





Paper *Heatway*  
*St. Warkah's news.*  
Date: *4 5 72*  
Clipping supplied by  
... THE ...  
PRESS RESEARCH BUREAU  
A Division of  
New Zealand Provincial Press Ltd  
Box 3711  
106 Courtenay Place,  
WELLINGTON, N.Z.

## RALLY DISAPPOINTMENT BUT STILL GREAT FUN

Although both Toko-roa entries in this year's Heatway rally were plagued by bad luck and both teams were slightly disappointed with their performances, they enjoyed the rally immensely.

The team of Graham Guthrie and Lyndsay Dickinson in a Mini Cooper S were placed 69th overall while the other team of George Kuttel and Terry Fitzpatrick, driving a 1968 Ford Escort, were forced to pull out when lying about 30th.

The Guthrie-Dickinson team trouble started at scrutineering where they were told that they needed a new brake cable and new wheel bearings and that they had to fix some holes in the fire wall, an oil leak and some loose cables and hoses under the bonnet. There were no facilities to do this and the car had to be fixed on the road-side. It was ready five minutes before the deadline for re-scrutineering.

Mr Guthrie's team started in 71st position and completed the first three stages uneventfully. However, on the fourth stage (Moonshine Road) the car went out of control and hit a bank.

The left front suspension was ripped out and after waiting two hours for a tow truck to arrive they drove the badly damaged car to the nearest garage. It was about midnight on Sunday and it took them until 2.30 a.m. on Monday to put a new steering box in the car and to catch up with the rest of the rally.

They carried on up the Waikato River stage and in the course of this lost second and third gears. After completing this with only two gears they were told that the stage had been cancelled anyway so they won no points. The car was taken to a garage where it was stripped down and worked on from midnight that night till 6 p.m. the next night by Mr Guthrie and his mechanics.

As soon as they caught the rest of the rally up at Auckland the car went perfectly and the rest of the stages went without a hitch. The team was placed 69th overall.

Mr Guthrie said that the whole project had cost about \$2500, but he was pleased with the car's performance since it was the oldest and smallest car in the rally.

Mr Kuttel's troubles also started before the rally when they discovered too late that the wrong cam shaft had been put in the car. This greatly reduced

the car's performance and it had to give away about 40 m.p.h. to other cars in its section.

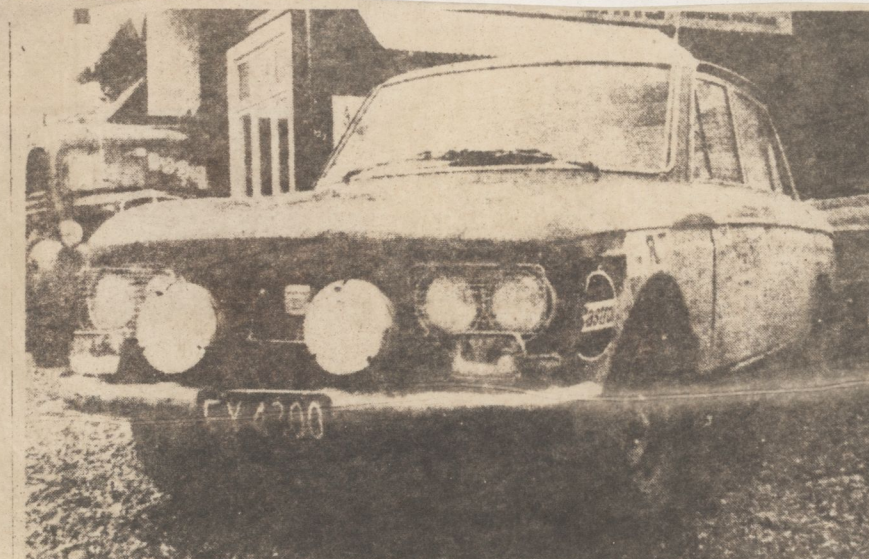
The actual race went very well for this team until when, about 30 miles from Wellington and the finish, the car's oil pump sheared off and the car was unable to finish.

The men did not wish to appear to be making excuses as almost all the cars in the rally had trouble of some sort. They said they

had enjoyed every minute of the event and that breakdowns were just a part of the sport to be endured and overcome.

Both teams are eager to compete again next year but Mr Guthrie thinks that he will enter a different car, probably an Escort or a car of that size. Mr Kuttel will enter next year in the same car and he intends to compete in a rally in Palmerston North in September.

Paper *Heatway*  
*The Tribune*  
Date: *7-5-72*  
Clipping supplied by  
... THE ...  
PRESS RESEARCH BUREAU  
A Division of  
New Zealand Provincial Press Ltd  
Box 3711  
106 Courtenay Place,  
WELLINGTON, N.Z.



A different looking Datsun 1300 returned to Marlow Motors undented and undamaged last week after the gruelling 3,000 mile Heatway Rally. Dick Marlow and Wayne Lynch in the Fisher-Kastle sponsored entry were the first Manawatu Car Club members home in 30th place out of 85 entries. Dick commented his car performed admirably with no mechanical problems. He now intends to enter in the Golden Shell Rally in August (Peter Cain Studios).

Paper *Heatway*  
*Times Advertiser*  
AUCKLAND-COURIER  
Date: *9-5-72*  
Clipping supplied by  
... THE ...  
PRESS RESEARCH BUREAU  
A Division of  
New Zealand Provincial Press Ltd  
Box 3711  
106 Courtenay Place,  
WELLINGTON, N.Z.

## Local drivers perform well in Heatway Rally

"In the whole of the 2500 mile Heatway Intermediate rally, our Toyota Corolla performed beautifully," said Neville Potts and Roger Hood of Pukekohe.

They finished 20th overall and fifth in the 1000cc-1300cc class out of 19. There were 84 starters and 69 finished.

"We had no mechanical problems, were involved in no incidents, and only had two punctures," said Neville. Both drivers expressed their appreciation of the reliability of the car, and in particular to John Bemasconi who was the chief mechanic and spent two months preparing the car. Each day the car was given an hours check.

### SERVICE CARS

Two service cars were used in the trial, a Toyota Corolla Estate with Denis Griffin and John Bemasconi of Pukekohe as crew, and a Holden Utility with Nick Herrold and Trevor Ellery of Waiuku.

The trial was held in five stages and started in Wellington. First was to Wanganui via the King Country, and the second to Auckland via Taumaranui. From Auckland the trial continued to Tauranga, Opotiki and Gisborne. The fourth was to Tolaga Bay, Tokomaru Bay and Napier, and the last stage to Wellington.

On the trial just over half the journey was in special stages, which meant that certain roads were closed to other vehicles while the rally was on.

When Neville and Roger left Wellington they drew 77th place, and throughout the trial progressively improved their position.

At Wanganui they were 52nd, Auckland 30th, and Napier 25th. Roger said everything was worked on a points system, which was known every day.

Over the entire rally both drivers averaged from four to five hours sleep each day.



Neville Potts (left) and Roger Hood after they returned from the Heatway International Rally.

Paper *Heatway*  
WAIRARAPA TIMES AGE  
Date: *10-5-72*  
Clipping supplied by  
... THE ...  
PRESS RESEARCH BUREAU  
A Division of  
New Zealand Provincial Press Inc.  
Box 3711  
106 Courtenay Place,  
WELLINGTON, N.Z.

## Council's disapproval of running of rally

The manager of the Heatway Car Rally will be told of the Masterton County Council's disapproval of the running of the rally through the Masterton county.

Cr W. J. Kerse said no personal contact was made with property owners bordering the roads over which the rally was run.

Their only notification was a letter placed in mail boxes and many people failed to receive this notification.

The letter was to advise them that the roads were closed by order of the county clerk but the organisers of the rally did not make sufficient effort to see that contact was

made with property owners, he said.

"The cars covered almost the entire section of the road before the official time of closure — they were three-quarters of an hour early. They were lucky there were no serious mishaps."

Cr T. D. M. Brown said the cars travelled over the Homewood road at speeds of up to 130 mph and the damage to the road was considerable.

The county clerk, Mr W. S. Barnett, said the official closing time for the road was from 5.30 am to 9.25 pm but most of the cars had passed over the road before the time of closure. They were running a great risk, he said.

Paper *Heatway*  
*Wairoa Star*  
Date: *10/5/72*  
Clipping supplied by  
... THE ...  
PRESS RESEARCH BUREAU  
A Division of  
New Zealand Provincial Press Ltd  
Box 3711  
106 Courtenay Place,

## Cleared Road For Rally

Activities during the month of April included special attention being given to the Mangapoi Road prior to the Heatway International Car Rally, reported the pound-keeper, Mr S. Robinson, to yesterday's meeting of the Wairoa County Council.

Mr Robinson said a night patrol had been carried out and cattle found on the road had been removed and impounded. Fees for this had still to be collected.

All State Highways had been patrolled during the period and animals impounded had totalled 20 cows.

Verbal warnings had been given to owners of stock impounded, and especially where odd sheep had been seen on roads.

One mob of cattle had passed through the district and fees were yet to be collected.



Heatway  
Paper CENTRAL  
LEADER.  
Date: 10-5-72  
Clipping supplied by  
... THE ...  
PRESS RESEARCH BUREAU  
A Division of  
New Zealand Provincial Press Ltd  
Box 3711  
106 Courtenay Place,  
WELLINGTON, N.Z.

## Who is the fastest mechanic in town?

Fancy yourself as an amateur mechanic? Then could you diagnose in three minutes flat the reason for an engine misfiring at high and low revs and experiencing a severe power loss?

That was one of the tasks set me of New Zealand's best motor mechanics when they tried for a place in the New Zealand Motor Corporation's Heatway Rally service team.

Competition for the service crew, which backed up the General Finance Marina and Mini Clubman team and the Excess Insurance Mini Clubman, was strong and only the

quickest and coolest mechanics made it.

Service manager for the team, Mr. Graham Tattle, said: "We had to find mechanics willing to work 24 hours a day, with plenty of stamina, a tremendous knowledge of the cars and the ability to work fast and efficiently under very high stress. They also had to be very good at diagnosing faults."

"It was difficult to find men with all these qualities but we finally did."

### Practical

The corporation called applicants from its three regions in both North and South Islands and they had to sit a 45-minute

practical test. The latter covered the length of time allowed for routine servicing stops during the rally before penalty points are incurred.

Both tests showed up some interesting characteristics of men working under extreme pressure.

In the practical test, cars were prepared by disconnecting the windscreen wiper motor circuit at the fusebox, loosening the fan belt, engine mounts, an outer tie rod end and a wheel. A tail light was disconnected. A misfire was induced in one cylinder by closing the spark plug gap.

Contestants also had to remove and refit both front disc

brake pads, adjust the rear brakes and check the alternator charge rate.

### Missed

Mr Tattle recalled: "Quite a few did not pick up the fact that a wheel was loose and that the tie rod end had been slackened off. In normal workshop practice these men would pick up such a fault, but we were really putting pressure on them to simulate the conditions they would experience during the actual rally."

The written test required contestants to state what checks they would make, and in what order, to determine the cause of an engine misfire

and how long the diagnosis would take. They were asked how they would quickly check compression pressures in this case to see whether a valve failure had occurred.

Other questions included the causes of erratic steering, poor acceleration and the engine not idling, how to temporarily stop a clutch from slipping and why the fan belt kept coming off.

### Benefits

Mr Tattle said that the overall standard of the applicants was high and that their experiences in both competing for a place and in the rally itself would have future benefits.

"This kind of test encourages fast diagnosis of faults and when this is translated to the workshop floor it is saving us time and the customers money," Mr Tattle said.

"Last year's rally certainly improved the diagnostic ability of service team members and this rubbed off on other staff. It certainly showed the value of rallying to the commercial motor world."



Nigel Roskilly's 3.3 Victor suffered two accidents on the journey. Outside Ohakune he and co-driver Brian Millet flipped and rolled over a bank only later to meet a Holden utility head-on.

## Tow truck took on rally course

The 1972 Heatway Rally has been labelled one of the toughest yet.

Dave Hill, of Roskill Towage, drove a truck through all those miles and here are some of his impressions.

"If you think it was difficult for a car, it was even worse for a truck, but we had to be there to assist cars that were either into or over banks or had other problems," said Dave.

"I don't know where the Wellington Car Club found some of these roads, but they can certainly put them back again. Even so we greatly enjoyed the trip and, I hope, saved some cars and crews

time lost by getting them on their way quicker, either by putting them back on the road or carrying them to a garage for repairs."

Whether rally car or service truck, this year's rally was especially hard on all vehicles.

It involved 82 touring sections totalling 1140.35 miles and 53 special sections totalling 1363.21 miles.

Heatway

Paper: ASHBURTON GUARDIAN

Date: 10-5-72

Clipping supplied by

... THE ...  
PRESS RESEARCH BUREAU

A Division of  
New Zealand Provincial Press Inc.

Box 3711  
106 Courtenay Place,  
WELLINGTON, N.Z.

## MECHANICS WON HEATWAY RALLY

If ever there was a test of men and motor cars in New Zealand, the 1972 International Heatway Rally, which ended in Wellington last Saturday, was just that.

The drivers, of course, made the headlines in this, the most publicised event ever in New Zealand motor sport and so newspaper readers and radio listeners could be excused for believing that they covered the 2500 miles, in which more than 1300 miles were special stages, without anything much in the way of outside help.

In fact, nothing could be further from the truth. It is extremely doubtful if any one of the cars that set out from Wellington at 2 p.m. on Sunday, April 13, would have made it back there a week later without the help of the back-up servicing crews most of whom worked like latter-day slaves to keep the cars in the competition.

After it was all over winner Andrew Cowan who, with Paeroa's Jim Scott, brought home an immaculate Mini Clubman GT, entered by the General Finance Corporation, said it was the toughest rally he had done in four or five years.

Cowan, winner of the London - Sydney Marathon, and a front-runner in the World Cup Rally that took the field through Europe and South America, until he crashed and broke his neck, has rallied all over the world and knows what he is talking about.

He was well aware of the fact that without the support of the New Zealand Motor Corporation's 13 mechanics who kept his car in tip-top condition he would not have been in the hunt.

The point about an event such as the Heatway is that if one is out to win, one must be prepared to flog the car to breaking point against the clock on the special stages, some of which are so rough that even a hardened farmer would be reluctant to tackle them at other than a snail's pace in his four-wheel-drive cross country vehicle.

No intending front runner goes into a rally of this nature unprepared for a break-down and in this Heatway they came thick and fast.

In the ultimate, the mechanics servicing the cars really won the rally and most of them went without meals and sleep to do so.

### Motor Corporation

The Motor Corporation selected a team of 13 mechanics to look after the three cars, the Cowan-Scott Mini Clubman and the two Morris Marina 1.8-litre TC coupes,

entered by the General Finance Corporation, and singleton Mini Club entered by Excess Insurance and driven to fifth spot by Hastings farmers Angus Hislop and Mike Langley.

In the event, they were called upon to perform prodigious feats and it all started within a couple of hours from the start.

The stories are legion and it would be unfair to sort out any one man for distinction because every member of the team pitched in.

On the second special stage, for example, Jim Richards, one of the fastest men in saloon car racing, dropped his left front wheel on the Marina into a water table some four miles from the end of the tortuous Moonshine track.

The tyre punctured when it struck a block of wood and the suspension arm was damaged. Undeterred Richards pressed on at unabated pace to the end of the stage where his two mechanics replaced the complete suspension unit and had him and co-driver Jim Carney on their way in 26 minutes. Subsequently the performance was repeated not only on Richards' car but also on the other Marina driven by Dauntsey Teagle and Peter Harris.

Up near Tolaga Bay the pipes running to the auxiliary radiator on Cowan's car fractured because of the severe jolting the Clubman was subjected to on a particularly rough special stage. Within six minutes the radiator had been removed and the pipelines

ness. re-routed to get the car into the contest again.

Subsequently, the main radiator mountings broke and the N.Z.M.C. mechanics fitted a new one in the middle of the night in Dannevirke so quickly that Cowan and Scott were able to resume without incurring penalty points for late.

For just about everyone in the Heatway, the rally was a chapter of repairable accidents and the time in which the cars were repaired determined the final result.

Peter Hall, general manager of the Motor Corporation, and team manager John Seabrook knew this was the way the rally would go and once the driving teams had been selected they directed all their energies to moulding the best possible back-up team.

Apart from the major objective of having the four cars complete the rally as highly placed as possible, they wanted to demonstrate to the public the efficiency of the mechanics who every day repair and service the cars that the public buys.

The mechanics came through with flying colours and Cowan and Scott were first to lavish praise upon them.

Other competitors were equally loud in their praise of their mechanics, many of whom were called upon to carry out seemingly impossible tasks, often on the roadside in the middle of the night, the only illumination being a torch and, to make matters worse, either in heavy rain or biting cold.

The driver and navigating co-driver do, of course, count for a tremendous amount in an event of this nature, but success can only come with a concerted team effort and in the final analysis the success competitors enjoyed in this Heatway was in a direct ratio to the determination and skill of the back-up mechanics.

Certainly the brilliant Cowan and most able Scott carried the day, but they knew as did every other driver in the rally that the Motor Corporation's mechanics had turned the trick for them.



Heatway.  
Paper:  
AUCKLAND COURIER  
Date: 10 5 72.  
Clipping supplied by  
THE  
PRESS RESEARCH BUREAU  
A Division of  
New Zealand Provincial Press Ltd  
Box 3711  
106 Courtenay Place,  
WELLINGTON, N.Z.

## No money — but a certain keenness



## THE 1972 HEATWAY RALLY

A Review from our local entrants

### SKODA RALLYE

The car was in the experienced hands of Aucklanders Laurie Evans and co-driver Colin Waite, both members of the Northern Sports Car Club, and past runners-up in the New Zealand Gold Star rally championship, Waite once and Evans three times.

Evans drove one of the successful Skodas in last year's Heatway.

"The Rally is a fully works prepared car with more power in the top range," he says, "and there are a few little differences from the standard car that made this year's trip more interesting.

Among the "little" differences are a fully balanced and crack-tested engine, with steel crankshaft and big end bearing caps, an eight-port cylinder head and compression ratio increased from 8.8:1 to 10.8:1.

The standard 14-inch pressed steel wheels have been replaced with 13-inch

magnesium wheels, fitted with special rally tyres. Instruments include a tachometer, oil temperature and pressure gauges, and a rally-type speedometer-odometer.

Roll bars are fitted, the seats have been designed for the rugged motoring that comes with international rallying and there is a battery of six lights up front — two extra headlights and two fog lamps. A close-ratio gearbox gives lower gearing all round.

## Over the finish line — in reverse

The first thing a rally team must face up to, is that they should be ready to tackle anything to keep in the race.

For Dave Jolly (below) and Graeme Harvey, the difficulties began early in the piece, when on the first night they rolled.

But that's nothing to what they faced later. Travelling through a special speed stage they came to a grinding halt in a ditch at the side of the road. On inspection, the front suspension was extensively damaged — too badly to continue.

At a time like this, the experienced rally team's ingenuity takes over. Turning the car about, mainly with brute force, they resumed in the same direction — backwards!

#### KINKY NECK

Graeme Harvey reversed the car the remaining 11 miles to the end of the stage, after which Dave described his partner's neck as "a bit kinky."

The Cortina also struck a

flying stone from a car in front. The incident happened in the late evening, and it was cold. They drove the rest of the journey with helmets and goggles "and nearly froze to death."

#### SAFETY FEATURES

From the Heatway rally, the Harvey-Jolly team have concluded that there are three safety features which everyday road users could well adopt.

- Safety triangles. During the rally, if an accident happened, one driver would take a reflecting triangle from the boot, and place it on the roadside about 50 yards back, to warn oncoming drivers.

- The full seat harness could help to reduce the road death toll.

- Internal roll cages, said Dave, should be incorporated in all standard car designs.

To enter a competition as popular as the Heatway rally without a big sponsor, is a different task, but two local motor fans managed.

David Levin (22) of Mission Bay (above), and Alan Cattle (23) of Remuera, pooled a large part of their savings to build up a 1600 Ford Escort.

The only help they had was cheap supply of parts through a garage south of Auckland — and they still came away with a \$140 trophy.

David and Alan won the Western Springs stage which involved six laps around the speedway circuit.

But for the rest of the rally, it wasn't quite as successful. They missed nine of the special stages through breakdowns.

At 22, David's driving experience is admirable. Starting typically, with hill climbs, he moved up to a 1000 c.c. Mini at Pukekohe last year, and now with a Heatway rally behind him, perhaps next year a sponsor might be looking for them.





## THE 1972 HEATWAY RALLY

A Review from our local entrants



Blair Robson (left) and Doug Bedingfield, soon after their arrival at Panmure Motors from the rally.

They finished seventh overall and second in their class. Both agree that the Heatway suits smaller cars.



## "... AND SO TO NEXT YEAR"

Blair Robson and Doug Bedingfield, the Heatway driving team who brought the Panmure Motors Ford Escort into seventh place this year, have already set their sights on the next rally.

In only its second year, the Heatway rally has already caught world attention and its consideration for the South Pacific rally series could even be a bigger boost.

Driver of the Panmure Motors car, Blair Robson, with over ten years' rally experience, had a lot to say for Heatway's meticulous organization.

"It was tougher than last year, and about two days longer," he said. "I think it totalled about 2,500 miles — although we weren't really worried about that," he sniggered.

### STRETCHED TO THE LIMIT

Driving a twin cam, Robson and Bedingfield, like all the driving teams, had typical moments when they stretched their equipment almost to its limit.

"It was pretty bad on the first night," said Robson. "I wasn't used to coming from the big Fords to a small one, and I had troubles sorting out the tyre pressure. He went off the road several times in the first night."

### "TOUCHED" POST

"In one special stage, we suddenly changed from tar seal to metal; we gently slid up to a fence post and just touched it."

"The limited slip diff. got us out of a lot of trouble."

"On one long metal straight, we were doing about 85 or 90, and I was sorting myself out behind this car, about 50 yards ahead. Suddenly we came up to a right hander, and he must have been watching my lights in the rear vision mirror. He went straight off the road. I was so busy watching him, we nearly did the same thing."

Co-driver Doug Bedingfield has been in partnership with Robson for 10 to 12 years now, and he says he has developed complete confidence in his driving... "although I much prefer it in the dark, than in the daytime," he added.

"I heard on the rally, that it was equivalent to four Benson and Hedges six hour races. That sort of testing certainly highlights any weak points in vehicles."

## SPECIAL SKODA "RALLY"

Skoda, winner of the manufacturers' prize in last year's Heatway International Motor Rally, didn't quite give a repeat performance this year, with three separate cars entered. Two were the standard 110L model — the surviving two from last year's team of three, in fact — overhauled and entered this year.

A feature of last year's Skoda entry was that all three cars were standard models, with modifications limited to the electrical systems and shock absorbers, apart from engine balancing.

This year a more exotic Skoda made its debut in New Zealand rallying. A works-prepared Skoda "Rallye," imported from Czechoslovakia by Motor Holdings Ltd, was bought and entered.

Continued on  
opp. page

Pictured is one of the Heatway Skodas on show at the Pakuranga Town Centre's recent motor show.





HEATWAY  
Paper  
NTH SHORE TIMES  
ADVERTISER  
Date: 11/5/72  
Clipping supplied by  
... THE ...  
PRESS RESEARCH BUREAU  
A Division of  
New Zealand Provincial Press Ltd  
Box 3711  
106 Courtenay Place,  
WELLINGTON, N.Z.

Page 28. NORTH SHORE TIMES ADVERTISER, Thursday, May 11, 1972.

# MOTOR T



A New Zealand Motor Corporation Heatway Rally service crew member explains a servicing problem on the Mini Clubman GT to Andrew Cowan (far left) during a rally day-stop at the corporation's Symonds St premises. Cowan's co-driver and navigator, Jim Scott (at right on opposite side of car), also has an eye on the servicing.

## Mini parcel with maxi power

The Austin Mini Clubman GT in which "The flying Scotsman", Andrew Cowan, won the

1972 rally has proved itself as a tough, reliable vehicle — a mini parcel with maxi power.

The General Finance-sponsored Mini Clubman had been fitted with many of the features demanded for high speed rallying, perhaps the toughest kind of sport a family car can be put into. But modifications alone cannot win rallies, as Cowan is fast to admit. The car must be sound in its standard production form to provide the basis for a winner.

The hard labour exerted on cars by modern rallies, with their closed, anything-goes sections require something a little out of the ordinary. The New Zealand Motor Corporation prepared the Mini Clubman for the worst conditions which were met by competitors in the Heatway.

### Underfloor protection

At speeds of more than 100 m.p.h. over roads of varying quality, the Mini ran into circumstances which are never encountered by the ordinary motorist.

The car was fitted with a full underfloor plating to protect it from high-speed stone damage; shock absorber mountings were modified to withstand the impacts caused by rough surfaces at 100 m.p.h.; and a padded, tubular steel roll cage was installed inside the car for safety. Together with special seats and aircraft-type harnesses, the car offered substantial protection to driver and co-driver.

The Mini Clubman's engine was bored out from the normal

1275cc to 1293cc and the compression ratio raised from 9.75 to 1 to 12.5 to 1. This enabled the car to use a racing fuel with an octane rating well in excess of 100. Such were the demands of the Heatway that the Mini was expected on some sections to get no more than six to eight miles out of a gallon of fuel. The owner of a more orthodox Clubman can expect something about six times better than that.

The car was fitted with extractor exhausts to improve engine efficiency and the cylinder head was reworked to help breathing.

Transmission is important to the efficiency of the car and the Mini's close ratio, all-synchromesh gearbox was fitted with straight cut gears. These are more efficient than the usual helical gears but they are considerably noisier as well and best suited to competition work. A limited-slip differential was also fitted.

### Original suspension

Cowan's winning Mini was equipped with the original rubber cone suspension which came with the early models before being replaced by hydroelastic suspension. Cones were chosen because although they do not provide the smooth, compensated ride of the hydroelastic cars, they are easier to service in rally situations. The Mini had an extra 5½ gallon petrol tank giving a total of 11 gallons fuel capacity. Wheels were magnesium; the front disc and rear drum brakes had hard racing pads.

A full range of instruments were fitted, among them a Halda Twinmaster which is a special rally-type of odometer fitted with two counters registering in 100ths of a mile or kilometre. This provides the navigator with accurate mileage details. There were also a clock and stopwatch so that navigator Jim Scott could time the car accurately through the special stages.

Heatway  
Paper  
SOUTHLAND TIMES

Date: 11/5/72  
Clipping supplied by

... THE ...  
PRESS RESEARCH BUREAU  
A Division of  
New Zealand Provincial Press Ltd  
Box 3711  
106 Courtenay Place,  
WELLINGTON, N.Z.



Shades of Andrew Cowan as the Mini Clubman G.T. is hustled through a sweeping bend. Frontal treatment is fresh and modern.



The G.T.'s styled wheels are an attractive feature of the car, adding to the business-like look of the new body style. The test car ran on B. F. Goodrich radials.

## Motoring Page

### Mini Clubman G.T. Boasts Many Fine Points

By MARTIN ASTON

The mini has never lacked something to offer, but the Clubman has so much more going for it that it's almost the birth of a second generation mini.

The new Clubman shape has been around for a year now, but only in limited numbers in this part of the country.

On the exterior the nose has been altered and the rear revamped.

Inside, instruments have moved into the position they should always have been, seats are modified and general interior trim improved.

Big feather in B.L.M.C.'s cap at the moment is a convincing win in the Heatway rally, Scottish ace Andrew Cowan piloting his modified Clubman G.T. to an overall win and an impressive list of special stage victories.

I managed to get my hands on a G.T. (no. modified) this week for a short test run.

### Australian Assembly

The car tested, as with all versions available in New Zealand, was Australian-assembled, using the old Cooper S 1275 cc engine. Specifications in this department show no change, as they have with English-assembled models.

Colours are much brighter and draw plenty of looks.

Get inside and immediately the new dashboard location hits you. Smack in front



of the steering wheel just where it should be, the dashboard is housed in a neat rectangular binnacle. Three large dials contain tachometer, speedometer, fuel and temperature gauges.

Finger controls are situated the parcel shelf centre with heater adjustment worked by a sliding lever.

Seats are still pretty horrible. For a car that delights in being driven with gusto,

the seats just don't come up to standard. Little support in corners and even less comfort make seats a big minus point for the Clubman.

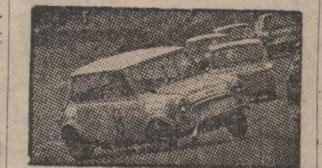
Engine noise still infiltrates the interior, but thanks to better soundproofing, it's no longer the persistent roar.

Steering is precise, quick vibration-free and a real joy to use. It would be one of the easiest vehicles to point that I have driven.

### Gear Change

The gear change once again falls into the same good set of standards the steering portrays.

The changes come quickly with a minimum of stick



movement and the wooden knob moulds itself into the palm of your hand.

Ratios are rather odd for a start, but after a while second third and fourth seem spot on, although first is almost too high geared.

Getting away from the lights can be a series of clutch-slipping exercises, but once on the move first turns into a handy low speed manoeuvring gear.

### Flexible Engine

The terrific little engine is flexible and smooth, but if asked for extra it just keeps on revving. Top speed is 97 m.p.h. at which the engine doesn't sound at all over-worked.

On a twisting gravel road the G.T. turns into a bundle of good-mannered fun.

This face-lifted Mini is sure to give the car of the 60s a good boost towards its third million sale. It's a stirring car to pilot, the only real moan being the seats.

It sells in New Zealand for \$3288, plus heater, which spells fairly good value. N.Z. Motor Corporation supplied the car for testing.

Heatway  
Paper  
Auckland  
Western Leader  
Date: 11/5/72  
Clipping supplied by  
... THE ...  
PRESS RESEARCH BUREAU  
A Division of  
New Zealand Provincial Press Ltd  
Box 3711  
106 Courtenay Place,  
WELLINGTON, N.Z.

## Tow truck took on rally course

The 1972 Heatway Rally has been labelled one of the toughest yet.

Dave Hill, of Roskill Towage, drove a truck through all those miles and here are some of his impressions.

"If you think it was difficult for a car, it was even worse for a truck, but we had to be there to assist cars that were either into or over banks or had other problems," said Dave.

"I don't know where the Wellington Car Club found some of these roads, but they can

certainly put them back again. "Even so we greatly enjoyed the trip and, I hope, saved some cars and crews time lost by getting them on their way quicker, either by putting them back on the road or carrying them to a garage for repairs."

Whether rally car or service truck, this year's rally was especially hard on all vehicles.

It involved 82 touring sections totalling 1140.35 miles and 53 special sections totalling 1363.21 miles.



Heatway  
 Paper:  
 WAIRARAPA TIMES AGE  
 Date: 12-5-72  
 Clipping supplied by  
 THE  
 PRESS RESEARCH BUREAU  
 A Division of  
 New Zealand Provincial Press Inc.  
 Box 3711  
 106 Courtenay Place,  
 WELLINGTON, N.Z.



Above: Shapely Cheryl Carr, one of the beauty contestants at the show, obliged our cameraman by posing in a bikini on top of Andrew Cowan's Heatway Rally winning Mini Clubman. This Mini drew considerable attention even without the beautiful Cheryl.

Heatway  
 Paper:  
 H.B. HERALD TRIBUNE  
 Date: 12-5-72  
 Clipping supplied by  
 THE  
 PRESS RESEARCH BUREAU  
 A Division of  
 New Zealand Provincial Press Inc.  
 Box 3711  
 106 Courtenay Place,  
 WELLINGTON, N.Z.

## Rally drivers stuck to the rules on open roads

One of the three stewards of the panel appointed by the Motorsport Association of New Zealand to the Heatway rally, Mr I. R. Hamilton, has denied that rally drivers reached 70mph on open sections.

A letter to a Wellington newspaper said that radio announcers had said that drivers were reacting to these speeds. But Mr Hamilton said any such suggestion was completely wrong.

"The 1972 rally was an outstanding event in the history of New Zealand motor sport," he said.

"Not only is the New Zealand public becoming increasingly interested and aware of the lessons to be learned from the rigorous safety precautions imposed on each rally crew, but trade sponsors are put in a position to test, almost to destruction, vital components such as brake pads and tyres—all typical of the very items on which the average motorist places so much implicit trust."

No opportunity was lost during the Heatway rally in taking worn parts for close scrutiny and examination. The result would be better tested safety stan-

dards for the average motorist.

### EXEMPLARY

Driving standards in the rally were exemplary.

"As rally stewards, we certainly observed one or two isolated traffic infringements (all by service crews) and we were empowered to impose salutary penalties accordingly through the promoters on the competitors being served by these service crews," said Mr Hamilton. "We took particular pains to inquire of traffic officers along the route the road behaviour of competitors and service crews. In all cases the response was of the highest praise."

"One officer near Hamilton told us that there would be far fewer accidents on the road if the general public observed the same behaviour as rally drivers he had noticed."

### RADAR

The promoters themselves had mobile radar sets as speed checks (on touring stages) and competitors and service vehicles were checked on numerous occasions in 30mph and 55mph limit areas and over road work restricted areas.

Two stewards watched this activity just north of Gisborne in a 30mph area. By far the majority of infringers were private motorists who registered speeds of up to 50mph. Two competitors were caught with speeds of 33mph (and penalised accordingly) and Andrew Cowan was clocked at 22mph.

The rally regulations provided for exclusion of any competitor if caught on "internal" radar speed checks on more than three occasions and with total immediate exclusion for being caught by a traffic inspector for any infringement of the Highway Code.

### SAFETY MOVES

"Regulations ensure that safety belts of harness type and safety helmets are worn at all times and all cars carry fire extinguishers and have roll bars fitted — a move now being considered by some manufacturers," said Mr Hamilton.

"All rally 'special stages' were over roads which had been closed, by prior authority, in a most meticulously safe manner. These stages are designed to test the crew and the vehicle and precautions taken ensure that the public are in no way endangered."



Paper: *Heatway*  
QAMARU MAIL  
Date: *13/5/72*  
Clipping supplied by  
... THE ...  
PRESS RESEARCH BUREAU  
A Division of  
New Zealand Provincial Press Ltd  
Box 3711  
106 Courtenay Place,  
WELLINGTON N.Z.



## MOTORING PAGE

by Peter Greenstade

# MECHANICS WON THE 1972 HEATWAY RALLY

If ever there was a test of men and motor cars in New Zealand, the 1972 International Heatway Rally, which ended in Wellington last Saturday, was just that.

The drivers, of course, made the headlines in this, the most publicised event ever in New Zealand motor sport and so newspaper readers and radio listeners could be excused for believing that they covered the 2,500 miles, of which more than 1,300 miles were special stages, without anything much in the way of outside help.

In fact, nothing could be further from the truth. It is extremely doubtful if any one of the cars that set out from Wellington at 2 p.m. on Sunday April 13 would have made it back there a week later without the help of the back-up servicing crews most of whom worked like latter-day slaves to keep the cars in the competition.

After it was all over winner Andrew Cowan who, with Paeroa's Jim Scott, brought home an immaculate Mini Clubman GT, entered by the General Finance Corporation, said it was the toughest rally he had done in four or five years.

Cowan, winner of the London-Sydney Marathon, and a front-runner in the World Cup Rally that took the field through Europe and South America, until he crashed and broke his neck, has rallied all over the world and knows what he is talking about.

He was well aware of the fact that without the support of the New Zealand Motor Corporation's 13 mechanics who kept his car in tip-top condition he would not have been in the hunt.

The point about an event such as the Heatway is that if one is out to win, one must be prepared to flog the car to breaking point against the clock on the special stages, some of which are so rough that even a hardened farmer would be reluctant to tackle them at other than a snail's pace in his four-wheel-drive cross country vehicle.

No intending front runner goes into a rally of this nature unprepared for a break-down and in this Heatway they came thick and fast.

In the ultimate, the mechanics servicing the cars really won the rally and most of them went without meals and sleep to do so.

The Motor Corporation selected a team of 13 mechanics to look after the three cars, the Cowan Scott Mini Clubman and the two Morris Marina 1.8 litre TC coupes, entered by the General Finance Corporation, and singleton Mini Club entered by Excess Insurance and driven to fifth spot by Hastings farmers Angus Hislop and Mike Langley.

In the event, they were called upon to perform prodigious feats and it all started within a couple of hours from the start.

The stories are legion and it would be unfair to sort out any one man for distinction because every member of the team pitched in.

On the second special stage, for example, Jim Richards, one of the fastest men in saloon car racing, dropped his left front wheel on the Marina into a water table some four miles from the end of the tortuous Moonshine track.

The tyre punctured when it struck a block of wood and the suspension arm was damaged. Undeterred Richards pressed on at an unabated pace to the end of the stage where his two mechanics replaced the complete suspension unit and had him and co-driver Jim Carney on their way in 26 minutes. Subsequently the performance was repeated not only on Richards' car but also on the other Marina driven by Dauntsey Teagle and Peter Harris.

Up near Tolaga Bay the pipe running to the auxiliary radiator on Cowan's car fractured because of the severe jolting the clubman was subjected to on a particularly rough special stage. Within six minutes the radiator had been removed and the pipe-lines re-routed to get the car into the contest again.

Subsequently, the main radiator

mountings broke and the NZMC mechanics fitted a new one in the middle of the night in Dannevirke so quickly that Cowan and Scott were able to resume without incurring penalty points for lateness.

For just about everyone in the Heatway, the rally was a chapter of repairable accidents and the time in which the cars were repaired determined the final result.

Peter Hall, general manager of the Motor Corporation, and team manager John Scabrook knew this was the way the rally would go and once the driving teams had been selected they directed all their energies to moulding the best possible back-up team.

Apart from the major objective of having the four cars complete the rally as highly placed as possible, they wanted to demonstrate to the public the efficiency of the mechanics who every day repair and service the cars that the public buys.

The mechanics came through with flying colours and Cowan and Scott nics many of whom were called upon them.

Other competitors were equally loud in their praise of their mechanics many of whom were called upon to carry out seemingly impossible tasks, often on the roadside in the middle of the night, the only illumination being a torch and, to make matters worse, either in heavy rain or biting cold.

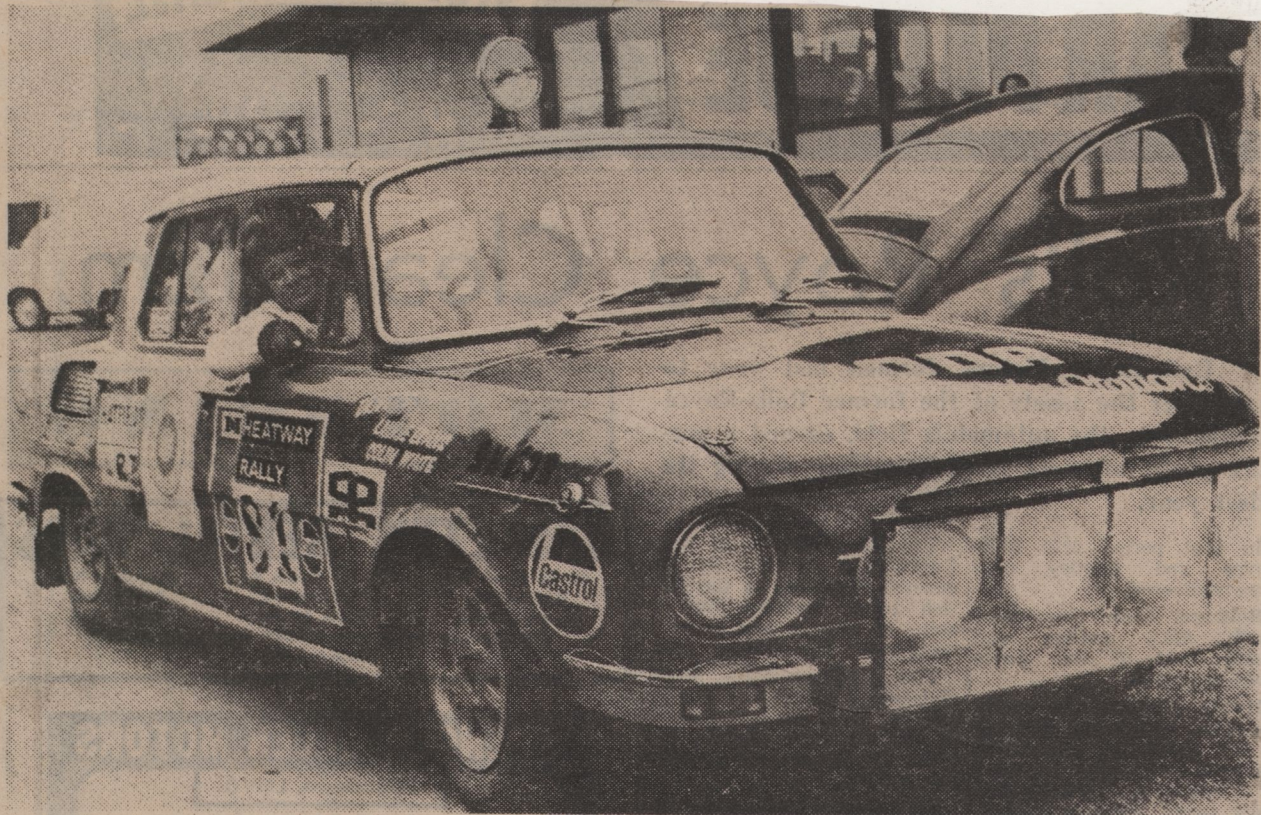
The driver and navigating co-driver do, of course, count for a tremendous amount in an event of this nature, but success can only come with a concerted team effort and in the final analysis the success competitors enjoyed in this Heatway was in a direct ratio to the determination and skill

\* of the back-up mechanics.

Certainly the brilliant Cowan and most able Scott carried the day, but they knew as did every other driver in the rally that the Motor Corporation's mechanics had turned the trick for them.



Heatway  
Paper South Auckland  
Gazette  
Date: 16-5-72  
Clipping supplied by  
... THE ...  
PRESS RESEARCH BUREAU  
A Division of  
New Zealand Provincial Press Ltd  
Box 3711  
106 Courtenay Place,  
WELLINGTON, N.Z.



The body was dented and scraped from bumper to bumper, the accelerator was so choked with dust it wouldn't throttle down, the engine misfired because of a faulty plug, the windshield was shattered in one corner and advertising slogans had been plastered over every available inch of panelwork.

Extra lights adorned the grill, a spare coil took care of possible electrical faults, a steel-forged crankshaft replaced the normal cast one and engine compression had been raised to 10.8 to 1. Otherwise it was just another Skoda.

It was one of the three cars which took the Trade's Team prize in the Heatway Rally and came third in the Club Teams section.

It was also a car which I was asked if I'd care to take for a short spin. Considering that it hadn't been touched since the rally ended I didn't expect too much.

But missing motor and

dented appearance apart the car behaved much as any other well cared for model would. As was to be expected the high compression motor didn't tick over too evenly at low revs — about 4000 seemed its comfortable minimum — but otherwise the car behaved docilely on the road.

Brakes were still good and showed no tendency to fade, steering was light and positive and overall handling ability showed why the drivers had nicknamed the car "the green crab" — its tenacity in holding the road when cornering hard was remarkable.

That the brakes worked at all was remarkable for during the run one photographer took a colour picture of the front disc pads at night. They had been used so hard that they were glowing red.

The future for this particular rally car isn't enviable. It is to be overhauled, entered into several more rallies this year and then expected to scamper through the Heatway run again next year. The car, one of the three in the Skoda team, was prepared for and entered in the Heatway Rally by Clifton Service Station and driven by Laurie Evans and Colin Waite.

—Ray Scobie

Heatway  
Paper Central  
Leaders  
Date: 17-5-72  
Clipping supplied by  
... THE ...  
PRESS RESEARCH BUREAU  
A Division of  
New Zealand Provincial Press Ltd  
Box 3711  
106 Courtenay Place,  
WELLINGTON, N.Z.

## Rally drivers aid crippled children



Seven-year-old Tony Watson, of Mt Albert, and the president of the Auckland branch of the Crippled Children's Society, Mr J.S. Rutherford, watch international rally driver Andrew Cowan deposit the \$182 collected from rally drivers for the crippled children at the Dudley Foundation.

The money was collected at a function held after the rally.

Eighty dollars of the \$182 came from the auction of Andrew Cowan's jacket worn during the Heatway Rally which he won outright in a mini clubman. The lucky bidder was Mr J. Clayton of the Auckland Car Club.

Heatway  
Paper MARLBOROUGH EXPRESS  
Date: 17-5-72  
Clipping supplied by  
... THE ...  
PRESS RESEARCH BUREAU  
A Division of  
New Zealand Provincial Press Ltd  
Box 3711

## Throaty Toyota in town

That poster-plastered, throaty little red car that has been spinning about town the past couple of days is the Toyota which came second overall in the Heatway International Rally.

M. B. Mills Ltd, Toyota dealers, have a loan of the car until Monday to give local motoring enthusiasts a chance to see a well-prepared rally car.

It was driven in the Heatway rally by Colin Taylor, of Wellington, with K. Foulkes as navigator. They were second overall, first New Zealanders home, and first New Zealand car across the finish. Mechanic Peter Brashington was a member of the Toyota's rally service team.

Actually the car belongs to Taylor's wife and he gained her consent to prepare it for the rally. It began its career on the road as a normal New Zealand production model, but it no longer is.

Its 1200cc four-cylinder engine has been modified with twin carburetors added so that it now develops 89bhp, which makes it capable of speeds up to 120 mph.

Its magnesium alloy wheels have radial tyres fitted which with its lowered suspension, give the car very stable road holding characteristics.

Its cockpit carries such extras as amp, oil pressure, and temperature gauges, a tachometer, flexible map reading lights, electric wiper mounted windscreen washers, remote control spotlight, rally light switches, jackpoint lights, etc.

At the rear an internal roll bar has been fitted and the back seat space is used for a complete tool and spare parts kit.

Mills' manager, Mr Graeme Fong, took an Express reporter for a short, snappy and fast spin that showed the impressive road handling qualities of the car and the pep in its engine.



Heatway  
Paper:  
DANNEVIRKE NEWS  
Date: 17/5/72  
Clipping supplied by  
THE  
PRESS RESEARCH BUREAU  
A Division of  
New Zealand Provincial Press Inc.  
Rev. 2711

Page 6 EVENING NEWS, WEDNESDAY, MAY 17, 1972.

# Remarkable, Distinctive Car Has No Lack Of Admirers

Distinctive, elegant and functional, purposely designed for today's modern motoring conditions.

The first, and one of the most outstanding features of the Fiat 125 is the remarkably low noise level of the engine. This feature, together with the remarkable responsiveness on take off make driving the 125 a pleasureable and noise free as the car is designed to be.

Care taken in the styling of the interior has been devoted to ensuring comfort, elegance and practicality. One of the first features noticeable when entering the car is the exceptionally roomy and bright interior, which will accommodate five people comfortably in the well-styled wrap-around seats.

The 125 also has reclining front seats and a folding centre arm rest in the rear.

One point which is very noticeable is that there is very little waste space and everything is placed so as to be easily reached and operated.

The two main dials, which house the speedometer, total and trip mileage recorders, water temperature gauge, fuel gauge and rev counter are clear,

easily distinguishable and very easy to read at all times while motoring. Other instruments which are all easily accessible and easy to operate, even when the driver is belted, include warning lights for: low fuel, low oil pressure and low generator output, sidelights, indicators, handbrake and choke.

One point to be noted is the fact that the windscreen wipers are very efficient. If driving in a light drizzle the wipers operate on a time basis which allows the moisture to build up on the screen before coming into operation again. This saves wipers working on a dry windscreen and must lengthen the life of the blades the other speed of

course is for heavy rain, where they work very efficiently.

An efficient heating and ventilating system distributes fresh air evenly throughout the whole car and makes travelling for both passenger and driver very comfortable.

Fresh air enters the car through inlets below the screen and is distributed throughout the interior, onto the windscreen and below the dashboard through the adjustable outlets.

The attractive mahogany dashboard is covered in a non-reflecting safety padded material which is also used on the safety steering wheel, which has a padded single spoke. The steering is fairly light but very responsive and makes the overall handling of the car ex-

ceptionally good in all conditions.

The 125 handles very well on rough back country roads, in fact; just as well as cruising down the open highway at high speeds. It hugs the road while cornering and accelerates rapidly to take you out of any bother.

The highly efficient four-speed gear box enables you to take off quickly and also enables you to cruise at speeds well within the limitations of the 125 as well providing the ability to accelerate quickly when high-way passing is necessary.

On the other hand the dual independent front and rear disc brakes bring you to a stop, safely and quickly when needed.

The gear lever is placed so it is very easily reached. On the same tunnel which homes the gear lever is a full width parcel tray and oddsments comode. This, together with the open tray under the dash board, provide ample space for those odds and ends which seem to accumulate. Another small, but important feature is the built-in map reading light behind the dipping rear view mir-

ror, very handy for those dark nights on back country roads where map-reading is essential.

The Fiat 125 is a masterpiece of good proportion. The spaciousness of a large car with a pleasing well balanced line.

One point, and a very important one, is the size of the boot. It is a spacious 14 cubic foot; lined throughout with washable plastic. The spare wheel is handily recessed in the floor, which allows for a lot more storage than normal.

When riding in the 125 you can not help but notice the relatively bump and shake free comfort which is put down to an excellent suspension system.

Over all, the Fiat 125 is a car of elegance, performance and extreme comfort. A car which has proven its worth by taking 19th overall place in the 1972 National Heatway Rally, a test for any car the 125 came through virtually un-

scathed.

## SPECIFICATIONS

ENGINE: 4 cylinders capacity 1,608cc. Maximum power output, 90BHP.

WHEELBASE: Track front 8ft 2 7/16in. Track rear 4ft 3 1/2in. Overall length 13ft 10in. Overall width 5ft 3in.

CLUTCH: Single dry plate.

GEARBOX: 4 forward gears plus reverse. Synchromesh on all 4 gears.

FRONT SUSPENSION: Wishbones, cast springs, hydraulic shock absorbers.

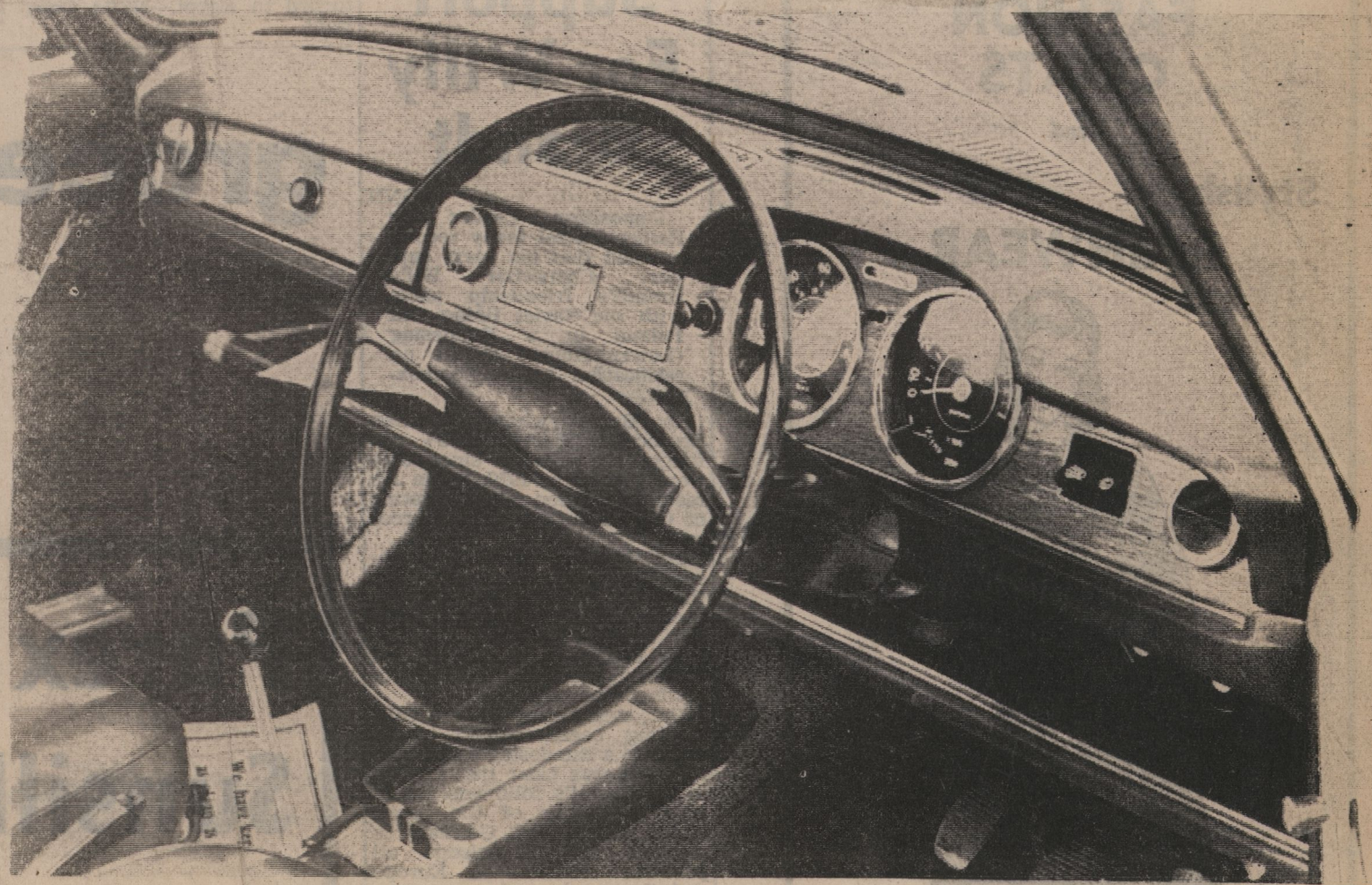
REAR SUSPENSION: Live axle suspended on two live semi-elliptic springs hydraulic shock absorbers.

BRAKES: Discs all round with vacuum servo-brake.

FUEL TANK: Capacity approx. 10 imperial gallons.

MAXIMUM SPEED: 1000mph (160kph).

PICTURED below is the Fiat 125 which was sponsored by Local Businesses in the 1972 International Heatway Rally. This car was placed 19th overall in the rally, which proves that the 125 is a reliable and dependable machine, whether racing, rallying, or for everyday driving. BELOW: The front, interior and dash layout of the 125. The dials which are easily readable are large and well laid out. The picture shows the mahogany dash and safety hooded single spoked steering wheel.





Paper *Heatway*  
*Auckland Western Leader*  
 Date: *18-5-72*  
 Clipping supplied by  
 . . THE . .  
**PRESS RESEARCH BUREAU**  
 A Division of  
 New Zealand Provincial Press Ltd  
 Box 3711  
 106 Courtenay Place,  
 WELLINGTON, N.Z.



## Helmet filled with gold

Shortly before he left New Zealand after his win in the 1972 Heatway Motor Rally, Scotsman Andrew Cowan walked into the Dudley Foundation for Crippled Children with his rally crash helmet, containing \$182 collected for the children.

He was greeted by smiling seven-year-old Tony Watson, of Mt Albert, and the president of the Auckland branch of the Crippled Children's Society, Mr J.S. Rutherford.

They are pictured here as Cowan (right), deposits the cash which was collected from car club members at a function organized by the New Zealand Motor Corporation in Auckland.

Eighty dollars came from the auction of the jacket which Cowan wore during the Heatway Rally. The bidder was Mr J. Clayton, of the Auckland Car Club.



Paper *Heatway*  
*Courier Times*  
 Date: *23-5-72*  
 Clipping supplied by  
 . . THE . .  
**PRESS RESEARCH BUREAU**  
 A Division of  
 New Zealand Provincial Press Ltd  
 Box 3711  
 106 Courtenay Place,  
 WELLINGTON, N.Z.

Paper *Heatway*  
*Golden Coast News Shopper*  
 Date: *24-5-72*  
 Clipping supplied by  
 . . THE . .  
**PRESS RESEARCH BUREAU**  
 A Division of  
 New Zealand Provincial Press Ltd  
 Box 3711  
 106 Courtenay Place,  
 WELLINGTON, N.Z.

## RALLY MECHANICS PUT TO THE TEST

Fancy yourself as an amateur mechanic? Then could you diagnose in three minutes flat the reason for an engine misfiring at high and low revs and experiencing a severe power loss!

That was one of the tasks set some of New Zealand's best motor mechanics when they tried for a place in the New Zealand Motor Corporation's Heatway Rally service team.

Competition for the service crew, which was backing up the General Finance Marina and Mini Clubman team and the Excess Insurance Mini Clubman, was strong, and only the quickest and coolest mechanics made it.

Service manager for the team, Mr Graham Tattle, said: "We had to find mechanics willing to work 24 hours a day, with plenty of stamina, a tremendous knowledge of the cars and the ability to work fast and efficiently under very high stress. They also had to be very good at diagnosing faults."

"It was difficult to find men with all these qualities but we finally did."

### APPLICANTS

The Corporation called applicants from its three regions in both North and South Islands and they had to do a 45-minute practical test. The latter covered the length of time allowed for routine servicing stops during the rally before penalty points are incurred.

Both tests showed up some interesting characteristics of men working under extreme pressure.

In the practical test, cars

were prepared by disconnecting the windshield wiper motor circuit at the fusebox, loosening the fan belt, engine mounts, an outer tie rod end and a wheel. A tail light was disconnected. A misfire was induced in one cylinder by closing the spark plug gap. Contestants also had to remove and refit both front disc brake pads, adjust the rear brakes and check the alternator charge rate.

The written test required contestants to state what checks they would make, and in what order, to determine the cause of an engine misfire and how long the diagnosis would take. They were asked how they would quickly check compression pressures in this case to see whether a valve failure had occurred.

### LOOSE WHEEL

Mr Tattle recalled: "Quite a few did not pick up the fact that a wheel was loose and that the tie rod end had been slackened off. In normal workshop practice these men would pick up such a fault but we were really putting the pressure on them to simulate conditions they would experience during the actual rally."

"Last year's rally certainly improved the diagnostic ability of service team members and this rubbed off on other staff. It certainly showed the value of rallying to the commercial motor world."



Shortly before he left New Zealand after his win in the 1972 Heatway Motor Rally, Scotsman Andrew Cowan walked into the Dudley Foundation for Crippled Children with his rally crash helmet, containing \$182 collected for the children, crooked under his arm.

He was greeted by a smiling seven-year-old Tony Watson, of Mt Albert, and the President of the Auckland branch of the Crippled Children's Society, Mr J.S. Rutherford.

They are pictured here as Cowan (right), deposits the cash which was collected from car club members at a function organised by the New Zealand Motor Corporation in Auckland.

Eighty dollars of the total came from the auction of the jacket which Cowan wore during the Heatway Rally, which he won outright in the General Finance Mini Clubman. The lucky bidder was Mr J. Clayton, of the Auckland Car Club.

Paper *Heatway*  
*8 O'clock*  
 Date: *20/5/72*  
 Clipping supplied by  
 . . THE . .  
**PRESS RESEARCH BUREAU**  
 A Division of  
 New Zealand Provincial Press Ltd  
 Box 3711  
 106 Courtenay Place,  
 WELLINGTON, N.Z.

# Oh, boy, what a tank!

By JON ADDISON

A RALLY CAR has no choice about where it is going to go. You could liken it to a military tank, says Auckland motor racing personality Ross Jensen.

Ross personally supervised the preparation of the class-winning BMW 2002 TI I drove soon after it returned from the Heatway rally — and it's some tank!

After surviving an end-over-end roll in last year's rally it may have proved itself pretty near as strong as a tank.

But any tank capable of nearly 120 m.p.h. should be immediately investigated by the New Zealand armed forces, particularly when it is as smooth and comfortable as the BMW rally car.

With pictures of rugged cars car-holing sideways along dirt roads in my mind, it came as no small surprise to learn that the BMW rally car is little different from its road-going counterparts.

The 2002 TI is an interesting car and theoretically it does not exist in New Zealand. A sportier version of the 2002 saloon, the TI is not normally available in right-hand drive form.

But the necessary bits have been imported direct from the German manufacturers of the car to make about 12 TI versions in New Zealand.

It's an exciting car — a comfortable five-seater with handling, acceleration and top speed that will leave many sports cars limping.

With a lusty, free-revving two-litre engine, it has more than enough power and performance for our roads.

The rally car I tested was



PAUL ADAMS who, with Ron Fenwick, chalked up a class win in a BMW 2002 TI in this year's Heatway Rally shows how these cars can be taken round a loose-gravelled corner at 50 mph — if you know how.

equipped with twin Weber carburetors instead of standard twin-choke Solexes, and it may have been turning out ten or 15 horsepower more than the standard TI's 135 bhp.

With a five-speed, all-synchromesh gearbox to stir about, the TI turned on neck-snapping acceleration at almost any speed.

### Smooth

It hit 60 mph from rest in well under the 10sec mark — and that is getting along.

The engine is almost sensuously smooth; it revs to 6500 rpm with little more than a whisper, and can be taken even higher in short bursts.

The rest of the car was just as smooth, much smoother, in fact, than I had anticipated.

The suspension had been stiffened to provide better handling, and raised for better ground clearance.

Deep-tread radial ply tyres crowded each wheel-well. Despite this the ride was smooth and well-damped. The tyres were noisy at certain speeds, but that's to be expected with any deep-tread tyres on ordinary roads.

The car's reaction to bumps was a little sharper and more pronounced than would be expected for the

road-going version. But for a rally car the ride was first class.

The well-shaped standard seats were comfortable and held you in place while the car cornered at speeds far too high for most people.

The combination of a healthy and willing engine and taut, accurate handling make the BMW a driver's car.

Yet not, as is the case with many sports cars, at the cost of other occupants.

Standard equipment in the road car includes a tachometer, but most other engine functions are controlled by warning lights.

The rally car included extra gauges for oil pressure, amperes and water temperature. There were extra switches, too, but nothing of the "flight deck" type of set-up one thinks of in relation to rally cars.

### Wiring

Altogether, including purchase price, the car cost just over \$7000 to put on the road.

But, Ross Jensen explained, much of this money went on providing those tank characteristics with jobs like re-routing fuel line and electric wires inside the car.

Normally these go under the car where they are most

likely to get knocked off in rallies.

The BMW 2002 TI which was successfully campaigned in the Heatway by Paul Adams and Don Fenwick has already seen a couple of seasons of rallying and racing.

It has done 23,000 miles, and they've been hard ones by any standards.

But after even a close inspection of the car, you wouldn't know it. It's dirty and dusty, and there are dents and scratches, but otherwise it looks pretty much like one on the showroom floor.

Ross Jensen says that eventually all the rally gear will be taken off and it will be run as an ordinary road BMW 2002TI.

It's an exciting car, a rally class winner, fast, beautifully handling — a real stormer on the road, the race track and the rally special stage.

But your grandmother could still borrow it for the shopping, and there are not too many cars you could say that about.

Paper *Heatway*  
**MARLBOROUGH EXPRESS**  
 Date: *22/5/72*  
 Clipping supplied by  
 . . THE . .  
**PRESS RESEARCH BUREAU**  
 A Division of  
 New Zealand Provincial Press Ltd  
 Box 3711  
 106 Courtenay Place,  
 WELLINGTON, N.Z.

A Wellington photographer has won both first and second prizes in the Heatway Rally Press photography competition organised by the New Zealand Motor Corporation. He is Mr Neville Marriner, of the Evening Post, who will receive \$150 in prize money. Third placing in the competition, which was open to newspaper photographers throughout the country, was shared by Mr Charles Steell, of the Dominion, and Mr Ron Fox, of the Evening Post. They will each receive \$25.



Heatway  
Paper:  
EVENING POST  
(Wellington)  
Date: 24.5.72  
Clipping supplied by  
THE  
PRESS RESEARCH BUREAU  
A Division of  
New Zealand Provincial Press Inc.  
Box 3711  
106 Courtenay Place,  
WELLINGTON, N.Z.

## 'POST' SCOOPS RALLY PIX CONTEST



The winning picture: Angus Hyslop and Mike Langley in their 1293cc Mini Clubman GT during the early stage of the rally.



Placed second this picture shows Andrew Cowan and Jim Scott hurtling round a sharp bend on the first special stage of the rally.

"EVENING POST" photographers have taken first, second and third equal places in a Heatway Rally Press photography competition run by the New Zealand Motor Corporation.

"Post" man Neville Marriner took first and second place and will receive the \$100 and \$50 prizes for these placings. Ron Fox of the "Post" shares third place with Charles Steell of the "Dominion" and each will receive \$25 for their pictures.

A spokesman for the judges, Mr G D McKechnie, of Auckland, said Mr Marriner's first place photograph of Angus Hyslop's Mini Clubman GT passing over a narrow bridge in rough country summed up the isolation and rough conditions which were experienced during the rally. His second place picture of rally winner Andrew Cowan negotiating a corner gave a good indication of the skill required in rally driving.

Mr Steell's photograph of Cowan's car kicking up metal showed the pace at which the rally was run, Mr McKechnie said.

Mr Fox's entry showing Cowan and his co-driver Jim Scott clowning after winning the rally summed up the relationship that had built up between the two men during the event.



Third equal this shot by "Post" man Ron Fox shows Andrew Cowan pouring champagne over co-driver Jim Scott at the end of the rally. Cowan and Scott won the rally.

Heatway  
Paper  
Auckland Western  
Leader  
Date: 25/5/72  
Clipping supplied by  
THE  
PRESS RESEARCH BUREAU  
A Division of  
New Zealand Provincial Press Ltd  
Box 3711  
106 Courtenay Place,

## Suited to business and pleasure

I don't really have to write this article.  
When John Andrew Ltd phoned me the other day offering me well-known Ford performance mechanic Ray Stone's car while he took a

By Peter Gill

post-Heatway holiday, the company didn't have a road-test article in mind.

What they did want was a few private comments on what I thought of Ray's Super-ford Escort 1600 after several days with it.

Ray usually uses the car as his everyday hack, but when I got it, the car was still warm from chasing the Heatway Rally.

The motor is a stock 1600 block where once rested a standard 1300 Escort unit, and I had no end of trouble trying to convince people that Ray Stone didn't have a twin cam 1600, probably because he didn't need it for driving between his home at Manurewa and John W. Andrews. Even though Ray is a performance mechanic and not a competition driver, everyone seemed to think his car should be a twin cam.

I wondered myself what it would be like, but after the first half a mile in the Super-ford, one word stuck at the front of my mind: Civilized.

There was no undue noise, and the car's looks were not

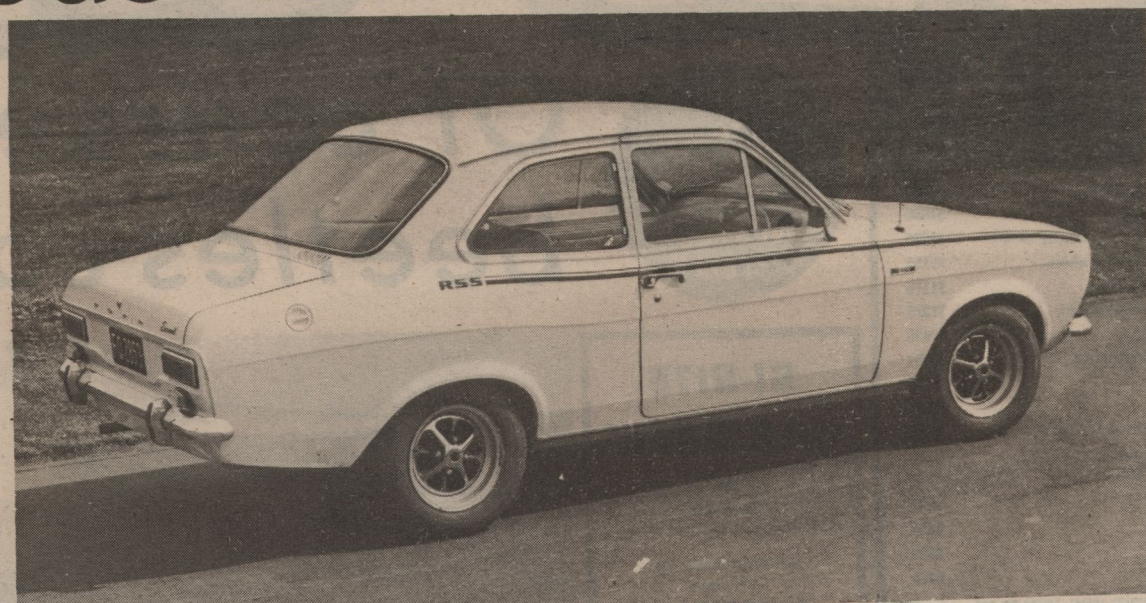
ostentatious in any way. Apart from the fads and the coachline stripe with RSS standing for Ray Stone Super-ford set into it, nobody would know it wasn't standard Escort. There wasn't even a rev counter. Which is something I must confess I would have liked, especially as it wasn't my car. They are an option, though.

### Control

The steering wheel is very small and thick and apart from the fact that in my driving position the rim obscured the speedo, it gave excellent control in return for the minimum of steering wheel movement. However, there would be some people, I am sure, that would find it a little too exacting and would like something bigger and with more leverage. So Andrews' Super-ford Division fits steering wheels to suit the customer's taste.

Anyone going in for this kind of car would, I feel, be well advised to fit higher backed seats. I found the Escort seats to be lacking in mid-upper back support with the non-adjustable back squabs a little too far towards the horizontal to give me the upright, attentive and interested driving position that I like best.

As to performance, which is what the car is all about, the 13 x 5 1/2 Firestone wheels shod with Firestone F100's give a secure feeling. Of the more common varieties of radial, there



are two factors that attract me to the Firestone in preference to others. First, they are a very purposeful looking tyre, and what is more important, I like their wet weather performance better. To my mind, the F100 has what I call a good squelchability factor... an ability to dispel water very well. But this, too, is a matter of opinion; not proven fact.

Most people go to Ray Stone for a conversion like this with some sort of competition activity in mind, and in this case I would recommend a beefed-up cam for the standard 1600 motor to upgrade low end flexibility, complementing the special compound twin choke Weber carb and specially designed inlet and exhaust manifolds, that form

stage one of the Stone treatment of an Escort.

But apart from all that, it is a thoroughly enjoyable little car, professionally modified, and suitable for both business and pleasure in stage one form.

Next week, another Ray Stone project... Peter Gill tries a mark three Cortina with a V6 engine.



HEATWAY  
Paper NTH SHORE  
TIMES ADVERT

Date: 25/5/72

Clipping supplied by

THE  
PRESS RESEARCH BUREAU  
A Division of  
New Zealand Provincial Press Ltd  
Box 3711  
106 Courtenay Place,  
WELLINGTON, N.Z.



## Skoda ready for 1973 rally

This Skoda, prepared and entered by Clifton Service Station, with two other Skodas from Hamilton, won the trade teams prize and was third in the club team prize in the recent Heatway Rally.

The car was driven by Laurie Even and Colin Waite, both of whom were in last year's Skoda team.

The car, which is owned by

Clifton Service Station, will take part in further rallies this year and will enter the Heatway again next year.

It was one of the few cars to pass scrutineering first time and during the rally, other than routine servicing and inspection no parts required replacing except one tyre because of a cut and some panels pushed back in to rough shape.

Mechanically the car is ready for next year's rally with the

engine just run in about 5500 miles.

During the early stages of the 1972 rally the dust was so thick that it was necessary to clean the air filter about four times a night.

With the exception of a higher compression ratio 10.8:1, a close range gearbox and 13in magnesium wheels, the vehicle was the same as the normal production models sold.

Heatway  
Paper Courier  
Times Advertiser

Date: 30-5-72

Clipping supplied by

THE  
PRESS RESEARCH BUREAU  
A Division of  
New Zealand Provincial Press Ltd  
Box 3711  
106 Courtenay Place,  
WELLINGTON, N.Z.

## Rally cars must be tough to survive

For much of their distance, modern motor rallies are virtually flat-out racing events over special closed road sections which allow competitors to drive at maximum speed.

The going is tough with cars encountering road surfaces of all kinds, including metal, and they have to be tough to survive.

The General Finance and Excess Insurance Heatway Rally team cars - two Morris Marinas and two Mini Clubman GT's - were given careful and detailed attention to prepare them to withstand an enormous amount of road punishment at speeds of more than 100 m.p.h.

Even at fast touring speeds, no car used for normal motoring will ever meet this kind of punishment.

General Finance sponsored in the rally the two Marinas and one Mini Clubman and Excess Insurance sponsored the remaining Clubman.

The four cars had a number of modifications which allowed these family saloons to take on the very worst of the abnormal conditions which they experienced.

Each car received meticulous care from NZMC which imported them for the Heatway Rally.

They were tuned as finely as possible within the limited allowed by rally regulations.

A full protective underpan, with special sumguard, was fitted to each car to minimise damage from stones which can tear metal at 100 m.p.h.

For driver safety, full interior roll cages of padded tubular steel were fitted.

The Marinas were fitted with an extra pair of shock absorbers at both front and rear to keep them firmly on the road over rough sections at high speeds.

Further safety measures were provided by full driver and co-driver harnesses of aircraft type and special seats to hold

the occupants firmly in place.

All fuel and electrical cables were steel-sheathed and put inside the car to remove any possibility of them being ripped away by projections either on or off the road.

Radiators were guarded but lights were not - drivers prefer the chance of a smashed headlight to the diffusion of headlamp beams caused by mesh guards.

In last year's Heatway Rally, Andrew Cowan had to have headlights replaced 24 times because of flying stones.

On the mechanical side, rally regulations place strict limits on the number of modifications which can be made.

Up front, the Marinas were bored out to 1892cc and the engines were fully balanced.

Compression ratio was 10.6 to 1. This higher compression ratio, combined with the constantly high engine speeds required to stay competitive throughout the event imposed stresses on engine bearings far greater than those encountered in a normal production saloon.

So the Marinas had special competition bearings and crankshafts. The Mini Clubmans received the same treatment,

as they had a compression ratio of 12.5 to 1 compared with the normal 9.75 to 1.

Both the Marinas and Clubmans had a fuel consumption as high as 6 to 8 miles per gallon on special stages, although in normal motoring the Marina 1.8 TC will give a consumption figure of about 30 mpg and the Clubman about 38 mpg.

Special extractor exhausts for maximum engine breathing efficiency were fitted to the four cars.

Heatway  
Central District  
Times

Date: 30/5/72

Clipping supplied by

THE  
PRESS RESEARCH BUREAU  
A Division of  
New Zealand Provincial Press Ltd  
Box 3711  
106 Courtenay Place

## HEATWAY RALLY DRIVER ADDRESSES Y.F.C. MEMBERS

The Raetihi Young Farmers Club had a very good attendance at their monthly meeting in May.

Four new members were welcomed to the club by the chairman, Mr I. Enright. They were: Michael Punch, Terry Jones, Stewart McNie and Joe Adam.

Mr J. Foster, of Ohakune gave a very interesting talk about his experiences as a driver in the Heatway Rally.

He indicated that there was an element of danger in this type of event, and he had some near misses.

Mr Foster described the route in great detail and gave the reasons why some of the special stages had to be cancelled.

It was reported to the meeting that members of both the Y.F.C. and C.G.C. had travelled to Palmerston North to see the production "Hair."

### SCRAMBLE

On the weekend of 20th May the Huntville Young Farmers' Club challenged the Raetihi Club to a farm bike scramble.

Four riders of each team sat astride their assorted machines and at the starting signal roared off, to the cheers of onlookers, on the five lap race.

The circus included sharp corners, a swamp and a difficult hill climb.

On the first lap one of the Huntville riders damaged his machine on a stump and withdrew.

As the swamp became 'chopped up' the bikes sent up clouds of steam as they

made their way through. One rider misjudged his approach and entered the swamp head-first, drawing a roar of laughter from the spectators. However, he mounted again and went on.

Some of the bikes ran out of traction on the steep hill before the finish line and had to be pushed.

The scramble course was located near a road and many passing motorists stopped to watch the entertainment.

Raetihi won the first heat and Huntville the second. The Alala Shield changed hands by one point.



Heatway.

Paper: ASHBURTON GUARDIAN

Date: 31-5-72

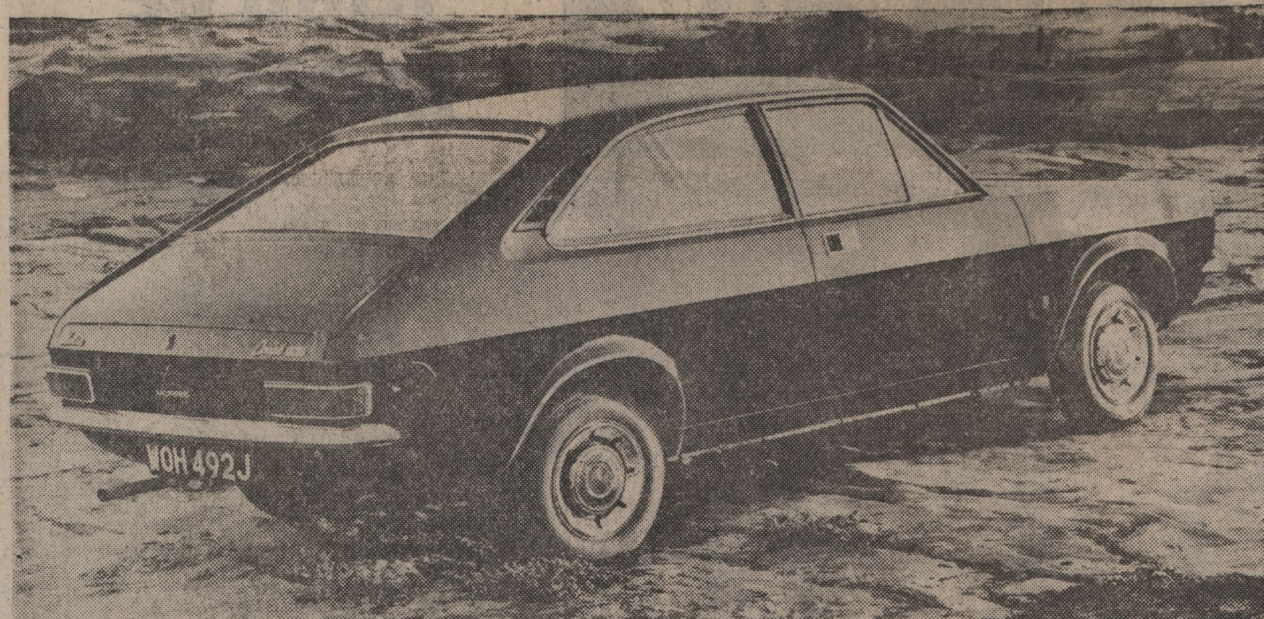
Clipping supplied by

THE PRESS RESEARCH BUREAU

A Division of New Zealand Provincial Press Inc.

Box 3711  
106 Courtenay Place,  
WELLINGTON, N.Z.

## MARINAS PROVED STRENGTH IN HEATWAY



Although the two Morris Marinas, entered by the General Finance Corporation and serviced by the New Zealand Motor Corporation, which was also responsible for crew selection, did not figure prominently in the results in the recent Heatway Rally, they did complete the course.

Driven by Brian Culcheth, a leading British rally driver, a Marina 1300 TC, entered by the British Leyland Motor Corporation's Special Tuning Department, won its class in the last Royal Automobile Club of Great Britain Rally, one of the major events on the international calendar.

However, the heavier and more powerful 1800cc version of the Marina had not been used previously in any form of motoring competition and so the General Finance-N.Z.M.C. venture was very much in the nature of an experiment—one that was probably aimed at determining how these cars, soon to be introduced in volume on the New Zealand market, would stand up to conditions much tougher than they would ever be subjected to by ordinary owners.

The cars were prepared by B.L.M.C.'s Special Training Department, the work involved being directed to the extraction of

more power, the fitting of heavy duty suspension to cope with the extremely rough road conditions anticipated in the rally, provision of additional instruments and lights, special competition style seats for the crews and a roll cage to protect them in the event of a crash.

Structurally the bodywork was identical with that of the standard production line cars.

When I sampled one of the first Marina 1800 Coupes to reach New Zealand some time ago—it was an English-assembled model—it struck me as being an extremely practical and spacious car which would appeal to people whose prime requirement was sound and reliable transport coupled with modest running costs. One of my

main reservations was that it had the appearance and feel of being rather lightly built.

Now I find that I have to revise the latter view because recently I was able to drive the Marina used by saloon car racing ace Jim Richards and Jim Carney in the Heatway Rally. It came to me virtually untouched since the event, having been driven from Picton to Christchurch a few days after the rally ended in Wellington.

In appearance it was certainly no showroom gem, being dented at the front and rear, mute testimony to a pair of off-course excursions in the course of the rally, which co-driver Carney described so lucidly and picturesquely after the event that his remarks unfortunately, cannot be placed in print.

### Race Tune

Because of its high degree of tune, the Heatway Marina is quite unsuitable for normal road use,

Although the two Morris Marinas entered did not figure highly in the Heatway Rally results, both the 1800 TC Coupes completed the course and proved themselves structurally sound, thereby giving a satisfactory answer to those motoring experts who have claimed in overseas technical journals that this new model might be too lightly constructed. The car pictured is the standard production coupe built in Britain. New Zealand assembled Marinas, shortly to come on the market, will be of Australian origin.

mainly because of the competition camshaft which makes for extremely lumpy slow running, although it is possible to drive the car within restricted areas by using the accelerator with some delicacy.

But to all practical intents and purposes, one must keep the engine turning over at least 4000 revolutions a minute to ensure smooth progress.

With the engine revving freely on the open road, the Marina is

extremely pleasant to drive the steering being light and responsive and the gear change as light and precise as anyone could wish for.

One can certainly hear the engine getting on with the job and the exhaust note is fairly loud. Nevertheless, the noise level is quite tolerable and rather lower than I anticipated.

As well as driving the Marina on smooth sealed roads, I hammered it over a lot of loose and rough stuff and what impressed me was the absence of body rattles which one might have reasonably expected considering the nature of the rally and also the car's contact with some solid objects along the route.

### Soundly Built

This leads me to the conclusion that although the Marina looks lightly built, and probably is, the design of the integral chassis-body structure must be extremely sound. For example, the doors opened and shut just as smoothly as one expects on a brand-new car on the showroom floor.

In praising the strength of the body structure of the Marina, I am not inferring that other cars in the Heatway were specially strengthened for the event, as is so often the case with works team cars contesting international events.

The point I am trying to make is that the Marina has been criticised in some overseas motoring journals on the grounds that it is a lightly constructed car, the inference being that it may not stand up to the sort of treatment, competitive makes will withstand.

While at the present stage of its development, the Marina might not be a rally winning car, by selecting two examples for the General Finance entry in the Heatway, N.Z.M.C. has proved the point that, structurally, the car is very sound and, on this basis alone, must enjoy a high rating in the realm of occupant safety.

When the corporation begins local assembly in the not distant future, it will use Australian and not British C.K.D. packs. Structurally, the Australian-based version is identical with the British one, but the power units will be 1500cc and 1750cc overhead camshaft engines rather than the British 1300 cc and 1800cc overhead valve engines.

Also, judging from published specifications, the standard of trim and general appointments will be superior to that in the British cars.

Australian motoring writers have been much more fulsome in their praise of the "home" built Marina than have their English counterparts, although some of the latter critics must feel a little embarrassed because the Marina has rapidly established itself in Britain as one of the more popular sellers.

All things considered, it looks as though the N.Z.M.C. could be on to a pretty good thing with the Marina.

Heatway

Paper: Golden Coast News Shopper

Date: 31-5-72

Clipping supplied by

THE PRESS RESEARCH BUREAU

A Division of New Zealand Provincial Press Ltd

Box 3711  
106 Courtenay Place,  
WELLINGTON, N.Z.



The Prime Minister watched driver Andrew Cowan and navigator Jim Scott set out on their winning way from Wellington.

## Cowan's Fireball

The Mini Clubman GT that Andrew Cowan drove to victory in the Heatway International Rally the other day is a specially prepared fireball, far removed from your around-the-town 850.

It has the edge even on the GT off the show room floor. But wait! Before you reach for the Cowan performance, reflect that over some sections his car gulped down fuel at the rate of six to eight miles to the gallon.

Your normal Clubman will give you nearer 40.

The Heatway Clubman's engine was bored out from the normal 1275 c.c. to 1293 c.c. and the compression ratio raised from 9.75 to 1 to 12.5 to 1. This enabled the car to use a racing fuel with an octane rating well in excess of 100.

With twin SU carburetors, the engine had a maximum output of 90 b.h.p.

Extractor exhausts were fitted to improve engine efficiency and the cylinder head was reworked to help breathing.

Transmission is important to the efficiency of the car and the Mini's close ratio, all-synchromesh gearbox was fitted with straight cut gears. These are more efficient than the usually helical gears but they are considerably noisier as well and best suited to competition work. A limited-slip differential was fitted.

This particular Mini was equipped with the original rubber cone suspension that came with the early models before being replaced by hydroelastic suspension. Cones were chosen because although they do not provide the smooth, compensated ride of the hydroelastic cars, they are easier to service in rally situations.

The Mini had an extra 5½ gallon petrol tank giving a total of 11 gallons fuel capacity.

Wheels were magnesium and the front disc, rear drum brakes had hard racing pads.

## NOT FOR SALE

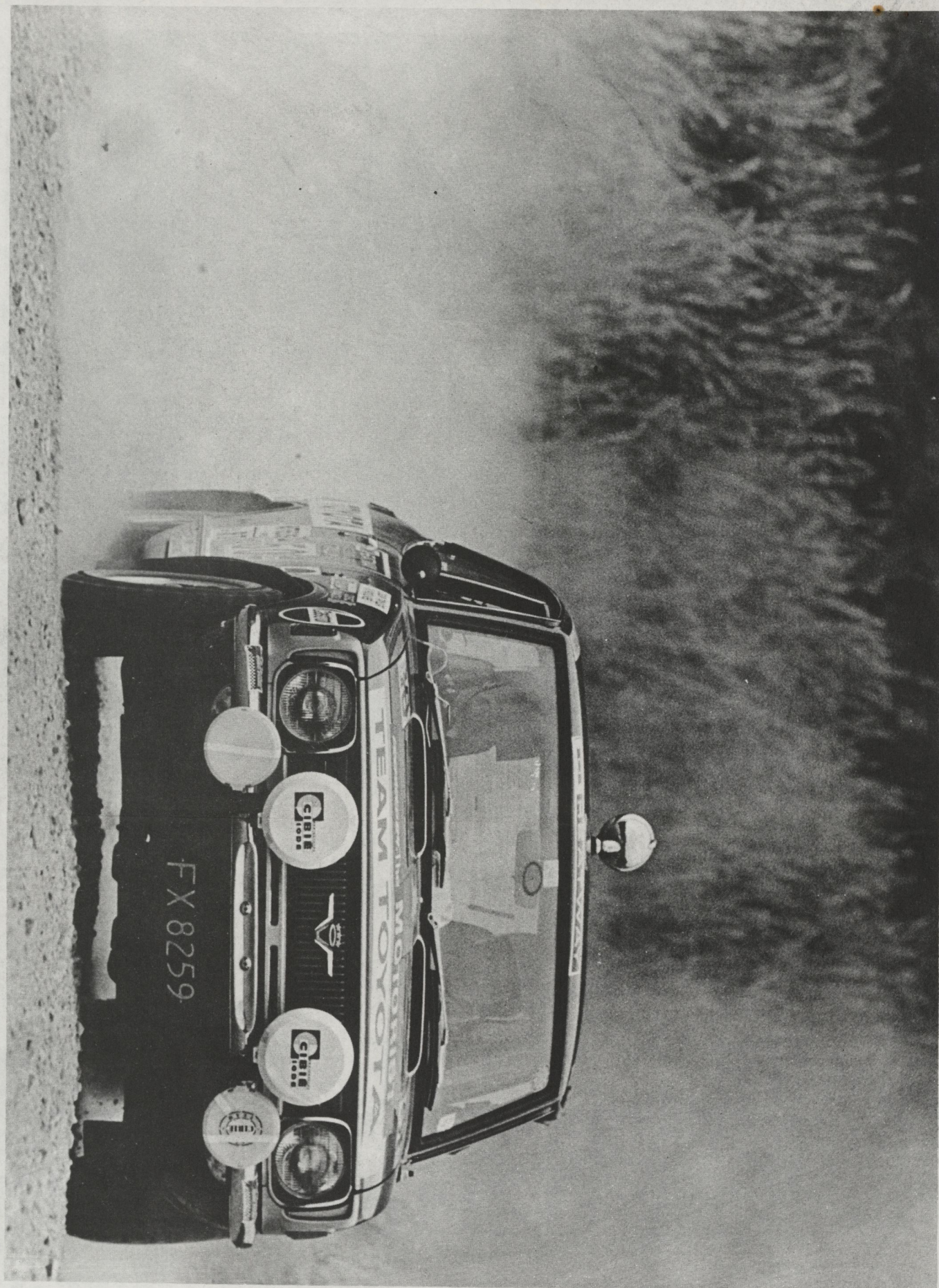


ANDREW COWAN'S Rally-winning Mini appeared in Upper Hutt's Main Street last week covered with sponsors' names, glory — and much mud. Anyone thinking of buying it is out of luck. It was parked temporarily in a used car lot near our office before going on display in the Carnival display on Friday.









**TAYLOR / FOULKES**



**RICHARDS / CARNEY**



# MIDWAY. HEATWAY.

Unfortunately for us (and you) the organisers of the Heatway Rally did not consult our press dates before organising their rally, so we are unable to give you full results until next issue. However, we can give you the results as at the end of Division Two of the Rally, and you can satisfy yourselves by looking at these excellent photographs that Terry Marshall took while the editor was out getting shunted up the stern by a spectator.

.....**anyway**

## » HALF WAY RESULTS

35	Mike Marshall
77	Andrew Cowan
50	Colin Taylor
75	Bob Holden
80	Angus Hyslop
52	Ian Pinkerton

LEVIN &  
CATTLE



Entry No.	Entrant	Driver	Driver	Capacity	Car Make
1	Rallisport	Wing	Carder	998	Austin Clubman
2	J.C. Hutton (NZ) Ltd	Houltram	Davies	998	Hillman Rally Imp
3	Greymouth Motors Ltd	Kennedy	Homewood	1601	Ford Escort
4	Dexter Dunlop	Dunlop	Dunlop	1558	Ford Cortina Lotus
5	A.O. Woolf	Woolf	Woolf	2638	Holden Torana
6	Town & Country Cars Ltd	Hart	Tapper	1608	Fiat 125 OTS Scorpion
7	Ross Jensen (BMW Sales) Limited	Adams	Fenwick	1990	BMW 2002 T1
8	Pennant Car Sales Ltd	Sergel	Mills	1600	Ford Escort Mexico
9	B. Andrews	Andrews	Kristensen	1608	Fiat 124S Coupe
11	Benefield D.W.	Robson	Benefield	1598	Ford Escort Twin Cam
12	M. Pennington	Pennington	Murdoch	1598	Ford Escort Twin Cam
13	Lindsay Grieg Dickinson	Dickinson	Sharplin	848	Morris Mini Minor
14	Ross Hawkins	Sharpley	Hawkins	1275	Riley 1969 1300 Mk II



Paper *Heatway*  
 DRIVER  
 Date: *May 1972*  
 Clipping supplied by  
 THE  
 PRESS RESEARCH BUREAU  
 A Division of  
 New Zealand Provincial Press Ltd  
 Box 3711



**COWAN-SCOTT**



**CHARD-THOMAS**

Paper *Heatway*  
*Auto Age*  
 Date: *May/June 72*  
 Clipping supplied by  
 THE  
 PRESS RESEARCH BUREAU  
 A Division of  
 New Zealand Provincial Press Ltd  
 Box 3711  
 106 Courtenay Place,  
 WELLINGTON, N.Z.

THE RALLIES AND TRIALS season is now well under way, with circuit racing having been put on the shelf until summer. Of course, the show stealer of the rally calendar is the Heatway, in the final stages of preparation as we go to press.

The Heatway exploded onto the New Zealand motor sport scene for the first time last year, and in many quarters was regarded with more than a little scepticism.

It seemed such a large and complex event, and some people wondered whether the Wellington Car Club had bitten off more than it could chew by trying to emulate continental rally organizers. The rally was to take cars right round the North Island over six days, with large sections being run on closed roads at breakneck speeds.

So it came as something of a surprise when the Heatway turned out a blazing success overnight, with crowds of people turning out at all hours of the day and night, from one end of the island to the other, to cheer the competitors on. Organizational hazards were minimal and most of the competitors, some of them from overseas, thought the calibre of the event ranked very highly by international standards.

There seems little doubt that in terms of public interest, and money spent, the Heatway Rally already takes second place only to the Grand Prix on the New Zealand motor sport calendar.

With the trials season in full swing, and with so much attention having been focused on the Heatway Rally, the Auckland Car Club recently went to great pains to explain to Auckland journalists the difference between a trial and a rally.

While fully supporting the Heatway by entering several cars, the club was concerned that the public might confuse this type of event with ordinary car trialling. The two are quite different. Trialling is a sport conducted on public roads, obeying religiously the traffic laws, and involving ordinary cars and their crews in navigational and timekeeping exercises, and tests of driving skill.

Rallies are conducted largely on private and closed roads, and the ability to drive at top speed is a major factor in determining who wins. Only when the cars are using stretches of public road are they obliged to keep within legal speed limits.

MAY — JUNE 1972

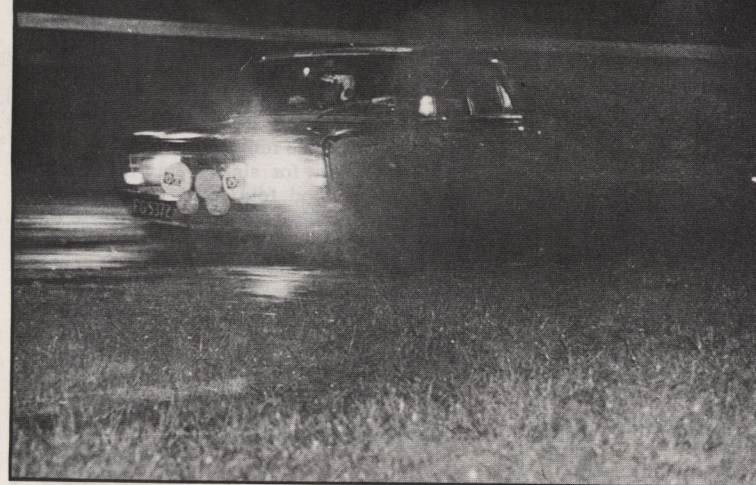
By far the majority of events the uninitiated call rallies are, in fact, trials. The only major rally in New Zealand is the Heatway.



# THE 1972 HEATWAY ROAD RACE

A test of man and machine?  
Or a test of corporation efficiency  
to overcome a car's deficiencies...

John Public is beginning  
to ask who are the real winners.



Mug, guts and grit. The Heatway of 1972.

photography: Gavin Ewin.

## by our man in the race.. Ken Vincent

Somewhere around the beginning of March, Fred Watchlin and I discussed the possibility of running a car in the 1972 Heatway International Rally. Fred was at that time pedalling a 1970 Fiat 124 Sport Coupe, and decided it would probably last the distance, set about giving it a go.

First thing to be done was the sending off of the \$50.00 entry, which gained us all the necessary paperwork and regulations, which made us realise this was a bigger event than we had bargained for. Only later did we understand it was the second longest rally in the world, exceeded by the Monte Carlo and nothing else.



Super Scotty Cowan was a popular winner in his second attempt at the rally. The Clubman Mini was a trifle fragile but top-notch back-up crew kept the flyer flying.



Jim Richards proved his versatility in Go-Go Marina with inspired driving stunts, but mechanical problems kept him out of the top 50.

With an abundance of business commitments throughout March, plus the fact that Fred and I had raced in the Atlantic 100 boat race just before the rally, the car's preparation wasn't begun until two weeks prior to the start. This included the fitting of the mandatory safety requirements such as: Roll cage, full seatbelt harnesses, first aid kit, fire extinguisher and rear mudflaps to protect the windscreens and lights of following cars. Other preparations included a full sump guard which began under the front bumper and continued past the gearbox at 18" wide and 1/8" flat plat steel. Also fitted were four extra spotlights with a full frontal wire screen for night work, along with interior map reading lights. The preparation we left to Tony Lynch who prepares and tunes my Super Modified so successfully for Western Springs each season.

Following a few late nights work under the house the Fiat was beginning to look like a big time European rally car which boosted morale considerably.

Being our first big rally, a lot of thought went into the bits and pieces required to see us through. Ingredients boiled down to two spare wheels and tyres, various tools, a slasher, shovel, axe, sacks and carpet, spare bulbs and lights and 300 feet of nylon rope (which was actually the anchor warp from the power boat race) plus any other odds and ends we felt the organisers might require of us.

At this stage, the cost was beginning to tell, for apart from the \$50.00 entry fee, we had paid out \$179.00 for accommodation at the various South Pacific Hotels for ourselves and the two back up crew, plus \$300 for preparation and we were still looking forward to paying the gas bill for us and back up Valiant Ute!

By now it was time to call up and see my

trusty old friend Rob Campbell, who agreed to the magazine meeting some of the costs, for which the Fiat's paint work was hurriedly transformed into Hot Rod Magazine colours. Arrangements were also made with P & R Motors in Papakura to supply us with all the spares required throughout the journey.

Finally Friday morning dawned and we headed off to Wellington, complete with the Valiant Ute and crew, comprising of Keith Williams and Peter Fortzer. After many odd stares and a few nice waves (we couldn't stop, we had no back seat...) we arrived safely in Wellington.

Saturday morning meant being up early to fix the last few things before scrutineering at 12.00. We were the first car in line, enabling Hot Rod Magazine to swallow up most of the T.V. time and screen... Scrutineering was like putting your car through 4 testing stations in a row, but we made it OK, and the car was locked up until Sunday, 2.00 P.M.

Saturday evening was pre-rally festivities and the drawing of starting positions, and after seeing the barrage of Twin Cam Escorts, factory backed Mini's etc, and hearing that N.Z.M.C. had spent \$80,000 preparing their four car onslaught, and remembering all we had done was change the plugs and points, we were quite ready for a drink!

We drew No. 75 starting position... I think I should explain at this stage that the rally was made up of 32 special stages which are actually races over closed off roads and race tracks, with the cars started at one minute intervals. From the end of one special stage to the beginning of the next, there are touring sections on public roads, on which all laws must be obeyed etc. To keep an eye on this, the organisers had their own radar trap set up,



Of course we had to publish a shot of our own car... Ken Vincent tools the 124 Fiat Sports Coupe around Western Springs, familiar territory for the young Aucklanders. Ken and Fred Watchlin gave a good account of themselves with a demo of how to get through the rally on a normal bloke's budget. Good on them too....

and every time you were caught, points were docked. However, this same radar caught the Rally Director doing 78 mph in a 55 mph area... 1 Speedy machines those Kimberley's.

2 P.M. eventually arrived, and first away was the Peugeot 504 of Gauzier (New Caledonia) followed by Mike Marshall and Noel Goodwin. Some 75 minutes later, Fred and Ken were on the starting ramp... The flag went down, someone yelled "Good Luck" and we almost tore the exhaust pipe off on the ramp's edge. What a way to start. Never mind. Off we go, Hundreds and hundreds of people lining the road on both sides. Just as well we had a few dozen Hot Rod Mags to hand out to the local fillies...

"Better be serious or we'll get lost before the first stage." After 11.39 miles came the first stage, a 4.68 mile section through Ohariu Valley, and it was a case of you drive, no you, no you. We tossed a coin for that one, and Fred was it. The road must have been about 6 feet wide at its maximum, and we gave a passing thought to the guys in the Valiant. With a bank on one side, and a drop to a creek on the other, there was no room to hang the tail out on, people overflowing onto the metal. Four miles done, only a little way to go, there's the Castrol disc, slow down, remember 20 mph past the disc... Finish. That wasn't so bad, apart from the kids running across the road! Next was the touring stage of 22.2 miles, to Paekak Hill, all tarseal. I drove this part, and we came in with disc pads smoking. We had a competition set in the boot, but hadn't fitted them. Next special stage was the Moonshine Road, reputedly pretty bad, as Fred found out when we braked a little late and understeered off the road, coming to a halt with the front wheels on the edge of a 30 foot drop. Fred looked out the window, and after realising the next thing he could see was the bottom of the valley, reversed out, and completed that section a little slower. Several cars demolished farmer's fences in this stage. We had by now learnt the value of a sump guard, the car had ridden right up on it at times, while the exhaust bracket had already broken.

We were still being amazed at the thousands of spectators during the next special stage, a 14.3 miler through Akatarawa Rd and it seemed to stay this way most of the time.

On the Palmerston to Pohangina Loop, we had another scare with me at the wheel, coming into a hairpin to quick. Got the car sideways OK, but everything was a bit too quick, and we halted with a distinct crunch in a ditch. After setting the "Zetka" (safety triangle) up on the road further back (to show there was trouble ahead) we pushed the car out, this being no problem. Overall we lost two minutes. However just after getting underway, something seemed horribly wrong up front which we thought could be a flat tyre, but a quick check showed everything to be OK so we powered on until we were convinced BOTH front tyres were flat. Another stop bore no fruit, so we presumed the wheels to be totally out of balance. As it turned out both right wheels were buckled, but they got us out of the section, of which there was about 20 miles left.

A number of cars went astray during this section including Dave Jolly and Grahame Harvey who rolled their Cortina, got it stuck in reverse and had to drive 11 miles backwards.

By now we had moved up from 75th place to 58th and had the Karlo Forest to look forward to. It was 5.07 in the morning, raining, and I was about ready to drop off behind the wheel. We'd

continued over



Paper *Hot Rod*  
Date: *June 1972*  
Clipping supplied by  
THE  
PRESS RESEARCH BUREAU  
A Division of  
New Zealand Provincial Press Ltd  
Box 3713  
106 Courtenay Place,

## HEATWAY *continued*

been told this stage would be pretty treacherous, and it was, with mud, mud and more mud, wherever you turned.

About 5 miles into it, we found a yellow 124 Fiat stuck half way up a hill. There was no room to pass so we stopped, but couldn't push him up. So we pushed him to the side, and I attempted to get our car to the top, but each time I would almost make it, and it would slide back down another 10 feet. By now about six cars had piled up, so the other guys (including Fred) pushed me to the top. I wasn't going to stop until I was at least 100 yards down the other side, thinking Fred would just have to run to catch me up. I was stopping for no-one. 100 yards down the other side (at about 50 mph) I stopped to wait for Fred, who appeared about ½ a second later. "Can he run!" I thought. As it turned out, he had been lying face down on the boot, hands clinging to the rear side windows, dragging his feet in the mud and wondering when I was going to stop! ... Those 17.5 miles took us exactly one hour.

We rolled into Wanganui, grabbed 5 hours sleep and then did an hours work on the car, i.e. Weld sump guard, set timing, weld exhaust, shovel out the dust and tidy up the paper work. We were in 54th place after the first day. The next start was at 6.54 P.M. for a special stage of 53.9 miles with Fred driving. Toward the end, the rear tyres started rubbing on the inside guards, but we still made it to Raetihi where we were able to persuade a guy at H. E. Webbs Garage to weld up the Panhard Rod bracket which had broken almost completely off, maybe as a result of my ditch incident. It took about 1½ hours to repair, but as luck would have it a slip caused two stages to be cancelled and all cars were to regroup in Taumaranui. We missed a 45 minute meal break to make up time, and overall we lost only 10 minutes.

Out of Taumaranui there was a 33.0 mile special stage with me driving. I was really pushing for time, while Fred sat calmly in the other seat not saying much. Until he said "You're driving just like you were when you went into the ditch" ...

"Not me, my boy!" I replied. With that I came around the next corner, and suffered the right front into a bank at about 30 mph. The Fiat climbed to an almost vertical position, ran along it like that for about 20 feet, and finally bounced all four wheels back:

Fred said not a word.

Only damage was the right front guard rubbing on the tyre, which we fixed in about 20 seconds ... Why is it always me.

From here, it was rather uneventful trip to Auckland, which included an enjoyable Rally-cross stage and a stop at Huntly for an ice cream.

In Auckland we fitted the competition pads and gave it a complete mechanical check, and out to Pukekohe for 25 laps around the circuit. Fred drove this section, in very quick time despite the smokey Town and Country's on the rear. The crowd loved that smoke! These were being used after my efforts in bending two wheels. Back to Auckland, a three hour break, and then it's on to Western Springs at 8 P.M. Seemed like home. Four cars to a race, I got a Mazda Capella, a full house Mini, and a Twin Cam Escort. And I'm in a stock 124 Fiat! Flag drops and I beat the other three into the corner, only 6 laps to go. This thing doesn't cross up like the Modified. Several times Bill Sheill's Capella pulled along-

side, but I braked late and headed it into the next turn. He got by on the fifth lap. That thing's got so much grunt its not funny. We finished bumper to bumper with Rob Campbell, Gavin Evitt and Rob Wilson jumping up and down on the infield. Then there was a good night's sleep and off to Bay Park where I peeled off 20 laps, half in daylight, half in dark. Real B & H stuff. Then came several steady touring and special stages through the night. Rotorua, Whakatane, Opotiki, Gisborne. Saw Mike Marshall go out on the first special. A pity, for this guy is a real flyer. Next was a burn up North for a couple of bad special stages, and then back south to Napier.

On this section, with Fred driving, the sump guard got wrenched off, and had to be placed in the boot (apart from the three or so feet which stuck out). This slowed us down considerably, with the possibility of sump damage, and about five cars passed on the run. It was welded on in Gisborne during a meal break but came off during the last stage before Napier. We had no chance to refit it before the beginning of the final stage to Wellington, due to various other problems, so we halted at Hastings where hotrodder Brett Wilson (Wilson's Motor Supplies) set about repairing it. This lost us about 20 minutes, but no points.

By now the pace of many competitors had dropped, most just wanting to get to Wellington. The only incident for us during this final 18 hour stint, was the loss of the petrol tank plug, due to continuous pounding from stones. Fred was driving and suddenly yelled "Hey, we're losing gas". We slid to a halt, and while I lay under the car with my finger in the hole in the tank, Fred rummaged through our various spare nuts and bolts until he found one which fit. By the time we were under way, there was only 2 gallons left, and 140 miles to the next gas stop. However, we borrowed some gas here and there, and finally made it through the night to the last stage. This was back over Moonshine Hill and into Wellington. At this stage (the end) we had wound our way into 28th position, but due to some legal confrontations with the rule book by another team, we were knocked back 11 places to 39th, not that it worried us too much. Just to have finished the rally and have completed every section gave a fantastic feeling of achievement. It was just a case of driving across the finishing ramp, and it was all over, bar us giving the Rally Director a personally signed copy of the latest N.Z. Hot Rod Magazine, taken all the way with us through the rally.

The car certainly seemed to win the hearts of most of the spectators judging by the 100's and 100's of photos taken of it, probably because Hot Rod Magazine was something everyone could identify themselves with. We'd like to thank the magazine, P & R Motors, all the thousands of people who assisted us with moral support throughout the journey.

We'll be back next year for sure, having learn't a lot this time, that's providing Fred is back from the London to Syney Rally, which he was mumbling about as we triumphantly and gloriously idled our way into the Wellington throngs .....

### RESULTS

1st.	Cowan-Scott.	Mini Clubman
2nd.	Taylor-Foulkes	Toyota Corolla
3rd.	Holden-Dawson	Escort T.C.
4th.	Adams-Fenwick	BMW 2002
5th.	Hyslop-Langley	Mini Clubman
6th.	Gauzere-Joepp	Peugeot 504

## THE JUDICIAL by Robert Wilson

"Tell me and quick, what this man's guilty of!"  
Boomed the Judge as he coughed up some flem,  
"And I'll think of a fine to fit with the crime,  
Plus five years at least, in the pen."

"A deed Your Honour, so deadly and bad"  
Cried a voice from the front of the court,  
"That I quiver to find, what kind of a mind,  
Could think of the things he has thought."

"A classic machine, a Ford fine and clean,  
Built in the '36 range,  
Came into his grip, and made him feel hip,  
To deliberately and savagely change."

"Made him feel hip?? What is this lip?"  
Snarled the Judge spitting at his spitoon,  
"It's one of those lines which rhymes with the times  
Mumbled mouths from the back of the room."

"What was the change, what form did it take?"  
Asked the Judge as he twiddled his toe,  
"Did it float on water? A flying saucer?  
Or perch on its hind hubs and crow?"

"No your Honour, t'was a real primmadonna"  
Said the voice at a pitch high and dry,  
"He's ravaged the hide of American pride,  
It's enough to make honest folk cry".

"Don't stand there jabbering!" screeched the Judge  
As a fly fluttered onto his desk,  
"Give me the facts on this dreadful old hack,  
While I swat the life from this pest".

"Ooooh!" cried the voice, "I do not rejoice,  
In the decision you've already made,  
To take but his life, is not very nice,  
When you've yet but to hear his case."

"You misguided twit!" Screamed the Judge in a fit,  
"My temper is running high,  
Your brain must be lame, if it's all the same,  
I was talking about the fly".

"Terribly sorry" was the puny reply,  
"I apologise without a reserve,  
But we must make haste in this horrible case,  
And discover what sentence he serves".

Hold onto your seats while I tell of this beast,  
With all the gory details,"  
"Hold onto your seat" said the Judge to the Priest,  
While the jury began to turn pale.

"Grasping a saw in his animal paw,  
He attacked with both hands, the roof,  
Grating and grinding, screeching and whining,  
I describe him as only a goof."

"The top it did drop, with one mighty chop"  
Growled the lawyer clenching his teeth,  
"With a crashing of tin, an almighty din,  
The be-heading was now complete."

N.Z. HOT ROD



Paper:

WAIKATO TIMES  
(Hamilton)

Date: 2-6-72

Clipping supplied by

... THE ...  
PRESS RESEARCH BUREAU

A Division of  
New Zealand Provincial Press Inc.

Box 3711  
106 Courtenay Place,  
WELLINGTON

THE TIMES, FRIDAY, JUNE 2, 1972-9

## Boy starts mini craze

A Hamilton schoolboy's mini bike building has started a bit of a craze among his friends.

Sixteen-year-old David Catley is at present putting the finishing touches to his third mini machine before launching it onto Hamilton streets.

David said he and a friend first built a bike each about two years ago and the idea had since



caught on among his friends. He used to give them rides and then they all wanted to build one.

"A bit of a craze started I suppose," he recalled.

All his present machine needs before it is roadworthy is a disc brake which David has been waiting six months for.

But it is nearly finished and he will soon have school transport that will be the envy of many fellow pupils.

The bike is made up from a welded steel tube frame with eight inch wheels and a Briggs and Stratton four-stroke lawn mower engine. A clutch has been fitted but there are no gears — just stop and go.

"I can get up to maybe 35 mph with a good down hill run," David said.

His career in mini bike building started some two years ago with a much less elaborate machine costing

HEATWAY CLUBMAN TAKING TO THE WATER.



THE "TRY ANYTHING" MINI CLUBMAN GT.

around \$20. This one was never registered and worked on a straight drive.

After a few minor scrapes with the law David decided he would be safer with something better.

The second machine evolved from a "sort of scooter-type construction" his father discovered one day. David fitted an engine and tidied it up but it was not long before an American design caught his eye and had him thinking.

After about four months

of gathering bits and pieces the bike started to take a definite shape.

David has been riding the bike about for quite a while but it was only recently that he seriously cided to make it road-worthy.

The finished product has cost him around \$120. His skill as a businessman netted him some tidy profits from his previous machines and he did not have much trouble finding the balance.

Building the bikes has been an interesting hobby for him and David reckons it was a good method of keeping out of trouble. "And I've always liked rebuilding engines," he said.

What's more mini bikes were just great fun.

After two years in the mini bike building business David is a bit of an expert and he maintains that many home made bikes with gears and elaborate extras are not really mini-bikes.

"A mini bike is a plain thing with a frame, wheels, engine and seat — no gears," he said.



## MINI CLUBMAN AN AGGRESSIVE GT

By Brendan Nicholson

The Mini Clubman GT is 13 hundredweight of pure aggression.

In fact, with its longer-than-a-usual-mini bonnet and slightly-down-at-the-front suspension the GT Clubman looks ready to tackle anything.

She performed like a rocket.

Acceleration was phenomenal right up through the gears which was not surprising considering she is pulled along by the same 1275 cc engine that powers her big brother, the 1300 Austin GT.

This four-in-a-line power source is fed by two big SU carburetors and hauls the Clubman up to 50 m.p.h. in 8.2 seconds.

This is much the same power plant as that which equipped the much tried and tested Cooper S. Like the Cooper, the GT Clubman was designed "hot" right from scratch.

She was a little sluggish on corners until I followed instructions to change down and accelerate gently. Then the front wheel drive proved its worth and the car scooted around the corner as if it wasn't there.

The radial tyres seemed to grip the tar seal like magnets.

All round power-assisted brakes, 7.5 inch discs on the front and 7 inch drums on the back, brought her to a neat straight line stop in a surprisingly short distance.

To avoid undesirables getting pleasure out of your \$3000 machine it is equipped with a steering lock which comes into effect as soon as the key is removed from the ignition. To ensure this does not happen by accident the key must be pushed in and then turned before it can be removed.

Adjustable headrests and inset door handles inside and out are further safety features. The inside handles are covered by a neat flap which clicks into place.

Any doubts about the

strength of the machine went as I put a Heatway Rally version through its paces.

It was one of two Clubman GT's imported by the New Zealand Motor Corporation specially for the rally and was driven into fifth place by Angus Hyslop. An identical car was driven by Andrew Cowan who came first.

Because it was specially rally tuned it sounded very much like a chaff cutter below 3000 revs but pressure on the accelerator

produced a powerful rumble. It had a smaller steering wheel than the standard GT and was fitted with a full interior roll cage.

The rally version had been bored out to 1293 cc and its compression ratio had been so increased from 9.75:1 to 12.5:1. Maximum horsepower was increased from 78 at 5800 to 90 h.p.

Test cars supplied by New Zealand Motor Corporation, the rally car with permission of Excess Insurance Ltd.



DAVID CATLEY dwarfs his mini bike which he designed and built himself. David has started a craze among his school friends and by all indications the sport could be catching on in other parts of New Zealand.





MINI CLUBMAN ... Latest in a hot breed.

## Clubman keeps Minis up front

Since the Japanese micro-cars came onto the market the ubiquitous Mini has ceased to become the butt of teeny-car gags like "Say, was that your car outside? A dog just buried it".

Minis actually began growing above the corn when they began to win races and rallies.

They are still doing their performance thing. For instance Andrew Cowan's Heatway-winning Mini Clubman GT, the steak-fed brother of the regular Clubman I tested this week.

The Clubman is the car to consider if one has never liked Minis. It is smoother, sleeker, very flexible, and its instruments are where they should be — in front of the driver — instead of sharing an alarm-clock-sized dial in the centre of the parcel tray.

### Seams

Though it still wears its main body seams turned out, the Clubman is much better looking than the basic round-nose job. The nose pokes out four inches more and wears a new grille. The hubcaps have been GT-fused and the seats restyled.

The big non-decorative news is under the bonnet.

### This week's road test

By Motoring Editor

JIM WEBBER



where the sidesaddle four that makes the Austin-Morris 1100 a performance non-event finds new muscles when relieved of a few hundred pounds of vehicle weight.

### Shivers

Ever but not annoyingly present in terms of sound and assorted shivers, the 1100 engine gives the Clubman sufficient zest to justify its name.

In most small cars the driver constantly has to fish around among the gears to keep performance in tune with the traffic.

In the Clubman, there is a d e q u a t e effort-overlap, reasonably quick overtaking drive being available in top if one does not want to chop down to third gear's middle-60s capability.

### Torque

Torque occurs relatively early at 2500 revs, helping to ease the Clubman away from a standstill in second gear, — or even third, if you are careful.

Out on the highway it is f a s t, straight-tracking, economical and fairly rowdy. On the twisty bits it is a flat-cornering sharp-handling, throttle-steering nerve-stretching road-eater.

A classic front wheel-driver, the Clubman's o v e r s t e e r - u n d e r s t e e r behaviour is crisp and reliable. Basic stability is excellent, and right on in there's an enjoyable challenge for the enthusiastic driver.

### Cushion

Hydrolastic suspension helps cushion the comfort boundaries inherent in small-shell design, and the Clubman generally is quite civilised.

The instruments' shift to starboard is a good move in the Mini world, and there are fresh-air ducts at each end of the dashboard.

However it could use better seats. The existing ones look smart. But they are very squeaky, low-backed perches that I imagine would become less than comfortable on long tripping.

Winding side windows in the two doors have exiled the former storage bins. But

there is plenty of stowage space in this exercise in volume utilisation, and the boot, which has a handy toggle-catch, is not as small as non-Mini users might think.

### Hubcaps

The full-size hubcaps look good but virtually have to be removed to check tyre pressures.

Finish on the New Zealand-assembled test car was satisfactory, with minor blemishes such as rough trim round the handbrake and rattles in the door liners.

Night-lighting was excellent, with adequate beam throw and spread to use the Clubman's speed potential.

Drivers who sit well back will have to stretch round their seatbelts to reach ignition, wiper and lights switches.

### Details: —

Engine: Four cylinders, 1098 cc, 50 bhp at 5100 revs.

Performance: Standstill to 50 13.2 seconds, maximum speed 85 m.p.h., fuel use 38-44 miles per gallon.

Price: \$2445 with belts, heater, underseal.

Will it fit your garage? Length 124.6in, width 55.5in, height 53in.



Heatway  
 Paper South Auckland  
 Gazette  
 Date: 27-6-72  
 Clipping supplied by  
 THE  
 PRESS RESEARCH BUREAU  
 A Division of  
 New Zealand Provincial Press Ltd  
 Box 3711  
 106 Courtenay Place,  
 WELLINGTON, N.Z.

## Petrol Competition Winners



Presenting prizes at Farmers' Trading Company Southmall store, Mr W. W. Fairlie, N.Z. sales manager for Black & Decker (N.Z.) Ltd. Prizewinners are (left) Richard Glasson, of Papatoetoe, and (right) Mr G. T. Murray, of Manurewa.



Manager of Farmers' Trading Company's Southmall store, Mr E. R. Ward, congratulates Richard Glasson, of Papatoetoe, on his win in the store competition in conjunction with the Heatway rally sponsored Black & Decker (N.Z.) Ltd.

Hundreds of Farmers' Trading Company stores customers tried their skill in estimating petrol consumption of the Fiat 125 driven by Walter Hart and Trevor Tapper in the Heatway rally.

And, while there was considerable guessing involved, the five section winners were spot on. One man estimated two sections exactly right and received a double helping of prizes for his efforts — but the major prize winner just took a guess. She is Mrs M. Hulstom, of Hillsborough.

"This is a complete surprise — I don't know much about cars and just guessed the total," she said.

Mrs Hulstom won a Black and Decker power tool kit worth \$125 plus a Heatway heater and Corbans wines.

Other prizewinners were: Mr G. T. Murray, a butcher, of Manurewa, who won two sections with the help of his father-in-law, Mr D. Bowles, of Mt Roskill — and his wife, Lynn, who remembered to post in the entry forms; Richard Glasson, a production planner, of Papatoetoe, who drives a Fiat and worked petrol consumption out very carefully on a basis of a "hotted version" driven hard; Mr M. W. Hewson, manufacturers' agent, of Glen Innes, who "just guessed with the help of my teenage sons;" Mr W. H. Van Oosterom, electrical engineering consultant, of Remuera, who "just thought of a number, like I pick my race-horses."

Entrants were asked to estimate miles a gallon used on the six sections and arrive at a total.

Section winners received prizes of Black and Decker electric drills, a Heatway heater and Corbans wines.

Paper Heatway  
 SOUTHLAND TIMES

Date: 29.6.72

Clipping supplied by

THE  
 PRESS RESEARCH BUREAU  
 A Division of  
 New Zealand Provincial Press Ltd  
 Box 3711  
 106 Courtenay Place,  
 WELLINGTON, N.Z.

### Cowan Says Seat Belts Vital

"It's important that seat belts be worn any distance, even if the journey is only 200yds," famous Scottish rally driver Andrew Cowan said recently.

"For the first couple of months, people will have to make a conscious effort to fasten their belts, but it will soon become as habitual as putting one's trousers on.

"If I didn't use a seat belt all the time, I wouldn't have been alive to be in New Zealand for the 1972 Heatway Rally.

"It's a fact that once you get into the habit of using a belt you feel uneasy and uncomfortable without it, whether you drive for 100yds or 100 miles.

I like to think that if the rally taught anyone anything it was that seat belts should be worn."



Paper: *Heatway*  
**NATIONAL BUSINESS REVIEW**  
 Date: *10-7-72*  
 Clipping supplied by  
**THE PRESS RESEARCH BUREAU**  
 A Division of  
 New Zealand Provincial Press Ltd  
 Box 3711  
 106 Courtenay Place,  
 WELLINGTON, N.Z.

Dear Sir,

Your issue dated May 29, 1972 has been brought to my notice. It featured an article on the 1972 Heatway Motor Rally by Mr Rob Fenwick.

The article makes prominence of the New Zealand Motor Corporation's involvement in the rally and infers that Mr Fenwick interviewed myself as team manager. As he attributed statements to me which I have never made, do I have the right of reply through you? Could I point out a number of inaccuracies:

Mr Fenwick did not interview me after the rally. His information was gained from some other source.

At no stage did Andrew Cowan "refuse to drive" one of the Morris Marinas. He had a known preference to drive a Mini Clubman GT because it is a proven rally car. The Marina is still a somewhat unknown rally quantity and, in fact, the 1972 Heatway was the first rally the 1.8 TC Marina version had rallied in the world. A last minute switch

was made to improve our over-all team chances: a decision which results vindicated.

At no stage did I "admit the Marinas did not go well". On the contrary, I thought their performance showed considerable promise, and that they are potentially a very good rally car. My reasons for this are:

- Jim Richard's Marina lying 4th at the end of Division 1 at Wanganui.
- The Richard's Marina was 1st outright in one special stage and 1st equal with Marshall's Escort and Cowan's Mini in two others.
- In discussion with Mike Marshall (Ford Escort) after the rally, he told me how impressed he had been with the Marina's performance, particularly its road-holding, despite the car's unsuitable gear ratios for rallying.
- There are several well known New Zealand drivers keen to rally the Marinas in future rallies.
- The rally proved a useful

testing ground technically under New Zealand conditions.

Naturally I would have been delighted if a Marina had finished in the first 10, but after all we did finish 1st and 5th outright with the Minis - by most standards, a good result.

Mr Fenwick states: "why did the New Zealand Motor Corporation spend a fortune by New Zealand standards" and later, "it cost \$40,000 to bring the four cars into the country, not to mention the cost of preparing them, employing service crews". He quotes me as "estimating the total cost in the vicinity of \$10,000 to \$20,000".

At no stage have I publicly made such a statement; whilst internally, if my forecasting of costs was so "airy fairy", I wouldn't hold my job down long! As I have said before, what NZMC spent on the rally is its own business; but I can tell you that, measured in terms of editorial, increased vehicle sales, service personnel training, the return will be many times our outlay.

In summary, whilst Mr Fenwick is somewhat disparaging of NZMC's involvement and success in the Heatway Rally, I believe the general public were happy with the fact that we had

brought Andrew Cowan to New Zealand to compete again, in this very fine sporting event. The interest shown by the public, day and night, was really great wherever the rally went.

Yours faithfully,  
*J.C. Seabrook*  
 Team Manager

Paper:  
**HAWERA STAR**

Date: *14/7/72*

Clipping supplied by

**THE PRESS RESEARCH BUREAU**  
 A Division of  
 New Zealand Provincial Press Inc.  
 Box 3711  
 106 Courtenay Place,  
 WELLINGTON, N.Z.

## Car Rallies Costly But Great Fun

"Competing in the Heatway Rally cost a lot of money, but it was also a lot of fun," So said Mr Allan Sansom, of Rahotu, when addressing Eltham Rotarians.

Mr Sansom was accompanied by his co-driver, Mr Garth Worthington, of Eltham.

Both agreed that the rally was tough, mentally and physically, but it was great fun meeting all the well-wishers and would-be helpers.

Mr Sansom said the low prize money, around \$500, was only sufficient to meet running costs. "The entrance fee alone was \$60," he added.

Driving their own Fiat Fastback, the Sansom-Worthington combination made good time on the first day of the rally, being first in their class.

Misfortune, however, came on the third day when the car careered into a roadside bank. Mr Sansom said helpers appeared from "nowhere." The car was lifted back on to the road where the service crew set to work on a quick repair job.

Even with the setback, the pair managed to take sixth place in their class.

Mr Sansom said that sponsors played an important part in providing financial aid to contestants. "Even so, local enthusiasts are able to match the city entrants and enjoy the hospitality of many enthusiastic well-wishers along the route," he added.

Mr Sansom was thanked for his speech by Mr Robin Paterson.

Paper: *Heatway*  
**GISBORNE HERALD**  
 Date: *14/7/72*  
 Clipping supplied by  
**THE PRESS RESEARCH BUREAU**  
 A Division of  
 New Zealand Provincial Press Ltd  
 Box 3711  
 106 Courtenay Place,  
 WELLINGTON, N.Z.

## SCOTTISH RALLY

Ford Escort RS1600 models were provisionally placed first, second and third in the Scottish Rally, the winning car being driven by Hannu Mikkola and Hamish Cardno.

Mikkola, a Finn, won the London - Mexico World Cup Rally and earlier this year took the East African Safari Rally.

International Heatway Rally winner Andrew Cowan, partnered by his brother-in-law Brian Coyle, was placed sixth, also in a Escort RS1600.

Cowan did not have a very happy rally as a succession of electrical troubles cost him a considerable amount of time and at the finish he was 10 min 42 sec behind the winning car.

Two West German cars, a 1.9-litre Opel Ascona and a BMW 2002Ti, finished fourth and fifth respectively.

Paper:  
**EVENING POST (Wellington)**  
 Date: *22.7.72*  
 Clipping supplied by  
**THE PRESS RESEARCH BUREAU**  
 A Division of  
 New Zealand Provincial Press Inc.  
 Box 3711  
 106 Courtenay Place,  
 WELLINGTON, N.Z.



Colin Taylor and Ian Foulkes plunge into a ford during the Heatway Rally in April. Taylor and Foulkes took their Toyota to second place in the rally. The Toyota team has entered three cars in the forthcoming Golden Shell Rally.



Paper: *Heatway*  
*Motorman*  
Date: *July 1972*  
Clipping supplied by  
... THE ...  
PRESS RESEARCH BUREAU  
A Division of  
New Zealand Provincial Press Ltd  
Box 3711  
106 Courtenay Place,  
WELLINGTON, N.Z.



## The fighting Scorpion

THE WATER temperature gauge began to rise. "Good God, the first special stage on the first division and already we're in trouble," thought Trevor Tapper as he managed a quick worried glance at navigator Walter Hart.

Was this what the Heatway rally was about? After months of preparation and expense, were they already out of the contest less than half an hour from the Wellington start?

Tapper fought the wheel of his Fiat 125 on the narrow, twisting 4.6-mile Ohariu Valley stage, the responsive modified twin cam engine still revving strongly and crackling on the over-run. Ease up, ease up. Still more than 2480 miles to go and it would be fatal to blow the engine at this early stage.

Around a tight left-hander, driver hugged in close to the bank to obtain a good line. Suddenly a large rock loomed up, too late to take avoiding action as the Fiat rode up over the obstacle, puncturing a tyre. Tapper and Hart finished that opening stage with an overheating engine and a puncture. It didn't augur well for the rest of the event.

Trevor and Walter were two of many private entrants in the Heatway who built up interesting machines for the one-week event. They had the chance of a really good placing, but niggly little

problems put them back after running prominently at one time. They built their Fiat into possibly the fastest 125 in New Zealand — a fine rally car with possible track potential.

Sponsored by Black & Decker, the Fiat was typical of the thorough preparation and modifications necessary for serious rallying. It was fitted with a South African tuning kit known as Scorpion, and while many of the Alconi parts which comprise the Scorpion kit were imported from Johannesburg, the boys made numerous bits themselves.

Externally the Black & Decker Fiat attracted considerable attention with its unusual paintwork and smart 6.5in wide Scorpion alloy wheels shod with Japanese "knobbly" radial ply snow tyres. For sealed special stages Tapper and Hart



switched to Goodyear Rally Special HR13 covers, the same tyres designed specifically for the 1968 London to Sydney Marathon.

The big changes were under the bonnet. Alconi produce a number of stages in their 125 modifications, ranging from a reasonably mild 127bhp (from a standard 90bhp) to the full race 190bhp version which is doing well on South African tracks.

Hart chose a rally version which put horsepower around 150. The cylinder head was extensively modified, camshafts replaced and racing high compression pistons fitted. Alconi were extremely helpful and although Hart did not import the Scorpion exhaust system, the boys made one locally to exact specifications. Compression ratio was increased from 8.8 to 9.5 to 1.

Neither driver is a mechanic, but they didn't have any difficulty making or adapting parts. The intake manifold was designed to accept the twin 40 DCOE

side-draught Weber carburettors, and Trevor started the exhaust manifold from scratch. As a final touch, transistorised ignition was fitted. Gear ratios remained the same, but the boys modified a Volkswagen petrol tank to give extra total capacity, built their own safety roll cage for the interior and made up a sump guard to protect the engine.

Koni shock absorbers were fitted, but because of the rough terrain encountered the suspension remained standard height to give adequate ground clearance. Little work was needed on the reassuring four-wheel disc brake system. Let's face it, the Fiat 125 as a safe, reliable car forms the basis for a fine competition car.

Alconi began development work on the 125 as soon as the model was introduced more than four years ago. The 125S Scorpion is marketed by the Fiat franchise holders in Pretoria. Fiat South Africa have given the project full support, the cars are sold with factory

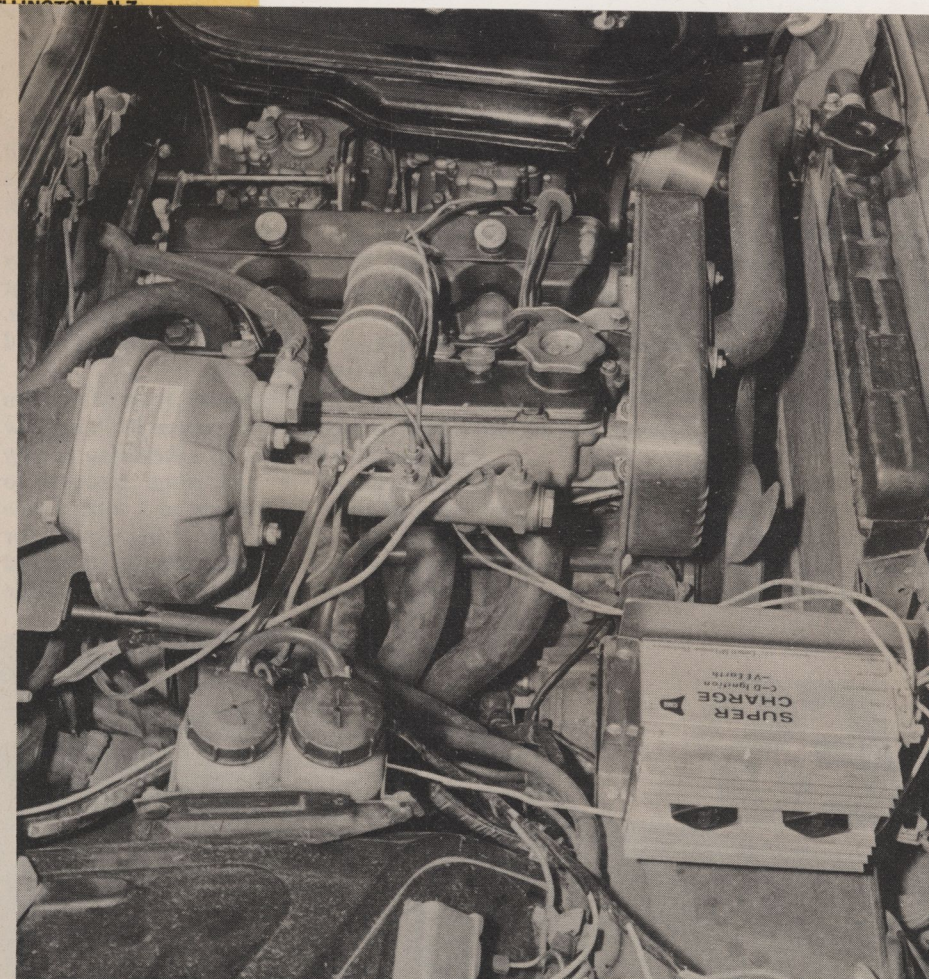
guarantee, and are genuine production cars in that part of the world. You can either buy a Scorpion off the floor, or have your existing 125 converted.

On the road the Hart/Tapper Fiat quickly revealed itself as a rapid 1.6 litre four-door saloon, reaching 100mph from a standstill in less than half a minute, and having a top speed of almost 120mph. By running it well into the red, the 125 would do 105mph in third, and the standing quarter-mile came up in 15.9sec. Fifty mph from a standstill took 6.0s, 60mph 8.6, and 70mph 11.2s.

Just as impressive was the flexibility of the car. It would pull from low revs and there always seemed plenty of power. Trevor commented that this was a great asset under rally conditions. Many of the cars, with wild camshafts, had virtually no power down low — right where it was needed out of slow corners. At the same time the strong engine revved freely and seemed happy running to 6500 or 7000rpm. The makers recommend the



Unusual paintwork and smart 6.5in wide Scorpion alloy wheels



Under-the-bonnet changes, from side-draught Webers to transistorised ignition

former as a rev limit as things wear rapidly at 7000rpm or more. By using a more conservative rev limit, the car is just as fast.

An accident during the Castrol GTX production race at the Levin international Tasman race in January almost put paid to rally plans. Walter was hit from behind by Richard Brocklehurst's Falcon GTHO on the main straight. The Fiat went sideways, but Walter thought he had caught it when the overtaking Falcon hooked the front end of the 125, spinning it at high speed into a safety fence on the main straight.

Only four panels — roof, two doors and boot lid — escaped unmarked. The rest of the car was virtually a write-off, but two months later it had been completely rebuilt backyard style into a competitive rally car. "We planned on doing the 1972 Heatway before the start of the 1971 event last May," said Hart. "But the accident put us behind schedule a little."

They were members of the Fiat team and, in addition to their own comprehensive service backup, Torino Motors, the NZ Fiat concessionaires, provided service vehicles. Hart and Tapper were one

of few private entrants to carry a spare engine with them. They also had a spare gearbox (which was used) and suspension parts.

The pair drove a 3-litre Rover in the 1971 Castrol Gold Star trial, but the Heatway was their first major attempt at rallying. On the circuit stages they ran 70lb pressure in the front tyres and 45lb at the back. In early testing they found the Fiat understeered strongly, but by pumping the front tyres really hard and keeping the rear ones down, the rear end of the car was more prone to sliding out, thus cancelling the understeer.

In the 1971 Heatway Tapper was a member of Mike Marshall's service team, gaining invaluable experience which he used this year. But you cannot be ready for all problems. The overheating dramas were not traced completely until the boys reached Pukekohe, almost at the end of the second division on the third day. It was found that the electric thermostatic fan was not working correctly.

Near Wanganui at the end of the opening division loose differential bolts caused the oil to drain from the differential with consequent failure. Then they lost fourth gear at Bay Park on Division

3 and ran the rest of this section without top. Eight miles from the end of the division the gearbox failed, and a new one was installed in Gisborne. Up until then the Fiat had been running well, but by missing four special stages they were out of the contest.

Advertising circles recognised that the Heatway rally was great value for Heatway/Castrol — but what was in it for the individual sponsor? Some groups spent small fortunes on cars, and the Hart/Tapper entry was one of them. It was easy to see the value for a motor manufacturer or even a garage group such as New Zealand Motor Corporation or John W. Andrew & Sons, who have a big business in the performance motoring field.

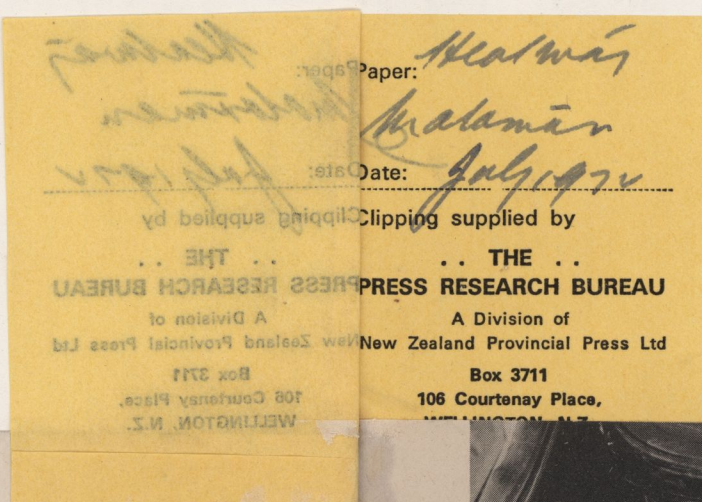
But it was hard for a manufacturer not in the business to justify the expense — and put up enough for the crew to have a fair go. But they were in, and there were many ideas — or "excuses" — for spending the company's hard earned promotion cash on what was in most cases a pet interest, hobby or such.

A lot depended on the team and what the members were prepared to do to help themselves and their sponsor. When Hart and Tapper had put their team together and formulated their plan to attack the rally, they approached Gerry Freeman, Black & Decker's New Zealand manager, with firm plans for exposure of the car and subsequently the company's products.

Freeman, not a motorsport buff, saw the potential and took the deal a step further. He set up a competition with Farmers stores throughout the North Island and Calder McKay in the South Island in order to get customer involvement with the rally. Store customers were invited to estimate petrol consumption of the Fiat on the rally and could win anything from bottles of champagne to a power tool kit worth \$200.

Before the event Freeman figured that this public involvement would give them a chance to take an active part in the event, albeit a final outcome so far as results were concerned was grim: 47th overall out of the 69 finishers. But the car had received good exposure, the object of the exercise.

Hart's Fiat reveals that the 125 is easily adaptable as a high performance saloon. It gets back to an old story that if you start with something good and develop it, you will doubtless come up with something better.





Paper: *Heatway*  
*Motorman*  
 Date: *July 1972*  
 Clipping supplied by  
 . . THE . .  
**PRESS RESEARCH BUREAU**  
 A Division of  
 New Zealand Provincial Press Ltd  
 Box 3711  
 106 Courtenay Place,  
 WELLINGTON, N.Z.



## HEATWAY... WAS IT WORTH IT?

by **DONN ANDERSON**

IT WAS pitch black. No moon, not a star or a shadow. Nothing. Just rain and an occasional rustle from the trees. Without some sort of artificial lighting you wouldn't want to walk one step.

Suddenly a flicker in the distance. Earth-bound vehicle or something in the air? From our vantage point the powerful lights appeared to originate a short distance above the ground as they flickered and flashed across the treetops. Later came the noise, and gradually the forest around us echoed to the urgent buzz of a little engine.

We stood across a ford and the vehicle approached at a seemingly ridiculous speed. Then the driver saw what we knew, and a large claw seemed to slow the little car just before it splashed into the river. Bouncing over rocks and into holes, the Mini Clubman GT clambered out the other side and there was a flash as Jack Inwood's camera caught the action. Away into the night, with the powerful array of headlights, and Andrew Cowan was on his way to winning the Heatway international rally.

Five after three on a cold Monday morning in the Kariori forest near Waiouru, and the rain began to fall heavier. Soon we would be helping competitors as traffic worsened the potholes

in the river bed and cars stalled. After Cowan came the BMW 2002TI of Paul Adams, followed by Bob Holden, Angus Hyslop, Bernard Gauzere and Jean Louis Leyraud. The New Caledonians took to this slippery, narrow forestry section like ducks to water, and when it was all over Leyraud's BMW 2002TI had the fastest overall time.

The Heatway was an adventure for everyone. From competitors and service crews to control marshals, press and spectators. For us it is one of the most difficult events to cover. Make no mistake, it wasn't just a sweet week away from the office all expenses paid. This was plain, hard work.

Everyone had their ups and downs; the Heatway for us was a cold car in a rainy car park in Auckland at 11.30 on Anzac night waiting for promised results of the Western Springs special stage. They never came, and the newspapers never had them the following morning. Or feeling like an intruder each time we attempted to obtain progress results from the results caravan.

We were told things would be better as regards results this year because of a computerised system operating in Wellington. Competitors had the same task

trying to find out progress positions. So before you criticise the radio and press reports, ponder on the tough job which faced journalists. It will have to be better next year, Heatway.

The Heatway was for us looking at thousands of spectators at Pukekohe who came to see a rather mundane showing of rally cars circulating the Grand Prix circuit, and thinking what they were missing by not seeing a tough, loose-metal special stage. Or seeing Ian Pinkerton lose control of his Corolla on the first special stage near Wellington. His car went out of sight behind a bush and there was a bang as it bounced off a bank.

The Heatway was feeling rather special as competitors and officials alike drove into Palmerston North on the first night to be greeted by thousands of waving people. Or roaring through a forestry section in a Range Rover, which must have been the ideal machine in which to follow the event. The Heatway was appreciating again the qualities of an Austin/Morris 1800 which we drove more than 3000 miles in covering the seven-day event. The tremendous interior space, the superb and forgiving handling and roadholding, the good fuel consumption.

MOTORMAN, July, 1972

Paper: *Heatway*  
**AUCKLAND STAR**  
 Date: *3.8.72*  
 Clipping supplied by  
 . . THE . .  
**PRESS RESEARCH BUREAU**  
 A Division of  
 New Zealand Provincial Press Inc.  
 Box 3711  
 106 Courtenay Place,  
 WELLINGTON, N.Z.



Taylor and Foulkes, in their Toyota Corolla, are pictured on their way to second place in the 1972 Heatway Rally. The Toyota team has entered three cars in the Golden Shell Rally.



way down the coast — and the extra distance was worth it.

The weather was humid and wet for nine-tenths of the journey, but the Dunlop Aquajet-shod Monaro handled conditions admirably. It was quiet, comfortable and quick. The variable power steering is superb because it offers the best of both worlds. At open road speeds the steering is virtually unassisted and there is no tendency to wander or oversteer. Around town, or when parking, the power assistance makes for ease in operation.

Air conditioning is catching on in a big way in Australia, and I believe it's only a matter of time before the trend reaches NZ. Many people here feel our weather does not demand air conditioning but I cannot agree. AC can be used all year round because it prevents misting and is invaluable for any businessman who likes to arrive fresh and relaxed for an appointment. You can sit in a traffic jam and feel completely at ease, with clean, cool air. It reduces tension and generally results in a much better frame of mind.

I made an interesting comparison with the Monaro and a 308ci Kingswood automatic wagon which GMH kindly loaned me during my Melbourne sojourn. The Kingswood had the Australian V8 (noisier than the 350) and the local Trimatic automatic which didn't do as good a job as the Chevrolet automatic fitted on the 350 V8.

The 308 Kingswood was difficult to start when warm, and the unassisted steering was heavy at parking speeds with its fat Dunlop Aquajet tyres. I was pleased to find cloth seats becoming popular in Australia because the climate certainly demands them.

Tony Connolly, manager of export sales at General Motors Holden and therefore directly concerned with the New Zealand market, was extremely helpful, and I visited the engine foundry at Fishermen's Bend. Head office, technical centre, foundries and manufacturing plants for engines, manual transmissions and other mechanical components are at Fishermen's Bend but there are nine other Australian plants.

GMH commissioned Australia's first V8 engine manufacturing plant in 1969, and the first 250ci unit was seen as the ideal size for the local market. The choice of 253 and 308ci V8s came after months of concentrated research. GMH was also the first Australian motor vehicle manufacturer to undertake auto-

matic transmission manufacture in 1970. The Trimatic is now produced in 18 variations.

I saw crates of newly made V8s earmarked for GM Wellington, visited the GMH technical centre where the engineering design and styling offices are located. I saw first examples of the new Chevrolet 350 being built for export only to places like South Africa and NZ (the first examples are already here). The Chev 350 is virtually an automatic Holden Statesman with a revised grille. It comes with automatic transmission and power steering as standard.

From the hustle and bustle of GMH I switched camps as Ford invited me to the release of the XA Falcons held on the Wednesday and Thursday after Sandown Park. The superb release began with a preview dinner in a restaurant on the shores of the River Yarra, followed the next day by a meeting in another restaurant near Morningside, about 20 miles out of Melbourne. After a comprehensive briefing on the new range, including coloured slides showing market analysis, trends and prices, every model Falcon was on hand for the press to drive. Ford arranged a comprehensive test route which drivers could follow.

Within a new hours I was heading west on the 466-mile journey to Adelaide in a new XA Falcon which hadn't been released in Australia. But I was soon snarled up in 5pm Melbourne traffic, and took a wrong turning to Geelong. It was 7pm before the journey was

properly under way and any hope of an early arrival in Adelaide was dashed.

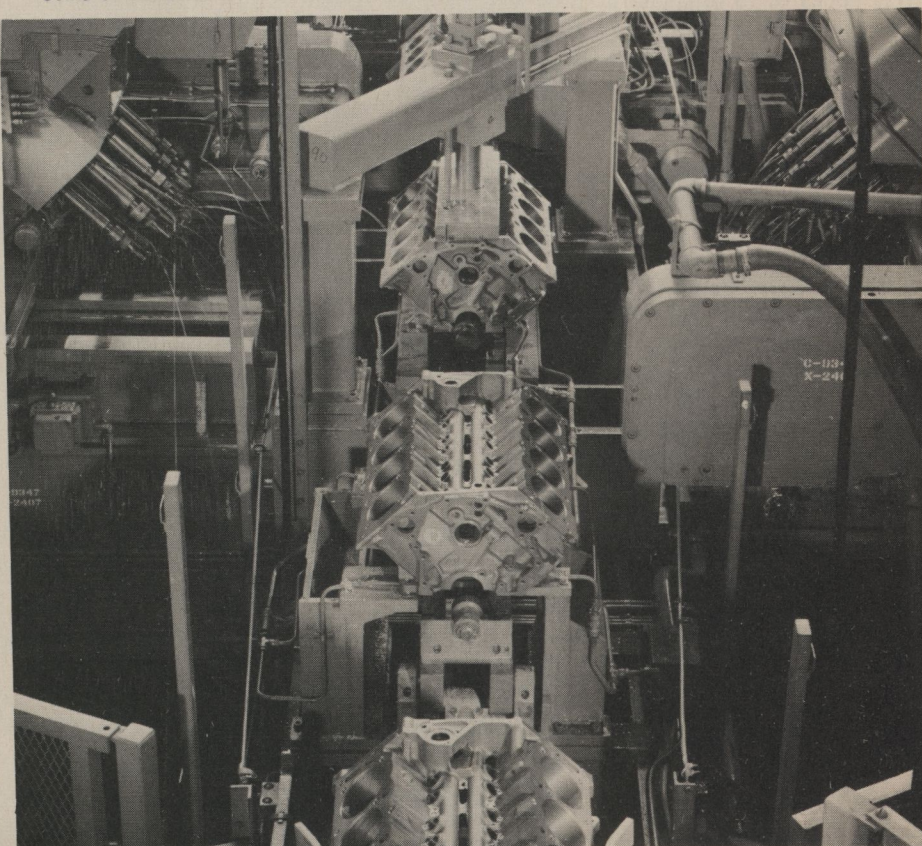
In Geelong I bought the maps I had been trying to acquire for hours and saw my error. Now it was north to Ballarat where I joined the Western highway and headed for the South Australian border.

The Falcon was happy cruising at 80 to 85mph on the excellent road, but after the meal stop at Horsham I dropped back to an average of around 70mph now that it was dark. With a full tummy, a clear road and perfect evening conditions, the remaining 290 miles looked no problem.

Only 32 miles had passed since dinner, and the Falcon rounded a fast sweeping right hander. Ahead lay yet another lengthy straight, but there was something different about this one. A confusion of lights and a tangle of wreckage. I pulled over to the side of the road and stopped. The entire highway was blocked with wrecked cars and in the centre of the mass were two trucks which had collided head-on. It had happened only moments before.

The driver of the semi-trailer was dead, the other man in a smaller truck was injured but not seriously. The wrecked cars had split from the semi-trailer. Hours later I drove into Adelaide at 3am just as a Monaro struck an Austin 1800 at an intersection, slicing the latter in two and killing the woman driver. Tasman memories are not always pleasant ones.

Some of these Holden V8s, manufactured in GMH's Melbourne plant, are exported to NZ



MOTORMAN, July, 1972

per: *John Marshall*  
to: *July 1972*  
clipping supplied by  
THE PRESS RESEARCH BUREAU  
A Division of  
New Zealand Provincial Press Ltd  
Box 3711  
106 Courtenay Place,  
WELLINGTON, N.Z.

Then, there was the time on River Road, near Wanganui, on the second division. Photographer Inwood had just spent half an hour setting up his numerous tripods and flashlights in preparation for shooting every competitor on a tricky corner. He had 15 minutes in hand. From up the road came a local who said the road had been completely blocked by a slip so there was no way the stage could be run. Just to be on the safe side, Inwood waited half an hour and then packed his gear away. The boot had just closed when Cowan's Mini was heard in the distance and inside two minutes the Scot roared around the corner in a spectacular slide, with the rest of the field in pursuit. The Heatway was trying not to laugh as an upset photographer threw his torch against a nearby fence in disgust!

On a wet Parapara road into Wanganui we pulled over to let John and Paul Jensen overtake in their Australian-entered Capri. They were returning to control after missing the final special stage. There was no hurry. Three corners later we slowed considerably as the corner was marked 20mph. Around it the Capri had slammed head-on into a non-competing Fiat 125. Tiredness has its disadvantages in a long rally. But miraculously the Capri was back in the rally next day.

In Wairoa in the small hours of the morning a cheery, round-faced man cooked sausages on an open grill for the crowd and competitors. Twenty miles north of Opoiki at midnight we knocked on three farmhouses showing lights before raising someone to borrow



Frantic suspension repairs for Mike Marshall's Escort in the third division near Tauranga

a phone. We had to make an urgent call to the newspapers to advise them that Mike Marshall had lost the lead after hitting a bank. The incident occurred more than three hours previously, but a rally is the sort of event when news can travel slowly.

The Heatway was really looking forward to a comfortable bed on a beautiful morning in Gisborne. Or seeing the look of delight on Cowan's face in the same town on the same night when he exclaimed he had seen his first kiwi on a

special stage near Tolaga Bay. Navigator Jim Scott confirmed that the bird was a kiwi. "I know the difference between a kiwi and a kea after seeing them in the bush," said Jim. Some of the crowd listening to Cowan were still disbelieving and one added: "Andy, I think you should have added some water to your Scotch!"

Generally the rally was a success, but there are still organisational problems to be ironed out. Running an event of this nature is, of course, tremendously complex and it is virtually impossible for everything to be completely trouble-free. This year there was less trouble with accidents involving service crews, and MANZ stewards reported little trouble with either competitors or service crews.

But stewards were alarmed by the ignorance of the public watching special stages from dangerous positions. Mr S. J. Alexander, a Wellington area MANZ steward, said: "We were perturbed by spectators in special stages who ignored the instructions of officials, and seemed unaware of the dangers." Drivers complained of spectators standing right on the edge of roads, and some in highly dangerous positions on the outside of corners. On the Moonshine Road, near Wellington, on the final day adults stood side by side with children in highly dangerous spots.

Motorman on the job at 3am during the final division. Donn Anderson talks with Andrew Cowan



MOTORMAN, July, 1972

*Heatway*  
Paper: **AUCKLAND STAR**  
Date: *9.8.72*  
Clipping supplied by  
THE PRESS RESEARCH BUREAU  
A Division of  
New Zealand Provincial Press Inc.  
Box 3711  
106 Courtenay Place,  
WELLINGTON, N.Z.



Taylor and Foulkes, in their Toyota Corolla, are pictured on their way to second place in the 1972 Heatway Rally. The Toyota team has entered three cars in the Golden Shell Rally.



"We may have to look closely at running special stages in densely populated areas in future," said Mr Alexander. Fortunately, as most special stages are conducted in remote areas late at night, this problem does not always exist.

There were countless stories to relate and plenty of moments we missed. Like Mike Marshall, who went to fit racing tyres for Paekakariki Hill, only to find stripped threads. He had to revert to regular rally tyres, but still set fastest time. Mike was so pleased with the rally tyres that he used them on the racing circuit stages, too. And how many people knew his BDA engine was running on Avgas?

During the early stages there was a mix-up with time allowance and at the start of one special stage Marshall, Jim Richards and Leo Leonard were all told they couldn't start because they were over their 30 minute lateness allowance. They weren't, of course, but it took considerable persuasion before officials let them start.

Leo's navigator Graeme Richardt found himself a better driver than passenger because he was ill on almost every special. For Graeme the Heatway was no fun.

The sixth-placed Peugeot 504 of New Caledonians Bernard Gauzere and Gerard Joeppe was one of the competitors to run without any proper service vehicle. Bernard's pretty wife followed in a Peugeot 504 loaned by Campbell Motors, and she carried a few parts, but the entry had no real back-up, and it was a tribute to the 504 that it ran almost completely trouble-free.

Jim Carney pointed out that Jim Richards has a great love for animals.

"Even if Jim was doing 100mph and he spotted an opossum on the road, somehow he always seemed to avoid running over it," said navigator Carney. A few animals were sacrificed by other competitors, however, and MOTORMAN's 1800 almost "wore" an unconcerned black cow standing on a black road on a dark night.

The Rentokil Porsche 911T of Tim Bailey/Brian Phipps would have been much more competitive had it been fitted with limited slip differential. Australian Bob Holden was surprised to hear the Porsche did not have one; said he had been following the German car on one stage and was sure something was wrong with it. At that point Holden thought the Porsche had an LSD.

Australian competitors were again surprised to find our special stages run on closed roads, but most were impressed with the event, and Holden compared it to some in which he had taken part in Spain.

Last year 15 competitors won special stages, while 13 cars won stages in the 1972 event. With almost 1300 miles of special stages — compared to an average of 800-900 in most European rallies — the Heatway maintained its tradition of being extremely tough and demanding. Cowan said at the end that the 1972 Heatway was the toughest event he had done in four or five years. At the same time he said, "Virtually any competitor has a chance. You can arrive a complete stranger and still be competitive because the route gives everyone a chance."

The tremendous amount of time and expense involved in running in an event like Heatway will make many competitors think twice before having another

crack. Most spent much as \$3000, budgeted large sums of money. Prize money was poor and numerous competitors were unhappy with the awards. Marshall commented that in the 1971 Heatway a special stage winner received \$5 a stage with a \$100 bonus at the end for the crew who scored most stage victories. This year the car which won most stages received only \$100, failing to receive any \$5 awards for individual stage victories.

We admire anyone who takes on the Heatway without any major support for there is no way of recouping costs. Many competitors had complex plans of attack. For instance, Trevor Tapper and Walter Hart, who drove the Black & Decker Fiat 125 reviewed elsewhere in this edition, appreciated that the service crews worked just as hard as the drivers. They made elaborate plans to ensure minimum fatigue. Instead of having just one service team, they had two, so that while one was on shift, the other could be sleeping.

They organised 12 men from as far afield as Wellington and Coromandel, and had the two service crews travelling in four vehicles. A Holden utility and Falcon station wagon carried spares and equipment, while a Fiat 125 was on hand for cannibalisation if additional spares were necessary. The fourth vehicle was another Falcon which towed a six-berth caravan used for sleeping and as a base for cooking meals and working by the service crews.

The Heatway is over for another year and out of it have come three or four New Zealand drivers who would well hold their own in international competition, according to Cowan. In fact, Paul Adams left for a trip to Britain in May, and Mike Marshall leaves for Europe after the Shell Silver Fern rally in September. Marshall plans to buy an Escort TC, study British rallying, and have a crack at the RAC international rally in December before returning home.

Meanwhile rally director Murray Thompson left NZ for Britain late in May and planned to study the running of the Scottish rally held last month. He will also be talking to international rally teams about taking part in the 1973 Heatway, which he wants included on the international rally championship calendar. Things look even brighter and better for the 1973 Heatway rally, which is expected to be run about July.

MOTORMAN, July, 1972

A worried Angus Hyslop and a happy Mike Langley — should the roles be reversed?



Heatway  
Paper: AUCKLAND STAR  
Date: 3.8.72  
Clipping supplied by  
THE PRESS RESEARCH BUREAU  
A Division of New Zealand Provincial Press Inc.  
Box 3711  
106 Courtenay Place,  
WELLINGTON, N.Z.



Taylor and Foulkes, in their Toyota Corolla, are pictured on their way to second place in the 1972 Heatway Rally. The Toyota team has entered three cars in the Golden Shell Rally.



