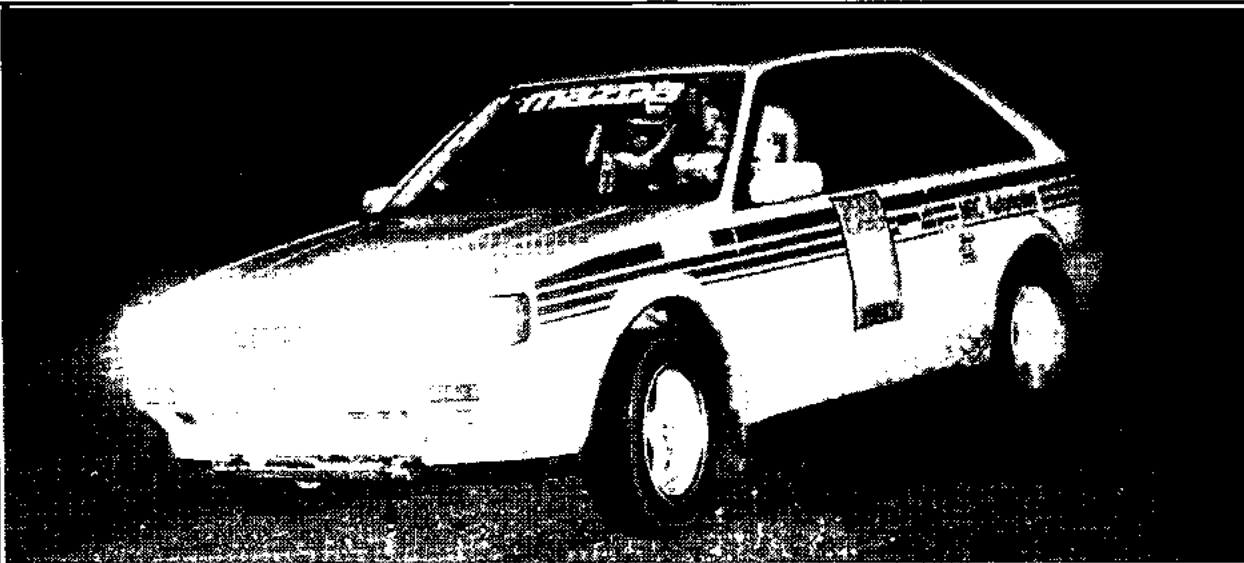


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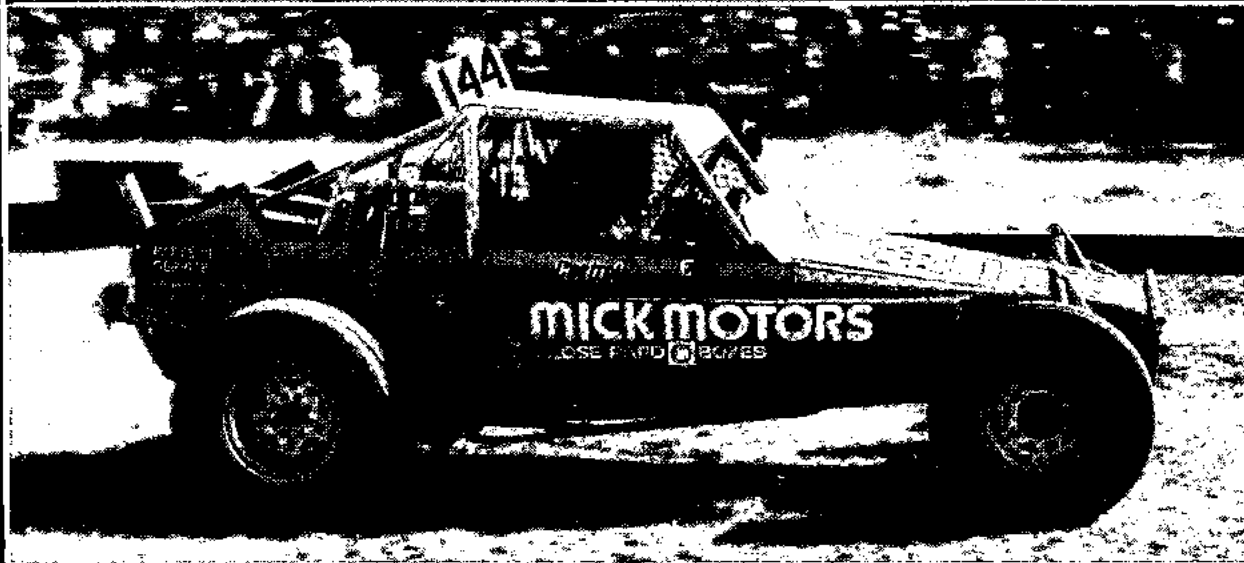
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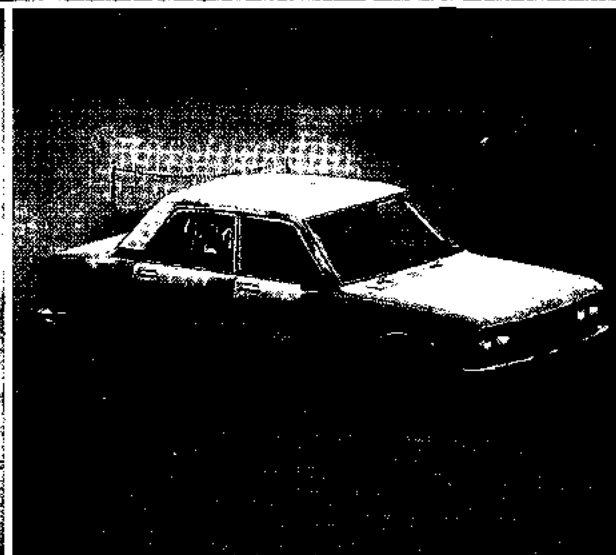
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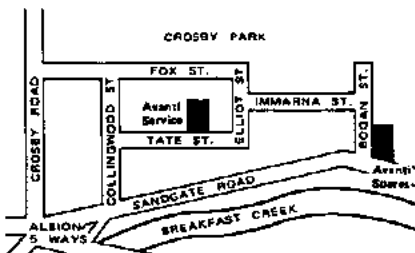
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STARTLINE

What's the advantage of going out with a blonde? You get to park in the handicapped zone. Yes folks, I have been inundated with the infamous run of Blonde jokes which that particular politician found so disgusting, and feel that the above example is one of the best.

Someone at work had a sheet full of jokes and then someone else faxed another sheet through to me, then someone else sent another sheet then someone suggested to me that my own hair was light and fawny coloured-- a sort of blondey sort of shade. That's despicable!! I feel downright discriminated against and feel that we blondes(or similar) should unite. Let's form an organisation- Blondes in Unity against Mass Hysteria Of Localised Entrapment- B.U.M.H.O.L.E. for short.

Anyway, onto other things. I must apologise straight away for what may turn out to be a short issue of Brisport. I have been away on holidays for two weeks in the middle of October and as a result have not been spending every working moment on the maggy-poo.

I do hope that every reader enjoyed the September issue though. It was a real bumper wasn't it? I don't actually know the full content of the monthly magazine until I get mine due to various reports that come in to Esme and go straight into printing- things like the club scores and night run/motorkhana reports from Ray Evans etc etc. In effect this produces some nice surprises. Over the last couple of months for instance we have had some new advertisers and I'd like to welcome to the Brisbane Sporting Car Club. I hope all club members take advantage of the products and services that are on offer as many times there is a discount that is available, which in effect means money in your pocket.

Hasn't the weather been terrible! So terrible in fact that the mantle of 'Most Postponed Rally' has gone from Richard Anderson's 1989 Motor Show Rally(moved three times due to rain) to this year's Bailey Powerlines Rally which has been re-dated 3 times at the time of writing due to the dry weather. It is also possible that the next date will get the bucket as well! Poor Brian Everitt. Don't lose heart, Brian we all sympathise with you and most of all, still look forward to doing the event. I hope people realise now the difficulties of being a rally director.

We have even had the fifth round of the QRC cancelled. The MOby Vic's Beerburrum Forest Rally was due to be run on the 19th of October(the day I got home from hol's) but because of the high fire risk, the Forestry Department had no choice but to say "No!" Gary Hewson advises that no new date has yet been set but the event may even be run in 1992 if the rain doesn't improve.

I was also told that the Gallangowan Forestry have told Barry Neuendorff to cool it his roadwork as they are in the same predicament. Despite the fact that the Forestry Township likes the Rally community to come up every year the policy is that no rallies take place until we get a certain amount of rainfall to reduce that high risk. I can understand and feel for the Forestry workers as it would be terrible to see the forests burning up in front of your eyes.

So what this all means is that the 1991 Queensland Rally Championship may already be over after three rounds. This scenario could see John Goasdoue and Neal Wesche take the title which they have chased and been so close to for the last four years. The bad bit is that Mark Griffith and I would come second and we all wanted the battle to come down to a last challenge, preferably at Gallangowan. Oh well, if that's the way it happens-so be it. We shall just have to wait and see.

For the information of readers, this would have been the 32nd year that the Keema Automotive Group have sponsored a rally in Queensland! That's incredible-Henk Kabel and his company who have so long been associated with motorsport in this State are a part of the furniture of the BSCC and should be heartily congratulated for their longstanding support.

I hope everyone read the ad. in last month's mag. for the Christmas party on 7th December at the "Filling Station" restaurant. We anticipate that it will be a great night and would encourage everybody to get in early if you would like tickets. Hopefully, by the time that you are reading this the Board members will have tickets for sale at the great price of only \$18.00 per head. Remember, that doesn't include drinks but there is a great selection at bar prices. I, for one, think that we can't go wrong.

I mentioned last month about the running of the PNG Safari and the interest from several Brisbane based crews. Well the good news is that our very own Murray Coote won the rally with Ian Hamwood alongside and Richard Anderson in his Avanti Spares Alfetta came a solid fifth with Ian Reddix in the passenger's seat. Apparently, the organisation was very smooth and the event ran well under the directship of Mike 'Slackie' Ryan and his team from the South Pacific Motor Sports Club. Hi there guys if get to read this, you're welcome to visit the BSCC any time you're in Brissy. Others who ran up there included 'Turbo' Dick Boardman who had a small rollover in the Cordia and Simon White (Dick's usual Nav. down here) who was co-driving for one of the local drivers.

Along with the great stories that Ricardo brought back was the information that the organisers would be rapt to have some more internationals(i.e. us) up in Port Moresby next year. As a consequence, some of the younger drivers have already expressed a great deal of interest.

Other matters of interest include the fact that we still do not have a satisfactory result from BP Rally Queensland due to the ongoing conflict in the courts between Rob Herridge and Neal Bates. Hopefully the decision will soon be reached so that the country can have a Rally Champion for 1991. My own opinion is that despite what the Subaru team were told by the controllie on the last stage on Saturday night, they were in conflict of the regulations and therefore incurred the appropriate penalty. I think that Neal Bates and Mike Taylor will emerge as the ARC winners for this year.

Well, as I write this the rain has just started to fall lightly outside my window and all I can think of is hope for the Bailey Powerlines Rally. If some of the precipitation falls on the right areas in Imbil there might still be a chance that November 2nd gets the nod-fingers crossed.

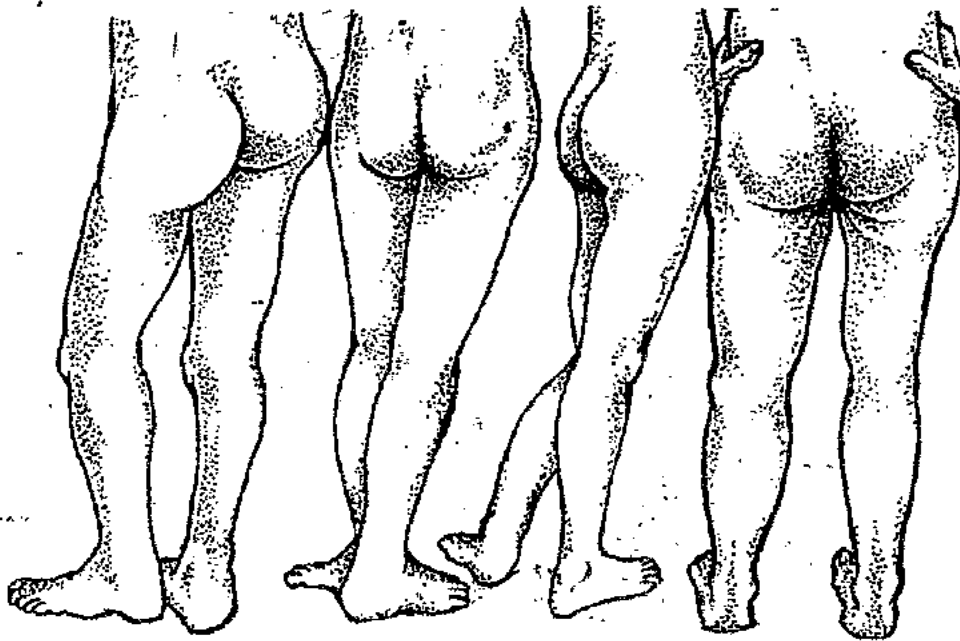
Next month should see the running of the FAI International Rally in Canberra and a few of us are thinking seriously of going down to cop an optic(ie spectate). It should be a very spectacular event with a number a very fast international and local drivers on the quick roads of Canberra. The ACT Government bodies have supported the event in as many ways as possible and that is great for the sport and very helpful for the organisers of the rally.

Anyway, as they say in the classics-"If that's the intro. then I've had it!" Read on and enjoy a slightly diluted issue of Brisport for the month fo October. See you later, alligator.

Tom Smith

CHRISTMAS TIME

Oh, come all ye faithfull
AND GET YOUR BUMS TO THE PARTY!!!!!!



The Brisbane Sporting Car Club Christmas Party is a goer and is to be held on Saturday the 7th of December.

The venue is "The Filling Station" restaurant and tickets are confirmed at \$18.00 per head.

Get your tickets from a Board Member now and come along to have fun. There will be five courses along with motorsport videos in the background, and a lucky door prize as well.

You don't have to drive in as the Myer Centre Bus Station is right outside the door, or grab a cab from a city rank.

Get in early, it'll be **BIGGGGGGGG!!!**

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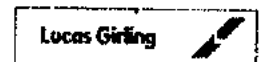
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THE 1992 ARC AND "THE CO-EFFICIENT SYSTEM" OF SCORING

A memo dated 10/9/91 has been received from the CAMS head office regarding the Australian Rally Championship and the proposal to alter the scoring system for the forthcoming 1992 season.

It is important to note firstly, that BP Australia have decided not to sponsor the ARC any more due to changes in their policy regarding marketing of the BP products, and, at the present time there is no replacement sponsor 'around the corner'(although discussions are being undertaken).

CAMS' main fear seems to be the rather low number of Australian local entries in Commonwealth Bank Rally Australia and the subsequent threat that Oz may lose it's WRC status. By including the CBRA in the National Championship series, they hope to encourage further attention from Australian competitors and raise the number of entries overall.

The concept of the new scoring principle is that all Championship rallies from State level to the WRC round will carry a co-efficient ratio. Crews may compete in any or all of the rounds and each result contributes to their Australian Championship score.

The proposal indicates the following possible co-efficients:

(i) "Middle-of-the-road" status State round	co-efficient 2
(ii) "Best" State Championship round	co-efficient 5
(iii) National Championship Rally (e.g. Rally Qld)	co-efficient 10
(iv) International events	co-efficient 15
(v) World Rally Championship Rally	co-efficient 20

What the above means for instance, is that if you compete in say "The Cleanaway Cooloola Classic" your pointscore would be multiplied by 5, and if you ran in Rally Qld, your pointscore would be multiplied by 10. If you then went to the Esanda Rally of Canberra, you score there would be multiplied by 15 and finally your result from CBRA in W.A. would be multiplied by 20.

It is proposed that the scores limit competitors to ten(10) rounds, of which only your best eight(8) will count.

****It is important to remember, though, that if you only have a PRC car then you aren't eligible for the WRC round which holds the highest co-efficient score.****

CAMS propose that a National series would still have a major sponsor's name on the series, but remember, this 'series' only consists of six events. (Question?-Would a 'Series' Sponsor be happy that their 'Series' only be a part of the whole show?)

The reasoning behind the CBRA being included is, of course, it's high profile and the excellent coverage in the media it receives. West Australian competitors will be very disadvantaged though, because they have only their immediate State series and the WRC to easily attend, whereas the Eastern State competitors have a choice of State Championship rallies to run including the international Canberra event.

There are pro's and con's for the introduction of such a scoring system, but there are also those who say that the proposed changes may have influenced BP's decision not to continue sponsorship!

If you have a comment on the scheme, you may contact our State member of the National Rally Committee-Garry Connelly on (07) 891 6226.

This problem should be sorted out before it's too late.

THE 1992 AUSTRALIAN RALLY CHAMPIONSHIP-CO-EFFICIENT SERIES

The matter of the proposed co-efficient scoring system has been in the news recently after certain aspects of the proposal were questioned by competitors and organisers alike. Recently, a lengthy meeting of delegates was held after which a recommendation was submitted to the National Council incorporating certain changes to the first set-up. A letter dated 24 October 91 from Bruce Keys was recently received and tells the following:

The 1992 Australian Rally Championship is proposed to be based on a co-efficient scoring system. Existing ARC events being co-efficient 10, a co-efficient 5 and a co-efficient 2 event from each State and for 1992, there will be no international status events incorporated into the national Championship.

For 1993 however, the Commonwealth Bank Rally Australia and the Esanda Rally of Canberra will be included as co-efficient 20 and 15 respectively.

It is proposed that a competitor's best six (6) scores will count, and there will be a maximum of eight (8) events in which a competitor may compete.

The National Rally Committee also believes that this will:-

- (i) Allow a low cost introduction to more competitors in an ARC level event.
- (ii) Give more competitors the opportunity to contest the ARC without major funding and/or sponsorship.
- (iii) Retain the same number of 'serious' competitors without increasing the overall costs from that of 1991, as the vehicle eligibility is now the same for each event.
- (iv) Allow manufacturers another 12 months in which they may re-evaluate their position for 1993.
- (v) Improve the standard of events throughout the whole spectrum of ARC co-efficient events, due to the competitive nature involved in maintaining the initial status.

Should negotiations come to fruition, the 1992 ARC will incorporate a One Make Series, which will now be more integrated with the ARC, as the proposal for the One Make Series has always included some State Championship events.

It must be remembered that one of the principle reasons for the introduction of a co-efficient system is to increase the number of participants in the overall series and reduce the cost of competing. There may not be a Series sponsor in 1992, although negotiations are underway and it is hoped some positive outcome will not be far away.

The National Rally Committee believes that little, if anything, will change for the 1991 competitor who competes in 1992, and the competitors will have an opportunity to DNF a major round and still amass points in minor events to keep Championship hopes alive.

The merits of the co-efficient system have not changed, simply the circumstances of it's introduction.

Any comments on the proposal may be directed to the State NRC member.

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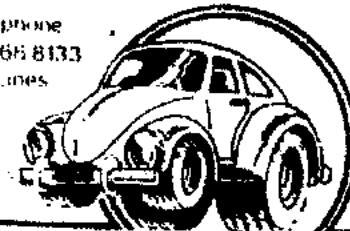
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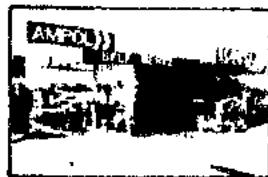
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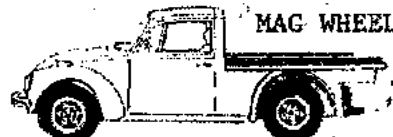
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The following two pages have been extracted from
Andy Clark's A.O.R.C. Newsletter - Issue No 4

CHAMPIONS

With Waikerie now being run and won, the remaining Championships have now been decided.

To recapitulate on all of them, they are;

- a. Australian Off Road Champion Driver - Les Brown,
- b. Australian Off Road Champion Navigator - Leigh Jones,
- c. Class 1 Champion - Bill Croft,
- d. Class 2 Champion - Stuart Lord,
- e. Class 3 Champion - Bob Mowbray,
- f. Class 4 Champion - Craig Baker,
- g. Class 5 Champion - Mark Manns,
- h. Class 6 Champion - Louie Binios,
- i. Class 7 Champion - Graham Baxter,
- j. Class 8 Champion - Peter Hadlow,
- k. Class 9 Champion - Si Heaslip.

To all the 1991 Champions, our congratulations. The Outright Championship in particular was hard fought, and although Les Brown led all the way, Stuart Lord's last round victory brought him to within only 2 points of Les at the finish.

Full pointscores, hopefully correct, are attached.

NOISE

At Waikerie Eddie Villanova was seen running around taking readings with a noise meter. This apparently caused some concern, and resulted in some comment.

Nothing to worry about, Eddie was simply taking "sample" readings.

As some of you may be aware, motor sport is increasingly coming under attack for the noise generated at various types of meetings. Although it has not yet hit off roading, and we hope that it won't, some sectors of the sport are really being restricted by it. What Eddie was doing was gaining data so that in the unlikely event of the EPA, SPCC, or equivalent, taking an interest in our sport, we have some data with which to allay their concerns. That way, hopefully they will go away and leave us alone to enjoy our sport; provided of course that we are not interfering with anybody else.

Concerns that Eddie was playing policeman are totally unwarranted. Eddie assures me that no competitor was spoken to critically about the matter; if I am wrong, please let me know.

COMPETITION NUMBERS

I know what I said about numbers in my last newsletter, but just to prove that I am flexible, I am going change it. Actually, I was speaking to a couple of people about it, and it struck me that in spite of the extra work it would create for me, it would probably be simplest in the long run to reallocate the numbers afresh.

Essentially the system will be the same as for this year. Up to 31 January 1992 your current number will be held for you. After this date all numbers which have not been reapplied for will become available, and will go to the first people to request them.

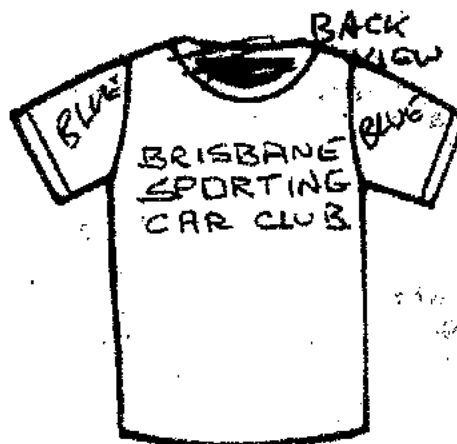
An application form is enclosed with the newsletter.

You will note that the application form has another box for you to tick; you should tick this if you wish to be placed on the mailing list for entry forms for 1992's Australian Off Road Championship. If you are not seriously interested in participating, please do not tick this box as it will only involve the organisers in the wasted effort and expense of sending the regulations out to you needlessly. I should point out that this has only just struck me as being a good idea, and I have not as yet had time to discuss it with the various event organisers. However, provided that the box is ticked only by people genuinely interested, I do not envisage that there will be any problem.

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INTERESTING STUFF FROM QLD ADVISORY PANELS

RAP recommended to State Council than Jan Bell(GCTMSC) be approved as a rally course checker.

Dave Cummins(GCTMSC) has resigned from the Rally Advisory Panel-vacancy now exists.

QORAP noted the date of the SEQORRA off-road event 9/10 November 91.

ORAP were advised by Moss Lane of the progress of a proposed Stadium Off Road event in 1992. To be sponsored by Goodyear and conducted at the Parklands Gold Coast Showground, the intended dates are 10 and 11 January 92. by B.S.C.C.

CAMS have advised that if Off-Roaders wish to apply for a permanent competition number for 1992 they should do so on the appropriate form which is available from the CAMS office in Brisbane.

Q.M.C. progressive results after 4 rounds.

A. McConnell	60	A. Ball	47	L. Jenkinsen	47
A. O'Sullivan	43	K. O'Sullivan	38	A. Burgess	38
I. Syme	24	K. Graham	22	M. White	21
G. Crandell	20	A. Wheeley	15	T. King	9
A. Sleaford	7	Pauline Graham	7	P. Young	6
Zoe Harrision	6	J. Cameron	3	J. McQuade	3
M. O'Sullivan	3	P. Varo	3	J. Siddins	2
P. Wilkinson	2	P. Stringfellow	1	G. Hilton	1
N. Wendt	1	P. Coghlan	1		

SEPTEMBER NIGHT RUN

It was the night before the September Navigational Night Run and I was talking to young Glen Weston on the phone. He suggested that I may wish to join him on a journey into Hell the following night on Gary McLane's Night Run jaunt. I said "Why not, who wants to live for ever?" and off we went. The best part of it was that we got to go for a spin in the mobile gearbox-Glen's ex-Browning, ex-Coote Mazda 323GTS.

We paid our hard-earned cash to Gazza on Wednesday night and hit the road, after he promised us that we wouldn't have any problems. We travelled around Wooloongabba for a bit, the West End for a bit, down by the river and then over to Ashgrove.

The instructions were clear and concise and we never looked like getting lost. There were a couple of tricky little buggers of what legally are streets, but are in fact narrower than a Pontiac. One instruction said "TL Quiet please" and Gary later confessed that Christine insisted he put that in for the benefit of the local residents. We got back to the Clubrooms after about 1 1/2 hours and did our best angry Sadam Hussein impersonation, but Gary saw straight through us.

It was a top little run (I enjoy them when they're not epics) and we ended up sharing the win with maximum correct answers. Thanks Gaz', and thanks for the ride, Glen.

TOM SMITH.

QUEENSLAND RALLY DRIVERS SEEDING LIST AS AT OCTOBER 1991

COMPILED BY J. GOASDOUE

1	GEORGE	KAHLER	0.9999	35	TERRY	LEWIS	0.9186
2	MARK	GRIFFITH	0.9974	36	PETER	LOCKHART	0.9166
3	JOHN	GOASDOUE	0.9973	37	BRIAN	FACKRELL	0.9159
4	BRUCE	DUMMETT	0.9956	38	BARRY	NEUENDORFF	0.9092
5	STEWART	REID	0.9942	39	KEITH	FACKRELL	0.9083
6	MAL	CLARKE	0.9884	40	MARK	TAYLOR	0.9041
7	ROD	BROWNING	0.9872	41	ROD	CROSS	0.9026
8	DAVID	JONES	0.9867	42	CHRIS	DE VERE	0.9016
9	MURRAY	COOTE	0.9759	43	CHRIS	NIXON	0.9013
10	RICHARD	ANDERSON	0.9755	44	TIM	COLLINGWOOD	0.9005
11	ADRIAN	PEARCE	0.9724	45	GEOFF	KRAUSE	0.8995
12	PETER	GLENNIE	0.9699	46	ANDREW	JOHNSTONE	0.8945
13	RICHARD	BOARDMAN	0.9690	47	MICHEL	PAGE	0.8941
14	DAVID	JOHANSON	0.9657	48	MICHAEL	BIMROSE	0.8921
15	GARY	BATTS	0.9652	49	BARRY	COOK	0.8892
16	IAN	BAILEY	0.9630	50	GLEN	BELL	0.8772
17	DAVID	BATES	0.9620	51	GLEN	ROGERS	0.8700
18	DEAN	TIGHE	0.9613	52	TROY	O'DOHERTY	0.8693
19	GARY	MARSHALL	0.9609	53	GEOFF	MEACHAM	0.8677
20	CRAIG	LEE	0.9608	54	TERRY	GUSTERSON	0.8667
21	ERROL	BOGNUA	0.9600	55	STEVE	CHRISTENSEN	0.8629
22	JOHN	FERGUSON	0.9567	56	CHARLIE	CLARK	0.8619
23	BRUCE	REVILLE	0.9523	57	PAUL	BERGMANN	0.8582
24	ROD	DAWSON	0.9499	58	PETER	MAPSTONE	0.8463
25	JIM	ROSE	0.9446	59	ALAN	BATES	0.8392
26	DAVID	CARLTON	0.9437	60	DANNY	BENSON	0.8325
27	VIVIAN	GEES	0.9427	61	JOHN	CARELESS	0.8310
28	GREG	SUMMERVILLE	0.9424	62	ALLAN	CUTTS	0.8267
29	LIAM	MAHONEY	0.9403	63	GEORGE	LOGAN	0.8240
30	MALCOLM	LAWLESS	0.9387	64	JUDY	CASPER	0.8176
31	STEPHEN	REID	0.9382	65	ALAN	CLUNES	0.8163
32	ROBERT	BELL	0.9347	66	BEN	SCHMIDT	0.7879
33	ALLEN	JONES	0.9278	67	JASON	MEYER	0.7874
34	TONY	KABEL	0.9251	68	STEVE	BRADFORD	0.7502
				69	JAN	BELL	0.7435

ALPHABETICAL

NAME	DPI	DPI	DPI	DPI	DPI	DPI	NAME	DPI	DPI	DPI	DPI	DPI
	JAN 91	MAY 90	JAN 91	MAY 91	JULY 91	OCT 91						
RICHARD ANDERSON	0.9652	0.9653	0.9499	0.9613	0.9750	0.9735	BRIAN FACKRELL	0.9689	0.8673	0.9159	0.9159	
IAN BAILEY				0.9736	0.9736	0.9630	KEITH FACKRELL	0.8684	0.9054	0.9200	0.9083	
MAL BATES				0.8156	0.8380	0.8382	JOHN FERGUSSON	0.9304	0.9451	0.9522	0.9567	0.9567
DAVID BATES	0.9186	0.9186	0.9509	0.9605	0.9605	0.9620	VIVIAN GEES	0.9186	0.9175	0.9261	0.9337	0.9406
GARY BATES	0.9596	0.9391	0.9366	0.9422	0.9648	0.9652	PETER GLENNIE		0.9699	0.9699	0.9699	0.9699
ROBERT BELL	0.9354	0.9401	0.9375	0.9421	0.9674	0.9347	JOHN GOASDOUE	0.9605	0.9647	0.9644	0.9695	0.9921
GLEN BELL	0.9312	0.9005	0.0570	0.8370	0.8772	0.8772	MARK GRIFFITH	0.9346	0.9356	0.9402	0.9743	0.9979
JAN BELL		0.7155	0.7342	0.7342	0.7435	0.7435	TERRY GUSTERSON					0.8667
DANNY BENSON				0.8325	0.8325	0.8325	DAVID JOHANSON	0.9693	0.9809	0.9927	0.9927	0.9792
RICHARD BOARDMAN	0.9380	0.9396	0.9382	0.9458	0.9690	0.9690	ANDREW JOHNSTONE	0.7702	0.7954	0.8707	0.8743	0.8916
PAUL BERGMANN				0.8281	0.8582	0.8582	ALLEN JONES	0.8599	0.8599	0.9142	0.9142	0.9278
ERROL BOGNUA				0.9600	0.9600	0.9600	DAVID JONES	0.9679	0.9679	0.9761	0.9752	0.9948
STEVEN BRADFORD	0.8131	0.8131	0.8046	0.8048	0.8164	0.7502	TONY KABEL	0.9225	0.9264	0.9118	0.9118	0.9334
MICHAEL BRENGESE				0.9290	0.9290	0.8921	GEORGE KAHLER	0.9947	0.9997	0.9975	0.9975	0.9999
ROD BROWNING	0.9462	0.9602	0.9769	0.9820	0.9820	0.9872	GEOFF KRAUSE	0.8409	0.8409	0.8995	0.8995	0.8995
JOHN CARELESS		0.7904	0.8310	0.8310	0.8310	0.8310	MALCOLM LAWLESS	0.8947	0.8947	0.9021	0.9021	0.9204
DAVID CARLTON	0.9223	0.9253	0.9437	0.9437	0.9437	0.9437	CRAIG LEE		0.6898	0.6898	0.6898	0.9475
JUDY CASPER		0.7169	0.7402	0.7402	0.8176	0.8176	TERRY LEWIS				0.9310	0.9166
CHRISTENSEN			0.8629	0.8629	0.8629	0.8629	PETER LOCKHART			0.8219	0.8219	0.8692
CHARLIE CLARK					0.8619	0.8619	GEORGE LOGAN			0.8312	0.8312	0.8312
MAL CLARKE	0.9187	0.9187	0.9024	0.9024	0.9084	0.9084	LIAM MAHONEY			0.8567	0.8880	0.9309
ALAN COOK	0.7862	0.7862	0.8163	0.8163	0.8163	0.8163	PETER MAPSTONE			0.8463	0.8463	0.8463
TIM COLLINGWOOD			0.8736	0.8811	0.9005	0.9005	GARY MARSHALL					0.9609
BARRY COOK	0.9173	0.9173	0.8892	0.8892	0.8892	0.8892	GEOFF MEACHAM			0.8243	0.8243	0.8243
MURRAY COOTE			0.9759	0.9759	0.9759	0.9759	JASON MEYER	0.8550	0.8550	0.7874	0.7874	0.7874
ROD CROSS				0.8912	0.8998	0.9026	BARRY NEUENDORFF			0.8866	0.8702	0.8975
ALLAN CUTTS			0.8267	0.8267	0.8267	0.8267	CHRIS NIXON			0.9013	0.9013	0.9013
ROD DAWSON		0.9875	0.8395	0.9395	0.9499	0.9499	O'DOHERTY			0.8693	0.8693	0.8693
CHRIS DEVERE			0.7867	0.8342	0.8626	0.9016	MICHEL PAGE		0.8926	0.8941	0.8941	0.8941
BRUCE DUMMETT	0.9737	0.9691	0.9790	0.9768	0.9926	0.9936	ADRIAN PEARCE	0.9114	0.9236	0.9724	0.9724	0.9724
							STEPHEN REID	0.9168	0.9168	0.9201	0.9281	0.9382
							STEWART REID	0.9761	0.9842	0.9054	0.9054	0.9942
							BRUCE REVILLE	0.9189	0.9248	0.9523	0.9523	0.9523

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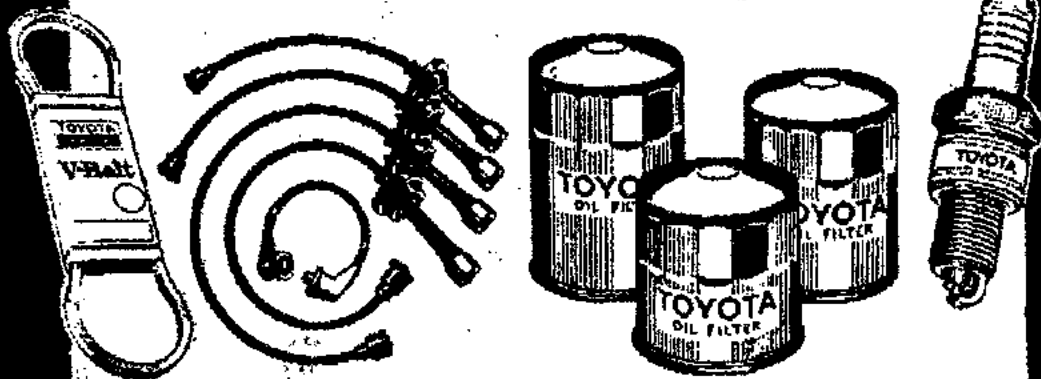
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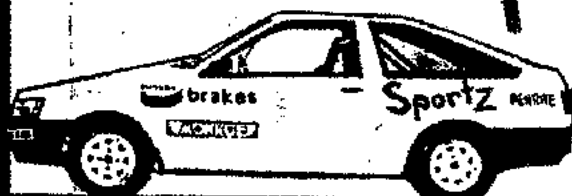
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WHAT KIND OF CAR??

I was talking to Ron van Opstal the other day about who was running what rally car and so forth and we came upon the issue of the most suitable car for certain classes. The rumour doing the rounds at the moment about one competitor (Gary Batts) is that he is looking for a replacement for his Suzuki Swift GTi, but still wishes to remain in Gp N (up to 1600cc). We thought Okay, what's available and affordable at the moment that would be a suitable car to hit the rally scene with.

Everybody is talking about the super-tough Hyundai Lantra at the present time but it comes to mind that there would be a few other possibilities.

The Mitsubishi Lancer GSR 3 door is a small car that runs the same basic powerplant as the Hyundai in a smaller and lighter car. Admittedly the wheelbase is probably a little shorter and this may alter the handling characteristics marginally, but I still think the car is worth a look. If anyone out there has test-driven the two vehicles to compare their competitiveness in performance and price, I'd like to hear from you.

The Lantra and Lancer are both similarly powered by a 1600cc 16-valve twin cam engine developing about 90kw (about 115hp) and in this category one would think that weight is a major factor, hence on paper maybe the Lancer looks better.

On the other hand the Lantra's have been rally-proven in the very capable hands of Wayne Bell and Greg Carr in the Commonwealth Bank Rally Australia where they finished an amazing 1st and 2nd in class. I've seen the cars in action both here in BP Rally Qld and also in Coff's Harbour, and I can attest to their abilities and behaviour.

The other concept that we discussed was the possibility of obtaining an ex-Group E circuit car. The models we had in mind were particularly a couple of 1990 Corolla SX's which have been advertised in recent issues of that great publication, Auto Action (Yah, Team). Over the last couple of months, there have been at least two of these cars for sale down south at very attractive prices. The Championship winning car was available for \$15,000 and another was for sale at \$13,000. Remembering for that, you would get a car with a full roll cage, fire extinguisher, harness seat belt and probably race suspension, then you're 80% there.

In fact, before young Glen 'The Apprentice Dentist' Weston purchased his ex-Rod Browning Mazda 323GTS, he thought seriously about the possibilities of an older model Twin-Cam Corolla. The new generation car has 100kw and in what appears to be a strong little car, this makes a lot of sense as a rally class winner.

If anyone out there has any other contributions to make on this subject, perhaps we can get a monthly comparo. into action. Let me know about your favourite vehicle and just why you think it would be good thing.

Other cars on the up and up include Rod Browning's new Camira Rally Car. The beast is a 2.0 litre fuel injected model with the appropriate suspension mods and good brakes. It's very quick in a straight line but Rodney is having traction trouble at the moment. He's looking at fitting an LSD out of a Pulsar SSS at this point in time as there are similarities between the two cars because the Nissan has the Camtech motor.

Ian 'Cresch' von Bremner has just fitted an Alfa back axle to the mighty Escort (where did he get that?) and this has a slippery diff and discs as standard equipment. Also there is a huge variety of ratios available and the project has proven to be a cheaper alternative to the genuine Ford LSD, which costs an arm and a leg.

Brett Wright's Gemini is a runner!! Finally the immaculate Gem-Gem Gemini has turned a piston in anger and although there is some fine tuning to be done, the car is very ready to do a rally. It is still hoped that the Bailey Powerlines Rally will herald the car's debut but we shall have to wait and see. The Isuzu should be very reliable as everything that has needed replacing has been replaced, no expense spared. It also carries the signs of a number of other successful Geminis with contributing parts from the past rally cars of Rod Browning and Pete Johnson.

Over at IWMAC, there are a couple of new cars reaching completion that we should be very scared about. One is the Celica GT-4 of Craig Lucey which he purchased as a (very) slightly damaged Japanese import, and the other is a Latest model-Laser TX3 4wd owned by Allen Jones and his Dad Lance. Once again the car was an insurance write-off but those words aren't comprehensible to a rally driver and the car has been repaired and will soon be seen on the dirt.

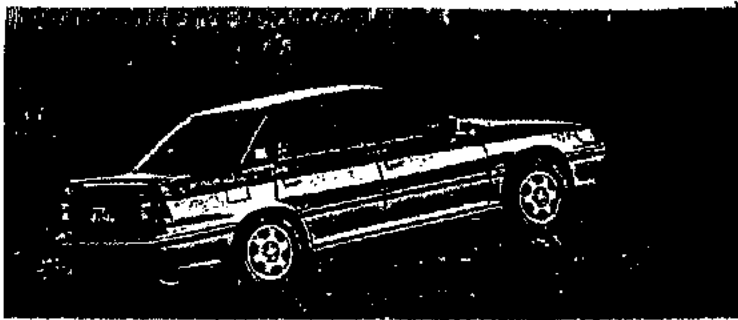
Kerry Reid has actually mentioned that her Datto 1600 road car might soon be seen in club events with a roll cage waiting to be fitted. For those who haven't seen Kerry drive on the dirt, be prepared. She is a very capable driver and certain to be a front runner once more with a wealth of experience.

Alan Bates' new Sprinter 'insurance write-off' is also on the mend with a lot of preliminary work being done to the vehicle already. He has a north-coast panelbeater ready to put the car back together and has ordered a Levin front cut from our friends at Alljap Auto Parts. Hopefully, the 16 valve Sprinter may be ready for the coming 1992 season.

After his success in Papua New Guinea, Richard Anderson is seriously considering keeping the Affetta in serious Group G trim for the PNG event and for local Club stuff, at the same time finishing his GTV Coupe as the mainstay of the rally fleet. The GTV will be in full 2.0 litre PRC trim and promises to be a more competitive package than the reliable, but heavy sedan version.

It is amazing that the once extinct Group G cars are becoming more and more useful these days. Perhaps as a sign of the harsh economic times, people are competing more and more in club level events and as you know, these rallies have no restriction on car category. As a result, Group G 'grunters' (boy, now there's an old term) are literally coming out of the woodwork-some people are even building new Group G cars. What a turnaround!!

The aim of the game is to get out there and compete and these folks are doing it cheaper than they would by owning or building a PRC/Group A/N car. I guess if you can get your thrills just as cheaply in the large number of unrestricted events running in the year's calendar, then you're still in the sport.



Who really cares about supercars, anyway? Supposedly created for enthusiasts, they're mostly bought, sold and owned by individuals with little or no interest in "the merchandise". Enter, stage left, the Subaru Liberty RS Turbo. *Que?*

The most accelerative car ever to wear the star spangled badge, the RS Turbo is what '60s Americans fondly called a sleeper. Performance by stealth; everything a high profile supercar isn't.

The result of Subaru's corporate desire to make good at the World Rally Championship game, the RS Turbo is, again, proof positive that rallying (and not circuit racing) has produced the truly accessible performance cars of the last decade. It's turbocharged and four-wheel driven, of course, but appearances suggest fast family sedan. Precisely.

Coming to the market at \$36,990, the RS Turbo whitewashes the Celica GT-Four/Galant VR-4 opposition by more than a staggering \$8000. The super Suby's standard equipment list stays true to the middle market performance car regimen: air-con, cruise control, power windows and mirrors, and central locking and fog lamps. Missing, you'll note, is an anti-lock braking system. Alternately, features included here but lacking from other contenders, curriculum vitae are a Momo steering wheel and gear knob.

Aftermarket wheel and knob: that's as loud as it gets inside. The RS Turbo's interior smacks of an accountant's grey suit, polished black shoes... and polka dot undies. Rebel in a cardigan. Be that as it may, the middle distance focus of Subaru's interior treatment is neither dull nor offensive, but optically easy going.

Instruments, controls, shifter - almost everything - are as per the Constant 4WD Sedan. And in a multi-car compare last year, we said the set-up "pampers driver and passengers in small but important ways". So, what's changed? Not much, if you discount the more aggressively contoured front seats.

They're initially softer than expected. And despite deeper bolstering on cushion and backrest, they aren't quite up to the job of holding a wide-eyed Homo sapien firmly in place. Yippe! say the hips and shoulders, given new found freedom to move once the Michelins (and your passenger) start screaming. Not that the buckets dish out backache or premature physical fatigue, just that they don't get you in, then keep you there.

A chunky left foot rest makes balancing the legs/arms/back seating relationship a little awkward. The steering column tilts, but a reach function on the smooth-to-touch Momo would be a bonus, allowing the driver to place the wheel to suit, rather than the opposite.

A button on the dash arms the cruise control system, and a lever behind the steering wheel initiates coast self-cut off. It's easy to use and closely matches throttle angle to the immediate workload.

Despite this cosseting, occupants are aware of considerable road noise on raspy surfaces. Tyre noise is quite noticeable as soon as you stray far from smooth, sympathetic blacktop, and the audio nasty drones away until back on safe ground once more.

The RS Turbo's 2.0 litre flat four has an intriguing note on overrun. In any gear at any speed, a closed throttle is duly announced by an unattractive, thrumming accompaniment from behind.

Character or no, it's quite different to the Constant 4WD Sedan's naturally aspirated 2.2. This is a 1994 cm³ quad cam design (one camshaft for exhaust and one for inlet on each bank) with enhanced block strength. Swept volume has been reduced by 60%, but it's still an oversquare design. Valve inclination is greater, allowing larger valve heads, a more direct flow of induction mix and improved swirl characteristics.

A different water jacket system near the top of the block negates the distorting effects of increases in combustion pressure and engine power. The IHI turbocharger is abetted by a liquid-to-air intercooler, which operates within its own coolant system.

The intercooler's pump works at a relatively leisurely pace at low engine revs, but kicks to a higher speed once 80 per cent of throttle is introduced, maintaining coolant at 70 to 80 degrees C.

So much for the encyclopedic stuff. The bottom line is that the RS Turbo delivers a 260 Nm kick in the ducts at 3600 rpm, and continues to drive the point home with 147 kW at 6000 rpm. Like most other engines wearing a "snail", the RS Turbo's torque characteristics are stacked around the mid-range. Twisting force is consistently high from 3200 rpm to around 4800 rpm, falling away as power increases.

Suburban environs reveal a lack of bottom end torque. Easing away from rest isn't simple, with this particular car suggesting clutch studder. The RS Turbo requires healthy portions of throttle to flow with arterial traffic, and falling to 2500 rpm or less ceases doughiness.

Meaningful boost arrives at 4000 rpm, but the turbine is lending a hand from 3000 revs. Tail up, the RS Turbo is simply unstoppable, developing a deep, rich vein of power that makes third and fourth gears simply electric to 7000 rpm. Pushing hard is fantasy land; running the neon strip is turbo lag reality.

This engine is no less smooth than its non-turbo cousin, which means it isn't a spinning top, but no one-legged racer either. It doesn't grow uncomfortably harsh toward the wrist-slapping zone, but at no stage is it exactly an aural aphrodisiac. Performance... there's buckets.

Running to 100 km/h in 6.7 secs, and belting across the 400 metre section in 14.9 is edging towards feet footedness. The only disappointment comes in-gears, where the over-tall fifth registers its displeasure at low speed motoring.

Finding fifth involves a journey through four distinctly selected, if initially notchy, ratios. Gearbox shift action and feel improved considerably from brand new during our test and, by the time we left the car, the transmission was freeing up nicely. It will never be the world's most fluent cog-swapper, but it is friendlier once gearchanges are required pronto.

The RS Turbo has the handling and roadholding reserves to comfortably account for such accelerative potential. If you recall the glowing praise we heaped on the Constant 4WD Sedan, simply transfer those comments to this RS Turbo.

The RS Turbo has possibly the most unsullied four-wheel drive chassis available in this market. A comparison awaits.

The greatest compliment is to say Subaru's engineers have managed to retain the naturally aspirated car's poise and forgiveness. The RS simply arrives at and exits each corner more rapidly. The steering is just as sweetly weighted, as direct as the Constant 4WD Sedan's, even if it is lacking a tad in fine detail information. It doesn't load up excessively when cornering hard and passes on limited kick-back.

Trademark four-wheel drive under-steer is only evident when the steering task is great and speed excessive. From there, it's your choice. The sheer controllability of this car is a delight and shifts in vehicle attitude (according to throttle position, point of braking and steering lock) are presented clearly and concisely.

But it's the RS Turbo's middle to high speed ride quality that impresses most. Firm on the crawl, it's simply sensational when getting on across patched, potholed, uneven backroads. More than once we were surprised by interior comfort while the earth raged below.

Dynamics aside, the RS Turbo's price is doubtless its strongest selling point, but some of that gulf should have been forsaken for anti-lock brakes. The Japanese market car has a Bosch ABS-type system, while the incumbent four wheel discs feel overassisted and a touch underpowered.

But it's doubtful this will stop the 30 or 40 buyers Subaru hopes will sign up each month. This, we conclude, is one hell of a competitor for the Mitsubishi VR-4. Let the fight begin.

SUBARU LIBERTY RS TURBO

GENERAL

Horizontally opposed, four-cylinder, four-wheel drive sedan
List price \$36,990

ENGINE

Type: Four cylinder, quad cam, TB valve
Bore x stroke 92 mm x 75 mm
Displacement 1994 cm³
Compression ratio 9.0:1
Fuel System sequential multi-point fuel injection
Power 147 kW @ 6000 rpm
Torque 260 Nm @ 3600 rpm

TRANSMISSION

Five speed manual
Gear ratios (km/h per 1000 rpm)
First 3.545 (8.3)
Second 1.947 (15.1)
Third 1.306 (21.5)
Fourth 0.872 (30.5)
Fifth 0.780 (37.7)
Final drive 3.80

MEASUREMENTS

Wheelbase 2580 mm
Length 4545 mm
Width 1690 mm
Height 1400 mm
Track (fr./re.) 1485/1455 mm
Kerb weight 1365 kg
Fuel tank capacity 60 litres

SUSPENSION

Front: MacPherson strut-type, independent
Rear: Dual link strut type, independent

STEERING

Power-assisted rack and pinion

BRAKES

Vented discs/discs

TYRES

Michelin M&M2 205/60 R15

PERFORMANCE

Speeds km/h 60 true km/h 67
80 76
100 95
120 114
Top speeds km/h @ rpm
First gear 58 @ 7000
Second gear 103 @ 7000
Third gear 151 @ 7000
Fourth gear 204 @ 6800
Fifth gear 215 @ 5700
Riding start 5.6 48 5h
40-70 km/h 4.8 8.3 11.2
80-80 km/h 3.7 7.8 11.8
80-110 km/h 4.0 6.2 11.1
100-130 km/h 5.3 6.6 9.4
Standing start to 80 km/h 2.1
80 4.8
100 6.7
120 9.8
140 14.9
400m 14.9

FUEL CONSUMPTION

Average (l/100 km (mpg)) 12.1 (23.3)



If anyone tries to tell you the rally-car does not benefit from a car company's participation in motorsport, show 'em the Toyota Celica GT-Four Group A Rallye. The new more-than-a-maunthair car has been considerably upgraded in performance and handling over the previous all-wheel drive Celica GT-Four, has air-conditioning as standard (previously an extra cost option), is fitted with a higher level sound system, and is a limited edition model with numbered identification plates and built-in collectability. ... at the price remains exactly the same as the superseded model, at \$45,400.

Why? Why does a company offer a very special performance car at such a bargain price? Because they have too many! Nope. It's simply that under international rally regulations 5000 production versions of a car have to be sold before it is eligible for Group A World Rally Championship events. Toyota's push with the new Group A is simply to sell 5000 as quickly as possible, no more, no less. Then, modified rally versions will be built. Their purpose was the 1992 World Rally Championship for Manufacturers.

There are two world rally championships, one for drivers, the other for manufacturers. In terms of public awareness, the drivers' championship is the more obvious of the two, and this was won in 1990 by Spanish superstar Carlos Sainz in a Toyota Celica GT-Four. Sainz currently leads the 1991 drivers' series again, also in a Celica GT-Four. But this isn't enough for the top brass at Toyota in Japan. The manufacturers' title has gone to the Italian Lancia company for four years straight and it has been heading the same way this year, with Toyota's "El Matador" fighting virtually a one-car battle against the might of the multi-car Italian Lancia team, its Delta Integrais driven by some of the world's best drivers.

The Celica GT-Four has risen from promising plategetter in 1988, to one-event winner in 1989, major contender in 1990 (Sainz' first title with four wins but with Toyota still out-punctured by Lancia overall), to the dominant car of 1991, but the company still has two major problems. One is that even when Sainz wins for Toyota, he is usually followed home by a swarm of Lancias in second, third, fourth, and more, placings — making it difficult for Toyota to also win the manufacturers' title. The other is that, though Toyota has been selling the new-look, rounded Celica body style through 1990 and 1991, the rally-winning car has remained the superseded, more square-look body style. Mixed with the euphoria of success has been the minor embarrassment of selling a new car against the older car's rally successes.

While the 1991 manufacturers' title is not yet a foregone conclusion (Toyota is still in touch and intends throwing everything into the final three rounds, with extra cars backing up Sainz and his co-driver Luis Moya) the Japanese company is looking ahead to 1992. The intention is to win both the drivers' and manufacturers' titles, leaving nothing to chance.

No one, least of all Toyota, expects Lancia — backed by giant parent company Fiat — to be sitting on its hands while Toyota gains a jump on its rivals... but that's what this Group A Rallye is all about: making such a giant stride forward that the Celica will be harder than ever to catch.

In 1992, as well as the new car, Sainz will have back-up from new team-mate Markku Alen of Finland and from German touring specialist Armin Schwarz, in his fight against Lancia.

The upshot of all this is that Toyota Celica buyers are being offered the best performance car bargain in many a long day. The lucky, quick off the mark buyers who snap up the 150 GT-Four Group A Rallye cars to be car-marked for Australia will be getting a car that balances safety with performance and luxury equipment. The Group A Rallye comes as standard with ABS anti-skid brakes, factory-fitted air-conditioning, CD player, and power windows. Surprisingly, the power windows are lighter than the mechanism of the manual variety, as Neal Bates recently discovered when preparing his production-class Celica rally car for the Australian Rally Championship.

Billed as Australia's most powerful 2.0-litre car, the new Group A Rallye has more power and a broader torque band than its predecessor, which debuted in Australia in February 1990. The new car is more spectacular in appearance due to major body panel changes to improve engine cooling. Similar extensive modifications have been made to the turbocharger, gearbox and suspension.

Bumper air openings on the Group A have been doubled in size compared with the former GT-Four, and the car's appearance is dominated by the huge air outlet vent in the bonnet directly behind the radiator. In the road-going car this vent is largely blanked off to reduce engine noise and to prevent rain water entering the engine bay and affecting the turbocharger which is directly beneath. But in the rally version it is fully open to improve air flow for better engine cooling, as well as for greater power provided by cooler and therefore more dense inlet air for the turbocharged engine.

As well as rear-facing slots for extra under-bonnet air extraction, the rear of the bonnet has an aerofoil to both

improve laminar flow over the windscreen and to provide a high pressure area over the plenum chamber to aid cabin ventilation.

The current rally car has a water-cooled intercooler homologated on the older road-car, though the recent GT-Four had an air-cooled unit. The new water-cooled intercooler is larger than that in the current rally car.

Though power is only up by 3 kW overall, the big news with the Group A Rallye's 3S-GTE engine is that it has a broad spread of torque from 2800 rpm to 5600 rpm.

Peak torque of 275 Nm is available all the way from 3200 to 4800 rpm, a fact demonstrated in some hot laps of the Eastern Creek

race circuit we did in the car. Maximum power of 153 kW is delivered at 6000 rpm.

Capacity of the water pump which delivers cooling water to the new intercooler is three times that of the former rally car and the new intercooler design offers a 50 per cent reduction in pressure drop across the cooler, providing improved throttle response (reduced "turbo lag") due to the improved acceleration of the ingoing air. Adding to throttle response and torque spread is the new main muffler design which reduces exhaust back pressure, allowing the turbocharger to "spin up" more rapidly. A by-product is a more pleasant, sporty exhaust note.

A reliability problem which arose in rally conditions was breaking of the camshaft timing cog-belt due to overheating. It was found that providing a cooling hole to the engine timing case solved the problem so the new car has as standard the distinctive-looking raised bonnet bubble with small hole, which

leads air directly into the timing cover. The 3S-GTE engine is a 2.0-litre, four-cylinder in-line engine with two cog-belt driven overhead camshafts, pentroof combustion chamber with 50-degree included angles between the inlet and exhaust valves (two of each per cylinder), high valve lift, high compression (for a turbo engine) of 8.8 to one, electronic ignition and fuel injection systems, a knock control system to prevent combustion detonation, an oil jet in each cylinder wall aiming cooling oil at the underside of each piston, water-cooled oil cooler, and a high capacity cooling system.

In the transmission department, features include: shortened shift lever throw between gears (by 19 per cent, to 55 mm); triple-cone synchro mesh rings for the first-second shift and double-cone rings for second to third; shortened clutch throw for faster gear changes; and harmonic balancer on the tail-shaft to reduce noise and vibration.

There are three differentials in the GT-Four, a normal diff for the front wheels, a viscous-coupled diff in the centre dividing drive to front and rear, and a Torsen torque-sensing diff for the rear wheels. These combine to allot torque to the wheels which need it most under almost all known conditions. Front drive-shafts are of equal length to limit torque steer, and a hypoid gear transfer case delivers drive via a three-piece tailshaft from the centre diff to the rear.

Suspension has also undergone modifications. Targets were improved turn-in, reduced pitch and roll, reduced fore-aft weight transfer under acceleration and braking, and retention of optimum tyre/road contact. Front spring rates are up by 9 per cent, rear rates by 7 per cent. Front anti-roll bar rate is up by 16 per cent; rear shock absorbers have revised low-speed valving; and negative camber of the rear wheels has been increased from 45' to 1 degree 15'. As well as the previously mentioned equipment offered as standard, the Group A Rallye has a new-design steering wheel, new seat trim, new smoked-glass rear tail-lamps, Toyota's new stylised-T badging, improved headlights with deeper penetration, a welded, stamped sump protector in place of the heavier cast unit previously used, and the obvious "GRP A Rallye" decals.

With the previous GT-Four having sold at the rate of 37 a month since its introduction last year, it won't take long to shift these 150 examples of the world total of 5000 units — even in this depressed economic climate.

When these cars are sold, production of a more normal GT-Four will resume, incorporating some of the improved features of this car, but certainly not all of them.

AT A GLANCE

ENGINE: Turbocharged 2000 cc, 16 valves, 153 kW at 6000 rpm, 275 Nm at 4800 rpm

SUSPENSION: Front independent by MacPherson strut, with coil springs and anti-roll bar. Rear independent by multi-link and coil-over and anti-roll bar.

PRICE: \$45,400

SALES: See dealer listing

PERFORMANCE: See test report

RELIABLE: Not enough information to judge



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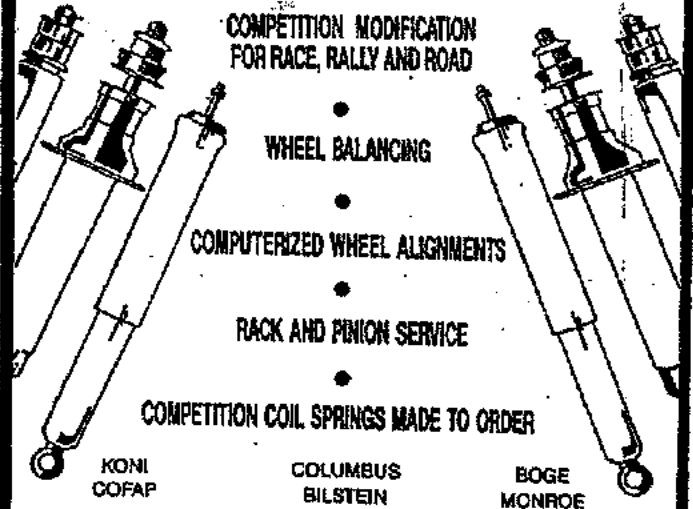
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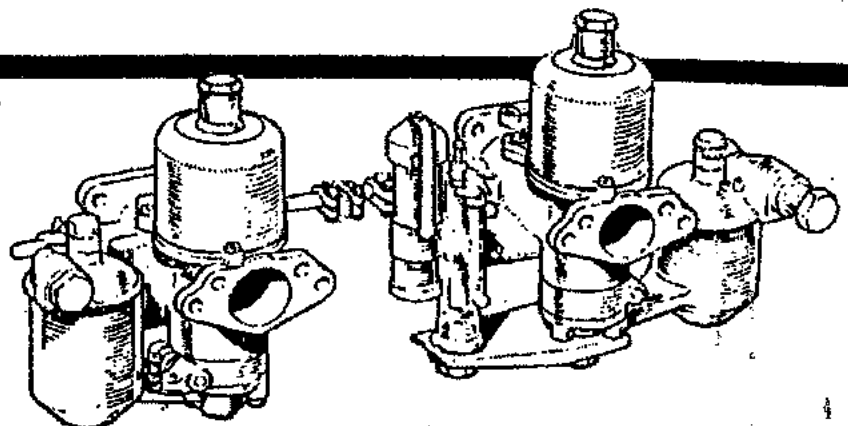
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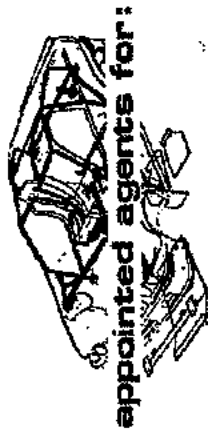
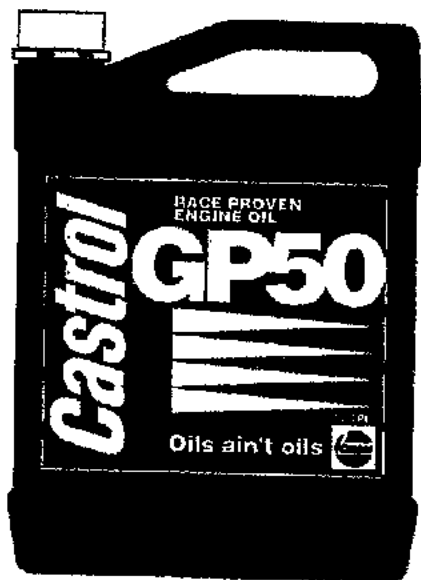
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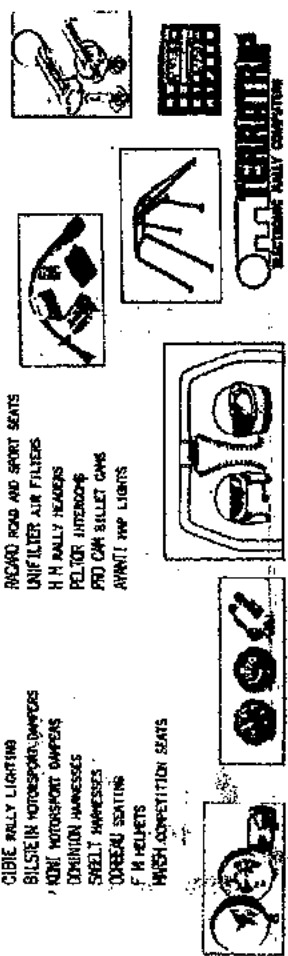


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Rally track heritage... but Galant VR-4's high tech approach produces a safe, satisfying road car.

The degree of technology being amassed to face the motorist is greater than it has ever been.

Four-wheel-drive road cars are becoming more prevalent, with Audi, Ford, Porsche, Subaru, Nissan and Toyota offering at least one model, and four-wheel-steering has Honda as its main patron. But only one car cheaper than \$100,000 has both.

It is the Australian Rally Championship-winning Mitsubishi Galant VR-4 — a direct descendant of the company's HSR concept vehicle displayed at the Brisbane Motor Show a few years ago.

The Galant VR-4 also provides a two-litre, four-cylinder engine, with double overhead camshafts, 16 valves, an intercooled turbo-charger, four-wheel anti-lock disc brakes, a viscous-coupling centre differential, an electronically-assisted chassis, four-wheel independent suspension — and, not insignificantly, four doors.

If all this wizardry sounds a bit much, just drive it and don't bother reading the specifications. The car does nothing but impress — everywhere and in almost everything it does.

It will comfortably seat five adults, it has a reasonable boot, it will lope along (without approaching its potential) at the legal speed limit all day, it will maintain driver freshness for long periods, it will instil confidence in its passengers and the ride quality, for a car of its sporting potential, is nothing short of magnificent.

Its body feels to be carved from solid granite and there is not the slightest hint of body flex or plastic groan under any circumstances.

For these reasons alone, this car is impossible to dismiss as the latest marketing weapon in the Japanese gimmick battles. In the technology for the dollar stakes, nothing comes close to the \$44,990 VR-4.

The beauty of all this technology is that from the driver's seat, unless you actively went out to sense or feel it (or read the signwriting on the rear doors) you would be largely unaware of its existence.

When the brakes are jammed on hard and the ABS kicks back onto your foot, preventing any wheel lock-up, it is noticed. When the throttle is held wide open and the turbo starts its elastic wind-up from 2500rpm it is noticed. When the car flies around medium to tight corners at amazingly high speeds it is noticed. But these are all extreme circumstances.

It is as happy to doddle around town all day long, as it is powering sideways through dirt forestry tracks in the hands of some of the world's leading rally drivers.

The VR-4 is Mitsubishi's first attempt at an all-wheel-drive passenger car, and, when people ask if the car can be driven on Fraser Island's beaches, it's obvious that some confusion surrounds the new breed.

Manufacturers are becoming increasingly interested in four-wheel-drive because, when a normal (two-wheel-drive) car is skidding, skating, sliding or just plain losing traction, the four-wheel-drive usually has the situation under control.

When driven normally, it has no huge advantages over two-wheel-drive, except a more even tyre wear pattern. Against this are complexity, cost and weight, not to mention a reduction in transmission efficiency.

But when the road or the weather turns nasty, or an unexpected patch of oil, gravel, dirt or water is hit mid-corner, the four-wheel drive system utilises every last smidgen of traction available to the car.

Four-wheel-drive is usually associated with high-clearance vehicles for off-road use, and these are usually only part-time four-wheel-drive.

These vehicles have a differential at each end of the car for distributing drive to the wheels, four-wheel-drive road cars have a third (centre) differential, which distributes drive to the front and rear differentials in much the same way as a normal differential distributes drive to the left and right wheels.

Under normal circumstances, the VR-4's centre differential, equipped with a viscous coupling (VC) unit, distributes drive 50:50 front and rear.

When grip varies from wheel to wheel, the VC unit senses which wheels can make the most use of the engine's driving power, and sends it to them, limiting drive to the slipping wheels.

With the exception of Audi's Quattros and Porsche's Carreras 4, the four-wheel-drives on sale in Australia are basically re-engineered Japanese front-wheel-drives.

With a car like the VR-4, 148kW of power and 279Nm of torque is simply too much for the front wheels to comfortably handle, and the only solution is to push the power through two more wheels.

From a standing start, this becomes a disadvantage, because the extra grip means the engine bogs down and the car cannot "launch" cleanly, but the VR-4 still manages to reach 100km/h in just 7.6 seconds. That's V8 Commodore territory.

Its stability at high speed is superb. On the VR-4's Australian launch at a private testing facility, I found myself in the passenger seat at an indicated 230km/h with a fellow journalist at the wheel.

It was so comfortable and stable that we were actually chatting. I was searching for a radio station, and, had the road length allowed it, could have easily fallen asleep. There was no jolting, no dancing across the road and no nerves. It just went where it was pointed.

The Road Ahead's testers had a few niggles about the car. Its speedo and tachometer dials were too big for easy reading, more gauges (other than the standard fuel level and water temperature) would have been appreciated, and while the seat had built-in lumbar support, an adjusting lever would have been nice.

More critically, however, its steering lets the car down. All feel has been removed from the height-adjustable steering wheel, except for occasional pothole kickback, and it takes a disturbing amount of lock to turn the car back from straight ahead.

But the car's engine is a jewel, and the gearbox is not half bad either. There is boost on offer from about 2500rpm right through to the 7000rpm redline.

An electronic rev limiter is set at 7800rpm, just in case a gear-change is missed in the excitement, because, when the car is being driven hard, there is excitement.

Between 3000 and 6500rpm the turbo is literally on song. Like a jet on a runway, it just builds and builds until the occupants are pushed hard back into their moulded seats. A flick of the wrist, another cog, and it all happens again, no matter first or fifth gear.

There is no turbo lag to speak of and throttle response is instant. Talk to rally drivers and they say that, on dirt, the cars are driven with the feet planted firmly on either the throttle or the brake — and almost nothing in between.

But under 3000rpm it is happy enough to poke around in any gear, and 100km/h is just under that engine speed.

In a car that constantly amazes when pressed, the limits of adhesion are simply phenomenal. On the road, it is a solution waiting for a problem, and evasion action waiting for a potential accident.

It will understeer at the limit, but it is doubtful many owners will ever find it.

Moreover, they will probably be happy with its well-bolstered seats, its hard-wearing cloth, the cut-pile carpet, the rear leg and head room, the hand grips all round, the perfect pedal positioning, the dial-a-temperature air-conditioning, the two-tiered console and the abundant oddment trays. Its cruise control, power windows and mirrors, armrests, and solid-feeling controls will probably also win their approval.

The techno-kill may not be seen or felt; but, if it's ever needed, rest assured, the car does perform.

MITSUBISHI GALANT VR-4
TECHNICALLY SPEAKING **OWNING ONE**

Engine: 2.0-litre four-cylinder with 16 valves, 125kW, intercooled turbo and electronic fuel injection. Maximum power: 148kW at 5000rpm. Maximum torque: 279Nm at 3000rpm.

Transmission: Five-speed manual driving all four wheels through centre differential with viscous coupling. Two limited slip differentials.

Suspension: Front MacPherson strut, coil springs and anti-roll bar. Rear: Double wishbones, coil springs and anti-roll bar.

Steering: Power-assisted rack and pinion with parallel rear-wheel steering.

Brakes: Four-wheel discs with ABS.

Tank: Fuel capacity: 60 litres. Range: 1000km. 12.9 litres/100km, average 10.1 litres/100km. Fuel tank: 62 litres.

The price: \$44,990 plus on-road costs. Other standard features: Air conditioning, cruise control, alloy wheels, remote boot and fuel filler releases, power windows, mirrors and antennas, front door locking, adjustable steering wheel, 12 major speakers, 1000cc RACQ insurance policy from \$27.00 for drivers over 25 with RACQ licence plus one vehicle. Financially driven companies (to view lease only) call 1300 777 777. RACQ Finance Service can arrange loans or leasing on new vehicles for motorists at very competitive rates.

THIS ARTICLE IS FROM THE AUGUST EDITION OF 'THE ROAD AHEAD' (WRITTEN BY MICHAEL TAYLOR)

MORE INTERESTING THINGS TO READ

The Valley Business Association have written to the club offering to accomodate any activity the BSCC may wish to stage in the Valley/Chinatown shopping district. If budding organisers wish to take advantage of this, please call Tracey McCulloch on 252 5999 for more details.

Souths Leagues Club(Davies Park, West End) have also written to invite BSCC members to join for \$10.00 per year to take advantage of their Poker Machines when they are installed.

The HQ Racing Association is presently holding a raffle to be drawn on 6th December, with the prize being a fully prepared HQ Series Race Car. The Race Car is valued at \$12,000 and only 7,500 tickets are being sold. If you would like to purchase a ticket/s at \$5.00 each, send your request to HQRA, PO Box 138, East Bentleigh, Victoria, 3165-and don't forget to include a stamped, self addressed envelope.

The Esanda Rally of Canberra is being held on 15-17 November and is an international event, expected to draw a very exciting field. The rally starts at 1pm on Friday and finishes at 3.30pm on Sunday. The Rally HQ is at the Capital Parkroyal Hotel and special accommodation rates are available.

A competitor was recent found by Forestry Department officials 'pactising in the Imbil forest area and has been subsequently banned from competing in that particular forest for twelve months. Serious stuff!!!



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WEDNESDAY 27 NOVEMBER

VIDEO WORLD RALLY CHAMPIONSHIP

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KEEMA RALLYSPRINT/KEEMA CLASSIC Final round Q.R.C.

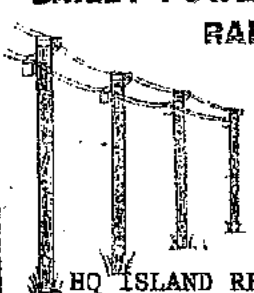
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
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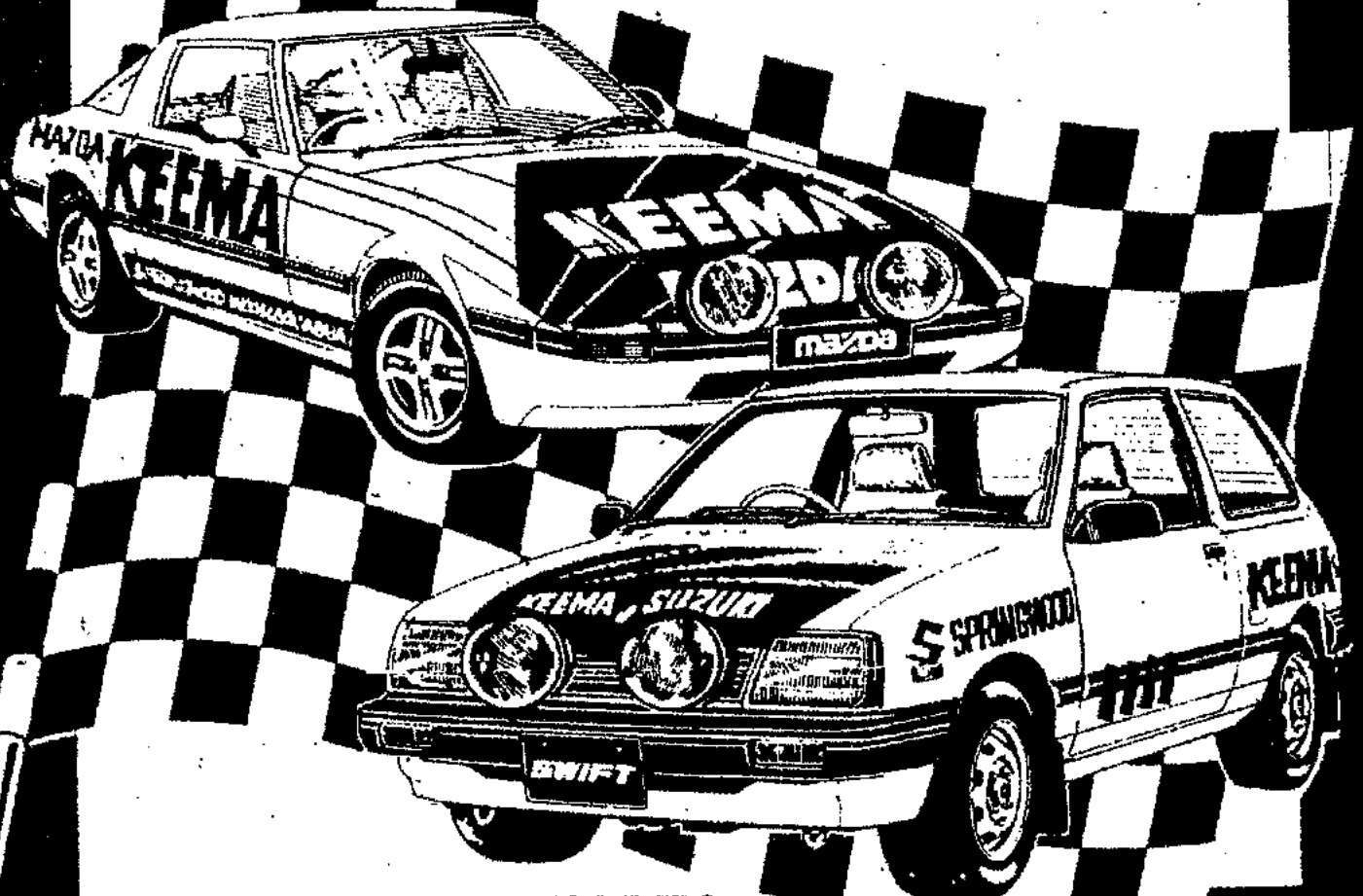
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