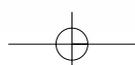


HULME F1

Living a dream

The Hulme F1



STORY AND IMAGES BY ALLAN DICK



They said it couldn't be done. Creating a New Zealand supercar for the world was a fairy tale. But that dream is moving towards reality



HULME.F1

The Hulme.F1 is perfectly proportioned and exquisitely finished. It's a shape for New Zealanders to be immensely proud of.

In an immaculate, if sparse workshop in Auckland's industrial heartland of Otahuhu, the dream of the Hulme.F1 Supercar edges towards reality. The dream is to build New Zealand's first production supercar and market it to the world.

The overall design has been finalised, the first chassis is well underway with engine and transmission mounted and the mould for the first carbon fibre/composite body is complete. The design for the interior is also completed.

This is a pure two-seater coupe with a clean, absolutely modern look with the fashionable "F1" type nose, full width front spoiler and semi-detached front guards completing the "F1" look.

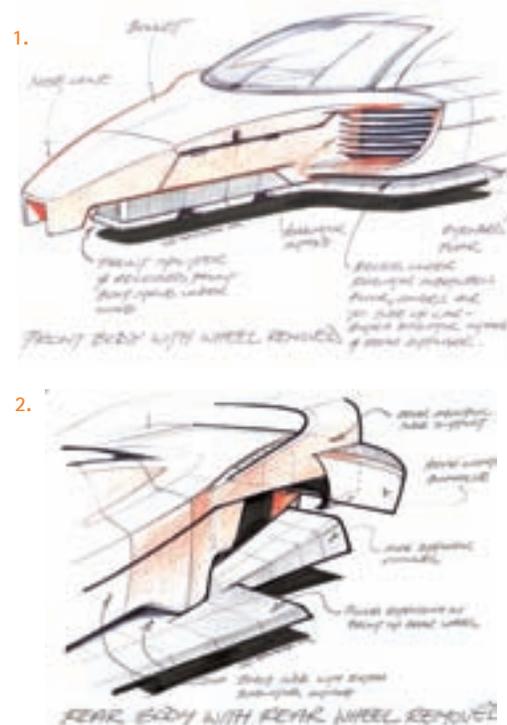
There is nothing about the looks of this

car to get the Kiwi cringe mentality going. It's a thoroughly good looking, international shape that has plenty of character, is nicely detailed and could have come from any major design studio.

It owes nothing to any established supercar and is not simply another Ferrari or Lamborghini clone. It is a car with a unique, visual character that will make it totally unmistakable on the road.

Over the past decade we have seen many attempts at creating a new supercar, most have failed because there has been something ungainly, unfortunate or unfinished about the design. The Hulme.F1 is perfectly proportioned and exquisitely finished. It's a shape for New Zealanders to be immensely proud of.

Power will be supplied by a M5





... THE STORY SO FAR

Two years ago when Jock Freemantle came to see me to discuss a top secret programme I was sceptical. I had known Jock, a native of Fort Augustus on the Eastern End of the Grand Caledonian Canal, which slices through the Scottish Highlands, for more than 30 years. I had first met him on the legendary Silver Fern Rally in 1971 when he had competed in one of the first BMW 2002s to arrive in New Zealand. At that time, Jock was involved in setting up, and running the A-Line Motor Lodge in Queenstown.

His "top secret" was revealed to me only after I had signed an affidavit promising to throw myself off a high building if I disclosed any of the details.

The secret project was to design, build and sell a New Zealand supercar.

In the time that I have been writing about cars there have been many attempts at creating New Zealand's own car - from humble city cars, to far more ambitious programmes. Only the Trekka and basic sports cars like the Fraser have achieved any measurable success.

Jock was not the creator of this dream, but he was the catalyst, the person who brought the dreamers together and who have driven the project to where it is today through vision, energy and unadulterated enthusiasm.

The others who helped create the original dream were Tony Parker and Chuck Pelley.

Parker is a lecturer in industrial design at

Massey University. He grew up "down the street" from race and rally legend Owen Evans and his formative years were spent drawing cars.

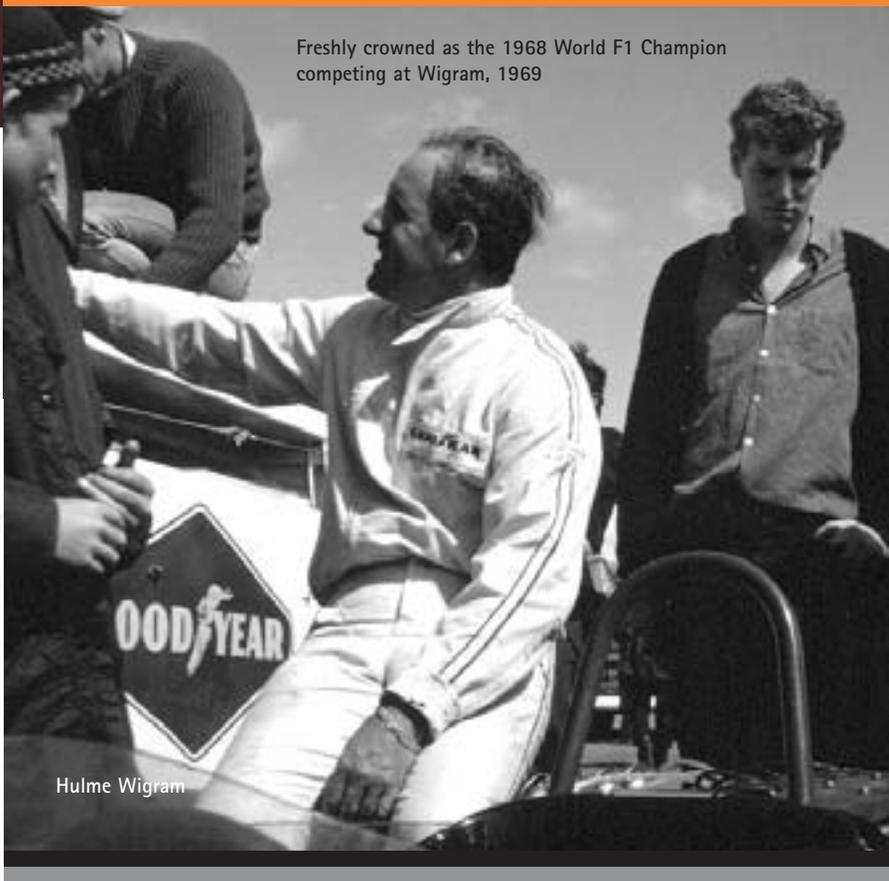
Chuck Pelley has been one of the most influential car design people in the world. Growing up in California, at 15 years of age, he put a motor mower engine into a small frame and created the Go-Kart, which has blossomed into a massive sport and industry. In 1958 he designed the body for the Scarab sports cars raced by Woolworth's fortune heir Lance Reventlow. He also designed the body for the 1960s Scarab F1 Grand Prix car.

Chuck went on to become one of the greatest automotive and industrial designers in the USA, setting up Designworks in Los Angeles which was bought by BMW a decade ago.

Chuck is a New Zealand enthusiast. He and his wife have a passion for New Zealand, →



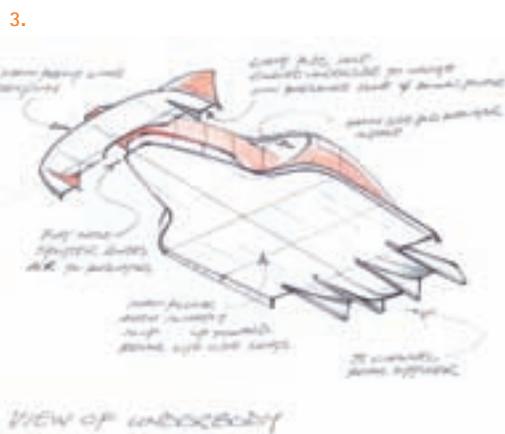
ABOVE: Denis Hulme demonstrating his privately owned McLaren M23 at Ruapuna.



Freshly crowned as the 1968 World F1 Champion competing at Wigram, 1969

Hulme Wigram

1. Front body with wheel removed
2. Rear body with rear wheel removed
3. View of underbody



HULME F1



The interior of the Hulme F1 has been designed, but has yet to be executed.



specification BMW V8 engine driving through a Quaife six speed transaxle.

It's 24 months since we first learned of the project and 12 months since we published the first images and information on the car.

Jock Freemantle is the public face to the project.

"We're deliberately being modest compared to some other supercars in terms of performance. The M5 BMW V8 motor will produce 450bhp (320kW) but that will be enough to provide scintillating performance."

"So far we have spent a very careful two million dollars getting the car to this stage. We have gathered together a group of people of immense talent and we've also been to the automotive capitals of the world and have won support from major suppliers for every component of the car."

BMW have agreed to be the engine supplier. Quaife of the UK have designed as specific six speed fully sequential gearbox, Bosch of Germany will design

and certify the ABS braking system, Seimens of Germany are designing, certifying and supplying the safety restraint systems, A.P. Racing of the UK will design, develop and supply the braking system, Motec of Australia will design and supply the engine management system, Recaro of Germany in conjunction with the New Zealand team will design and supply the seats, Koni, with input from the New Zealand team, will design and supply the shock absorbers, Hella New Zealand in conjunction with the design team will supply and certify the lighting system, Pirelli of Italy will supply tyres, HRE Wheels of the USA will design, certify and supply the wheels while Mazda New Zealand have agreed to help with identifying and supplying any generic parts required.

It's an impressive line-up but pales compared to the line-up of talent that has come on board to ensure the project becomes a reality.

Over the next 12 months Tony drew many different cars and we finally refined the shape and appearance of the finalised design.

“The dream first surfaced when I met up with an old friend, Bruce Woods of Massey University,” says Jock Freemantle. “The School of Transport Design had just been established at Massey’s Albany Campus in Auckland and we got to talking about the prospects of building a supercar in New Zealand.”

“Bruce introduced me to Tony Parker, head of the School of Three Dimensional Design at Massey.”

Parker is a Formula One and car enthusiast and he willingly joined the project as chief designer.

“Over the next 12 months Tony drew many different cars and we finally refined the shape and appearance of the finalised design.”

Each design was subjected to the “two second test” where people were asked to look at them for two seconds and if there wasn’t something memorable about the shape in that time it was discarded.

At this point Kevin MacLeod joined the project as the chief development engineer. MacLeod has had a lengthy involvement with major motor racing and rallying projects in New Zealand and was with the Tyrrell F1 Team based out of the UK for six years.

Bruce Turnbull of Bunnythorpe near Palmerston North is in charge of technical and pre-production engineering and the initial chassis of the Hulme.F1 will be based on that used in Turnbull’s successful Saker GT cars.

Also joining the Hulme F1 team are Geoff Fletcher as Marketing Co-ordinator and Murray Taylor as Public Relations Consultant.

Fletcher retired last year after 17 years running BMW’s operations in New Zealand while Taylor, a former journalist has run his own F3 team in the UK and was involved in the America’s Cup campaigns.

So far the money has come from Freemantle who has invested everything in his dream as well as a number of smaller investors and supporters. 

More information can be found at www.supercarsnz.com



Jock Hulme



Chuck Hulme



Happy Jock



The unveiling

→ our achievements and our design abilities that have created the world’s greatest yachts.

He and Tony Parker met and it was Chuck who further fired his dreams of designing a leading-edge supercar. Jock Freemantle was the glue and the energy that turned the dreams into a real project.

Two years ago I was doubtful. I’d heard it all before. But with Jock there was an air of confidence of success. And passion and energy. Passion and energy, those are the lasting impressions of this tireless human dynamo.

The first sketches showed promise, but the generic name was simply not evocative. Jock and I mulled it over. The car needed an iconic name. McLaren was taken. Amon had been used on some Toyota models. Then it came to me like a flash. The name of Michael Schumacher, seven times F1 World Champion is a household one. Formula One is a huge glamour sport and industry. Back in 1968 Denis Hulme, son of a VC winner became New Zealand’s first, and probably last F1 World Champion.

Why not call in Hulme F1?

Jock’s passion leapt a 20 story building.

He was back two days later with approval and support from Denis’s widow, Greeta, but also issues, from F1 boss Bernie Ecclestone surrounding the use of “F1” in the title.

That wasn’t going to worry Jock. He gave the car its full title of “Hulme F1 Champion 1968”, knowing it would be abbreviated to Hulme F1.

I bought into the project for \$500.

Jock and his direct team have performed miracles.

The car has that “Wow” factor. There was a sharp, collective, intake of breath when the covers came off it publicly on the Tuesday evening before Easter in front of 200 invited guests at the Massey University complex in the old Museum in Wellington.

The project is about six months behind schedule and the unveiled car had no interior and no running gear although these are well advanced.

Of course there were some doubters in the audience, but the overall impression was that this project was world class and deserves to succeed.

But Jock and his team are under no illusions. The Hulme F1 project is now precisely at the point where a major financial backer needs to be found. The energy, the passion and the talent have created the car, production is another matter.

Is the car good enough to succeed? Undoubtedly. It’s sexier and a more modern cohesive design than many supercars that are in production around the world. And because of its name and the status that a F1 World Champion has in the world of the automobile, no self-respecting collector will consider his collection to be complete without a Hulme F1.

- Allan Dick