



Skylines Australia

# *Vic-Spec*

Victoria Newsletter

Designed by Charles Lin

Edited by Adam Birdseye

2010



# Contents

2010



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### Introduction President's Word

I write this piece with the purpose to address what could become a pressing issue for the existence of SAU-Vic as a club.

It is important that as a member you read this and strongly consider the words in this post.

When Feb 2011 rolls around the following people are 100% stepping down from their place on Exec Committee. These people will not be re-running for those positions.

#### President – Myself

#### Vice Pres – Bec

#### Secretary – Dave

All of us are stepping down for personal reasons and mostly consisting of:

1. Following other avenues
2. Life/circumstantial changes

This leaves the club with a clear and distinct lack of leadership and a lot of experience stands to be lost.

This it is not a deliberate plot to end the club or anything sinister...

It is simply that people do not have the required time to commit to these positions in a manner that members of this club expect from it's Committee.

Currently the club has around 300 active members, is in an excellent financial state & overall functions exceptionally well.

This is a testament to the hard work of all involved.

**The issue is this** – If we do not get people to fulfil the positions above, the SAU-Vic club can only go down one of two paths:

1. SAU-Vic will be shut down. What this means is the clubs assets sold and divided up among current member base.
2. Be merged with another club, most likely increasing costs & potentially no longer being particularly viable for the current membership demographic/ group.

#### So what is the point of all this you ask?

The point is that if members out there feel they have the motivation & aspirations to step up and be actively involved in the club, then the time to do so is right now.

The plan I have is such that any interested people would be immediately involved in Committee workings.

This is to enable you to get an idea if they are interested in becoming part of the Exec team or General team

Moving into General Committee would then allow current General members freedom to step up should they be interested so you can look to any current role on Committee.

Overall this announcement is quite difficult for me to make as this club is essentially a part of me, and I'm sure a great number of you out there feel the same way.

I can unequivocally say that I have not lost one iota of motivation or love for the club & the SAU Community as whole.

It is just simply impossible to plan my continuance of this position in 2011 at this stage.

I still remember the day the club formed and applaud every single person who has helped along the way to get the club to the position it is in today.

It would be a massive shame to see the club go down either path mentioned above

Please feel free to discuss here in this thread open and honestly as you please.

Should you not feel comfortable then please email me to discuss if you like: [president@sauvic.com.au](mailto:president@sauvic.com.au)

Thanks

Ash Cosgriff

President, SAU-Vic

<http://www.skylinesaustralia.com/forums/Sau-vic-Important-Annou-t329730.html>



## New Members

Please make welcome our new members for May - August 2010:

Forum Name	First Name
jr001	John
ct9ablu	Greg
xtermin8or	John
Beeble	Adam
Dostalgia	Dos
Serg	Sergio
gwin	Godwin
R32 DRFT4	Andrew
JFKGTR	John
delljit	Daniel
cha_chaos	Charlotte
Rowdy	Rawdon
matticus	Matthew
vspecllnur	Nathan
rom-vg30dett	Chris
evl_gtr	Alex
botters	Greg
Samon	Sam
-----	Peter
jbgti	James
skyline0199	Manuel
v8tzt	George
Jett67	Brandon
maddowse	Stuart
NismoR31Jet	John
Skyline_of_fury	Rohan
EVOTMR	Martin
r33sanchez	Dennis
Kezr33	Kieran
Maz	Tony
yf34r	Mohammad
GRK_GTR	George
GTR2010	Stuart
reshizill	Rashay
xskyline	Leo

## Official Event Mt Macedon Cruise (29th May 2010)

The day started in the car park of the McMobil on Sydney Road in Cambelfield, with the weather less than friendly, and promising only to close in further. However this did nothing to dampen the spirits of the 15 odd drivers that had turned up to tackle the road to Macedon.

After a quick and "healthy" breakfast courtesy of McDonalds we were treated to a show in the form of a passing S15 getting a little sideways and then a little too friendly with a wooden light pole. We all made our way over to the stricken vehicle, to ensure the driver was not injured, and after a quick chat, and some moving of broken parts from the road, we departed the accident scene and returned to our cars. We were then presented with some very impressive cruise notes by Dan (Halle) and were on our way, with Dan in the lead and myself bringing up the rear.

The drive followed much the same route as the Macedon Cruise of 2009, but with some interesting additions from Dan, including a single lane twisty road that snaked in and out of some awesome scenery in Melbourne's outer north. We drove through some awesome mountain roads to Yea for lunch, where we were confronted by a black cat crossing the road, and subsequently my front bar falling off literally 30 seconds afterwards. We pulled over and had a bite to eat, enlisted the services of the humble cable tie, and were off again, minus one car that had prior engagements in Melbourne.

After Yea the weather turned from rather average to epic fog and showers, which made the drive quite slow from there on. We tackled the rain filled twisties in an all

out second gear assault and eventually reached our destination. The view of the fog was rather spectacular, comparable to a grey blur with highlights of light grey and even some dark grey with hints of charcoal. We ventured into the Mt Macedon cafe for a nice warm coffee and a chat followed by some more viewing of the fog, and then the drive home.

The day went through some interesting twisties and some even more interesting weather, however, despite the tribulations, it was was a great, incident free day, enjoyed by all that attended. The route was spectacular and is set to be repeated later on in the year, when we can enjoy the roads in better conditions.

By Hamish (joeyjoejoejuniorshabadoo)  
Event Organiser

<http://www.skylinesaustralia.com/forums/Sau-vic-Members-Mt-Macedo-t319573.html>





**Official Event**  
**Arthur Seat Cruise**  
**(31st July 2010)**



Photography by (OO)SKYLINE(OO)

The day started at the Doncaster Park And Ride carpark where we were greeted by rain. But this didn't have an effect on the 12 odd drivers that had turned up.

So we headed off and to Mornington via the Yarra Blvd. Once we arrived at Mornington for lunch, the weather had cleared up. We then left Mornington and headed towards Portsea via the esplanade which is a two-lane twisty road that has an awesome scenery of the bay. When we arrived at Portsea back beach we took some photos. We were then greeted by a member that had purchased a beautiful R34. After a few photos and a quick chat we headed to Arthur's Seat for a run up the mountain and then continuation through the twisties of red hill and main ridge. Then down to the edge of flinders where



Photography by (OO)SKYLINE(OO)

we headed back to Arthur's Seat to do another run, but were interrupted by officers in an unmarked police car who thought having lunch at the top of the mountain was a good idea. We then ended the cruise which was incident free.

Overall the cruise was enjoyable thanks to the weather being kind to us. The last leg of the cruise was most enjoyable with the twisties and the views of the ocean.

By Dan (Halle)  
Event Organiser



Photography by Samon



Photography by (OO)SKYLINE(OO)



Photograph by montie



**Official Event  
Micolour SAU-Vic DECA  
(20th August 2010)**

Round 3 of DECA for 2010 was certainly an interesting round. I still haven't learnt my lesson to stay overnight on the Friday and wake up in Shepparton, nor have I learnt to stay there for the Saturday night to ensure a wide awake drive home. Still, by the time you get to DECA you're wide awake until the finish (that's when the driving starts to get dangerous and you really should have a passenger to talk your head off and keep you awake). Anyway, this DECA fell on Saturday the 14th - I'm not normally a superstitious person, but things in cars tend to break leading up to DECA...so driving was avoided the previous day.



Photography by ActionDan

Weather for the Saturday was forecasted with plenty of rain. It had rained on the Friday, but the weather Gods were kind enough to dry out most of the DECA facility for us. The only telltale were some wet patches on the right hand side of the skidpan which made for some interesting battles (read: sudden oversteer just before the stopping gate on one particular layout). This DECA played host to the usual run of experienced DECAheads and newbies... the cars were mixed as always, with some strong representation from the Mitsubishi cheat-car stable (AKA Emos, AKA Evo). We were fortunate enough to

have a couple of SAU NSW execs down for the day who generously volunteered to help with timing (sorry for the stone flicking Michelle). Thanks guys!

In the end, top honours went to Adam Newton in his Evo 4, Russell Cunningham in his R32 GTS-T, and Ryan Bell in his Sileighty who finished 1st, 2nd, and 3rd respectively. Well done guys. Adam absolutely killed it in his vehicle, lodging 10 (count 'em) perfect scores of 50 to boot, hitting 49 and 46 in the remaining events. Not to detract from Adam's driving ability, his vehicle was simply awesome. Evolutions tend to dominate DECA as is, but this car was something else altogether. I remember coming up against it in a battle and keeping up with it...until we had to drop the clutch. I wish him the best with Targa next year.

I had brought with me to this DECA a great little device known as a "GoPro". This is in effect, an high definition video camera designed to record extreme sports such as motorsport. A great addition to creating a memorable experience, I found this device to also be useful for studying driving technique and deciphering mistakes. I've chosen this device for our product review this month, so I will go into further detail about it in that particular article.

A couple of vehicle mishaps were had here and there...Matthew Femino's super quick GTR sat out for most of the day due to technical difficulties, whilst Hamish sat out of his car for most of the day because it didn't have a driver's seat by the end of it.

I learnt a valuable lesson with regards to cone penalties. I'm no DECA pro, I usually finish somewhere in the middle by the end of the day...but I can definitely concur with the sentiments of some number one contenders in our

field when they recommend to avoid hitting cones. It's the fastest way to the slowest time. Take the mini-wang for example, a predominantly ~30 second course (depending on layout). One cone hit accounts for a 5 second penalty... which puts you...at the back of the pack. This mistake cost me around 17 places (points), all because I left it a little late to brake coming into the gate!



Photography by ActionDan

Anyway, this was another fantastic DECA and as per usual I look forward to the next one. The overall championship standings are fairly tight at the moment, so round 4 will yield some interesting results. As per usual, this event would not have gone ahead without the fantastic support from the event sponsor MiColour. We love you Mick! We must also thank our volunteers for the day who brave the weather tirelessly, timing events and moving traffic cones around to keep things competitive for us

By Adam (Birds)  
Newsletter Editor

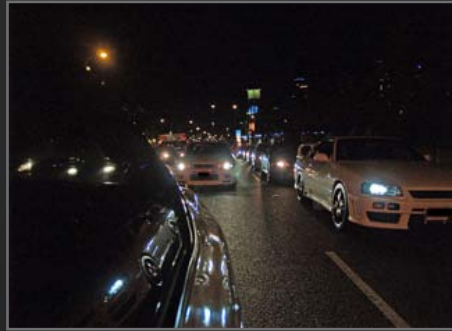




**Official Event**  
**The Numero Uno Night Cruise**  
**(21st August 2010)**

The night started out at lonely planet in Footscray where we had 16 odd drivers ready to hit the streets. The weather was perfect in that there was no rain but air temp was low. We headed off to our first meet point, Moorabbin, where we had a chat and a photo op - well the R35 did anyway. Grant (count grantleyish) was lucky enough to drive the GTR!! Then our next stop was Dromana via the esplanade which is always a great drive providing the traffic is at a none. After waiting for Charlie (Cha Chaos) we then headed to Mt Waverley via Main Ridge, Red Hill, and Balnarring where the roads are perfect for sweepers twisties and straights. Overall there was no incidents only cold weather, nice cars and empty roads.

By Dan (Halle)  
Event Organiser



Photography by Peter - La La Land



Photography by Basti



Photography by Peter - La La Land



Photography by Basti



Photography by Peter - La La Land



Photography by Basti



Photography by Peter - La La Land



Photography by Basti





## Unofficial Event SAU-Vic Bowling (13th June 2010)

Niroj (Basti) of SAU-Vic event organiser fame thought he'd try his luck at putting together a bowling night for Skyline enthusiasts. This was an unofficial event so members and non-members were present to show who could really handle their balls. We managed to fill at least a few lanes at the AMF in Chadstone Shopping Centre. There isn't really much to say, most of us confirmed our suspicions of a negative correlation

between being a car enthusiast and scoring well in a game of throw-it-down-the-gutter. I can't remember if SAU-Vic president Ash (R31Nismoid) was supposed to be present on the night, but we decided to make him present anyway by entering him as a player and purposely screwing up his shots. We thought it would make for a funny scorecard to post on the forums and have a joke at his expense, that is, until the fake Ash actually won the game as per our screwball shots for his turn being better than our trying shots for our own turns. To give you an idea, here's a short video of me bowling for Ash:

Yes, that's how bad our regular shots were. Anyway, after many laughs and some food, we didn't want to pack it in just yet so we opted for a leisurely cruise through some midnight twisties in the dandenongs. Thanks Niroj, the night was a blast!

By Adam (Birds)  
Newsletter Editor



[Click above to play video.](#)



**Unofficial Event  
SAU-Vic Drive-In Movie Night  
(23rd July 2010)**

If you've ever frequented the Events sub-section of the Victoria forums on SAU, you will see that many unofficial events are organised by SAU forum people. Occasionally we'll cover these in the newsletter just to give you an idea of what is going on outside of SAU-Vic, because although not officiated by or in anyway associated with SAU-Vic, some members do attend these events and mingle with non-members.

One such event was a meet at The Coburg Drive-In, on the 23rd of July, organised with the intention of seeing the latest buzz movie "Inception". The night began with a meeting of sorts at the apple peel carwash (the big artistic piece of green crap that sits atop a certain roundabout in Doncaster), where eager enthusiasts gathered prior to cruising all the way to Coburg for a taste of 50's nostalgia. I have to say, I'm now

a fan of the drive-in. All the leg room you need, you don't have to hear other people talking or laughing, you can control the volume of the sound, you can get up easily to get food, first in best dressed for seating...the experience just seemed to better your regular movie-going experience by a great deal.

Screen resolution isn't as clear as a normal theatre, but that's no issue if you're seeing a movie without CGI in it. Still, the special effects throughout Inception weren't lost on us. About the only other complaint is having to clean all your popcorn out of your own car. The organiser of this event had negotiated with the manager for an SAU discount, so \$10 per person made for a very cheap night out. If you haven't seen it, and I highly doubt that, Inception was fantastic. These drive-ins are tons of fun and I highly recommend people attend the next time one is organised!

By Adam (Birds)  
Newsletter Editor



*Inception - 2010*

**MUZT3K:**

"good night, great weather. enjoyed the movie alot but its one of those movies were you gotta watch it 2-3 times to understand it completely. thanks again adam for organising it all!"

**vspecllur:**

"Great night, good turnout, thanks Adam for organising the event. The movie took some time to grasp together but I managed only when you check with fellow sau members next to ya to ensure of what's going on lol. The portable radios given were crap quality and had an issue with the sound which distorted sometimes."

**IMSLY:**

"awesome night and great movie thanks heaps for organising"

**MrWindsurf:**

"Thanks Adam, it was a well organised event. Movie was pretty good, but as James said probably one of those movies you have to watch 2-3 times before you can fully understand what is going on. It was a great night and I can't wait for the next one"

**JPCR33:**

"was a good nite. thx adam for organising it all, cant wait for the nxt event like this. movie was good, but ye one of thoes movies gotta watch few times to rili understand it"







**Member Profile**  
**Up Close And Personal**



**Name:** Charlie

**Age:** 22

**Member for:** <12 months

**Ride/s:** '99 R34 GTT, '06 CBR600RR, '10 CRF250X & two horses...

**Owned Since:** Dec 09, Aug 09, Sep 10

**Modifications:** HKS Muffler and BOV

**So, Charlie, despite the namesake you appear to be a girl...and you're into cars...can you drive a manual?**

'Appear' being the key word (I question it myself sometimes). A lot of my driving pre-license was in an old international truck where there was much double clutching involved, so yes I can drive a manual. I prefer it definitely. And although I seem to be a girl, many people have openly questioned otherwise!

**And you are spoken for?**

Indeed I am.



**What else do you dig besides cars?**

Anything challenging!!! No really. Horse riding, motocross and roadbike riding, all at competition level. Also mountain biking and snow boarding...used to surf back in the day. Would love to pick up more but I barely have enough time for the main hobbies! Will try whatever you can throw at me. Oh and also playing music, drawing art...blah blah blah.

**Do you give names to your machines?**

Surprisingly, so far I have not...no names have ever seemed to fit. I do stroke them though...and talk to them lots. Kiss them some times (is that weird?)...

**What made you go with an R34 Skyline? Do you have something against R33 Skylines?**

Since I was 12 I dreamt of an R33 GTS-T...when it was finally time to buy I couldn't find one to my specs and by that time the 34's had come down to the right price. After the R34 GTR, the R33 GTS-T is my favourite shape.

**Any future plans for it?**

I only modify my vehicles when I have surpassed their original mechanical

ability. Until that day comes I shall not spend a cent on unnecessary modifications.

**I'm an R33 driver myself, we're notorious for our arrogance when it comes to other imports. When you see a car of similar make and model do you give a thumbs up/wave?**

I get very excited, start telling my car about how there is another Skyline in the area, then try and get their attention to wave and create a convoy ultimately leading to Skylines dominating the world. For some reason they are not as keen as I am...

**What would you consider trading up to if/when you get bored of the R34?**

R34 GTR VSPEC, white with leather bucket seats. I was going to upgrade to one of those specs recently but by the time I contacted the importer it was gone :( Problem is, for my next car I won't settle for anything less than leather seats (it's the girl coming out in me) and they are few and far between (custom unless it's an M-Spec), so I might not find that upgrade for a while. Might get an SV6 Ute in the mean time to carry the bikes (don't hate me).





**You're not a bogan at all! Everybody has a favourite classic car. What would you buy factory new if you could go back in time?**

DB6 or E-Type jag for sure. Love the E-Type in the film Convoy. Also the Trans Am from Smokey And The Bandit, can only be in that colourway though. Rad films!

**As a female car enthusiast, is it a turn on when the opposite sex is into cars?**

It's not exactly unusual for guys to be into cars but if they're into a few of the same interests as me then it's a good start. I get more excited when girls are into them, the unusual things are the most exciting in life.

**Has the handbrake ever "gotten in the way"?**

If I have ever been or will ever be in that situation, I would be skilled enough not to let it.



**Now I ask everyone this, and it's just procedure...would you be interested in taking demerit points for me?**

I could have possibly been riding a certain friends bike at a certain time in a certain place when a certain speed camera flashed... >.>

**What annoys you most about other drivers on the road?**

When people beep and it's not required. The horn should only be used in emergency situations, not because you need anger management. The last time a guy did that to me I got out and told him politely that it was unnecessary. Maybe not the best idea since I was alone, he was twice my size and very angry!

**We all know a real car enthusiast chooses their car over girls. Is it cars or boys for you?**

Definitely cars...I think the reasons are almost the same. Handsome, reliable, don't talk back or get jealous :P

Interview by Adam (Birds)  
Newsletter Editor





#### Technical Coilpacks and Misfires

Not as dire as timing belt replacements, coilpacks are still a consumable-serviceable item that shouldn't be ignored when making up your list of items to replace after buying a second hand Skyline that has A. passed it's 100k birthday and B. still retains the factory item. I make this claim for two reasons: Misfires, and, general wear (resulting in performance loss).

Now coilpack related misfires are very common in Skylines, particularly the R32/R33/R34 series and usually occurring at mid-high RPM under load / WOT. It is one of the most posted "I have a problem with my car" topics on the SAU forums. Many falsely attribute misfire issues to spark plug gap or wear – rarely is this the case. Whilst replacing or gapping down spark plugs can actually reduce the effects of the misfire, and in some cases, eradicate it entirely... it is still a bandaid solution and not a fix for the root cause of the problem. The actual problem, in most cases, stems from the standard coilpacks either eroding over time, or developing hairline cracks in the insulation - earthing the current anywhere but the spark plug, where it should be going.

One widely popular solution (particularly for the spend thrift enthusiast) is to tape up the coilpacks, insulating the coilpack against hairline cracks and such – again, this is a bandaid fix (quite literally), but many have reported healthy coilpack behaviour after this. Do make sure you use a high temperature tape that will not melt into a sticky residue and leave you with more problems down the track than just a misfire.

The only sure fix for the issue is to replace the coilpacks. It should be noted

that there is nothing necessarily wrong with the Nissan items – they simply wear out over time like any brand will after 10-20 years of high revving use. Many swear by the factory items over aftermarket brands. So which brand should you go with? In my opinion, it does not really matter, as long as you are spending between \$350 and \$700 on a set and atleast a few people on SAU have tried the brand before. Everyone has their favourite brands, and all manufacturers have had warranty issues, too – so do not take it as gospel when you read of one particular manufacturer being the bees knees or another being a waste of time. A thorough search on the SAU forums will reveal this. The most important thing is that you find a manufacturer who will stand behind a nice lengthy warranty - and from what I have seen, pretty much all of them do, as long as you diagnose the faulty coilpack for them.



Do take into consideration that, strictly speaking, coilpacks are not a power increasing item. They will not give you anymore power over and above what the factory items would, so be wary of any misleading advertisements implying as such. This said, I've found most coilpack manufacturers explain the power-restore benefit truthfully in their advertisements – and that is as follows: what replacement coilpacks will give you, is the power that you lost when your factory coilpacks were wearing out over time. Now even if you have no

coilpacks are performing as well as they could be. For many vehicles, it is one of those "don't know what you're missing out on" things, where you wonder why you didn't replace them a long time ago. Placebo effect aside, many without this is simply you restoring the car back to factory specification before 10-20 years of wear occurred. They are also an highly recommended supporting modification to make when setting your vehicle up for big power gains.

NB: It should be noted that there are several different causes of misfires, such as the deteriorated wiring loom and coilpack plugs - in this article I am simply highlighting coilpacks as the leading cause.

By Adam (Birds)  
Newsletter Editor





## Product Review

### GoPro Video Recorder



The GoPro is a video and still photo recording device that allows you to capture the antics of high speed sport to your heart's content. About twice the size of a zippo lighter, this versatile little unit is an amateur solution to shooting professional video. There really isn't much else on the market, without spending thousands on professional video equipment. For circa \$400, it is well within reach of the common motorsport enthusiast looking to review their driving technique, or show their friends and family what they can do in a car without endangering their lives. I took the GoPro out to an SAU Vic DECA motorkhana to see what all the fuss was about.

There are a couple of different models on offer, top of the line being the GoPro HD, which can film in true high definition. They can be purchased by themselves or with a mounting kit (including mounts and swivels). There are various kits on offer to suit your particular sport, which is good, because I can't see myself using a helmet camera mount throughout the course of motorsport. I need the sunroof open just to fit my helmet in my vehicle.

Ranging from computer screen size and shape to wide cinema and full HD in various frame rates, there will be a mode of resolution to suit your environment and storage space. Video quality is very impressive – I'd read somewhere that television crews had used the GoPro to film extreme sports, and I'd believe

it – edit in some cheesy music and you'll have some rather professional looking footage on tap (or 80's porno if that is your thing). There are enough GoPro videos on YouTube / the Internet to get a good idea of what the little bugger is capable of.

The multitude of functions are all controlled by two buttons. This ranges from capture resolution, to photo/video modes, to timers and auto off functions. Now I do hate it when designers go minimalist with the buttons. As an avid button pusher, I can never have enough of them. Some light rehearsal of the instruction manual will have you familiar with what each button does, but it will take some getting used to. A tiny jog/scroll wheel would have simplified the whole thing for us!

Sound quality is succinct for such a small device. I was never going to expect too much from it; it's not a portable recording studio. But something like an external microphone input would allow for much greater video production. There were many times during playback where I would love to have heard my engine/exhaust note as the backdrop to some crafty manoeuvres, without having to jack up the TV volume. The weatherproof casing seems to do a lot for reduction of wind noise, aiding sound clarity. I did have a fellow competitor on the day point out that the weatherproof casing has changed in design since he last saw a GoPro, in the favour of better sound quality. Mounting location is paramount to picking up good sound as the small internal microphone is quite sensitive and very directional.

Speaking of directional, this thing could do with an LCD, if only a tiny black and white screen just to gauge where the focal point of your mounting location is. Fortunately the wide lens resolutions will make sure to include everything in frame, even if you get the focal point

a bit wrong, but the rest is guesswork and practice. That LCD would also come in handy for playback and review – unfortunately you have to wait until you are near a television or computer to catch a glimpse of what you just did. Television playback through high definition cables makes for nice home presentations to your family who don't care what angle you just did a tail slide on. Playback functionality is lacking a bit thanks to the two button operation – you can skip from video to video and photo to photo, however there is no fast forward or rewind – you must sit through the whole video to get to a certain point, unless you're watching it on a PC in a media player application, where you can play with it as you please.

Something else that came to mind when recording with the GoPro is remote functionality – I would love, love, love to have been able to start and stop record using a remote control, as opposed to getting out of the car everytime my car number was called for a lap.

Criticisms in mind, in a motorsport context I'm probably asking too much from the little GoPro. I'm certain it was designed primarily to alleviate stress on the neck of helmet cammed non-armchair sportsmen, rather than appease the amateur Jeremy Clarksons. Had they packed into it what I would have liked them to, the thing would probably end up the size of a camcorder – and I'm grateful it isn't. It does what it is supposed to do, and very well. And something is almost always better than nothing. For the size and the cost, GoPro is definitely a little winner.

NB: I purchase every product I review and have no prior relationship with any brand or manufacturer of that particular item.

By Adam (Birds)  
Newsletter Editor