one of our Committee members and given directions.

If you wish to have your car in the Show N Shine and be eligible for voting you must notify our team.

You will be given a "Vote for me" sheet to place on your car with your details upon arriving.

Prizes and Awards:

Trophies/Prizes will be awarded for "Best in Show" in the following main categories:

- Godzilla class (32, 33, 34 GT-R) - Best overall GTR
- Godzuki class (31, 32, 33, 34 GTS/GTT) - Best overall GTS/GTT
- WRC class (WRX, Evo)
- Dorifto class (Silvia platform)
- Intruder class (other)

& there will also be trophies/prizes for

- Godzilla class (32, 33, 34 GT-R) - one each for 32GTR, 33GTR, 34 GTR
- Godzuki class (31, 32, 33, 34 GTS/GTT) - one each for 31, 32, 33, 34 GTS/GTT

Use of recreational facilities:

- The following must be adhered to by all Members attending the day
- Strictly walking pace for cars.
 - No loud engine revving or compressor nuisance noises.
 - No unwanted behaviour on (or when leaving) the park grounds.
 - No dumping of rubbish.

If members do not adhere to the above rules, Committee may ask you to leave. Keep in mind the club will be in the public spotlight and stupidity will not be tolerated.



Committee Listing

Executive Committee

President

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president@sauvic.com.au

Vice President

Chris Thomson (Scotsman)
vice@sauvic.com.au

Treasurer

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