

Bruce McLaren Trust Newsletter



January 2000

Issue 11

McLaren and the Millennium what a great combination !

South Island Trip

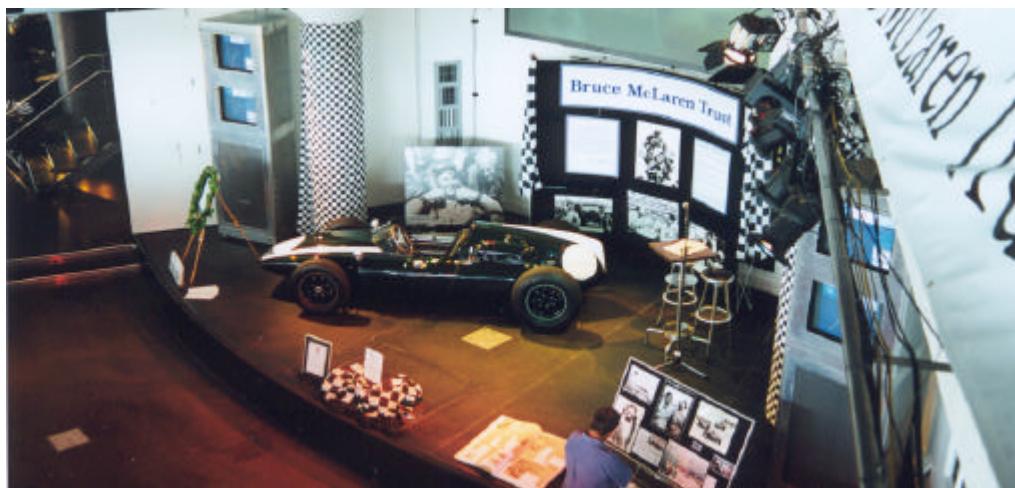
The Trust is making the trip south to attend the Ruapuna and Wigram race meetings thanks to the generous help of the Canterbury Car Club.

Watch out for our display and the M16 at Ruapuna 5th - 6th Feb and at Wigram on the 9th February.

What a wonderful end to the century - our wishes and faith in Mika and McLaren to win the World Championship again were well placed. Congratulations to Mika for a superb effort in winning the Drivers Championship for the second year in succession. The Trust was then delighted to be able to end 1999 with the 40th Anniversary celebration of Bruce's Sebring win and commemorate the 40 year Guinness World Record - all round, a very fitting McLaren tribute to the end of the century.

Trust growth continues to increase at amazing speed, along with the mountain of paperwork, and we were extremely pleased to receive our 500th member, Mike Moot of Auckland, in early December. As the 500th member Mike received a McLaren International Team Hat.

The Trust crew have been extremely busy on all fronts and over the last 3 months we have visited Brisbane to meet with Steve Horne (ex Indy Team Owner now managing the Forsythe Indy Team - watch for details later in the year) set in place some plans to develop our Australian membership with long time friend, David Harding, hosted and organised the extremely successful McLaren International Night at Coutts Cars in Auckland, traveled to Manfeild for the Whittakers Classic Meeting thanks to the help of the MG Car Club of Wellington, visited the Bruce McLaren School for a presentation of a copy of Bruce's Guinness Record and held the Sebring 40th Anniversary Function down at Princes Wharf in Auckland - and now it's into all the planning for the coming year and a little bit of Americas Cup in between!



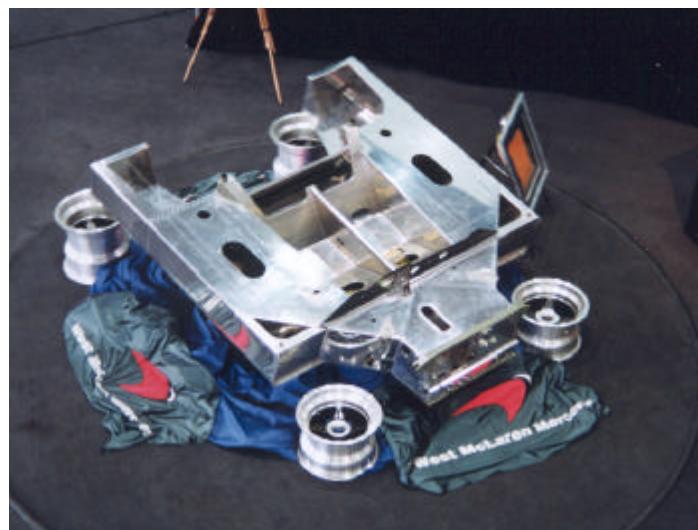
The Jack Brabham Cooper from the 1959 Sebring race kindly loaned by Alan Drinkrow of Auckland for our Guinness Record Celebrations

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An Insight into West McLaren Mercedes

A crowd of nearly 500 people joined us to view this magnificent presentation by Bob McMurray and Peter Burns from McLaren International. Apologies to all those people who were unable to gain admission - we just couldn't fit any more into the Coutts showroom. We took the opportunity to display the M8A Tub without all its protective coating and as you can see from the photo below it shone like a silver model. To the right of the tub is the M8A auction piece. Bob McMurray and Greeta Hulme were asked to officiate in re attaching the all important tag back onto the tub and this was another momentous step in the restoration. Thanks to the auction, the generosity of Colin Giltrap, DaimlerChrysler, McLaren International, Peter Montgomery, Loctite, Virtual Spectator, Framze N Thingz, and D & A Audio, we raised over \$7000 and everybody enjoyed a fabulous evening and learnt a lot of inside facts and information about the McLaren racing team.



Left: The M8A tub with the TACCO sponsored wheels on display at Coutts Cars. **Right:** Bob McMurray, Greeta Hulme and Trustee Duncan Fox re attach the tag to the M8A tub.

Auckland Museum

The renovations and the new section of the Auckland War Memorial Museum are nearly completed and we were extremely pleased to be invited in December to the Preview evening of the work that has been done. The new area is now open to the public and the Official Opening is scheduled for March.

After all these years it is wonderful to see a tribute to Bruce in our own Auckland Museum - it features some early photos of Bruce racing, a brief history, the superb Jack Inwood photo of Bruce after his NZ Grand Prix win and one of the genuine Can-Am Tyres from the M8A that belongs to the Trust.

“The Well Dressed Driver”

Young Bruce McLaren back in the late fifties or early sixties. A far cry from the well dressed drivers of today!! Nothing like an old sportscoat and your racing trousers tucked into your socks like a proper English golfing gent. This wonderful old photo was handed to us recently by Trust Member Dave Hardway of Palmerston North.



Corporate supporters are starting to play a very important part in the Trust operations. We are delighted to advise that Epson have very generously supplied us with a new and much larger colour printer, a Stylus 850 to help with our ever increasing printing requirements.

Melbourne Grand Prix - March 2000

Brochures are enclosed for Grand Prix trips with Stars Travel. For any enquiries please contact Gareth at Stars Travel - Ph 09 377 5839 and please mention that you are a Bruce McLaren Trust member. We hope to have tours of the McLaren Pits again this year but as always, this is subject to the discretion of McLaren International at the time. If you wish to put your name down for these Pit Tours please advise Jan in writing to the Box number or email (see last page) or by fax on 09 83 71260. We require all your contact details whilst in Melbourne, when you are arriving, where you are staying etc. Many of you have advised me verbally of your interest but please re confirm your details in writing and we will contact you direct before we/you leave NZ.



Bruce McLaren Intermediate School

A most enjoyable few hours was spent at the Bruce McLaren School on December 8th talking with the students about Bruce's achievements and in particular about the Sebring 40th Anniversary and the Guinness World Record. A copy of the Guinness Certificate was presented to the school and this was accepted by Headmaster

David Crickmer. The school takes a tremendous interest in things McLaren and we are working with them to develop the school program regarding Bruce's history. In a recent study on job applications and careers, some of the children wrote specific applications to the McLaren Racing Team regarding becoming team members or mechanics.

Enthusiasm for McLaren is taken a step further when you view the school's ride on mower - not to be outdone by the pupils, the Head Groundsman has had a special number plate made for the mower. Yes it reads McLaren F1. **Photos above - Headmaster David Crickmer receives the Guinness Certificate and on the left the school's ride on mower.**

Team McLaren Merchandise

We have in stock at present a small amount of McLaren International merchandise. Items available: Black Team McLaren Caps \$53.50, MP4/13 embroidered Caps \$67.50, McLaren Umbrellas \$120, McLaren single use Cameras \$30.00 and McLaren black/silver pens \$15.00. Both the pens and the cameras also feature the MP4/13. Normal post and package costs apply . N.B. Trust discount cannot be offered on these imported items.

Guinness Economy Run Record to be challenged again in the UK

Back in 1993, four New Zealanders (Amanda McLaren, Donn & Lynn Anderson and Sandy Myhre) went on a crazy trip around Britain and used less petrol than anyone else.

As part of the team driving the Honda Civic VTEC-E engine, 3 door hatchback, the group traveled 6,111kms (3,798 miles) in seven days and averaged 30.424 kms per litre or 85.947 miles per gallon. An amazing feat which saw the team gain the Guinness World Economy Record.

Organiser of the Challenge was long time Denny Hulme and Bruce McLaren enthusiast, Dr Shigeru Miyano of Japan.

In 1992 Dr Miyano was responsible for organising the Memorial for Bruce at Goodwood and Denny had joined Dr Miyano for the Memorial Event and the initial Guinness Economy challenge. They achieved a record of 78.89mpg in a Honda Civic Eti.

After Denny's death later in 1992, Dr Miyano organised the 1993 challenge as a tribute to Bruce & Denny.

With June this year marking the 30th Anniversary of Bruce's death, Dr Miyano decided it was time for another challenge.

Planning has been underway for the last 12 months and amongst the drivers this time will be Amanda McLaren (Bruce's daughter) entering in her third economy drive and Jan McLaren Storr (Bruce's sister).

The Challenge Team will also participate in a special Memorial Service at Goodwood on June 2nd.



The new Honda Insight hybrid engine car released in Japan in October 1999 will be used for this years Guinness Economy challenge

Trust Member to join the June 2000 Economy Drive around Britain - application open to all members

Dr Miyano has very kindly offered to include a Trust Member in this years challenge.

Details are still being finalised but it is hoped that enough sponsorship can be obtained to cover the entire cost of the trip.

This years Challenge team will consist of 3 teams of 6 drivers. The challenge this year will be twofold and will attempt to set the record

with the new Honda Insight and with a Honda CG125 motorcycle. (The optimistic calculations to date are setting the target consumption for the Honda Insight to be 111.54 mpg!!)

Anyone interested in joining the Team should also hold a current motorcycle licence. The Challenge will start at Brighton on the 3rd June and is due to finish at Brighton on the 10th June.

Drivers need to be in good health and happy to drive at "economy speed". You also need to be computer literate as time schedules and driving speeds will be computer logged. Participants must be prepared to pay some costs if total sponsorship is not gained. Contact Jan at the Trust if you are interested in joining this Guinness Economy Record challenge.

The Search for McLaren Cars in Japan

By Tony Roberts

It all began about eighteen months ago when Group 7 Sportscars had a request from a Mr Nozaki for a quotation to fully restore an M12 McLaren sportscar in Japan. Although Duncan and I knew that the Japanese had run Group 7 Sportscars races in Japan, we were not aware that McLaren had played such a major part in the races.

Toyota had been unsuccessfully trying to beat the Nissan G7 sportscars for a couple of years and came up with the idea of importing a McLaren M12 chassis and then fitting their own bodywork and five litre engine. According to contemporary reports, this five litre, quad overhead cam, all alloy V8 was a beautiful engine. As well as the Toyota effort, another McLaren M12 was imported to be raced by Kurosawa Racing, powered by the more normal aluminium big block Chevrolet V8 engine.

Many American Can-Am drivers, such as Lothar Motschenbacher, Mark Donohue and Chuck Parsons also made the trip to Japan with their big banger McLaren and Lola sportscars.

The history of the McLaren Cars raced in Japan was hard to follow because the American drivers teamed with Japanese drivers, changed bodywork, took some cars home and sold some to the Japanese racers. It was going to be an interesting study.

Below - Dr Shigeru Miyano and his friend Junji Yoshida with the M12 in the background.
Above Right - McLaren M12 owner Mr Kobayashi with the M12 visible inside his restaurant



In talking to fellow Bruce McLaren Trust member, Dr Shigeru Miyano, we started to unravel the history a little better. Our research started to prove that Mr Nozakis M12 wasn't an M12, but was a McLaren M6B. Not only was it an M6B, it was Lothar Motschenbacher's old 'war horse' from 1968 and the car that had ended the racing career of Jim Hall in the Chaparral when he crashed over the back of it. When we advised Mr Nozaki of this, he was very pleased that he had a more famous car than he imagined and set about stripping it, ready for restoration.

In the meantime, Dr Miyano's research had pin pointed another McLaren still remaining in Japan. This was real Indiana Jones stuff now, in search of the lost big block Ark!! We were chasing rumours, a bit of folklore and a lot of hearsay. A famous young Japanese racing driver, Hiroshi Kazato, who had made a name for himself at home, then in F2 racing in Europe and Can-Am racing in the USA, had been killed at the Mt Fuji Raceway in 1974. The story was that a gentleman, who had been his friend and mentor, was so grief stricken that he set up a personal shrine in his restaurant to honour Kazato's achievements. Dr Miyano set out to track this story down and in June I received a fax. "it is very hot in Japan, 32 degrees and I have some very hot news for you." The story was true and Dr Miyano had discovered the restaurant and the car in a city not far from Tokyo and had spoken at length with the owner about his car collection.

The mentor and restaurant owner, Mr Kobayashi, told Dr Miyano that the McLaren had been in a glass case for 26 years and that he would accept a letter from us outlining our reasons for wanting to own the McLaren M12.



To be continued - Negotiations and a trip to Japan.

The Cary Taylor Story - Part 2



Just before the start of the Mosport Can-Am 1970. Tyler Alexander speaking with Dan Gurney. Cary Taylor stands alongside Denny Hulme

Can-Am Series 1969 contd - The 1969 series was billed as being the million dollar sports car race series with 11 races starting at Mosport in June and finishing in Texas over three months later. Generally speaking (apart from when the script went wrong) the opposition seemed unable to mount any sustained serious challenge to the McLaren package of technically superior cars with stronger more reliable engines.

Bruce and Denny really enjoyed driving these cars and the overall Can-Am environment was a welcome escape from their Formula 1 races in Europe. The series was both very rewarding yet physically very demanding, due in part to the enormous amount of traveling involved to and from races with all the equipment, personnel and transport necessary to support our 3 car team, which was additional to the normal race car preparation. Much has been written statistically about the runaway success and total domination of the McLaren Can-Am series cars and in particular the "Bruce and Denny Show" during the 1969 series. At the end of the eleven race series, the championship win was Bruce's with six wins and Denny second overall with five wins - therefore a clean sweep for McLaren cars winning eleven out of eleven races.

To have been part of this motor racing history during this series was truly unforgettable with many special memories of Bruce, Denny and all our support crew and the fantastic people who made Can-Am very special to us all. As a fitting climax to this series and as a testimony of recognition to the engineering excellence of the cars and team during this series, Britain's most prestigious transport award, the Henry Segrave Memorial Trophy was awarded to McLaren Racing. Four medallions were officially presented - to Bruce and to Denny and to Tyler Alexander and myself (Cary Taylor) as Chief Engineers on the winning cars.

Editors note:

Parts of this story, although told and written by Cary Taylor just recently, portray the times and happenings as though they happened just yesterday. One can read between the lines and feel the great friendships, teamwork and raw emotion.

We are very grateful to Cary for sharing these very personal experiences with us.

JS

The Cary Taylor Story - Part 2 continued

Cary Taylor worked as a Chief Engineer with the McLaren Team from 1968 through until 1974 and was present at Goodwood on June 2nd 1970 when Bruce was tragically killed during testing of the M8D.



Cary Taylor and Denny at Mosport June 1970
Photograph by Don Markle, Ontario

Can-Am Series 1970 - For this season I would return to the UK around April, after having raced my own Brabham BT21 car in the NZ National Gold Star Series of races during the summer.

My negotiated contract for 1970 was again the responsibility for Denny's car build program and race preparation for 6 out of the 10 race series.

Because I wanted to be back in NZ earlier this year to race my own car again, Jimmy Stone would take over my responsibilities for the series remainder. The two M8D cars being built up followed a very similar pattern of the previous years, with everything being pretty much on target to have the first car finished about two weeks before the June series start at Mosport.

June 2nd 1970 - I could never have imagined what a tragic day this would be and the profound effect it would have on all of us at McLaren Racing. Later in the evening after the initial shock and numbness of the days event, a meeting was called at Teddy Mayer's house to reassess our future position.

All of us there voted unanimously that we would continue with our project to contest the upcoming Can-Am season (now only two weeks away) as a memorial to Bruce. The physical and mental effort required to do this was overwhelmingly enormous, however it was achieved with everybody working tirelessly in an almost robotic way.

Through my years of motor racing I was always personally close to Denny and although I knew that Bruce's death had affected him more than perhaps any of us, I will always be grateful for the support he gave me at this time. Additionally his leadership shown to the team and his gritty drive with burnt hands at the first Can-Am race showed us all his clear determination to keep McLaren Racing alive. The 1970 series as you can imagine just wasn't the same, but with little time to reflect we soon settled into our familiar work load and proceeded to get on with the job of winning. Our task of car preparation and traveling was made somewhat easier with the establishment of the far more centrally located McLaren engine shop in Detroit. This served as our home base for the series and the facilities we had in this shop for engine development work and our race preparation of the cars was excellent. In what seemed like no time at all, four months and six races had been and gone - my contract was finished and it was time for me to head home to NZ. After all we had been through it felt uncomfortable to be leaving a job half done and I also knew that with the mixed results we had achieved so far, a series win for Denny would be no easy task. History records that Denny won the 1970 series, achieved against almost impossible odds by a totally dedicated team and a fitting tribute to the man who made it all possible.

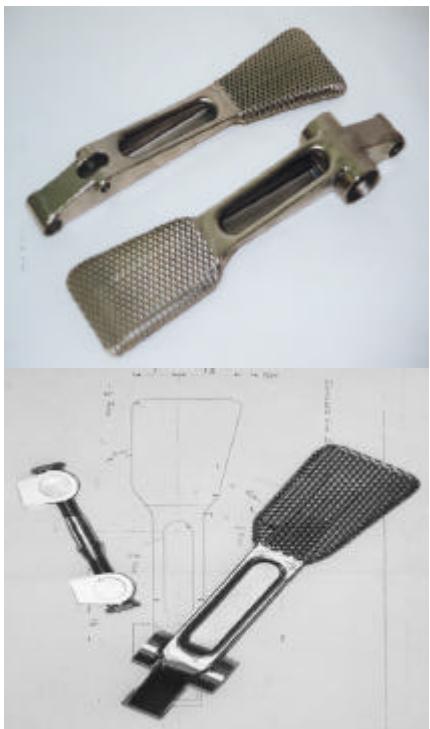
To be continued: Part 3 - Cary returns to the McLaren Team in 1973

Bruce McLaren Trust
P O Box 109 050
Newmarket
Auckland, New Zealand

Ph: (09) 838 6918 or
025 289 7850
Fax: (09) 837 1260
Email: jastorr@clear.net.nz



Bruce McLaren Trust



Sponsor a Part

The Sponsor a Part campaign for the M8A is proceeding well and many people are taking the opportunity to sponsor a part and have their name or their clubs name become a permanent part of this magnificent cars history. See your name featured on the display boards and in the books to be published.

The latest club to take up the challenge is the Austin Healey Car Club and they are sponsoring Part No 100, the Steering Wheel. The magnificent remake of the pedals from the original plans is shown in the photo and these are an example of items still available. Sponsorship of the pedals is \$300 each.

For details contact Jan:
(09) 838 6918

Visit the Trust Website
www.motorsport.co.nz/mclaren
Generously hosted by Dave Blyth of Webdesign, Auckland Ph: 576 6022

Bruce McLaren Trust Newsletter

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We never cease to be amazed at the wonderful amount of letters and items that arrive regularly in the mail or by personal delivery: Since October we have received - from Graham Lister an old Marlboro Cap signed by James Hunt; from Ron Dennis at McLaren International a very special gift, his champagne soaked shirt from the Japanese Grand Prix; from Steve Goulding some old Sports Car Magazine; from Mark Holman a 1960s video; from Dave Hardway two old photos; from John Crerar of Christchurch a magnificent copy of the new book on the McLaren F1 "Driving Ambition" ; from George Begg and Fazzaz, copies of the

re release of George's book "When the Engine Roars"; a further collection of books from Bill Murdoch in Timaru; 35mm slides and copies of Can-Am patches from Bill Weiben and a further collection of magnificent Can-Am photos from Don Markle in Canada.

Below - the weekly mail and the Ron Dennis shirt.



Coming Events & Functions

**February 5th & 6th -
Ruapuna Meeting at
Christchurch**

**February 9th Wednesday
Wigram Meeting - the last
ever race to be held on the old
Wigram Airfield circuit**

**February 19th & 20th
Formula Libre at Pukekohe**
Also the start of the Americas Cup races so Trust may not have a display.

**March 9th, 10th, 11th, 12th
Melbourne Grand Prix**

**April 1st & 2nd
TACCOC Wheels at
Whenuapai**