



COOPER CAR CLUB



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1st to 23rd Feb

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'Christmas Special'



News of Coopers competing around the globe have been poring in at a pace which I can only just keep up with ~ keep it coming in!

Those of you on E mail may have noticed that it's been a bit quiet recently. This is due to a major computer 'meltdown' which has resisted all attempts to cure it. A new computer has now arrived and when I have all the info transferred we will I hope be back to normal service.

Thanks to all of you who responded to the Subs reminder ~ we just have a few stragglers left now.

This brings me onto the subject of Subs (dues) for 2003. When I took over the Club, I had to guess a level which I thought would keep things going. It was not a bad guess, but with the type of NewsLetter we are now producing, the Website and the number of subscribers we have, it really needs to increase a little in 2003 to maintain the current standard. This begs the question:- Is the Club, it's NewsLetter and services giving you what you want? Do you think you are getting value for your £ (or \$)? Please let me have your thoughts on this.

I here from Ian Garmay that Max Fisher is in hospital recouping from an operation ~ Our very best wishes Max for a speedy recovery. Colin Darby is also poorly at the moment and our best wishes to him too.

Craig Pidgeon, in New Zealand, has sent

details of a substantial series of events there in February 2003. Four consecutive weekends of Classic & Historic Motor Sport in the beautiful South Island. These include Road Race Circuits, Street Circuits and Speed Hill Climbs at Ruapuna, Teretonga, Dunedin, Coronet Peak and the Levels.

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E kcowan@jade.co.nz

Lost Contacts.

Can you help me to contact these people?

Peter Klein, East Hampton, N.Y.

George Wilkie, Minnetonka, USA,

Colin Sparkes, California,

John Muller, Kansas City,

Eric Jefferies, Cambridge, UK.

Stephen Glenn, Dixon California.

Robert Green, Santa Cruz, CA.

Dick James, Torrance, CA.

Anthony Moodie, AUS.

Stephen Glen, Dixon CA

Steve Rees, Kansas City, USA.

J.W. Stollenwerck, Richmond, USA

Michael Gosset, Boulogne, France.

Roger Wickershaw, California, USA.

Don Black, Brighton, MI, USA.

Dieter Roeper, Germany.

Thanks to your help the list is getting shorter!

More Bristols!

This splendid pic (Right) was lent to me by Roger Fowler. It was taken at the British Grand Prix 1954 and the car pictured is that of Horace Gould CB Mk2/11/53. He came into the pits with a seized front wheel bearing. As a spare was not to hand, a Ford Consul in the car park was stripped of its hub and bearings which were fitted to the CB. The operation took 46 minutes ~ the longest recorded pit stop at that time. Horace continued and finished the race having completed 44 laps to race winner Gonzales's 90 laps. Peter Weston is working on the hub and standing by, in the bobble hat, is assistant Fred Tuck who was the Bristol Bulldogs Speedway Captain.

Roger Fowler was also working at MRP when Jo Siffert's mechanic visited to view the BRM engine which was fitted to Jo's Cooper T82 which now belongs to Paul Busby.



Left ~ The number '7' wasn't exclusive to Stirling Moss. This fine action shot shows Mike Hawthorn at 'Speed' during a Goodwood Race Meeting demonstrating exactly why CBs wiped the floor with the opposition 'In Period'. The photographer must have been very brave to get this shot! No long telephotos in those days.



Right ~ Another fine shot this time of George Cooper's son taking a Class Win at Knockhill in July driving the real CB Sports Prototype.

Picture by Jim Moir, Edinburgh.



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Race Results



FIA Dijon July 12/14th. Formula Junior honours went to Lotus, but John Clark (pictured right) and Adrian van der Kroft made it a Bobtail 1 & 2 in the drum braked Sportscar Race. Barry Cannel (T53) and Rod Jolley (T45/51) featured strongly in the HGPCA race.

HSCC Cadwell Park July 14th. Len Selby did well to take a Class win driving his T56 in the Miller Oils FJ Race.

MGCC Silverstone July 20/21. John Harper came 4th overall and took Class honours in the BRDC Historic Sportscar Race.

VSCC Mallory Park July 21st. Drama and tears at the first corner, as Simon Diffey took the lead from 6th on the grid and a multiple coming together on the first corner brought out the Red Flags for the John Taylor Memorial Race for FJ cars. At the restart, Diffey (Lotus 20) again was first out of Gerrards and despite every effort from the chasing Coopers of Mark Gillies, Steve Smith and Simon Armer, Diffey took the flag from Mark. Ken White in his Cooper Bristol (below) headed off stiff opposition to retain the Bob Gerard Memorial Trophy 46 years after Gerard drove the first laps of the Leicestershire track in a similar car.



BARC Castle Combe Aug 3rd. The FJ race was a Lotus 1/2 but Steve Smith took 3rd in his T59.

BRSCC Snetterton Aug 17/18th. The John Cooper Memorial Race for 500cc F3 cars was a damp affair which was won by Dave Leqoc in his Petty, but Coopers took 2nd, 4th & 5th in the hands of James Culver, John Turner and Bob Culver.

HSCC Oulton Park Gold Cup Aug 25/26th. Coopers hardly got a look in during the FJ race as Loti and a Lola took the top 4 spots. The Pre '66 GP race saw a lot more Cooper action. Rod Jolley was 3rd in his T45/51 and unlucky not to get past John Harper's BT4 for 2nd. Alan Baillie was 4th and a class winner in his T71 followed by Sid Hoole (T66) and Bill Kirkpatrick who took 5th & 6th and class honours. Ted Rollason & Brian Jolliffe battled it out behind. The Pre '61 Race also saw John Clark (T43) take 2nd place with Flavien Marcais (CB) 3rd & Ken White (CB) 4th. Frank Sytner and John Harper took 1st & 4th place in the Sportscar Race and in the Drum Braked Sports car Race John Clark and Adrian van de Kroft held off Mark Gillies Maserati 300s to make it a Bobtail 1 / 2. Pic Right ~ Sytner leads from pole.

RMU Liege Spa 13/15th Sept. The Pre '66 race was tense, Rod Jolley (T45/51) and John Harper (T51) battled it out for first place; Harper crossed the line first only to receive a 10 second penalty for crossing the white line at Raidillon.

Sid Hoole wailed into 3rd spot with the ex Bonnier 1500cc V8 T66. Jean-Louis Duret (T-53) took 4th. The Pre'61 race saw Duret improving to 2nd place and Ted Rollason taking (T53) 4th. Unusually in the Drum Braked Sportscars the Lotus 15 of Philip Walker beat John Harper in his Monaco with Julian Bronson racing 4th in the Sytner Monaco behind the Lister of Win Percy. Unfortunately Bronson's gearbox 'let go' allowing Percy & Nick Linney to move the Listers into 4th & 5th.

AMOC Silverstone 28th Sept. Len Selby upheld Cooper honours with a Class win in his T56. Soon after this event, Len made his debut on 'National BBC TV News'. The newscaster explaining the results of the latest National Census which shows there are more people in Britain over 60 than there are under 16, interviewed Len as an example of how 'young pensioners' spend their leisure time. Or was that grow old disgracefully ? (Only Joking Len ! Ed) More Race Results on the next page.

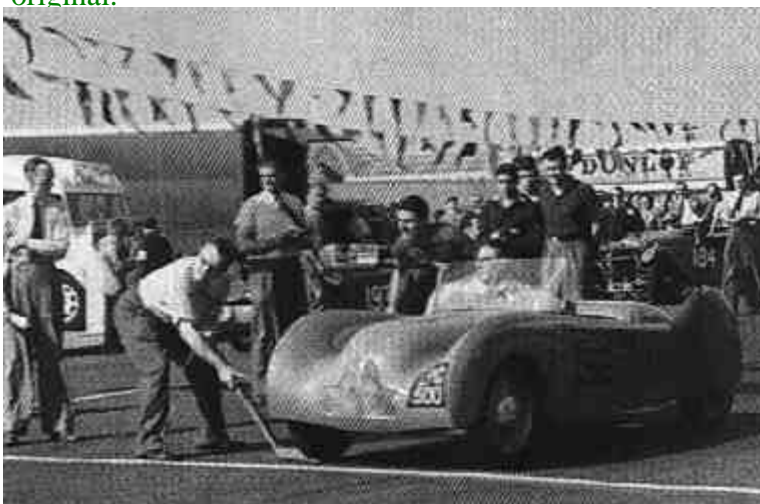


More Race Results

Brighton Speed Trial. Run these days over a standing 1/4 Mile the Brighton Speed Trial offers competitors a completely different set of challenges. This year the Cooper presence was sparse but marked a moment in history. John Potts takes up the story ~ I was very lucky to drive David Baldock's T-4 at this year's event as the photo shows. The best time was 21.67 with a terminal speed of 58mph. The car was last at Brighton in 1947 when Charlie Cooper drove it. The car created tremendous interest and Simon Taylor expects to include it in his Sunday afternoon programme on Meridian TV as well as his page in Motor Sport. One unknown person who knew the car from its early days assured us that he had the original engine for his motor bike but did not know where it is now and agreed that the current engine was in keeping with the original.



Above
Diminutive 2 seater T-4 leaves the line in
2002



Left
Charles Cooper driving with John by his side
giving moral support on the line at Brighton
in 1947.

VSCC Hawthorn Trophy Silverstone. Entries were rather depleted due to the clash with the Le Mans Retro. Ted Williams took full advantage to take 1st place in the '50s Sports Racer event in his nimble Monaco from Simon Ham's Lister while Club Member from AUS held 3rd in his Lister from Mark Clubb's Monaco.

HSCC Mallory Park. 6th Oct. Steve Smith T-59 did well to take 2nd against strong competition in the FJ race after leading briefly when Robin Longdon made an error in his Lola 5A.

HGPCA Imola 12/13th Oct. Rod Jolley was in fine form this weekend. In appallingly wet weather on Saturday he took his T-45/51 from the back of the grid to the lead after just 4 laps in the Pre '66 Race and Sid Hoole came 6th in the T-66. Sunday's race in the dry saw Rod 2nd behind John Harper's Brabham BT4, with Sid 5th.

John Clark took the Pre '61 race on Saturday in his T-43, with Martin Eyre (ex Patsy Burt T-43) 5th and Mike Haywood T-45 6th. Sunday saw the race dominated by Rod Jolley in the Riley Brooke Special with Haywood and Eyre 4th and 5th respectively.

Letters Page.

Woody

I'm just back from Chimay ~ took the T56 - I came 11th - the aggregate of two heats. Suffered as a result of out braking myself & went straight on at one Bus Stop (there are four) in heat one. Lost places avoiding a spinning Elva in heat two. Simon Armer was 4th in the first heat but unclassified in the 2nd as he succumbed to a gearbox problem. The dreaded Ursa box!!! Robin Longdon was the overall winner in his Mk 5A Lola. The dark Chimay Trappiste beer ain't arf strong !!!

I am going to sell the car at the end of the season ~1961 Cooper T56 FJ x Midland Racing Partnership, won Millers Oils UK FJ1R Championship 2001&2002. Supplied with spare rear body, drop gears, car cover and a zero miles just refreshed 1071 cc BMC engine. Just the job for next seasons Laurani Champion. www.historicparts.co.uk T/F 00 44 1525 270347, Mob: 07752 226097, E Mail: len@historicparts.co.uk
Len Selby



Woody,

At the Pittsburgh Vintage Grand Prix last weekend in the drivers final instructions was a list as follows:-

Schedule of Fees for Emergency Services

Rope tow - \$5.00 Wrecker - \$10.00 Ambulance - \$15.00 Fire Extinguisher \$10.00 per bottle

Oil Dry -\$10.00

To avoid being charged for each incident you may purchase "Get out of Trouble Insurance" for a cost of only \$25.00. This policy will allow you unlimited use of all services. Simply show your insurance card to the corner workers (Flag Marshals) responding to your car.

Now if that is not the dumbest thing I have ever seen?? This was not inspired by the VSCCA but the PVGP organizers. One VSCCA member Harry Reynolds - comment was "You must be ***** joking" he left the event and drove back to Sarasota FL - a round trip of over 2000 miles, never unloading his car from the trailer..

Dave Cooper

Woody,

I have two items for sale that perhaps your members would be interested in. They are 1:43 models of the Brabham Coopers of 1959 and 1960. They are mounted on a plaque with Sir Jack's authenticated autograph. Both models are BRG with a white stripe. The 1960 is a T53 with #1 on it, the car Jack won the GP of GB. The 1959 with #24 on it is the car in which Jack won Monaco. They sell for \$119 each or, with a hinged panel with a portrait of Sir Jack on the other panel, \$139. Plus shipping, of course. I accept VISA and MasterCard. I have just a few of these left. Please quote your CCC Membership # when ordering.

All the best, Art Evans Fabulous Fifties Assoc, 800 S.Pacific Coast Hwy.,8#332, Redondo Beach,, California. CA 90277

Woody,

I have the following Re releases available:-

1/43rd Scale Cooper 1960 T53 GP Great Britain ~ Jack Brabham and 1961 GP Germany ~ J Surtees.

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Woody,

I have been asked to help an elderly lady dispose of her late husband's car. Sounds easy enough ... except the car is in South Bend, Indiana and I'm in New Zealand!

It is owned by the late Ron Frost's mother-in-law. Ron Frost was a legend in the 500 world and wrote that wonderfully period piece on running 500s which was reprinted recently in the 500 Owners' Club Mag. Ron's widow Suzy lives here in Auckland and asked me if I could help with the sale.

The car is chassis number Mk9/22/55, is Triumph-powered and has two spare Triumph engines, one on methanol, the other on petrol and there are many spare parts for both engines and car included. The car has a log book and the body is in polished aluminium. I don't know how long it has been in store or the condition of it. The price is \$US16,000 for everything.

Our "Father 500" Max Fisher would normally be able to help but he has just had a brain tumour removed and is still recovering in hospital. I was with him last night for a brief visit, he is making slow progress. Here's hoping we can help an elderly lady and get another car out of retirement.

Regards to all

Ian Garmey Brookwood, 1186, Great South Road, Runciman., Auckland, Drury RD2, New Zealand Tel +64 9294 9310
brookwood@asiaonline.net.nz

Richard,

I was interested to see the obituary of Bob Said in the last NewsLetter and to read the story about his girl friend and the drive which Stirling Moss offered to him. I have recently been lent Jimmy Worrall's (Professional Photographer) collection to copy. Amongst these was a picture of SM and Rivers Fletcher taken at that event, talking over the car which Bob drove. Unfortunately Bob is not in shot but I thought you would be interested in the picture. I also enclose copies of the other Cooper pictures in the Worrall collection.

Bob Light. Collator of Archives,
Bugatti Owners' Club.



Woody,

I wonder if anyone associated with Cooper Car Club could help me with the identity of a Cooper T76. The car in question belonged to Luke Duffy and was practiced, but failed to qualify, for the 1969 Mondello Park F5000 race at the hands of Damien Magee. Autosport calls it a Mk3 FJ, but Motoring News says it's a T76. Information is needed for the race records at www.olderacingcars.com, where I'm researching 1969/70 F5000 and FA races. Any help appreciated.

Best regards Chris Townsend CTwnsnd848@aol.com

Woody

Thank you for your excellent newsletter, just received. Dr. Fleming's reference to Cooper Monaco 'Can Am' cars- did he perhaps mean those raced in the early '60's in the USA like my ex Roger Penske Telar Special? I'll be pleased to send him along a photo of the car and a copy to you all. It is a 1961 Monaco, the only one of Roger's racers that he doesn't have in his museum in Michigan.

Also, Bill Smith of Smith Ford in Norwich, N.Y. may be able to help with info regarding Peter Stowe's search for the Howe Sound Cooper-Ford. Bill was Bruce McLaren's sponsor to come over here to race and his car won an early race in Canada as well. he's a very bright and courteous man.

Regards, Dale Campfield, EN8R@ aol.com

The Ultimate Barn Find ?

It really is amazing the way cars continue to 'Turn Up', but just how lucky is Dwight Cowger ? He has just acquired this Bobtail from a shed in Wisconsin and is trying to find out about its history. It would appear to have had a Porsche engine at some time and has enormous fuel tanks. Its has lost its original back wheels at some time and has gained some interesting rear body features. The Chassis # is CS11/11/55 which is slightly unusual too. With all these details I'm sure some of you can help with the cars past.



The Doghouse Owners' Club. (The Women's Motor Racing Associates Club)

Shirley Procter wrote to remind me it was the 40th Anniversary of the Club in March this year. The Club was formed to provide a 'Haven' for the wives, girl friends, children, mothers etc of those taking part at race meetings. The Members provided a place where the ladies could grab a glass of wine or cup of tea and a sandwich when not involved with helping in the pits or timekeeping and also to be there in support at times of need such as illness, accident or other crisis. At Goodwood the 'Club House' was a caravan at St.Mary's as seen in the picture taken in '62. How many famous faces can you name?



Shirley's racing husband Peter's career came to an abrupt end after a serious accident at St Mary's in 1966 and this year at the Revival he made a return to the track in the Sunbeam Tiger he drove at LeMans in '64, co driving with current owner Darrell Mountjoy.

Where is it now ? Mike Walker would like to know if his T-59 is still about. It was delivered new to Ken Tyrell for Tony Maggs in '62 and later run by John Selby in F3 with a 1000cc engine. Mike aquired it at the end of the '64 season and ran it in Formula Libre with a 1650cc Ford in '65. Mike then sold it to a Harold Brown from Solihull (?). Can anyone help?

Gooders Pics



Above
Stephen Smith's T-59



Above
Pete Wright in the ex Harry Morrow F3 safely
negotiating the Chicane this year !



Above
Bob Woodward's T-79 driven by Bobby Rahal



Above
Michael Parr's CB.
Below Left
Engine detail on Bob's T-79
Below
Member Bob Graham from
Richmond, VA (in the peaked cap)
with 'Woody' in the F3 Paddock



Monterey Pics



Above. Gentlemen, Start Your Engines !
Below. Rod Jolley and Jimmy Domingos
'Both making a point!'



Above. Part of the impressive line up of Coopers.
Below. Cooper Cockpits.



Above. Charles McCabe's ex Crossthwaite F3.
Above Right. More of the line up.
Right. Start Finish Straight.
Pics by Karol Andrews & Sy Lauretz.





From The New World

Rolex Monterey Historic Races at Laguna Seca 2002



Thanks to our very enthusiastic West Coast Chapter, this years meeting saw a significant Cooper presence. There were twelve Coopers lined up with their drivers in attendance, Frank Sytner & "Whizzo" Williams-Cooper Monacos, Dave Springett-Cooper Monaco, John Burnham-T51, Jimmy Domingos-T52, Terry Hefty-T53, Phillippe DeLespina-Indy Cooper, Sy Lauretz-Cooper Bobtail, Don Schoeny-T53, Jim Brown-Cooper Bobtail, Charles McCabe Mk7 and we also had the pleasure of Rod Jolley joining us from the UK. Nine of the cars were gathered together around Terry's support vehicle in the paddock to make an impressive display and focal point for a buffet luncheon on the Saturday. Our thanks to Jimmy Domingos & Karol Andrews, Tom and Kris Ellis and Terry for all their efforts to make this happen.

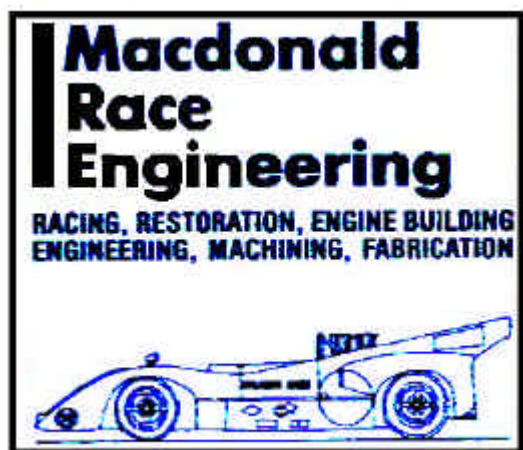
The racing was good on Sunday too ! Race 1B for Sports Racers '47 thru '55 saw Jim Brown Bobtail finish 5th just ahead of Jack Perkins (Warrior Bristol) 6th and Sy Lauretz was 11th in the Le Mans Bobtail. 25 started and 24 finished. Race 3B for Sports Racers '55 thru '61 under 2500cc was only supported by Dave Springett in the Monaco; Dave finished 20th. 23 started and finished. Race 4B for Formula Cars '57 thru '65 was hotly contested with Jimmy Domingos driving the first Cooper home in 4th behind 3 Loti. Terry Hefty was next Cooper home in 9th with Don Schoeny in 17th. Unfortunately John Burnham was the only car out of 22 starters not to finish and Philippe de Lespinay did not start. Race 6B Sports Racers '59 thru '66 unlimited had only one Cooper as the Sytner car did not start, however 'Whizzo' upheld the marque honour by finishing 3rd.

Awards at Laguna Seca are based on performance and presentation so the car that passes the finish line first doesn't necessarily take the category award. Coopers won two awards ~ Jimmy Domingos T-52 in 4B and the Dick Skipworth / 'Whizzo' Williams Monaco in 6B ~ Congratulation to both of them. Picture from the event care of Karol and Sy.

NAS Coronado Island 11th October.

The last event of the season at Coronado saw Jim Brown take 8th place in the Group 2 Sports Racer event while Sy Lauretz took 12th. The Warrior Bristol of Jack Perkins did not start while Jimmy Domingos did not enter being temporarily without transport.

So ended a busy season for the West Coast racers. Jimmy Domingos has had an especially successful year in his ever improving T-52 ~ well done Jimmy.



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**Jimmy descends the
Corkscrew**

Coopers :~

You can bend 'em but there're harder to break !

By Rigger



The T-76 currently owned by Walt Mathewson, was originally a BMC powered F3 car and remained that way till '68 . It was then converted to SCCA Formula B with a Lotus Ford engine and came into the ownership of Greg Hodges. On one fateful day at Laguna Seca, when Greg went out for Sunday practice. Walt was there with his ex Pete Lovely F1 Cooper Ferrari. A friend of Walt's had taken the Cooper Ferrari out on a few test laps and quickly came back in to report that he had just seen the 'damndest crash ever' ~ cars and parts flying everywhere! Evidently, Greg's Cooper had overshot the old turn #3. In those days there was an outside banking 3 or 4 feet high that continued all the way from the exit of turn #3 to the abutment of the auto bridge over the track. Walt says, "Somehow the car got up on the banking. Not only did it roll, but it also went end for end—pulling off one of the rear corners—and finally came to rest in a heap, in the middle of the track." Greg had no harness and the roll bar had no fore and aft bracing; as the car went backwards and turned over the roll bar was bent forward, pinning Greg in the cockpit, which probably saved his life.

The engine and gearbox were sold on the spot and later Bob Wenz bought the remains of the car as spares for his T-76. Some years passed and Walt, having disposed of the Cooper Ferrari, was looking for a suitable car. Bob agreed to sell him the wreck which was substantially a whole car less engine and gearbox. Walt worked on the car for a while and when he retired, he and John Buddenbaum got stuck in and finished it adding some forward facing support for the roll bar and routed the fluids thru braided steel lines. A suitable engine and gearbox were found and Walt started racing it in '93 till '02.

In August 2002 Walt was exiting turn #11 at Laguna doing approx 130 mph and made to overtake a FJ over the start/finish line ~ either the FJ didn't see him or misunderstood the situation ~ the result was that Walt went into the wall opposite the pits with tremendous force. It's a matter for discussion as to whether Walt or the car came off worse ~ but Walt is near to a full recovery while the car is just starting to receive some attention. Walt has carefully stripped the car down and has a jig set up to rebuild the chassis frame which is badly damaged at the front. It's going to be a long and painstaking task to get the car back to it's previous condition but in Walt's words "I rebuilt this car once and I can do it again!" The very fact that Walt can even consider rebuilding the car is testimony to the robustness of Coopers. It's also testimony to the resilience of the human body and a tribute to Walt's determination. Rest assured, this car will revive to race again. Walt said so!



Above
Walt's Task

Left
Sy Lauretz
Coronado





The Goodwood Report

From our 'Out ~ Back' Correspondent Terry Wright.

I was quite prepared not to like the Goodwood Revival Race Meeting all that much. Dressing up in 'fifties gear and acting the "toff" just didn't feel like my style. But on the other hand I was spending the summer just three miles away, my friend David Stephenson needed a mechanic for the Formula Junior race and there was a cracking "500" entry.

Goodwood circuit, the former RAF airfield of Westhampnet outside Chichester in West Sussex, a satellite of the once more famous Tangmere, was and still is a grass airstrip. A perimeter road was built in WW2 and long before the war was over Tony Gaze is reported to have told the then Duke, grandfather of the current Earl, that it would make a marvellous motor racing circuit.

This it became in 1948 just as 500 cc racing was starting to get serious. By way of flashback, this was how C.A.N. May, then racing Moss' first Cooper, described the September 1950 meeting in his book "Formula 3": *"Goodwood was an affair of pouring rain, high winds and concentrated misery for all. With the cars almost hidden in clouds of spray as they raced; overtaking was a perilous business. Starting positions, as always at Goodwood were by ballot and when Alf Bottoms drew the pole position and Moss was away back in the fifth row it seemed the matter was pretty well settled. But the JBS stalled on the line and it was Dryden who jumped into the lead. Brandon and Collins came up next astern, three Norton-engined jobs in the first three places, and Moss somehow penetrated the wall of water flung up by the wheels of the cars in front to overcome the very real handicap, in these dreadful conditions, of a back row starting position. He got past Collins and went after Brandon. In the field there was an extraordinary incident when Paul Emery apparently tried to throw his crash helmet in to the paddock area. In the process he lost control of his car which spun round twice in front of oncoming vehicles. Moss caught and passed Brandon but could not make up the leeway on Dryden who was out in front by a considerable margin. Moss put in the fastest lap; Whar-ton held off Carter to the end to finish fourth and everyone was very wet."*

Goodwood didn't outlive 500 c.c. racing all that long, closing as a circuit, but not as an airfield, in 1966. But with the circuit facilities now restored and spotless every year several hundred cars from 1948 – 1966 race in a wonderful recreation of a golden era of motor sport. The meeting is enormous. There were over 10,000 there for Friday practice (GBP20 to get in), over 20,000 for Saturday (practice and three races were GBP30) and 36,000 for Sundays races (GBP40). But if the good Earl of March and Kinrara made a penny profit I would be surprised - and delighted.

Surprised, because the lavish restoration and dressing of the circuit and the presentation of the event was beyond compare. Think of it in the same class as the Sydney Olympics. It must have cost heaps. Delighted, because this was the first big motor sport event I have been to in recent years where the drivers and cars or bikes outshone the organisers and the sponsors.

You see, you don't enter Goodwood. Lord March, advised by people like Doug Nye and Duncan Rabagliati invites you. That being so you are then treated as honoured guests and there is no such thing as an entry fee. A canteen in WW2 style serves you and your team free breakfast, lunch and afternoon tea over three days.



On the Friday night there is a champagne reception in and around the ballroom of the house, which is lined to its high ceiling with Van Dyke and other portraits of the Dukes of Richmond and Gordon (the first was an illegitimate son of Charles 1). On Saturday night there is a lavish themed ball at the circuit. Jackets and ties or white overalls for drivers and crew are mandatory. So off to Chichester's many charity shops had gone my wife Ray and I, each to pick up a suitable jacket for a fiver or so along with various accessories. The white overalls needed for my mechanic role came from the decorators' suppliers where they had piles of them in all shapes and sizes.

This year there was a total of nine races (one of 1 hour duration). Unfortunately David backed his Lotus 22 into a tyre wall in a wet practice, his first dnf in five years and that was the end of competition as far as we were directly concerned.

The main interest anyway for me was in the 500's, "of a type that raced between 1948 and 1959". They got eight laps for the Earl of March Trophy and the programme listed 31 cars ranging from the Bond-Triumph of 1948, through a multitude of Mk8, 9 and 10 Coopers to a batch of Scandinavian cars and last but not least at number 31, the Adelaide built Tremberth-Vincent owned by expat Kerry Horan who now lives in California but keeps several cars in the UK.

The star of previous years has been Julian Mazjub (Cooper-Norton Mk8) but the prettiest, neatest and fastest (as he had been a few weeks earlier at VSCC Mallory) in practice was Reg Hargreave's late model Keift-Norton which Don Parker had made famous. With lightweight Reynolds tubing chassis and a recent Summerfield-built short stroke (86 x 86) Manx engine, this car was over a second quicker in practice than Mazjub with John Turner's Mark 9 Cooper-JAP holding third place on the front row. Kerry Horan in the Tremberth-Vincent had qualified in a creditable 9th place.

For the races they do it like this at Goodwood. Everyone collects in the Assembly Area (dummy grid to you) at least half-an-hour before the race time and drivers are briefed while the mechanics polish and heaps of people take photographs. There is then the full palaver of horns and "minutes to go" boards, and, heralded by a fanfare from the top of the pits by four trumpeters, the cars take to the track for a warm-up and sighting lap.

From pole Hargreaves was well away first and came round for the first time with what turned into a steadily increasing lead from James Culver (Cooper-Norton Mk8) and Mazjub. They were to fight a race long scrap that finally went in Mazjub's favour by a mere .001 second but with them both all of 13 seconds behind Hargreaves. Hargreaves race speed was 80.90 m.p.h. with a best lap of 1.44.298.

There was then quite a gap to the next batch comprising Turner, Rodney Delves (Keift-Norton CK52), and Peter Wright (Cooper-Norton Mk8). Next was Kerry Horan in the Tenberth Vincent followed by David Woodhouse (Cooper-Norton Mk9), Brian Joliffe (Cooper-JAP Mk8) and the leading Scandinavian entrant, Peter Kumlin in the Effyn-JAP. On the finish line was the Countess of March to present laurel wreaths. There were interviews for tv and the course commentary. They even had Raymond Baxter there.

Next to the paddock were parked two Spitfires, two Mustangs, a Kittyhawk and a Hurricane. Every couple of hours three or four would take off and do formation aerobatics over the field between races. Between others races the band of the Blues and Greys played and paraded.

Far from not liking it all I loved it. It was a masterpiece of event management of which there is nothing comparable I know. Probably only the British could pull such a stunt. As I drove back over the hill to East Dean where we were staying for the summer I couldn't help thinking about the view in Australian historic racing circles which says we need more racing and cheaper racing. Wasn't there something to be said for better racing rather than more racing. I wondered? Goodwood is special of course, but it was all about better racing.

Coopers took part in Freddie March M.T. 'Goodwood Nine Hrs Cars '52-'55, John Pearson/Desire Wilson T-33 Cooper Jaguar, Fastest Lap. Goodwood T. GP F1 F2 & FL Cars '48-54, Mike Parr CB Mk2. Earl of March T. F3 Cars '48-'59, 13 Coopers took part and Julian Mazjub, James Culver, John Turner & Pete Wright came 2nd, 3rd, 4th & 6th respectively. Chichester Cup FJ Cars '61-63, Simon Armer, Stephen Smith and Barrie Baxter took part. Richmond & Gordon T F1 & I-CF Cars '54-'61, John Harper, Martin Stretton, Derek Bell, John Clark & Andrew Garner came home 1st, 2nd, 3rd, 5th & 6th respectively. Glover T. F1 & F1 based Tasman Cars '61-65, Bobby Rahal & Sid Hoole came 1st & 3rd. Club member Adrian van der Kroft had another 'bump' in his Cooper, but had the consolation of winning the Fordwater T. in his Morgan Plus 4.



Spares Corner.

Simon Frost 500 F3 wheels, magnesium, 3" and 3.5" rim widths, look identical to MK V simon.karen.frost@tinyworld.co.uk

David Cooper Original patterns for Mk4 parts. **Free** shipping cost only. vintage8@aol.com

David Cooper For Loan ~Original patterns for Mk8 suspension bits, windshield, shifter, etc You ship both ways. As above.

Paul Busby 'Glacier' top ball joint kits T-71 thru T-86. Chassis parts T82, T 82/T 83 parts. Tel/Fax +44 (0)1664 822807.

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Mike Brookes can help with many types of spares, detail in Vol 1 Issue 1. Fax +44(0)115 9229336

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Simon Green, Mota Lita Steering Wheels Tel +44 (0) 1264 772811 Fax +44 (0) 1264 773102

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Steve Froines has for sale :-

Coventry Climax Engine. FPF Mk1, Short Stroke 2 litre, Twin Cam with Weber carbs, Magneto, Rear adaptor plate and exhaust system (Exhaust suitable for T 59, F1 or F2) Less than 3 hrs since rebuild and dyno.

Cooper Positraction (LSD) units New/Old stock of Original ZF, suitable for ERSA, J.K. 4 speed, Cooper 5 speed (C5S0, Cooper 6 speed (C6S) Transaxles. Tel/Fax +1 925 828 5707

Technical Tit Bits.

JAP Engine Parts.

Thanks to Dave Cooper, for giving the 'Club Collection of Cooper Drawings' a boost. If anyone has Cooper Drawings, Copies of Drawings etc., please let me have a copy for the archive so that we can help those who need to have parts made.

Drawings on file are:-

FJ Front Hubs '61, FJ Front Hubs '62, FJ Front Hubs '63 all drawn by Eddie Stait.

FJ Front Caliper Bracket '56, FJ Front Caliper Bracket '61, FJ Front Caliper Bracket '6?, drawn by Owen & Eddie.
'S' Type Wheel for T-66 unsigned.

'Overheard at the Pit Counter'

At The Goodwood Revival Meeting ~

"Heh! This is the best fun a guy can get with his pants on!"

There should have been a bit here about Dale Campfield's Monaco a mystery V8 and others but they would not fit!

Next Time ~ Woody



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Wanted !

Front shocks & Steering rack for T76 Cooper Home Tel +1 905 685 3918 , E lindsay@Mergetel.com
T-56 FJ needs Knight/Cooper G/B, Rear Uprights, Engine cover etc, Steering Rack, Wheel and Shaft, Gas & Clutch Pedals, Drive Shafts and Dry Sump Tank. Art Herbert ArtHerbert@aol.com
T-59 Road Wheel. Mike Brookes Fax +44(0)115 9229336
T-59 needs Front Anti Roll Bar Assy and a copy of the Feb '62 Autocar cutaway drawing. David Rettew. Retters@aol.com
Original Minilite wheels. 2 off required 13". Eisenmann, 1095 Highland Drive, Elm Grove, Wisconsin 53122. Milwdick@Aol.com
Urgently Required ~ F3 1000cc for restoration and personal use ~ woody@coopercars.org

For Sale !

T-7 Mk 3 raised to T-15 Mk5 spec at Cooper's. Chassis #10/25/49 500OA R#046 Jap engine. Contact Eddy Gibbard Tel +44 (0) 1277 221154
T-9 1949 500cc JAP & 1,000cc V twin JAP engines, FIA papers since 1981. Must be sold, Don Racine, Mini Mania, 870,Gold Flat Road, Suite A, Nevada City, California. 95959 USA E don@minimania.com
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T 20 Excelent condition, Frazer Hartwell History T +44(0)192 322 0370 E neil@ndr.ltd.uk
T 23 Cooper Bristol '53 Mk2 20 successful years with present owner. Grgeor Fiskens Tel +44(0)2075 843503 Fax +44(0)2075 847403 E mail cars@gregorfiskens.com
T 23 Cooper Bristol '53 Mk2 FIA,VSCC,Papers Tel Day +44(0)207 260 9810 eve +44(0)207 938 4832
T 31 Mk 8 Beart Norton Eng. Ex 'Pop' Lewis Evans, Original F/G body Contact Denis McKenna +1 (540) 349 1669 E-mail hadmck@aol.com
T 39 Bobtail CS/52/56 FIA, ready to race. Sebring History. Hall & Bradfield Tel +44(0)207 589 8787
T 49 Monaco 2ltr 1959 Tel +44(0) 1572 821047
T 51 F1 ex Yeoman Credit. T +44(0)192 322 0370 E neil@ndr.ltd.uk
T 51 Maserati. F1-13-59 Ex Scudria Centro Sud at H&H Tel. +44(0)1925 730630
T 53 2.5ltr Lowline Chassis # FII/5/60 Ex McLaren/Brabham 1st USGP.Tel +44(0)207 584 3503
T 53 2.5ltr Climax FIA papers Tel. +44(0)117 973 1760
T-56 FJ/6/61 Ex Kurt Bardi Barry Car, Ford Cosworth MAE 1098 cc engine, 5 Speed Hewland Gearbox, FIA Papers. X Selby. Mark Gillies, 1639 Traver, Ann Arbor, MI 48105 USA. E mark_gillies@primediamags.com
T-56 Art Hebert has for sale FJ/17/61 Full details www.InvestCar.com Tel +1 510 208 1966
T 59 Ex Tim Mayer Chassis # FJ/7/62 Fax +1 707 938 5707
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T 67 (65)FJ-5-63 Duncan Dayton's Car Contact +44 (0)1480 861233 E hooleracing@i12.com
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Jack Mayes has the following for sale.

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CCC 54	Leather Key Fob	5.00	ea
CCC 56	Window Sticker John Cooper Garage	2.00	ea
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CCC 148	Race Suit Patch 'Cooper' 2 color	2.50	ea
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CCC 471	T-51 Scale Model 1:43 Scale High Detail	52.00	ea
CCC 473	T-53 Scale Model 1:43 Scale High Detail	52.00	ea
CCC 488	Set of Tire Valve Caps Cooper Logo Aluminium	16.50	4
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