

Bruce McLaren Trust Newsletter



July 1999

Volume 1, Issue 9

Update from the Trustees

The month of June is always a special month for us as it is the time of Bruce's death some 29 years ago. But June this year has been very exciting -

We've had Mika kick off the month with a win at Barcelona, another win at Montreal and then an amazing 2nd at Magny Cours.

The M8 fund has had a

real boost with some fabulous donations - refer article on Pg 2 - and then we had our very successful and enjoyable Auction at Ecurie Lievre. This was well supported and raised over \$3000 for the Trust and our Auctioneer, Peter Montgomery added a special note to the evening. Also in attendance was Bob McMurray from McLaren International and

we take this opportunity to say a big thank you to Mika Hakkinen for signing all our auction items.

Our promotion by TVNZ prior to the Canadian Grand Prix was much appreciated and created a lot of interest and it was great to see Bruce mentioned in the Air New Zealand Millennium Moment on June 2nd.

We were also very pleased to have a visit to the workshop by Simon Wills. Simon is the winner of the magnificent Bruce McLaren Memorial Trophy for New Zealand's top single seater driver. This prestigious sterling silver trophy of an M8D has previously been won by the cream of NZ drivers such as Graeme Lawrence, David Oxton, Ken Smith, Dave McMillen, Ross Stone, Paul Radisich, Craig Baird and Greg Murphy. Congratulations Simon

Simon Wills with the Bruce McLaren Memorial Trophy
Photo - courtesy of Murray McLaren



"To do something well is so worthwhile that to die trying to do it better cannot be foolhardy. It would be a waste of life to do nothing with one's ability, for I feel that life is measured in achievement, not in years alone."

B r u c e
McLaren

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New Trustee

The Trustees are delighted to announce the appointment of a new Trustee to assist us with the increasing growth and development. Trevor Hudson is well known to many of you and we are very pleased to welcome him as a Trustee of the Bruce McLaren Trust. Trevor's association with motor sport goes back many years and both he and his father Vic Hudson were instrumental in the formation of the Levin Motor racing circuit. He has had a life long association with the NZ motor industry starting his career in the car business owned by his father in Levin. In the mid 60s Trevor moved to Auckland and worked with Ross Jensen and ran the NZ BMW agency until 1980. He was then offered a managerial role at European Motor Distributors and is currently still a director of that company today. Trevor's support will be invaluable.



Many other individuals are also donating product and services to the restoration of the M8A and these will be noted in a future article.

Generous donors and grants give boost to the M8 rebuild

Three generous donations have been received by the Trust for the restoration of the M8A.

Ex Team McLaren engineer and old friend of Bruce, Cary Taylor of Christchurch made the first major contribution and this will see the tub completed within the next month. As a former employee of the Bruce McLaren Motor Racing Team, Cary has a particular interest in the Trusts work. In 1968 Bruce invited Cary to join his team from the Brabham organisation. Apart from a couple of short breaks Cary stayed with McLaren until 1974, eventually working as Chief Engineer on Denny Hulme's car. "I look back now with tremendous pride" he says, "at having worked along side Bruce and Denny - two of the finest ambassadors New Zealand motor racing will probably ever have."

From another long time McLaren enthusiast, McLaren car owner and

Trust Member Peter Herbert of Specialised Components, comes a donation of the four axles and the upper and lower suspension ball joints - all to be machined in his own engineering workshop. Peter has virtually completed the restoration of his own McLaren M4 single seater (the ex Graeme Lawrence car) which we will see in action later this year when the car makes its classic racing debut.

Since the formation of the Trust over two years ago, classic car club TACCOC has been very active and generous in their support. From the proceeds of their recent Wheels at Whenuapai meeting, the club has again generously donated \$4000, and this year it has been decided that this will be specifically used to cover the cost of the M8A wheels.

A huge thank you to these generous individuals for their amazing support for the project.

And on the grant side, we are delighted to announce that two major funding grants have just been confirmed.

Lotteries Commission has granted us \$80,000 towards the M8 restoration and Sky City Community Trust has granted us \$20,000 towards the project.

Sky City commended us on our project and said that their Trustees were much taken by our efforts to remind New Zealanders of the tremendous leadership, innovation, courage and skill of the McLaren Team. Lotteries Commission, after a visit to the workshop to discuss and view the project were also most intrigued with our work and expressed similar sentiments, commenting also on the uniqueness of the M8A restoration.

So with over \$150,000 now raised to date we only have another \$90,000 odd to go and completion dates are now being finalised.

Behind the scenes - what your subs assist with

Thanks

A special thank you to Peter Montgomery and to Moana Pacific Fisheries for the recent generous help and support at the recent Auction at Ecusurie Lievre.

Whilst to the casual observer we appear at race meetings, sell shirts and get involved with McLaren race cars, behind the scenes there is a myriad of sub projects underway.

During the last two years a large amount of funds raised have been used to get ourselves into working order. This has entailed setting up some basic office equipment, recent provision of new PC and printer (we wore out the borrowed ones), purchase of steel storage cabinets to safeguard the archives, materials and stationery to house and sort the collections of photographs, films, books and memorabilia, production and reproduction of material for our displays, purchase of laminating equipment, display material and naturally some day to day

normal administrative office costs.

Production of the newsletter and associated mail costs also takes up a considerable amount of funds. General mail costs are growing and when you consider that we have dispatched some 530 letters, emails and faxes since the beginning of the year, you start to see the magnitude of the Trust affairs. And this number of letters doesn't include the newsletters!!

Then there are the general printing costs and some marketing costs, etc etc etc. Thank goodness we get some help and sponsorship with many of these items otherwise we would have no funds left over to put towards the M8.

And we don't even take into account the cost and amount of time that is put into the research for so

many of our projects.

A great deal of ground work has also been done on projects such as -

Education Pack - this will be used within the school network and will be of great assistance to the many school children, students, etc that request information for their projects.

Driver Safety - currently working with three organisations re Trust active involvement in this area.

Video Production - working with three different producers on videos that are to be made. One of these will be a TVNZ documentary on Bruce, Denny & Chris.

Register - Co-operative venture with McLaren International for a world wide McLaren register

Archive Work - cataloguing of the old audio tapes, the old films, books,

The Merchandise Range

Our merchandise range is continually expanding and we would welcome your input regarding other items you would like to see included in the range. Badges and decals are already on the short list.

And through our internet site we are now regularly sending shirts and caps overseas and last months dispatch included orders from Japan, Germany, USA, Canada and the UK. This merchandise area of

the Trust , whilst tying up some of our funds, is however turning out to be a good money earner for us and over the last eighteen months we have raised in the vicinity of \$10,000 from sales.

Membership Renewals

Remember, your annual Supporter Club Membership fees are now due. Thanks to all those members who have already sent in their renewals. Rates are:

Single	\$25
Joint	\$30
Overseas	\$45
Student	\$15 (under 20yrs old, NZ only)



Formula One - hard and unforgiving

It was a great raucous lump of a power unit, topped by Hilborn fuel injection intake trumpets which would do credit to the ventilators on an ocean liner, and tailed by high-level 'snake-pit' exhausts straight from a Royal Artillery arsenal....

The McLaren marque made its Formula One debut on May 22, 1966, in the Monaco Grand Prix. Bruce McLaren lined-up his little team's 'Mallite' monocoque car - M2B chassis '2' - on tenth-fastest spot on the starting grid. This chunky Robin Herd-designed challenger packed a hefty engine in its rear bay, an Indy Ford 4-cam V8 reduced from its Speedway-standard 4.2-litres capacity to the contemporary Formula One limit of 3-litres. It was a great raucous lump of a power unit, topped by Hilborn fuel injection intake trumpets which would do credit to the ventilators on an ocean liner, and tailed by high-level 'snake-pit' exhausts straight from a Royal Artillery arsenal...

Bruce admitted that the engine's greatest success was in being by far the noisiest thing running round Monte Carlo, and the raucous echoes it set up between the cake-icing buildings of the old town threatened not only the occupants' eardrums but also their window panes.

Unfortunately this maiden McLaren Formula One race ended not in success but after nine slowish laps with an oil leak into the cockpit and onto the road. The little McLaren Team - headed by Bruce himself, Teddy Mayer and Tyler Alexander - realised that their modified Ford engine was over-

ported, delivering barely 300-horsepower across a painfully narrow rev band, to which its four-speed GT40-type ZF gearbox was poorly suited. Bruce admitted immediately: "we're going to have to make some fairly drastic moves in the engine room..."

He found a stand-in power unit in the neat shape of Count Volpi's new Serenissima V8, made in Italy to a design by Ing. Alberto Massimino whose previous credits included the Lancia-Ferraris of 1956-57 and the front-engined classic Maserati 250F GP cars. Serenissima had just launched this carburetted V8 as a sports car engine, but Count Volpi now fancied F1 exposure. McLaren just needed a workable engine. The race M2B chassis' rear engine-bay horns were modified to accommodate this Italian unit's low-level side exhausts in contrast to the centre-exhaust Ford for which it had been tailor-made, and with little more than 260-horsepower Bruce took the reassembled machine to the Belgian GP, at Spa. Formula One racing was as hard and unforgiving then as it is now. After refusing for hours to start and run cleanly during practice, the new V8 finally ran its bearings after its first exploratory half lap. With no spare there was no alternative but to non-start.

Bruce and his young intended team-mate Chris Amon then had the joy of victory for Ford at Le Mans, but an F1 entry in the French GP at Reims was scratched before the lone M2B-Serenissima reappeared in the British event at Brands Hatch. This time the Italian V8 proved reliable. The race started on a damp track and Bruce - on wet-weather tyres - made a superb start and ran briefly in the top six on merit. As the road dried he dropped back, but then profited from retirements to inherit sixth place at the finish - scoring his new McLaren marque's first World Championship point.



At Zandvoort the following weekend for the Dutch GP the Serenissima engine failed, causing another non-start, and thereafter the F1 programme was set aside pending adequate development of the 3-litre Indy Ford V8 engine. It re-emerged in the test-prototype M2B - chassis '1' - in the lucrative United States GP at Watkins Glen, and there Bruce finished fifth by surviving another race of attrition - McLaren Motor Racing's second two points were in the bag. But mechanical disaster then followed in the season-ending Mexican GP, as the engine disintegrated after 40 race laps.....

Bruce studied alternatives for 1967, and became BRM's first customer for a Formula One version of a new 2-cam V12 engine they were developing primarily for sports car racing. A new McLaren M5A monocoque chassis design was laid down for this engine, but BRM would plainly be late in delivery so for the interim a little F1 hybrid works McLaren was built up instead.

This car - the McLaren-BRM M4B - was based upon a Formula 2 production design intended for the new 1600cc Formula 2 class then poised for launch in '67. An initial batch of ten of these basic Cosworth FVA 4-cylinder engined F2/Formula B cars was being laid down by Lambretta-Trojan as part of their production agreement with the McLaren team. Now the works F1 hybrid car for early '67 was produced by modifying its rear bay to accept a 2.1-litre Tasman BRM V8 engine, delivering around 280bhp - fitting long-range pannier fuel tanks to provide GP-distance range - and then ballasting the reassembled little car to meet the minimum weight.

This handsomely-compact single-seater was then finished in the team's brick-red sports car livery. Bruce and Teddy Mayer were continually changing their minds about the right colour for their cars as you will see on these pages. The 1966 F1 car had been painted white with a green stripe, partly as a distinctive stand-in for the Phantom 'Nomura' F1 car required by MGM who were filming John Frankenheimer's 'Grand Prix' epic around the circuits. Now the new McLaren M4B was to be a rich red and in this livery it made its debut - Bruce driving - in the Race of Champions at Brands Hatch, finishing fourth in Heat One but then its engine broke due to a missed gear in Heat Two. Fifth places then followed in two more of the traditional non-Championship season-opening F1 races at Oulton Park and Silverstone, and then to Monaco.

There, the little M4B was just about tailor-made for the tight street circuit, and but for its battery running flat - forcing a dramatic pit stop - Bruce could well have finished second behind fellow Kiwi Denny Hulme's victorious Repco Brabham. Some of the spirit of Formula One in those days is typified by the pit stop as Bruce believed his misfire problem was fuel pressure and bawled as much at the crew. But Jack Brabham - a rival of course but out of the race by that time - had come into the pit and he was shouting "It's your battery - it's your battery!"

As Bruce wrote "Good old Jack. It was the battery and we quickly whipped another one on..." He rejoined and finished fourth - three further Championship points... thanks in part to a rival team chief!

Unfortunately, the M4B was then badly damaged on lap 2 of the Dutch GP at Zandvoort as Bruce went off on spilled oil in the fast Huzaren Vlak corner. After the damage had been repaired he was testing the M4B at Goodwood when it caught fire out on the circuit, and he could do little other than watch it burn to the waterline. The McLaren team's first forays into Formula One had shown promise, had accumulated six World Championship points, but left great room for improvement. And that would surely come...



Archive Wanderings - the early single seaters

This month we start to look back at some of the early single seaters - the Coopers and the first of the McLarens and we are reminded that this year sees the 40th anniversary of some remarkable achievements by the young Bruce during his Cooper days.

The Brabham association with these early days was a very special influence in Bruce's career and therefore we were all especially delighted to see Sir Jack Brabham driving

Adelaide 500 meeting at Easter. (We can only recall one other occasion when Jack drove a McLaren and this was when he qualified the Agapiou Ford and then the spare McLaren M8B at Michigan in 1969.) The beautifully prepared M5A BRM was recently restored for American owner Bruce McCaw by New Zealander, Tony Garmey. This same car was also spotted last year in Seattle by Air Commodore Jim Barclay and the following

photographs show just what an immaculate car this is.

The McLaren M5A is unique in that only one M5 was ever built.

Designed by Robin Herd in 1967, this one off works team F1 monocoque with a 3.0 BRM V12 engine was raced by both Bruce and Denny and was eventually sold to Joachim Bonnier.

The Brabham influence on NZ with water pistols, crackers & spiders is however another story!!!!

This months centrespread is reprinted with the permission of McLaren International and featured in their Racing Line Magazine in August 1997.



Driving the M16C Indy Car - by Tony Roberts

**The M16 Indy
Car is
campaigned
for the Bruce
McLaren
Trust.**

**This
particular
McLaren M16
is privately
owned, raced
and funded
by Duncan
Fox and Tony
Roberts and
the Bruce
McLaren
Trust
appreciates
their
generosity in
campaigning
this car on
behalf of the
Trust.**

When Fox Roberts Racing imported the M16 from San Diego in 1997 it had a 'cooking' cast iron five litre Chev V8 installed of about 400 bhp. We presumed that the Americans had installed this engine so that the car could run as a Formula 5000 on the local scene. The suspension set-up and corner weighting was way out and the fuel cell was perished. After the first demo run at Whenuapai, we installed a new cell and sorted out the suspension, although the rear still had some basic problems and we then ran the car at the 1998 Formula Libre Grand Prix. At this point the car had the 10½ in clutch and a pull activated slave cylinder which made gear changing rather slow. The car's weight without the driver was 1760lbs and this meant that it was giving away over 300lbs to the F5000s. Driving the car in this condition was relatively easy because the weight of the car coupled with the large wings and lower power than the car was built for, made the car very stable. With the big wing on the back the car stayed 'glued' to the track and was predictable with very little wheelspin, even out of the hairpin. The amount of drag that the car generated, even with the wings almost flat, meant that it would only do 155mph down the back straight (15 mph slower than our big block Corvette!) Anyway, we really enjoyed this first race and with the attrition from accidents and breakdowns we managed to finish 4th at the end of 35 laps, with a best lap time of 1.01.2. The rear anti sway bar mount had come adrift, but otherwise we could have done another 35 laps.

One thing that we have found though, is that people in New Zealand expect a McLaren of any vintage to be competitive!!

When the car first ran at Indianapolis in Peter Revson's hands in 1973, it was powered by a 2.6 litre turbocharged Offenhauser engine making about 700 bhp. The car was then raced by Salt Walther and others through the 70s at Indy and in 1979 was repowered with an aluminium 6.0 litre Chevrolet engine. The M16 then ran at Indy in 1980 and 1981 before being retired. The options we had were to either seek out an Offenhauser or go the stock block option. The aluminium 355 cu in stock block option was available from 1972 and would therefore be period correct as an option for the car. The availability of the Chev engines and the fact that the turbo lag on the Offenhauser would make the car difficult to drive on a non oval circuit swayed us towards the Chevrolet option. As luck would have it, an aluminium 355 cu in V8 was for sale shortly after we had run the car at Manfeild and we decided to purchase it. At the same time as installing the engine it was appropriate to also tidy up the clutch, rear sway bar mount, engine mounting brackets, dry sump tank leak, rear wing mount and general plumbing problems that the car had. The installation and general sorting out took longer than anticipated and we had the M16 only just completed before the Formula Libre GP of 1999. On the Thursday before the race I drove the car around for 20 laps at 4,000 revs to run in the new crown wheel and pinion and bed the brake pads. All the temperatures were good and just as I went out again to try the car for speed, the battery went flat!

Arrived at the track on Saturday, really looking forward to the drive, although a little apprehensive. The M16 had now shed 200lbs of excess cast iron (it now weighed 1540 lbs) and had just over 700 bhp. I asked Duncan to set the car up with a fair amount of wing downforce as I wasn't sure how it would be to drive. Initially leaving the pits, the car felt much more lively, with an urgency it certainly hadn't had before!

Sweeping through Champion's big curve and the esses the car felt great and much more balanced than with the previous heavy load in the back. Within a few laps we were well under the old lap times and once the tyres were hot and the car was straight, the acceleration was incredible, especially down the back straight where the M16 was now touching 185 mph. I only used 1st gear out of the hairpin once because the acceleration was so brutal I thought that the old car might break something. This is one thing you have to keep in mind when you are driving this car. It is over 25yrs old, a genuine works car with a long history and probably worth more than me, so it's not expendable and you have to drive within yourself. For the last practice on Sunday morning we eased the wings back for less downforce and I went out behind Graham Cameron. I guess Graham acted as a "hare" for me, as the first lap was in the 60's, then 59 seconds, 58 seconds, 57 seconds and then 3 laps in the 56's. Unfortunately engine problems plagued us in the race and forced our retirement after 10 laps. However, the team was well pleased with the cars improved performance as it now brings it to comparable performance with the top F5000s in New Zealand.

The responsibilities we have to preserve this car and the other old McLaren cars were brought home to me in no uncertain terms by a few spins whilst trying to rapidly warm up the tyres at Manfeild last November. To this end, McLaren International kindly dispatched a set of old tyre warmers for use on the cars - with the warning - just don't let the driver get too enthusiastic straight out of the pits!

For next season starting at Manfeild in November, the engine will be rebuilt and slightly detuned to 650bhp. We hope to get in some practice track time to improve performance and we are intending to do the Ruapuna and Wigram meetings and possibly Teretonga in early 2000.

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Bruce McLaren Trust

Group 7 Sportscars Limited

Like many a new business when it starts off, the Trust was formed on enthusiasm, a pool of voluntary workers and the smell of an oily rag. It was soon realised that in order to progress things at a much faster rate, we would need tremendous private support in these early formative years. To this end two of our most active and supportive associates, Tony Roberts and Duncan Fox started work on a private project back in 1996 to support the Trust with the acquisition of McLaren parts and cars. At the same time

they also offered us space in their workshop at Pakuranga. This has now culminated in the formation of the company Group Seven which has been set up in affiliation and with the endorsement of the Bruce McLaren Trust.

Group 7 is a private engineering company but a considerable part of its work is now concentrating on McLarens. This gives tremendous benefits and advantages to the Trust, gives us and our members access to many more McLarens and long term gives us first option on

Visit the Trust Website

www.motorsport.co.nz/mclaren

Generously hosted by Dave Blyth of Webdesign, Auckland Ph: 576 6022

Bruce McLaren Trust Newsletter

General News

This months newsletter is kindly sponsored by

More wonderful items have been arriving for the archives - from Greg Philpott, a copy of "From the Cockpit"; from Yamamoto Shin-ichiro in Japan, a copy of Autosport dated Oct 1968 and an M8A postcard; from Don Markle in Canada, a magnificent set of early Can-Am photos; from Bill Weiben, a wonderful collection of 35mm slides of the Can-Am era; from Graham Cook a Yardley Flyer; from Kevin Such a collection of old school photos; from John Rapley some great photos; from Peter Tomkies an August 1970 Road & Track magazine; from Chris Goonan in Australia, a Bathurst program

signed by Denny Hulme and some photos; from Mark Holman some more clippings; from Ross McLaren in the UK a very personal shot of Bruce in the M8B at Goodwood and on permanent loan from Simon Taylor, a May 1968 "Motor Racing" magazine.

Amongst the very first items received by the Trust and just unpacked again from our archive storage was a wonderful gift received from ex Team McLaren member Jim Stone - this included two McLaren Team shirts, a silver Denny Hulme Can-Am medal, a piece of Denny's M8D and other treasured items.

Coming Events & Functions

August 21/22nd - Levin Motorshow

August 29th - Open Day at the Workshop

November 3rd - McLaren International Night

November 5,6,7th - Whittakers Manfeild Meeting

December - 40th Anniversary Celebrations of Bruce's 1st win at Sebring in 1959.

February - Southern Festival of Speed.