McLaren: 1965 Mk1/M1A, Chassis# 20/09

This document is to provide an overview of Elva-McLaren, chassis# 20/09. Though there is a good amount of detail within this document, it is only a brief synopsis of what has been collected by the present owner of this vehicle. There are countless more period photos of the vehicle, as well as additional documentation and memorabilia that just won't fit into a single document. Additionally, the most recent restoration of this vehicle has been documented with a couple hundred more photographs.



<u>1965</u>

This car was purchased by Chic Vandagriff of Hollywood Sport Cars in 1965. Hollywood Sport Cars (to be noted as HSC later in this document) was one of the largest importers of Ferrari automobiles into North America.

Original Manufacturer's Statement of Origin and Invoice pictured below (text on the backside of documents not reproduced, in an effort to prevent someone from forging such document for other vehicles) [Documents came from Cris Vandagriff's collection.]

MANUFACTURER'S							
STATEMENT OF ORIGIN							
TO A MOTOR VEHICLE							
IO A MOTOR VEHICLE							
The undersigned CORPORATION hereby certifies that the new motor vehicle							
day of 65 on Invoice No 1161							
Hollywood Sports Cars, Inc.							
5766 Hollywood, Blvd.							
Hollywood, California							
	- 1						
McLaren-Elva Trade NameYearYearSeries or Model Racing C	ar						
Body Type Open Racing Car No. Cylinders							
Engine No							
Engine No Serial No.	-						
H.P. (SAE)Shipping Weight							
If Truck or Commercial Car, give capacity							
Pooine Con for our should							
Racing Car, for non street use							
The CORPORATION further certifies that this was the first transfer of such new							
motor vehicle in ordinary trade and commerce.							
CARL A. HAAS AUTO IMPORTS, INC.							
5619 N. BROADWAY - CHICAGO 40, ILLINOIS							
0 0 0							
12011 Mar 1990							
BY. Carl full Pres.	LE						
Carl A. Haas							

<u> 1965 (continued)</u>

Picture below shows arrival of McLaren 20/09 at Hollywood Sport Cars



Article below announcing arrival of McLaren 20/09 at Hollywood Sport Cars (Doane Spencer standing by car)





California's entry for this fail's professional circuit will be Hallywood Sports Cars' newly acquired Mc-Laren-Elva, as yet unpainted.



WHATS NEW(S)

HOLLYWOOD SPORTS CAR GETS McLAREN-ELVA FOR PRO CIRCUIT

A spanking new McLaren-Elva, with newly designed front and rear ends, will be the latest California entry for the Professional race circuit beginning this fall.

Sponsored by Hollywood Sports Cars of Los Angeles; the sieek shell will hold a 289" Ford engine which, according to Doanne Spencer, chief mechanic, will develop over 400 horsepower.

The car has an ultra-light tube frame designed by Cooper's number one driver, Bruce McLaren of New Zealand. The drive train will consist of a new and stronger Hewland transaxle.

Chick Vandagriff, who arranged the purchase of the \$12,000 (less engine) car, has announced that Jim Adams, presently driving the Sunbeam Tiger, will pilot the new bomb.

At present, the engine is being made ready for installation. The new entry will be seen at the Riverside Grand Prix, October 31, competing with Jim Hall's Chapparal, Jim Clark's Lola 30, John Surtees' Lola 70, and the like.



Cockpit features a minimum of fancies plus an unabstructed view of the spare tire.



The big hole in front is for cooling purposes, engine will occupy the other end.

Upon receiving McLaren 20/09 at Hollywood Sport Cars, Doane Spencer (crew chief and master fabricator), began adding his own touches to the car. Doane Spencer is not only a hot rod legend, but he also worked his magic on many race cars from the early '60s to the early '80s, many of which were owned/funded/run by Hollywood Sport Cars. Doane's 1965 efforts to McLaren 20/09 include:

- Changed the design of the driver roll hoop.
- Skinned the entire belly of the car, and lower sills/rockers/fuel cells in aluminum. Some say Doane performed this mod to McLaren 20/09 before the factory cars, or any other private McLaren.
- Chromed the suspension pieces (Doane was already a Hot Rod legend at the time, and dutifully carried out the "if it don't go, chrome it" axiom).
- Changed the Mk1/M1A front bodywork of the car to lower the leading edge profile, most likely in an attempt to provide more downforce... Or just less lift.
- □ Added scoops to the side of the Mk1/M1A rear bodywork to duct air to the oil coolers.
- Pin-drive knock-off wheels added ("Star of David" pattern, sometimes referred to as manufactured by Halibrand, and other times noted as Schroeder made.)
- Installed a dry-sumped, 289 Ford V8, with cross-ram Weber induction (as run at the inaugural Can-Am race in St. Jovite Canada)
 - □ 289 Ford engines made as much as 490hp, but lacked reliability.
 - Sometimes several small block Ford engines were lost in one weekend.
 - Per Cris Vandagriff, Hollywood Sport Cars was getting support from Ford on their engines. Dan Gurney got the most support, with larger displacement motors.
 - □ HSC had a good connection at Firestone at the time, and used their tires accordingly.
- All Sunbeam fans know that the Tiger piloted by Jim Adams, masterminded by Doane Spencer, was the most successful racing Tiger of the period. A Sunbeam Tiger expansion tank was also used on McLaren 20/09... and is still on the car. (picture later in the document)
- Schroeder rack and pinion installed, and a set of trick cast aluminum steering column mounts were added. (Images of rack and mounts below)



Pictured below is McLaren #20/09 with Doane Spencer seated in car. Jim Adams with hand on roll hoop.



Photo: Doana Raquepo Collection

Pictured below is McLaren #20/09 as delivered [TOP], and with all the above noted "first round" Doane Spencer modifications [BOTTOM]. (Bottom photo shot at Willow Springs in 1965, Jim Adams seated in car... Not Dan Gurney.)



Both photos above courtesy of Cris Vandagriff

After all the time and efforts with the Mk1/M1A bodywork in 1965, Doane and HSC decided that yet another major evolution was needed for McLaren 20/09. They determined that to make the HSC McLaren more capable and competitive, it needed Mk2/M1B bodywork. This work progressed up and until the Can-Am debut event at St. Jovite in September, 1966.

Note in the image below, Doane Spencer is studying all the details of the factory Mk2/M1B at the October, 1965, Pacific Grand Prix (Kent, WA)



January 1966, Cover of Sports Car Graphic, Pete Biro photo.

During this effort, Doane Spencer/HSC...

- Changed all the bodywork from Mk1/M1A to Mk2/M1B spec.
- Installed a wider, Mk2/M1B style driver roll hoop. Doane also executed beautifully brazed little collars onto the hoop to rest it in the frame tubes at just the right height.



Photo above from Harvey Lasiter collection. McLaren 20-09 (1968)

• Wider rear wheels and Firestone rubber were added.

- Additional changes that happened in either the first (Mk1 bodywork) or second effort (Mk2):
 - One-off, Doane Spencer designed, front uprights and spindles to replace the Triumph Herald uprights it came with. These Doane Spencer creations still exist with the car, and are in great shape. The spindle retention nuts are right and left-hand thread depending on the side of the vehicle (1.375", with an odd thread pitch of 16 threads per inch).
 - Doane's apprentice, Dennis Swan, was able to confirm the originality of the upright, as he was tasked with taking the first and second design items to the foundry (and back).



• The chassis tubes that hold the main roll hoop have a couple pocket-like brackets brazed in that allow two additional bars to bolt in and connect the frame to the front of the engine.



Photo above from Harvey Lasiter collection. This is just after Harvey installed his engine into McLaren 20-09 (1968)

<u>1966</u>

St. Jovite Can-Am, Sept 11, Driver: Jim Adams, Car# 55, gridded 12th, finished 16th

The first Can-Am event ever, at St. Jovite Canada, and the Hollywood Sport Cars McLaren (chassis 20/09) was there. All the additional changes took so much time and effort, you can see that only black tape is used for the numbers in this "as arrived" shot from Dave Friedman. The shot just below also provides a very nice view of the crossram, side-draft Weber carburetion set up on the small block Ford engine.

Picture below shows McLaren 20/09 as raced by Hollywood Sport Cars (1966 St. Jovite Can-Am/"Player's Quebec")



Picture below shows McLaren 20/09 as raced by Hollywood Sport Cars, now with more acceptable numbers later in the weekend (1966 St. Jovite Can-Am/"Player's Quebec")



<u>Laguna Seca Can-Am/"Monterey Grand Prix"</u>, Oct 16, Driver: Jim Adams, Car# 55, gridded 13th, finished first heat 11th, finished second heat 9th, 9th overall.

Picture below shows McLaren 20/09 as raced by Hollywood Sport Cars, leading Mark Donohue's Lola T70 through the Corkscrew (1966 Monterey Grand Prix [Can-Am])



Pictures below show McLaren 20/09 as raced by Hollywood Sport Cars (1966 Monterey Grand Prix [Can-Am])



Photos by Bob Tronolone

<u>1967</u>

Over the winter of 1966, the rear bodywork on McLaren 20/09 got wider, to house the evergrowing Firestone rear rubber. The widened rear bodywork changes can still be seen on the car today.

The car also received Chevy power for the first time. According to Chic Vandagriff, the engine was purchased from Al Bartz, without Doane's involvement. Chic knew that Doane, a die-hard Ford man, wouldn't want to switch from Ford power. According to Jim Adams, the new Chevy engine transformed the car, and two wins in the 1967 season would seem to back up his feelings.

<u>Willow Springs National</u>, March 12, 1967, Driver: Jim Adams, finished <u>1st</u> <u>Jim Adams</u>, for his part, wasted very little time showing who was boss in the C-Gm go which followed on the program as he quickly stepped away from the field in <u>Chic</u> <u>Vandagriff's "million-dollar" Mc-</u> Laren. Well, hardly any time.

LOTUS 23 LEADS

Jim Paul's Lotus 23 had a little less wheelspin off the line and led into turn one at the start, but from then on it was Adams at will in a satisfying and long-awaited win.

Jerry Entin (McLaren) turned in a fine performance coming from last on the grid to take over second place for good in seven of the allotted 18 laps.

Above article text from April 1st, 1967 Competition Press & Autoweek

<u>Las Vegas USRRC</u>, April 23, Driver: Jim Adams, Car# 39, gridded 22nd, finished 15 laps and DNF'd (engine)

At or around this race, McLaren 20/09 stopped running the standard McLaren emblem in the center of the leading edge of the front nose. Chic Vandagriff was instrumental in helping to start the Stardust track in Las Vegas. Again, recounting from Cris Vandagriff.. "At one point the people at the Stardust Hotel gave dad a \$10,000 chip to put on the nose! That was when dad was building the Stardust track! It was purple!!"

Picture below shows McLaren #20/09 as raced by Hollywood Sport Cars (1967 Las Vegas USRRC)





<u>1967 Santa Barbara Road Races</u>, May 28, Driver: Jim Adams, Car #39, finished <mark>1st</mark>

Jim Adams leading Jerry Entin. They finished in this order as well.



Photo above by John Wilson

Competition Press Article on Event and Results

Adams Leads 3 McLaren-Chevys, Porsche to Win Santa Barbara

By Ron Hickman Area Editor

SANTA BARBARA, Calif., May 28 - There were all sorts of interesting records posted at the 27th, and possibly the last, Santa Barbara road races this year.

The sun shone most of the day, both days; there were 317 cars entered, although it seemed like only 450 in the pits; and Saturday's ninerace program didn't get underway until 3pm, which must be some sort of record for a late start.

The big-bore modified field included four McLaren-Chevys - Jim Adams, Jay Hills, Jerry Entin, and Ted Peterson; as well as Scooter Patrick's Porsche Carrera 6, and four other contenders from the US-RRC circuit.

Adams had the Hollywood Sport Cars McLaren running at probably its best ever, and shredded the track record two days in a row. Todayhis winning average speed for what is not considered to be a fast course was 111.6mph, with a fast lap of 1:16.8.

Jay Hills trailed Adams in second by 15 seconds, and then Scooter Patrick, in a fine display of virtuosity, got the Carrera third ahead of the McLarens of Entin and Peterson.

In the next session for A-B prod Patrick had things all his own way in the Bleeker Porsche 904, winning by nearly a minute over Ron Dykes in the Bp Ellico Mustang GT350. Dykes, although a little hairy at times, went like the clappers and beat the Ap Sting Rays of Rex Ram-



sey and Red Faris. These two also received the shock of being beaten by a Cp car - Davey Jordan, in Vasek Polak's Porsche 911S.

The 28 sedans produced a state of near-hysteria in the crowd, Although Don Peck's Mustang led from wire to wire, there was a four-way battle for second place all the way. Vic Provenzano, Alfa GTA, took second in the last lap when Martin Hill's Comet broke. Bob James, Mustang, was second most of the way, then dropped to third at the end

Also in contention at times were Phil Halbert, Mustang; Pete Cordts, who started his Mustang at the rear of the grid and was as high as third by the third lap before DNFing; and Scooter Patrick in an unbelievably quick C sedan Lancia, which appears to have brought instant obsolescence to the class C Mini, was pressing James for second when he pulled the gear shift lever out and was forced to retire.

The F/A through F/4 go saw a procession of leaders. Saturday's winner Joe Alves led until his F/C Lotus 20 was caught by Bud Smith's F/B Lotus 22. A lap later Frank Monise, presenting a real driving exhibition in Barry Blackmore's F/B Lotus 22, took the lead and looked like a cinch until his clutch broke and let Smith take over again. Smith's fine drive came to waste when he was spun off the road by a bumbling back marker late in the race, losing three positions. John Newlin, in the ex-Al Brizard Cooper-Alfa, took over from there and led the F/C winner, Ray France, by a narrow margin at the finish.

In the smaller production classes Tom McBurnie's passionate purple Porsche won Ep by a wide margin, Lee Herbert's Fp Datsun readily outclassed the field, and Ed Barker took Gp although unable to catch Fred Plotkin for the overall win in the G prod, H S/R go. Ron LaPeer caught Lee Brown at mid-distance and held on to take Hp, and Ed Wakely took over early in the Vee race but had to stand off a determined challenge from Hal Clements, also Formcar-mounted, at the finish.

SCCA REGIONALS, SANTA BARBARA, CAL.,

SCCA REGIONALS, SANTA BARBARA, CAL., MAY 37-28. Class Winners: Ap - Scooter Pairick, Porsche 904; Bp - Ron Dykes, Shelby GT 350; Cp - Dave Jordan, Porsche 911; Dp Jim Lasso, TR4; Ep - Tom McBurnle, Porsche; Fp - Lee Herbert, Datsun; Gp -Ed Barker, Spittire; Hp - Ron LaPeer, MG Midget; CS/R - Jim Adams, McLaren-Chevy; DS/R - Charlie Gates, TR GT6; E S/R -Hugh Powell, Elva Mk 7; G S/R - Bill Molle, Lotus 23-Ford; H S/R - Fred Plotkin, Kan-garoo; F/A - Ivan Zaremba, Stanguellini; F/B - John Newlin, Cooper-Alfa; F/C - Ray France, Lotus 20; F/4 - Rick Paddock, Lin-saab; F/V - Ed Wakely, Formacr; Sedan A - Don Peck, Mustang; Sedan B - Vic Pro-venzano, Alfa GTA; Sedan C - Jim Ryel, Mini; Sedan D - Ed Dempsey, Fial Abarth-& Autoweek

June 17, 1967 Competition Press & Autoweek

1967 Santa Barbara Road Races Program showing McLaren 20/09 (Driver, Jim Adams, kneeling outside of car)



DICK SMOTHERS OF THE POPULAR SMOTH-ERS BROTHERS COMEDY TEAM checks out the controls of a 500 horsepower McLaren Sports Racing car under the watchful eye of the driver, im Adams of Hollywood, and Santa Barbara Road Race Queen, Sharon Starling. Dick will be serving as Honorary Course Marshal.

May 27-28, 1967 Santa Barbara Road Races Program

<u>Kent/Pacific Raceways USRRC</u>, July 18, Driver: Jim Adams, Car #39, gridded ?, finished 1 lap and DNF'd (engine)



Photographer unknown

Cris Vandagriff story from this event: "The gear box broke in an early practice – dad (Chic) goes off to look for help. Sometime later he is making his way down the pit lane CARRYING a new Hewland from Mr. Haas!!! CARRYING it by himself!! He was an animal!!

Story #2 there is a "bypass" on a part of the track no one can see - all of a sudden Jim is a couple of seconds up on the entire field. EVERYONE thinks he did the time!! Of course he doesn't come clean for a really long time!! It was a great prank - made dad and Doane proud!!"

<u>Laguna Seca Can-Am/"Monterey Grand Prix"</u>, Oct 15, Driver: Jim Adams, Car# 39, qualified at 1:07, gridded ?, finished DNS

At this race, as seen in the pic below, McLaren 20/09 began running the Mk3/M1C style adjustable rear wing.



Photo above by Duane Polley

<u>*Riverside Can-Am/*"Los Angeles Times Grand Prix"</u>, October 29, Driver: Jim Adams, Car# 39, qualified at 1:47.6, gridded 24th, finished DNS



Photo above by John Wilson

After the 1967 Can-Am season, Jim Adams decided to take a break from racing.

Jim took a couple seasons off, and then returned to Can-Am driving Ferraris that were also wrenched by Doane Spencer, and had the support of Chic Vandagriff.

<u>1968</u>

- McLaren 20/09 was sold to Ted West, who only owned the car for a few months, but did not race it.
 Harvey Lasiter purchased the car from Ted West, without an engine, in 1968.
 - According to Harvey, he thought the car only sat in Ted West's garage during his ownership. Harvey found out about the car through Doug Hooper. Harvey was on the road supporting Lothar Motschenbacher as crew, so he asked Doug to go pick up the McLaren from Ted West.
 - Harvey bought the car for \$4000, less engine.
 - Harvey had the money because he'd just sold his Cheetah to Greg Naylor of Tiny Naylor restaurants.
- Harvey had to paint the car after he bought it. The HSC signage was still on the rear bodywork, and it was painted on, so they had to sand and repaint it.
- One of the sponsors during Harvey's ownership, as seen on the car's bodywork in '68, was the music group *The Mama's and the Papa's*.
- Both Harvey Lasiter and Doug Hooper drove the car, but Harvey was always the owner from 1968-1970.
- Lasiter/Hooper always ran the car with a small block Chevrolet (333, 350 and 377 cu. in.), and Mk3/M1C bodywork/adjustable rear wing.
- Harvey Lasiter built the engines himself. Harvey had long been working on various Lothar Motschenbacher entries, and was more than capable of building his own engines.
- □ According to Doug Hooper, he set a new lap record at Willow Springs with McLaren 20/09 in 1968.

Photo below shows McLaren 20/09 shortly after Harvey Lasiter's purchase. Harvey had to re-paint and fit one of his engines into the car.



Photo above from Harvey Lasiter Collection

<u>*Riverside USRRC*</u>, April 28, Driver: Doug Hooper, Car# 91, gridded ?, finished 28 laps and DNF'd (clutch)

Picture below shows McLaren 20/09 as raced by Doug Hooper (1968 Riverside USRRC). NOTE: "MAMA's and the PAPA's" sponsorship on rear bodywork



Photo above by Dave Friedman

The photo below shows both Doug Hooper and owner, Harvey Lasiter testing McLaren 20/09.



Photo above from Harvey Lasiter collection

<u>Cotati/"Golden Gate Race Circuit"</u>, August 10-11, Driver: Harvey Lasiter, Car# 14, gridded ?, finished ?



August 10-11 Cotati Program with Harvey Lasiter's name misspelled.

<u>1968 Riverside Can-Am/"Los Angeles Times Grand Prix"</u>, October 27, Driver: Jay Hills, Car# 41, gridded ?, finished DNF (Brake Failure)

A note from Harvey Lasiter about this event, and the subsequent Stardust Can-Am: "Jay and I were good friends. Something was wrong with Jay's car, and I can't remember why I didn't race, but I loaned my car to Jay. Jay put his engine in my car."



Photos: Dave Friedman



Photo above from Harvey Lasiter Collection



Gifted from Don Breslauer (William "Murph" Mayberry Estate)

1968 Stardust Can-Am, with Jay Hills driving.

Stardust Can-Am, November 10, Driver: Jay Hills, Car# 41, gridded ?, finished 14th

Again, a note from Harvey Lasiter about this event, and the previous Riverside Can-Am: "Jay and I were good friends. Something was wrong with Jay's car, and I can't remember why I didn't race, but I loaned my car to Jay. Jay put his engine in my car.""

Photo above by John Wilson



<u>1969</u>

Various new sponsors listed for 1969: Tiny Naylor Restaurants, John A. Chohlis, and Doug's Corvette Service (Doug Hooper's business).

1969 Santa Barbara Road Races. Doug Hooper driving.



Photo: Harvey Lasiter Collection

<u>Road America/Elkhart Lake</u> Can-Am, August 31, Driver: Harvey Lasiter, Car# 23, gridded 30th, finished 29 laps then DNF'd (ran out of fuel)

1969 Road America Can-Am, Driver: Harvey Lasiter



Photo above by Larry Fulhorst

<u>Laguna Seca Can-Am</u>, October 12, Driver: Harvey Lasiter, Car# 23, qualified 1:12.3, gridded 23rd, finished 15th

1969 Laguna Seca Can-Am



Photo above from Harvey Lasiter collection.



Gifted from Don Breslauer

<u>*Riverside Can-Am/"Times Grand Prix"*</u>, October 26, Driver: Harvey Lasiter, Car# 23, Qualified 36th, finished DNS (Per Harvey Lasiter: The cam went flat in qualifying, and I didn't have another engine to put in the car.)

1969 Riverside Can-Am Program



PARTICIPANT RIVERSIDE INTERNATIONAL RACEWAY

SERVICE PASS

DRIVER

1969 Riverside Can-Am Program Entry

23	McLaren II 2 Chev.	5986	Blue/White	Harvey Lasiter	Studio City	Harvey Lasiter and Tiny Naylor Restaurants
24	Lola T 70 Ford Thermoking Spl.	7003	Blue/White	Bob Nogel	Bethel Park, Pa.	R. D. Nogel
26	McLaren Mk 3B Chev.	5986	Orange	Jim Paul	Carson	Jim Paul Racing
28	McLaren Mk 6B Chev.	7003	Green	Richard Brown	Birmingham, Mich.	Ecurie Green, Inc.
31	Robbins-Jefferies T163 Chev.	7003	White/Red	Peter Revson	New York City, N.Y.	Robbins-Jefferies Racing Tean
32	Lola Mk 3 T 70 Chev.	7003	White/Blue	Vic Nelli	North Hollywood	Nelli Racing Enterprises/ Eric Houser
41	McLaren Mk III C Chev.	7003	Blue	Don Roberts/ Jim Phillips	Las Vegas, Nevada	Rocers' Ltd. & D. D. Arnett Co Racing Div.
45	Lynn Terry Gr7 Chev.	5986	White	Nick de Courville	Los Angeles	Nick de Courville
47	Lolo Chev.	21.00	Red/White/Blue	Eric Hauser	Los Angeles	Eric Hauser
4/	McLaren M6B 5010 Chev.	7003	Blue	Dan Gurney	Santa Ana	All American Racers
48 55	McLoren M68 Chev.	5986	Orange	Roger McCoig	Scarborough, Ont., Canada	McCoig Rocing
60	Burnett Mk II Chev.	5986	Рорру	Don Jensen	Seattle, Wash.	Don Jensen
69	McLoren Mk 12	7003	Yellow/Blue	Dick Smith	Fresno	Dick Smith/George Horm
71	McLaren Mk 3 Chev.	5986	Orange/Gold	Bob West	Hollywood	Bob West
73	Lola M3 BT70 Chev.	5986	Orange	John Williamson	Sunnyvale	John Williamson
74	Lola T70 Chev.	5740	White	Eric Houser	Los Angeles	Eric Hauser
75	Lola T 162 Dini-Chev.	7003	Blue	Robert Dini	Spring Valley, N.Y.	Foyer-Dini
77	Lola 770 Mk2 Chev.	5986	White	Jock Millikon	North Hollywood	Jock Millikon
B1	McLoren Mk 3 Chev.	5986	Cordovan	Spencer Stoddard	Seattle, Wash.	Northwest American Racing Team
22	1. 1. Then Charles Hamil	6986	Red	Ron Dykes	Marina del Rey	Trident Rocing Enterprises
88 89	Lola T160 Chrysler-Hemi Ford GT 40 Ford	6500	White	Ron Dykes	Marina del Rey	Dr. William Arterberry/ Ron Dykes
91	Lola 3B Ford	7003	Blue/White	Doug Hooper	Studio City	John Chohlis/Eric Houser and Tiny Naylor Restaurants
	When a Chart	5986	Aqua	David Hurley	Salinas	David P. Hurley
92	McLaren Mk II 8 Chev.	5888	Bronze	Ron Goldleof	Kingston, N.Y.	Tranquil Racing
97 98	Lola 170 Mk3 King Chev. McLaren M12 Chev.	7003	Red	George Eaton	Scarborough, Ont, Canada	George Eaton Racing
99	Mac's Special 68 Ford	7003	Yellaw	John Cordts	Part Credit, Ont., Canada	Young-American Racing/ by Bill Young

1969 Riverside Can-Am Qualifying Placement for Harvey Lasiter



<u>1970-1977</u>

Harvey sold the car to John McDonald, out of Encino, CA. Harvey believes this was in 1970; sold for \$5000, less engine. The sale of the McLaren helped to fund Harvey's purchase of a Surtees TS5 (chassis 001, ex-Scooter Patrick).

Harvey Lasiter believes that John McDonald ran the car in a driver's school, and some regional races for a couple years.

Doug Hooper also drove the car under John McDonald's ownership as well, and won.



RIVERSIDE — A Porsche 914-6 driven by four-time national champion Alan Johnson of Garden Grove fought off determined challenges from Datsun and Triumph teams to win C Production honors Sunday at Riverside International Raceway.

In the big bore contest on the California Sports Car Club national point racing program, Doug Hooper of Studio City, driving a McLaren II. held off the Alfa Romeo T33 of Scooter Patrick of Manhattan Beach. Hooper turned the fastest lap of the day, 1:52.8, and hit over 185 m.p.h. on the long back straight. His average speed was 104.1 m.p.h.

The Formula Ford race produced the keenest competition, with the Titan of Mike Downs of Northridge crossing the finish line just half a car length ahead of Mike Hiss of Huntington Beach in a Lola. The lead changed 10 times during the 30-minute event. Results:

Manhattan Beach. Manhattan Be
1970-1977 (continued)

Ontario Motor Speedway Regional-National, September 1970, Doug Hooper driving, John McDonald listed as owner



□ John McDonald then sold the car to Mark Dees.

In McLaren 20/09 was then purchased by William Robbins. Robbins converted the car for street use and titled it with the California Department of Motor Vehicles on September 13, 1973.

1970-1977 (continued)

Picture below shows McLaren #20/09 as street car.



The original California street car title/"pink slip" is still present, along with registration records, and contained within the large collection of supporting documentation. Pink slip notes license number of "732 JAR", date issued, and William Robbins as owner. William Robbins signature on front of slip also notes the date of sale/transfer (March 3rd, 1984) to next owner, Daniel Dubrovich (Dan's name on back of slip).



Potentially confidential details obscured for obvious reasons.

<u>1970-1977 (continued)</u>



Eoin Young (once secretary for Bruce McLaren Motor Racing) article about McLaren 20/09 when it was a street car.



THE LAST TIME I did this was th Bruce McLaren in the M6B. said conversationally as I climbed over the passenger's door and down into the impossibly small seat of Bill Robbins' immaculately rebuilt 1965 CanAm McLaren-Chevrolet. As soon is I said it, I wished I hadn't. It was like casually mentioning that you'd played with Arnold Palmar last week is your Saturday afternoon golf irst tee Robbies' helmet; quite the opposite, in fact. He drove for a mile or so, then ulled over and offered me the wheel, ving "You've had far better in-ructors than me." How could I saving refuse? All the way along the freeway with the big Chevvy roaring and hanging as we rode hubcap high to the commuter traffic. I'd been planng to politely refuse an invitation to drive because it didn't feel like somehing I was going to enjoy

The driver's seat was a snug fit though the pedals were a shade too ar away. Everything else was just where Bruce McLaren had planned they should be. The engine blasted He on a turn of the key and then I was trying to coax the gearbox into lirst to the accompaniment of much arring and grinding from the rear. At ist it snicked in and I was driving my very first McLaren racing car, de-signed and built when I was still a rector of the company. I had even done the original negotiations with Trojan that had brought this McLaren-Elva production racer into being Big stuff, it was in those days. The McLaren was very much a killer shark out of water on the San Diego Freeway. My drive was more a mble of impressions than any con-dered test. There was the roaring nd banging from the Chevrolet as it leared its Weber throats and harged the McLaren forward under eration the wierd way the ant end twitched when I'd thought the rear would have snaked the lact that none of the other drivers on he freeway took the slightest bit of They just think it's another olkswagen special " said Robbins. It as a strange sensation to be driving long at hubcap height to the massed anks of Detroit iron. The mirrors on he front guards were out of adjust-nent, so I had to stretch round and

peer backwards through a forest of Webers to snatch a gap in the traffic. Robbins was playing Jenkinson to my Moss reaching across to snap the trafficators on and off as he anticipated my manoeuvres, switching the electric fans on when the water temperature started to climb.

The M1B had been immaculately rebuilt for street use by Vic Russum To fit headlights that complied with Californian laws the front guards had been flowed forward two inches and the lights inset at the required 24 inches from the road. "It took us a year to get the right sort of windcreen that didn't distort the shape of he car," said Robbins. The end the car, result was an elegant curve providing full protection to driver and brave passenger, Indicators, a horn and windscreen wipers were the other requirements to make the McLaren from the Hewland gearbox, twin electric cooling fans were set in behind the radiator and mufflers had been cunningly tucked inside the big drainpipe exhausts. The M1B was one of three CanAm McLarens owned Robbins. He also has the 1965 M1A specially built for Dan Gurney with a Ford engine instead of a Chevrolet or the Oldsmobile favoured by the works team in those days, and a 1966/67 M1C. All three were premonocoque McLarens, less suc-cessful on the track than the later monocoque models, but easier to restore and maintain than a tired tin tub with sprung rivets.

WE TRIED to imagine Jackie Stewart queueing for fish and chips in Dumbarton or Niki Lauda unnoticed in a Vienna cafe. We were three people behind 1961 World Champion Phil Hill in a self-service cafeteria in Santa Monica and nobody, but nobody, was paying him he slightest attention. It was the sort of place where people had more problems than whether the guy in front was a hero. He was only the guy in front. Manny's didn't discriminate about its customers so long as you didn't spit on the floor. Then maybe

they moved you to a corner table. This isn't to say that Phil Hill is down on his luck to the contrary, the only American World Champion is doing remarkably wolf, thank you, with a booming business in the restoration of pre-war classic cars. His company, Hill and Vaughn, started four years ago in a remarkably unremarkable garage in Santa Monica. From the outside you wouldn't give the building a second glance, always supposing that it caught your eye in the first place, but inside there are

cars worth a Sheik's ransom. We visited Phil the day after the Long Beach Grand Prix and there were around 20 cars in various stages of restoration and refurbishing. The staff totals 17 in the 8.500 sq. ft. workshop that is 10 minutes from Phil's home. His passion for perfection must make him a hard master, but you could sense respect even when Phil was sounding off about a faint rattle heard now and then above the whirr of a V12 Packard. Phil was engrossed in the engine, bespectacled as he strained to trace the infuniating rattle.

He switches from present to past.



AUTOCAR, w/e 13 May 1978

talking about Long Beach one minute and his days with Ferrari the next. "I saw Jackie Stewart in the pit lane and I said "Hey! Here's a face from the past! That went over really big. And then Gurney came along and Jackie was joking with him, asking him why he'd only finished second to Johncock in the Toyota celebrity race. "Well. Dan said. I guess these modern guys are harder to beat than you were. "And seconds later we were testing Ferraris at Modera in 1960 and Phil was nodding to design engineer. Vittorio Jano, not really keyed to the engineering career of the bniliant old man. "When I think back now of the people around me than, and I didn't realise it all we thought about then was driving the cars and the next race and why couldn't we have disc brakes.

Phil is a talker, not a listener. He will bridge someone else's story with a polite "I'll be darned ... I'll be darned ... not intent, his mind racing away somewhere else. When he talks he is magic, taking you to past times and places. His descriptions make you feel you'd been there that afternoon in Sicily when he met Vicenzo Florio, or experienced the ice-rink slipperiness of the cobbles in the rain at Avus just before Jean Behra's Porsche spun up the banking and threw him to his death.

The wall of the workshop is covered with photographs, a shot of Phil in the front-engined Ferrari at Avus in 1959. Another shot of his first Le Mans with Ferrari in 1958. The racing photos share space with shots of cars restored in the workshop. A giant photo shows Phil's own 4½litre blower Bentley, formerly the personal car of the famous Amherst Villiers, whose superchargers transformed the performance of the already successful big Bentleys.

Phil has always been interested in old cars since he restored his aunt's Pierce Arrow in 1953. He is a contradiction in personality between the old and the new. There is a coffin nosed Cord in one bay, a massive 1930 Packard tourer in another. The Packard has come up from Argentina with woodwork crumbling and the termites still at work. A 770 Mercedes saloon dominates an aisle, 7.7 litres, supercharged and Teutonic Phil drives a 6.3 Mercedes saloon Not a Ferrari? Emphatically not. Not point, he says, owning a Ferrari with traffic and speed limits and such. Ten litres of 1934 12-cylinder Type 68 Hispano Suiza there, a boat-tailed Auburn roadster over there. Phil confides his personal impressions of driving some of the cars but cautions against printing his comments "at least not until the guy has paid his bill and collected the car!" Parts from each car are carefully stored and labelled to ease rebuild. Was Hill and Vaughn the largest company involved in the fettling of these blue chip classic automobiles? A brief glimpse of modesty. "Well no, I guess we aren't the biggest, but we like to think we give the best ser-vice." Then he was back to the problems of that darned rattle in the Packard engine, a former World Champion racing driver away from the tracks, in love with what he likes doing best

May 1978 AUTOCAR article by Eoin Young about McLaren 20/09. This same article ran in a 1978 Autoweek as well.

<u>1981</u>



Monterey Historic Automobile Races, 1981. Bill Robbins, owner.

Photo above from member Antonvrs on Autosport "TNF" forum.

<u>1983</u>

In 1983 Dan Dubrovich bought the car from William Robbins, and put it back to racing spec.

1987 SVRA Watkins Glen (2 Hour Enduro). Driver's Dan Dubrovich and Bob Akin won the event in McLaren 20/09.



Photo above from September8th Photography.

<u>1990's</u>

□ Ed Ellers purchases the car from Dan Dubrovich.

- Car was restored in the late 1990's to Hollywood Sport Cars representation and vintage raced a few times by Ed Ellers.
- Last Ed Ellers vintage race outing with the vehicle was the 1998 Monterey Historic Automobile Races.
- The engine, a 331 cu. in. small block Chevy (327, bored out .030"), was rebuilt following the 1998 Monterey Historic Automobile Races, and has not been raced since.
- □ Ed Ellers traded McLaren 20/09 to Klub Sport for a Porsche race car. Klub Sport says they had it for a day or two, before selling it to Michael Duncan.

<u>2000's</u>

- Current owner purchases the car from Michael Duncan in 2000. (Michael Duncan had made no changes and did not race the McLaren during his ownership.)
- The current owner has spent the past 2-plus years (2009-2011) restoring McLaren 20/09 to a very high level. The vehicle was fully disassembled, inspected, chassis repainted, various components re-plated, re-conditioned or replaced. The still well preserved exterior paint from the late 1990s restoration is all that was left untouched.

2011-2012

Pictures below show McLaren #20/09 as it sits today.



2011-2012

From Front:



2011-2012 Chassis exposed. 1

2011-2012 Chassis from above right.



Detail pic of pillow block bridge that still has nicely preserved "Hollywood Sport Cars" electric pencil (not re-chromed).



2011-2012 Detail pic of right front suspension during re-assembly.





Detail pic of engine breather box.

2011-2012 Detail pic of shifter and right dash.





Engine

- □ Period correct 331 cubic inch small block Chevrolet, with 0 hours since rebuild.
- Original "SLOVER" ported cylinder heads ("492" castings).
- MacKay magnesium intake manifold.
- □ Original Weber 48 IDA carburetors.
- □ VERTEX magneto.

Transaxle

□ Hewland LG 500 (4-speed)

Spares

- □ Extra Mk2/M1B front bodywork/nose (race style, in McLaren orange).
- Extra Mk2/M1B front bodywork/nose. This is the street car nose, windshield, headlights and windshield wiper that are shown elsewhere in this document. Presently painted McLaren orange.
- □ Extra Mk2/M1B doors
- Mk3/M1C rear wing mounts (fiberglass items that are bonded to rear bodywork to accept wing).
- Extra wheels
 - Two extra original McLaren rear wheels (as seen on car when it was street registered).
 - Full set of Jongbloed racing wheels (in same widths and offsets as McLaren wheels on car today)

Known chain of ownership for 1965 McLaren Mk1/M1A, Chassis #20/09:

- Chic Vandagriff/Hollywood Sport Cars (1965-1967)
- Ted West (1967)
- Harvey Lasiter (1968-1970)
- John McDonald (~1970-~1972)
- Mark Dees (~1972-~1973)
- Bill Robbins (~1973-1984)
- Daniel J. Dubrovich (1984-?)
- Ed Ellers (?-1999)
- Michael Duncan (1999-2000)
- Chad Raynal (2000-present)