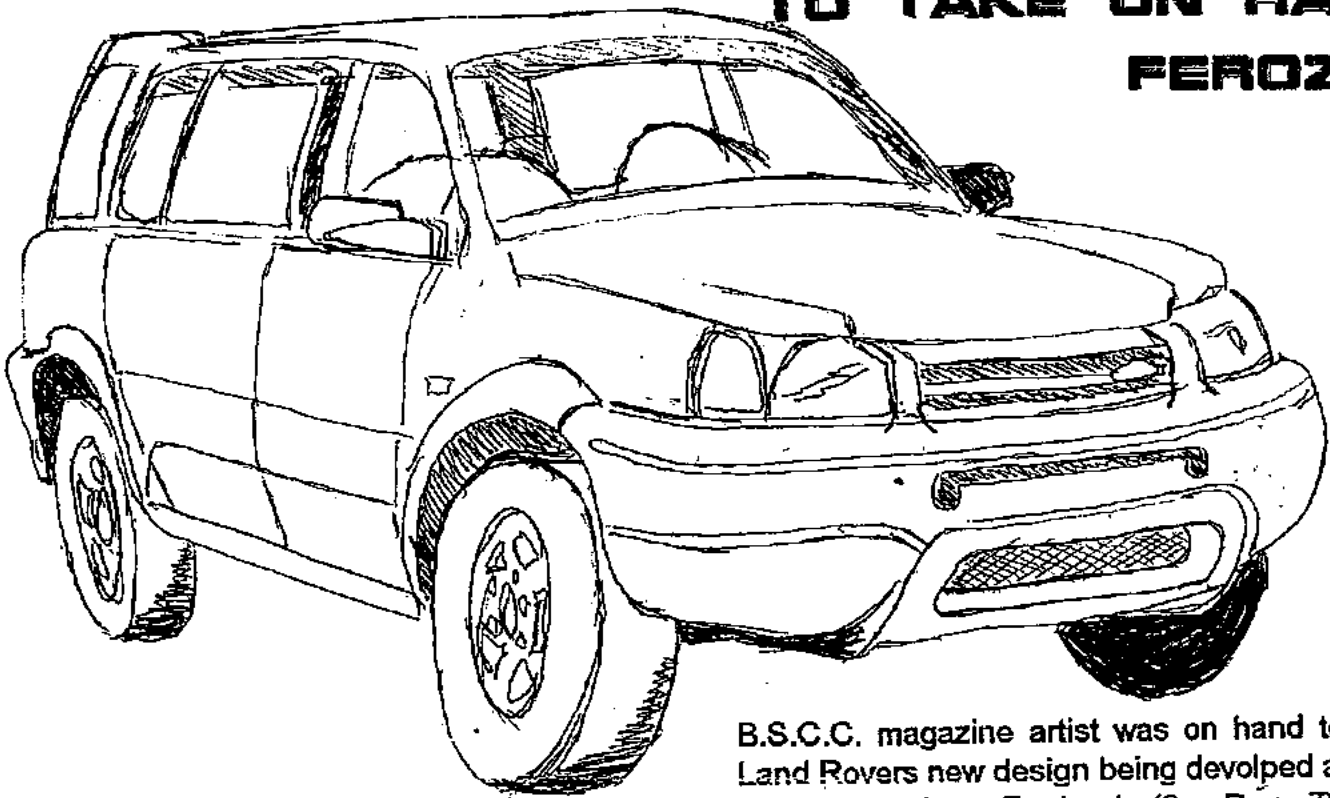


BRISPORT

THE MONTHLY MAGAZINE OF
THE BRISBANE SPORTING CAR CLUB

LAND ROVER

TO TAKE ON RAV 4,
FEROZA?



B.S.C.C. magazine artist was on hand to spy on Land Rovers new design being developed at Solihull near Birmingham, England. (See Page 7). Known as CB40 it has boubous front end and aggressive styling.

CONTENTS:

- * CONSUMER TEST - ROVER 100
- * MOTOR SHOW CLASSIC
- * COMING EVENTS
- * NEW 4x4 LANDROVER

EDITORIAL

Writing the editorial last month, my mind did wonder and think, what will we say in January as not much motorsport has been played. A sudden necessity arose which caused the Editor to fly to London for two weeks.

Now it is over 10 years since last I had the experience of driving around London. The roads are the same, however more roundabouts and the cars are smaller, more agile and have great mumbo in 2nd & 3rd gear, don't need a fifth gear too often but it is there.

The roads are hopelessly narrow with cars parked on at least one side, mostly both. You are forever giving way, slipping in between parked cars to let the oncoming traffic past. It is a nightmare. The headlight flasher switch works overtime.

The amazing thing being, that all the drivers are very courteous and considerate to each other. They flash headlights to let you through, they wave a thank you as you let them past. The average driver in London certainly reads traffic well and considers other road users.

There were a few other problems as well. Temperature ranging from 0 degree to -10 degrees Celsius. Fortunately, London did not have much snow fall, however the frost made things lively with front wheel drive. There was plenty to keep ones mind on the job.

One morning looking out from the centrally heated bungalow, I thought great, no frost! It was worse! Very light rain had fallen and of course every where was covered in black ice! Frightening stuff! With Black Ice, you see no change in surface colour or appearance, (the roads had been moist for the previous 7 days), just all of a sudden the car takes off and seems to just want to run off into any direction. You try to correct, however you are not real sure of which way to let it go as you have no visual clue to the surface conditions. Definitely not a scenario in which you hurry.

I saw two women drivers lose it. One in a Sierra, the other in a van. Both lost it and went round and

round. One went through a fence into someone's front yard, the other shot over the kerb and finished up amongst the landscaping of a roundabout. Both used brakes! When black ice is about, keep off the anchors or better still leave the car at home.

Fortunately day 9,10 & 11 of my visit saw dry roads. Driving around became a lot more fun and a lot quicker and everyone running together, yes the average driver was OK and considerate.

A day visit to the West End of London; shopping amongst the Sloane Square set and other eccentrics was fun. Kings Road, Chelsea saw an incredible machine. The famous Harrods Department Store has a delivery van which is like a box on wheels but is electrically powered. The battery pack is between the front and rear wheels. No big deal except that this machine was some 65 years old! It was certainly simple amongst the traffic. Amazing! It has been happily driving the streets for all that time.

Another eccentric was a guy riding a bicycle amongst the traffic with his shopping in two bags hanging on the handlebars and two small pannier bags on the rear. No big deal except that it was a "Penny Farthing Cycle" and when the traffic lights go red, you can't put your foot down on the ground or for that matter get off the bike. I suppose you could put your foot on the roof of a car and keep yourself upright that way.

There was some well set up cars on the roads. Neat Escorts, mini's with air dams, flaire and wings, many DOHC and turbo modifications, Why? *(Because they can - Typist).*

The status symbol Jag or Daimler, top of the range, Range Rover were everywhere, but a nightmare on those very little narrow roads.

Then to cap it off a semi-trailer drove out of a side road at traffic lights. It took 3 changes of lights before everyone moved enough for the semi to complete the turn. Yes, grid lock has real meaning.

EJ

The President's Corner

The start of a new year is on us. I hope everyone had a good break over Christmas and managed to survive the New Year celebrations.

The year has already got off to a busy start with two events scheduled in early February. BSCC is running the first round of the Short Course Series at Morgan Park. on the 2nd of February. Pat Hetherman has been busy organising the "Motorshow Monte Carlo Classic" to be run on Saturday 8th of February. This event has received strong support from the organisers of the Motor Show. This will be a fun event, so if you want to test you skills at finding your away around Brisbane why not enter.

Work on the ARC has began to hot up with the ground work being put in place for a great event. I am sure any offer to help would be greatly appreciated.

The new 1997 CAMS Advisory Panels have been approved with a number of Club members being appointed to the Rally and Offroad Panels. If you have any issues in relating to your area of interest, these issues can be raised with respective Panel Members - Errol Bailey (Rally) or Patrick Hetherman (Offroad)

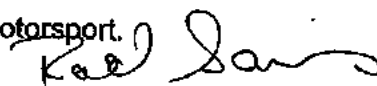
The event calendar for 1997 is quite busy with the Club organising around twenty events for the year. This year it has been decided to cut back on the number of night runs and motorkhanas being run by the Club.

BSCC has combined with a number of Clubs to run a night run Series throughout 1997. Club members will be given points towards the Club Championships based on their results in each event ie the first BSCC member to finish will receive first points for the championship and so on. A series for Motorkhanas is also being finalised. Keep an eye on the coming events column for when these events are on.

The Club is looking for a new Editor for the Magazine. Due to work commitments Patrick is unable to continue as Editor. If anybody would like to take over the job or could assist in any way please give Esme a call.

I hope everybody has an enjoyable and successful 1997 in motorsport.

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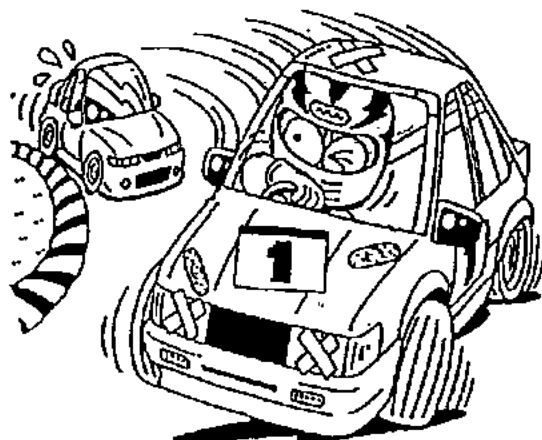
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CONSUMER ROAD TEST

ROVER 100

Not very often do we see a road test in this magazine, however this month we are able to bring a road test of an unusual car for Australia and one which was conducted entirely in freezing conditions in London.

The vehicle was ideal for the narrow crowded roads, with quite spectacular pick up in 2nd and 3rd gear, which were always in use. Whether BMW influence had extracted more grunt out of the 1100cc, who know but it certainly was a pocket rocket. 100 kms/hr was reached in 13.0 seconds working the box.

Transverse donk front wheel drive. At first found front end drifted all over the place under acceleration but that was due to the ice not the car. When the roads dried out the Rover became truly nimble and a real hoot to work around the roads. With 59 brake horse power which works out at 71 brake horses per tonne, it certainly kept the excitement level up. Parking was a dream, as it always is with compact cars. The visibility all round was excellent. The car was a 5 door hatch with a glass sun roof. The sun roof adds changing decoration when covered in snow. As the snow blows off in the slip stream, quite attractive patterns evolve. The sun roof had another useful function. The stop line at traffic lights in London is alongside the light stand and that makes viewing the light change difficult. Not when you have a glass sunroof. I feel the sun roof would be a pain with the hot Aussie sun outside.

Inside the cabin was all fabric including door covers. The dash had wall nut trim (plastic) but looked good. Instrumentation was adequate.

The steering wheel was chunky and very sporty and had a nice feel to it. Two stalk levers on the column. The left one controlling the lights and the other, the windscreen wipers and washers. Wiper washers were fitted front and back.

Controlled from the dash was the rear screen heater which was very effective. it only took two minute to thaw the ice in the mornings so the wiper could remove it.

The heater system worked real well and even made the interior a little hot when on MAX and outside

temperature about -10 degrees Celsius, (that's right MINUS 10). When heat was deflected onto the screen, the ice melted quickly.

For a six foot Queenslander, complete with Aussie desert boots, the driving compartment was a bit tight. The distance between the accelerator and brake pedals was a little small, so you can imagine braking and accelerating at the same time could be fun.

All in all, a real little car, real fun to drive and kind at the fuel pump. Sporty, firm suspension but interior just a tad too tight. Looks good, had alloy wheels etc., and stood out in the crowd, positively.

Sorry, no top speed but the motorways were restricted 60 or 70 kph due to snow and ice not to mention the fog.



Alan Stean
Manager

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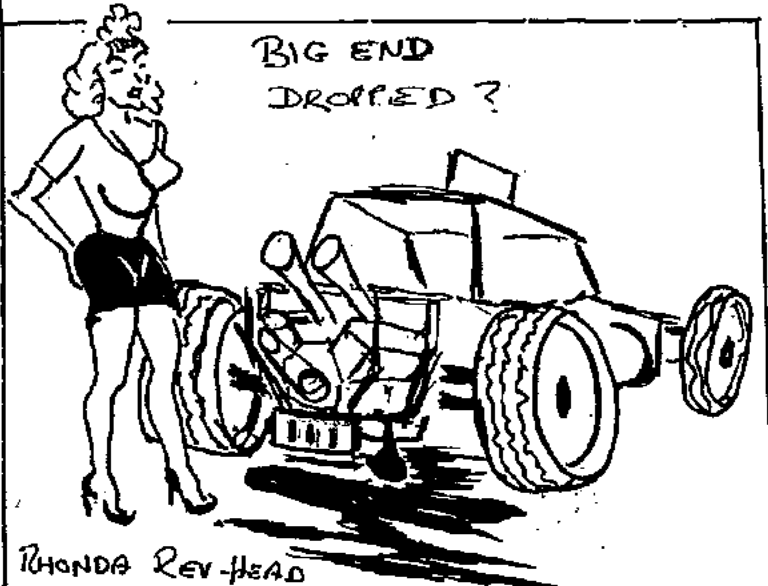
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HOT OVERSEAS

4X4 NEWS

A new development from Landrover - the CB40. This maybe a vehicle that is from the think tank of BMW rather than the heart of Rover at Solihull who put 4x4 on the map with the incredible exploits of the uncomfortable but unstoppable Landrover.

Currently, we believe in pre-production assembly, the new baby 4x4, the CB40, (perhaps to be marketed as the "Highlander") is not really aimed at the true off road user, however more the "Lifestyle" trendite of dare we say the Gold Coast or Toorak.

Powered by a K series Rover engine, the CB40 will most likely be available with a 1.8 litre four cylinder at 115 BHP and say a top of range model using the 2.5 litre V6 with approximately 175 horses under the bonnet. Maybe even a 2.0 litre diesel.

The real problem being the CB40 is a monocoque construction, no ladder type chassis which gives true off road strength and allows that necessary axle movement. The ground clearance of the CB40 is nothing to shout about. Suspension is believed to be struts all round.

The exterior design is rugged and should appeal to the yuppie who only stays on the black stuff.

On the model spied upon, only one gear shift so transfer system must be constant 4WD. Our artist sketched the vehicle. so nothing is secret. (see front page).

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COMING EVENTS

MORGAN PARK OFF ROAD EVENT SAT 1ST/SUNDAY 2ND FEBRUARY 1997

The 1997 Off-Road calendar kicks off with a short course off-road event at Morgan Park, Warwick and will be organised by the BSCC. Camping is available at the venue. The event will consist of four heats of three laps each, with each lap 1.5 km in length. Scrutiny will be on Saturday afternoon and early Sunday morning. The main event will start mid morning with the event finishing mid-afternoon. Trophy presentation will be held at the conclusion of the event.

For further information contact Rod Sams on (07) 33459075 A/h.

FIRST CLUB NIGHT FOR 1997 WEDNESDAY 15 JANUARY 1997

The Clubrooms will re-open after the Christmas/New Year Break. Everyone is welcome. Rod Sams and Tony will be there to accept Membership Subscriptions and to distribute Membership cards and Basic Licences.

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COMING EVENTS

MOTOR SHOW MONTE CARLO CLASSIC SATURDAY 8TH FEBRUARY 1997

This event will be the first round of the 1997 Historic Rally Series and will be run in conjunction with the Brisbane Motor Show.

It will start at approximately 9.00am from four different locations in Brisbane and competitors will converge to a control at the Motor Show around lunch time. Competitors will then go off and do another section which will return them to the finish again at the Motor Show.

As well as Historic Cars the event will cater for cars built later than 1975 provided that they are "classic" type vehicles.

Instructions will be designed so that novice competitors should not get lost. There will be some map reading but it will be relatively simple. Each entrant receives two tickets to the Motor Show.

For further information contact one of the following people:

Patrick Hetherman (07) 3351 1439
Jim Reddix (07) 3289 9276
Sheridan Williamson (07) 5578 2354 Gold Coast

VIDEO NIGHT AT THE CLUBROOMS 12 FEBRUARY 1997

Chris Lane will be showing motorsport videos on the second Wednesday of each month. The first of these nights will commence on 12 February 1997 at 8.00pm.

GOLD COAST KHANACROSS SUNDAY 16TH FEBRUARY 1997

BSCC members are invited to a Khanacross to be organised by the Gold Coast Club. The venue is at the end of Yawalpah Road, Pimpama and the start time is approximately 9.00am (Qld time). For further information contact Wade Edwards on (07) 5535 9261 Gold Coast.

FORTHCOMING EVENTS

MG CAR CLUB NIGHT RUN 14th MARCH 1997

The second Interclub Night Run for the year will be held on Friday 14th March and will be organised by the MG Car Club. More details next month. Keep the date free.

NORM SINGLETON RALLY CONNECTION RALLY 22ND MARCH 1997

This event will be a PACE-NOTED rally in the Jimna area to be held on Saturday 22nd March, with a total distance of 84 km of Special Stages and 56 km of liaison.

The organisers have recently checked the roads in Jimna and report that they are in absolutely fantastic condition.

A change to the original format of the event will mean a slightly earlier start for reconnaissance, and a finish at approximately 6.00pm.

Regulations will be available in a couple of weeks.

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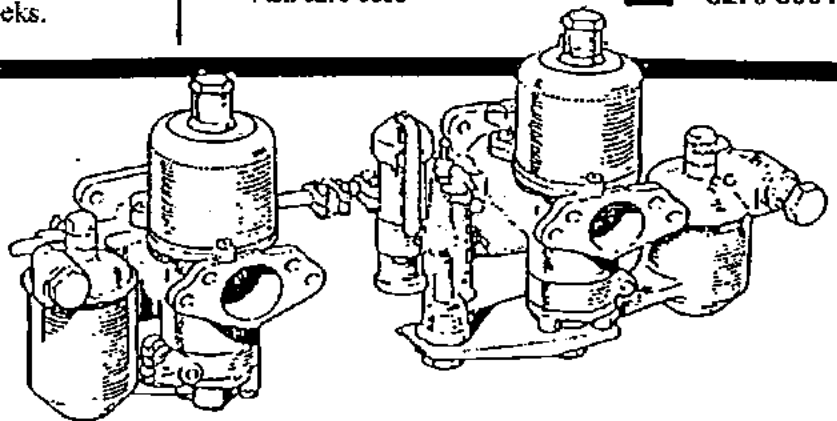


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COMING EVENTS COMING EVENTS

NASH GLASS & ALUMINIUM TABLE TOP RALL 19TH FEBRUARY 1997

The first round of the Table Top Series will commence on Wednesday 19th February at the Clubrooms starting at 8.00pm.

Everybody is welcome. Table Top Rallying is an excellent way to improve on map reading skills. Maps will be supplied by the Organisers.

For further information contact Tony Best on (07) 3371 0367 a/h.

MARQUE SPORTS CAR CLUB NIGHT RUN FRIDAY 21ST FEBRUARY 1997

The first Night Run for the year will be conducted by the Marque Sports Car Club. This event will start from the lower car park at Carindale Shopping Centre, (below Myers). This car park can be entered from Creek Road or from Bedivere Street, (off Meadowlands Road).

Competitors should be at the start location by 7.00pm for a 7.30 pm start. This event will count towards the 1997 BSCC Night Run Championship.

For further information contact Carl Stecher on (07) 3399 3638 a/h.

COOLOOLA RALLY SATURDAY 1ST MARCH 1997

This event will be the first round of the 1997 Queensland Rally Championship and the GP Cars Clubman Rally Series.

As in previous years, (every year since 1986 to be exact), the event will be based at Gympie, with the start and finish at the Roadcraft Driver Training Centre.

The rally will start at 1.00pm and finishing at approximately 11.00pm. The Clerk of Course will again be Brian Everitt. He is planning an event with more competitive distance and less transport than last year, and less travelling for service crews. (Approximately 170 km for QRC and approximately 90 km for Clubman class).

For further information contact Brian Everitt on (0754) 828 833 (work).

1997 MOTOR SHOW CLASSIC

This event is ideal for the occasional Motorsport participant or those that do not wish to prepare a special car. Results will be based on penalty points for navigation and observation. Map reading skills are not necessarily required just the average street directory intelligence. (Women are best at this). It helps if you can count.

Each crew that enters will receive two free tickets to the 1997 Motor Show. The route chosen is quite clever and we are sure that at the end of the day everyone will have a good laugh. Trophies will be awarded to outright and class winners at a venue inside the Motor Show.

The club will need some volunteer navigators as there will be a special class for classic cars on exhibition at the Motor Show. Some of those entries will require Navigators and the club has undertaken to nominate them. (If somebody enters a Ferrari and needs a navigator - it's mine - Ed). (If he is tall dark and handsome - he's mine - Typist).

We require control officials as there is multiple start points and several secret check points, (sneaky!). Please contact (07) 3351 1439 or (0755) 782 354.

Classes eligible are as follows:-

Class 1 Sports cars manufactured prior to December 1965, (all capacities).

Class 2 Sports cars manufactured between 1 January 1966 and 31 December 1975.

Class 3 Sedan cars manufactured prior to December 1965, (all capacities).

Class 4 Sedan cars manufactured between 1 January 1966 and 31 December 1975.

Class MS5 Motor show exhibitors Class, (all capacities). Any road car of which is being exhibited at the 1997 Brisbane Motor Show.

Class MS6 Open any road car manufactured between 1 January 1975 and 31 December 1985

If you wish to enter then contact Patrick Hetherman on (07) 3351 1439 or Sheridan Williamson on (0755) 782 354.

I would like to take this opportunity to thank Rod Sams, Tony Slattery, Sheridan Williamson and Tony Best for the assistance in supplying articles for these last two magazines. Ed

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JAGUAR TECHNOLOGY



TONY SLATTERY FOUND THIS TID BIT IN "NEW SCIENTIST" MAGAZINE, 27 APRIL 1996. THOUGHT CLUB MEMBERS MIGHT LIKE IT.

Technology in cars has always fascinated advertising copywriters. At 60 miles pr hour, ran a famous Rolls-Royce ad, the loudest sound is the ticking of the clock. now Jaguar has produced a worthy rival.

"No other car in its class, " says the advert for the XJ series, "receives a more testing and technologically advanced start in life than a Jaguar. The geometry and alignment of our wheels are defined by computers to an accuracy, you'll be fascinated to learn, of 0.00000176 of a degree. Which makes for more responsive control and longer lasting tyres.

The accuracy is indeed fascinating. As Mr Harman of Camberley in Surrey reminds us, Jaguar engineers can determine the wheel alignment to the width of a single atom. But as soon as drivers do anything which might add or subtract a few atoms from the tyres, such as braking hard or driving over hot tar, they ought to call in at their local garage and have their wheels realigned - if they think that a couple of nanoradians is at all important. *(Is a nanoradian anything like a nerd - Typist).*

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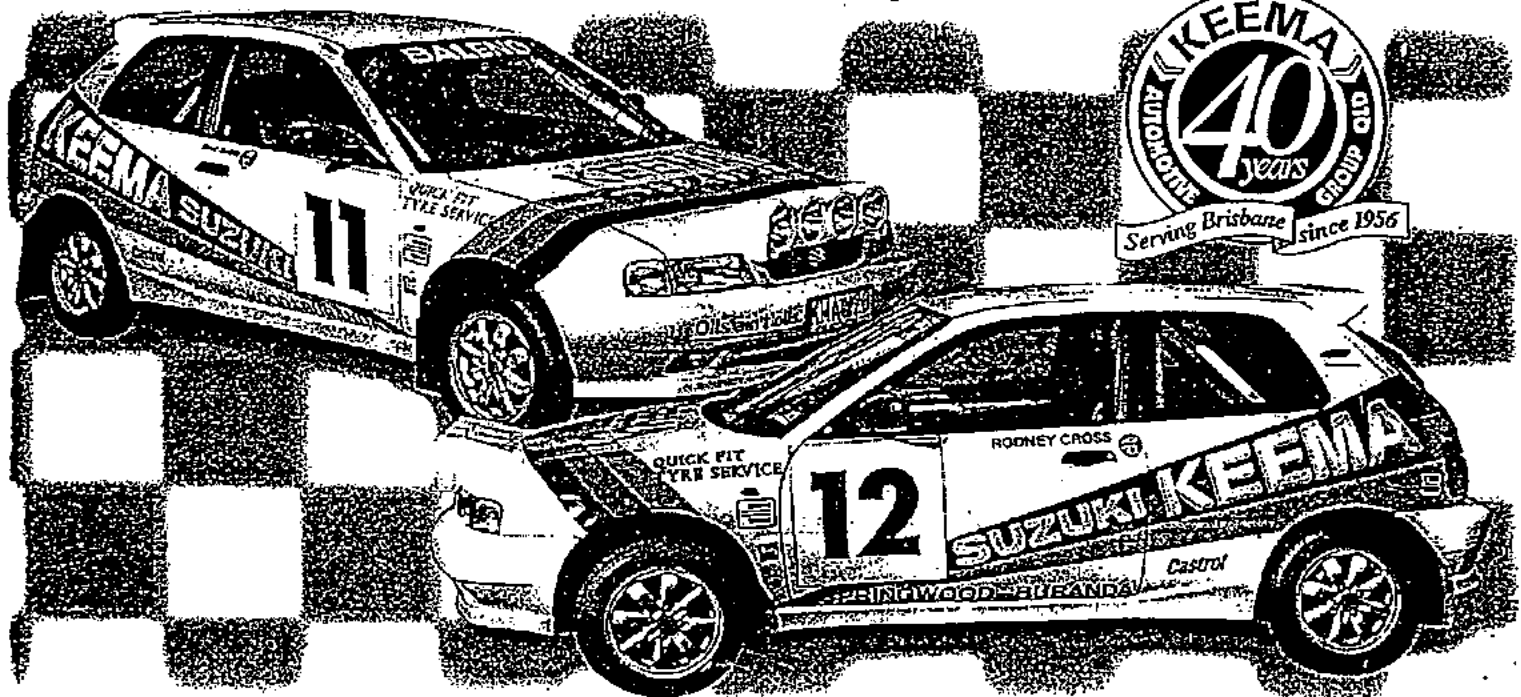
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