



**Newsletter**  
**Volume 2**  
**Issue 2**  
**July 2002**

**Diary Dates 2002**

**Goodwood 2002**  
**Festival of Speed**  
**12/13/14 July**  
**Circuit Revival**  
**6/7/8 September**

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# *COOPER CAR CLUB*

**17, Waterlaide Rd, Hartlebury, Wbrcs. England. DY11 7TP**  
**☎ 00 44 (0) 129 925 0227    ☎ 00 44 (0) 121 557 4177**  
**✉ woody@coopercars.org    🌐 www.coopercars.org**

## **A Hectic Season !**

As the racing season gets under way in the Northern Hemisphere and the rebuilding starts in the Southern Hemisphere, Coopers are taking a prominent role in a variety of Classic Events. This year is I think the first time a Cooper has appeared at the Louis Vuitton Classic at Hurlingham and the first time there has been a Cooper Class at a British Hillclimb, at Shelsley Walsh. Details within.

Over the last few months we have again seen a number of our 'Heros' depart. Most notably Rob Walker, for whom Doug Nye has again lent his literary skills for a moving obituary.

I hope you all received the last Newsletter satisfactorily, either via the postal system or via E mail or the website. To collect it from the Web Site, click on Archive and then select the issue you wish to view. Wait until the all the pages have downloaded before you print it out. If you can receive it via E mail it certainly helps enormously with distribution costs which are our biggest expenditure. Via the internet the Newsletter is in full colour.

The attempts to reinstate the Credit Card facility have so far not born any fruit. The cost of establishing a stand alone facility is quite prohibitive; so for the mean time please send cheques or bills in your local currency.

I am already looking for a suitable event in 2003 at which to present the

Club's Memorial Trophies and any suggestions would be most welcome.

The Club's First AGM took place on the 2nd June and Resolutions 1) to 4) were passed unanimously.

We now have an 'Official Club Photographer' for Europe ~ PAJ Photo (Phil Jones), 3, Long Views, Charfield, Gloucestershire, England. GL12 8HZ. Tel/ Fax +44(0)1453 521835. He was at Pau, Shelsley Walsh, Donington and Zolder and may have pictures of you if you were there.

The list of lost contacts is I'm pleased to say getting shorter, your help with tracking the last few would be much appreciated plus any details of Cooper Owners etc who are not yet members.

### **Lost Contacts.**

Can you help me to contact these people?

**Peter Klein**, East Hampton, N.Y.  
**George Wilkie**, Minitonka, 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  
**Cyril Preece**, Hemel Hempstead UK.  
**Steve Rees**, Kansas City, USA.  
**J.W. Stollenwerck**, Richmond, USA  
**John Burnham**, LA, USA.  
**Michael Gosset**, Boulogne, France.  
**Roger Wickershaw**, California, USA.  
**Don Black**, Brighton, MI, USA.  
**Dieter Roeper**, Germany.

# ROB WALKER. 1917 to 2002

## Wartime Fleet Air Arm pilot who became, with Stirling Moss driving, the most successful private entrant in Formula 1 history

Rob Walker, who has died aged 84, could be described as having been major-league motor racing's equivalent of the Queen Mother; he was from another era, he might have become half-forgotten by some, hardly heard of by a youthful few, yet he was intrinsically adored, respected, admired by tens of thousands more...for over 50 years, Rob Walker was simply a motor racing institution...

He was not only the first private owner/team proprietor ever to secure victory in a Formula 1 World Championship-qualifying Grand Prix (in 1958), he was also the last ever to do so in 1968. His team also achieved the first-ever Grand Prix victories for two subsequent British World Champion marques – Cooper and Lotus.

His historic association with Stirling Moss from 1958 to 1962 – throughout which they were never committed to one another by a written contract, merely a handshake - was one of the most productive in motor racing annals, as Moss drove Walker's privately-owned and privately-prepared cars to victories in Formula 1, Formula 2, Inter Continental, Tasman and GT racing up to World Championship level.

Their little Dorking-based team was the perennial underdog, thorn in the side of the works teams – a role which both absolutely relished, and for which Walker unstintingly dug deep into his far from bottomless personal pocket to finance.

Together, they achieved ground-breaking landmark victories including the first-ever World Championship-qualifying Grand Prix win for a modern-style rear-engined car - when Moss won the 1958 Argentine round in Walker's tiny Cooper-Climax with engine 20 per cent smaller than the opposing factory Ferraris - and the only Formula 1 race victory ever scored by a four-wheel drive racing car – Moss again, in the experimental Ferguson P99 at Oulton Park in 1961.

During the 1959 World Championship series, Moss won the Portuguese and Italian GPs in Walker-entered Coopers – in 1960 the Monaco and United States GPs fell to their Lotus-Climax cars – and in 1961 the Monaco and German GPs fell to Moss and Walker, still in the obsolescent Lotuses.

But not only Moss won in Walker's distinctive Scots-blue liveried racing cars. Veteran French driver Maurice Trintignant scored victories in the 1958 Monaco Grand Prix, at Cordoba, Argentina, in 1960 and at Pau, France, in 1962. In between times innumerable non-Championship F1, minor-Formula and GT victories also accumulated – including Moss's memorable Ferrari GT car double in the Goodwood Tourist Trophy long-distance races of 1960-61.

Even before Moss began driving for Walker, those same distinctive dark-blue and white colours were winning, most notably on Formula 1 and 2 Connaught cars driven for Walker in the early 1950s by former Colditz Castle PoW, Tony Rolt, MC.

But on April 23, 1962 – 40 years ago last week – Moss's frontline career ended in his Goodwood crash. Walker was at Pau that day, where Trintignant won for him. Devastated by Stirling's injuries – elated by his survival – he continued in Formula 1, campaigning Lotus, Cooper and Brabham cars for drivers including Trintignant, Jo Bonnier, Jochen Rindt, Jo Siffert and ultimately Graham Hill.



At Goodwood Easter Meeting 1960

Ferret Photographics.

Disaster struck Walker Racing three times. Mexican Ricardo

Rodriguez and Rhodesian former racing motorcyclist Gary Hocking (both tipped for absolute stardom) both crashed fatally in his Lotus cars, at Mexico City and Westmead, Natal, in 1962. Then, while his first 3-litre Lotus 49 was being stripped after Swiss team driver Jo Siffert had crashed it in practice for the 1968 Race of Champions at Brands Hatch, it caught fire. This totally destroyed Rob's racing 'shop' in Dorking, Surrey, together with much of his treasured memorabilia and team records. Yet his team rebounded, and barely three months later, back at the Kentish circuit in a fresh Lotus 49B, Jo Siffert won that year's British Grand Prix...

From 1966 to 1969 London stockbroker Jack Durlacher helped support the team, and in 1970 Brooke Bond-Oxo sponsorship took over, with Graham Hill driving. From 1971-73 Walker joined forces with John Surtees in his F1 team, and in 1974 he supported the one-car Yardley McLaren operation with Mike Hailwood driving. Walker later contributed his time-keeping skills and management experience to the Embassy-Hill, Hesketh, Penske, Copersucar-Fittipaldi and Wolf teams, and briefly in 1975 with businessman Harry Stiller he ran an elderly Hesketh car for a rugged Australian newcomer named Alan Jones...who by 1980 would become the Williams team's first World Champion Driver.

For many years, Walker had been contributing charming insider race reports for the respected American monthly magazine 'Road & Track', and this sustained his presence at Formula 1 races worldwide until very recently, long after he had given up direct racing team support. Two generations of American F1 fans have been nurtured by his writing. Both the Californian editorial team and their readership adored him, and to them he exuded British charm, knowledge, humour - and class...

Robert Ramsay Campbell Walker was born on August 14, 1917. His father Campbell, was heir to the Johnny Walker whisky fortunes. His mother, Mary Marshal Ramsay, came from a family with business interests in tea and rubber trading. Cam Walker died in 1921, aged just 32. His widow subsequently married the much older Sir Francis Eden Lacey, long-time secretary of the MCC, and Rob Walker and his three-years older brother John grew up on the extensive Sutton Veny estate near Warminster in Wiltshire, which his mother and stepfather had bought upon their marriage.

Rob was taught there initially by a governess, and after failing to secure a place at either Eton or Winchester, his education continued at Sherborne. He was, by his own admission "...academically hopeless. I could never even master joined-up writing. I have printed everything out longhand all my life..."...as his later editors will testify. But he was a natural ball player, tall, lean and athletic.

His fascination with fast cars stemmed from a visit, aged 7, to the 1924 Boulogne Grand Prix. Briton B.S. Marshall won the preliminary event and his wife happened to be seated in the grandstand beside young Walker, explaining every move to him. When two French Chenard-Walcker cars (sharing his surname) dominated the main race it was an intoxicating experience...

While at Cambridge University, Walker qualified as a private pilot but was promptly banned for life after taking all the jumps during a Cottenham point-to-point meeting in a Tiger Moth biplane... Trying to prove that his Delahaye coupe - which had four speeds in both forward and reverse - was just as fast either way, he overturned it at around 60mph... backwards.

He sprinted and raced at Brooklands both a supercharged Lea-Francis car and an ex-Prince 'Bira' Delahaye. In 1939 he co-drove the Delahaye in the Le Mans 24-Hours classic with Ian Connell, taking over at 8pm - suitably "dressed for dinner" in an impeccable dark blue pin-striped suit and tie, then opting for informal Prince of Wales check for the Sunday morning stint. The Delahaye's pedals had burned Connell's feet so badly that Walker had to drive for the remaining 12 hours, his feet protected by water-soaked rope-soled plimsolls. He finished eighth...

He joined the Navy on the outbreak of war, as an ordinary seaman. He was accepted as an FAA pilot and flew Gladiator, Skua, Roc, Swordfish and Fulmar aircraft before being grounded due to deficient night vision. He survived the torpedoing of HMS *Cleopatra* off Sicily, and the effects of clambering out of a landing Swordfish after "...rather too much gin" - while it was in mid-bounce. The MO's report read "Multiple contusions and abrasions; patient partially anaesthetised at time of accident".

He had married Elizabeth 'Betty' Duncan in 1940, and postwar he kept a promise to her that he would not race cars again. Instead he competed in speed trials and hill-climbs - where cars run one at a time against the clock - up to 1957. He launched his Pippbrook Garage business at Dorking, Surrey, where his team prepared his cars for drivers including Tony Rolt, Reg Parnell, Peter Walker, Peter Collins, Roy Salvadori, Tony Brooks, and Jack Brabham... When Salvadori first test-drove a Formula 2 Cooper-Climax and declared that with a little more power it could threaten an F1 car on a tight circuit, Walker personally funded a project to produce a Formula 1 'special' to contest the 1957 Monaco GP - in which Jack Brabham finished 6<sup>th</sup>. From this, tap-root Cooper cars developed to secure two consecutive Formula 1 World titles in both 1959 and 1960.

Walker's always impeccably dressed figure became a familiar sight on pit counters around the racing world, expertly manipulating three stopwatches at a time, while Betty Walker naturally kept the lap chart. His courteous affability cloaked an intensely committed and capable efficiency. Above all, he was a naturally friendly person, and a racing enthusiast to the core, as Sir Stirling Moss says: "I have never heard anybody speak ill of him - which is pretty unusual in our sport, even back then. On his passport beside 'Profession' it said simply 'Gentleman', and that sums him up. He was a terrific friend - and I am going to miss him terribly..."

He is survived by his wife of 62 years, a daughter and son

Doug Nye.



## Norah Tyrrell

Readers will be sorry to hear that Norah passed away on the 20th May.

## Bill Higgins 1942-2002

Better known for his exploits in Ginettas, Bill was a keen Cooper enthusiast and never parted with the T-39 Bobtail he bought in 1966.







## Cooper Theme and Cooper Racing Class at Shelsley Walsh Speed Hillclimb 1st/2nd June 2002



Thanks to a kind invitation from the M.A.C. we were given the opportunity to put on a Class to show the history and development of the Cooper Marque at their National Hillclimb Meeting in June. Special Guests included Sir Stirling Moss, 'Smoking' John Rhodes, Roy Golding and Ray & Marion Rowe. Visitors to the Club Stand also included Simon Taylor, Don Thallon, Adrian van de Kroft, Terry Wright & Ed McDonough. History was made during the afternoon when Graeme Wight Junior broke the outright record taking it down to 24.85 seconds in his Gould V6 ~ the first sub 25 sec time.

But back to Coopers! The class had been somewhat reduced due to casualties at Monaco and Pau on the previous two weekends but eleven Coopers took part in the handicap event for the Club's Memorial Trophies and five cars were on static display. The weather was very kind with hot sunshine for both days which helped to attract a large crowd. Sir Stirling made some demo runs in various cars including Mike & Steve Lawrence's Cooper JAP.

Those competing were:- Dave Morgan T-1, Richard Hirst Cooper MG T-21, Shirley Monro Mk4, Mike Lawrence Mk9 Spl., Steve Lawrence Mk8, James Holland Mk8, John Dent Mk6, Roger Willoughby Mk7 V twin S/C, Steve Lister Mk8 V twin, Alan Biggar FJ T-59, Reg Broome Bobtail T-39. Those on Static display were:- Tim & Ewan Cameron Mk2, Graham Little FJ T-52, Adrian van de Kroft Monaco T-49, Paul Busby ex Siffert T-82 Cooper BRM and John Rhodes 'Works' Mini Cooper.

Running so many diverse cars in the class against handicap proved to be great fun and Reg Broome scooped first place on his last run, followed home by Steve Lister and Richard Hirst.



Above ~ Eventual Winner on Handicap ~ Reg Broome in his 'Bobtail'  
Right ~ Richard Hirst ~ Cooper MG views the task ahead!



Above ~ Paul Busby's beautifully presented T-82 ex Siffert F2 Cooper BRM  
and John Rhodes Mini Cooper at the Club Stand.  
Right ~ Alan Biggar's T-59



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## Letters Page.

### 'Darwin and all that' or 'How the Club First Evolved'

Dear Richard,

I thought you and the Members might be interested in the following. One evening in 1978 a telephone caller asked me about starting a Cooper Car Club. Yes ~ it was a good idea we said, and agreed to meet at the Steering Wheel Club in Shepherds Bush, Mayfair to talk it over.

Three of us sat down to an excellent meal and discussed the matter of a committee etc. The end of the evening saw me as Hon. Sec. & Treasurer, and John Patey as Chairman, two other chaps were voted in as Competition Sec. and Archivist. Shortly afterwards the Motoring Press were informed and reports followed as to how and where enthusiasts could join the CCC. Three months later letters began arriving from 14 different countries plus 50 enquiries from the UK. We were surprised and gratified by the response. Many of the questions we were being asked concerned the lack of new spare parts availability. We put owners of used spares in touch with those who wished to purchase them, which was another good reason for forming the Club, it was bringing together Cooper Owners on a World Wide Basis.

At about this time I bought the remains of the Cooper Norton Mk7A and a rebuild was started. My business at that time was making foundry patterns and the supply of various items for obsolete British racing cars and motor cycles. At a Committee Meeting it was decided to start a Cooper parts remanufacturing business and the task was allocated to me. Work began immediately and new patterns were made for the Artillery wheels for F3 500cc cars along with new brake back plates. Bunch of Banana wheels were soon added and then Cooper Bristol ones.

We decided we should organise a 'Get Together', which was held at a pub in Ferring not far from John Cooper's home. It was a success; about 30 members turned up with 9 Cooper Cars. John, 'Whiskers' Owen and Jack Knight along with other from the Works joined us.

Shortly after this a good friend and his wife offered to help with the 'office work' which saved me having to write letters every day and with their assistance a NewsLetter was started. Membership rose to 106 with many overseas members from Europe, USA, Canada, South Africa, Australia and New Zealand.

After a long battle by telephone with the then Sec. of the BRDC we were able to arrange a demonstration run at Silverstone on British Grand Prix Day ~ 33 different Cooper cars were there. John Cooper commented that he had never seen so many of his cars in one place before. We also had a Club display at the Brighton Car Show organised by the 'Classic Car' magazine; 8 Coopers were on displayed. A demonstration also followed at Brands Hatch. As we continued an Annual Dinner became a winter fixture.

So briefly, this is how it all began nearly a quarter of a century ago. If any names have been left out, this is accidental, it was very hectic and a long time ago. I'm happy that the Club has returned to England, I've rejoined and those running it are doing a superb job.

Yours Dr. Grahame Fleming.

**Editors Note.** Dr. Fleming has written several motoring books and is in the process of compiling an '**Encyclopaedia of Cooper Cars**'. Can any one help with pictures of 'Cooper ERA', 'Cooper Aston Martin' (previously Bristol engined cars) and Cooper Monaco 'Can Am' cars. Letters etc. can be forwarded to Dr. Fleming via the Club.

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### 750MC Mallory Park March 10th.

This was the season opener for the FJHRA Miller Oils Championship and saw a strong contest for second place behind Michael Schryver's uncatchable Lotus 22. Simon Armer's BMC powered T-56 was out during qualifying leaving Steve Smith's Ford engined T-59 to uphold Cooper honour with second place after being bumped up the gearbox by Michael Hibbert's Lotus 20 which retired with a burst oil cooler.

### HSCC Donington Park 7th April.

Coopers had a tough time this weekend on an increasingly slithery circuit. Steve Smith was highest placed of the marque in 6th. Mechanical problems saw a variety of leaders fall by the wayside as Bruce Montgomery spun on Lap1, Mike Hibberd broke a rockershaft on Lap4, Edwin Jowsey stuck in gear leaving Hugh Chalmers to take the chequer in his Lotus 22.

### VSCC~BRDC Silverstone 13/14th April.

Cold weather dogged this early meeting ~ John Beasley (Brabham BT4) managed to hold off Rod Jolley's Cooper to take the Pre 65 Race. Member Brian Speake, snapped this Cooper Maserati at the meeting. Alan Baillie had a nasty accident in his T-71.

### AMOC Brands Hatch 5/6th May

Simon Armer was highest placed Cooper in 3rd place with his T-56 in the FJ race. Class wins were taken by James Culver Mk10 F3 and Ken Collins T-56.



### 500 O.A. Speed Hilclimb. Wiscombe Park.

Jon Brough swept to victory in the F3 Class in his JAP engined Mk 5 after mastering his new set of tyres, while John Dent won the Over 500cc Class in his supercharged V twin Mk 6 from Terry Wright in his Walton JAP V Twin. Terry is on a visit from Australia, touring the UK Hillclimbs. It was disappointing that no Cooper FJ or 1000 cc F3s were entered leaving Duncan Rabagliati an relatively easy win in his Alexis from Josie Bishop in the very pretty 2 stroke rear engined Sauter. Robert Ede made FTD in his Pilbeam Dunnell. The weather was kind and as usual a very eclectic collection of cars from Richard Fry's Veteran Buick, David Morris's ERA, Tim Wellock's Hardy Spl. and a host of VSCC members in Austin Seven's, Bentley's and a variety of chain gang variants made it an interesting day.



John Dent lights up his inside tyres braking for 'Martini'  
PAJ Photo



Jon Brough looks as if he may visit the Bluebells exiting 'Martini'  
PAJ Photo



From Left  
Terry Wright tries  
Guy Murray's  
other Cooper, Norton  
powered for size. Jon Brough's  
victorious Mk5  
and John Dent's  
'Blown' V Twin  
JAP.

## Snetterton 18th May

James Culver took 3rd place in his F3 Cooper Mk10 at the HSCC Meeting Formula Three Race headed by Roy Hunt (Martin) and Rod Delves (Kieft)

## Monaco Historique 19th May

**Adrian Van De Kroft** reports from Monaco ~ While lying in 7th position (driving T-51 F2/7A/57 Ex Rob Walker) and with some margin for improvement I have been pushed into the barrier coming out of the Ste Devote corner, just coming up the hill to the Casino. Driver OK (bar a stiff neck) but the car has been severely damaged. We will make every effort to have her on her wheels again at Goodwood Revival for which she has been invited, but it will not be possible to have her ready for Shelsley. I am very sorry since I understand that Sir Stirling Moss is to be at Shelsley and this car had been driven by him in period. PS. Sir Stirling did rather well at Monaco !!

Regards Adrian

**Coopers** seem to have been taking a bit of a bashing so far this season! Monaco saw Duncan Dayton blow his T-67s engine while dicing with Schryver's Lotus 22. Duncan Mockett was the highest placed Cooper in the FJ race to finish 5th in his T56. Len Selby in his T-56 came away with a clean sheet and finished 15th out of a grid of 34, 4th in the drum braked class. Flavien Marcais drove superbly to finish 3rd in the Pre '61 Race and Rod Jolley drove the wheels off his T45/51 to take 3rd in the Pre '66 Race.

## Pau 25th May

Flavien Marcais powered the Cooper Bristol to a narrow win by 2 secs from Brosnon's ERA R14B in the pre '59 GP race, while Rod Jolley spent most of the Pre '66 race on three wheels taking another first place. Sid Hoole came a good third in his splendidly vociferous ex Bonnier T-66 V8. Adrian van de Kroft took a Class win in his Bobtail ~ some consolation for all of his recent mechanical and accident damage.

Rod Jolly battles past a BRM at Pau.

PAJ Photo



## 27th April Brands Hatch with the 750 MC

1st Simon Frost Cooper Mk5, 2nd James Holland Cooper Mk8, DNF Niel Hodges Cooper Mk8

## 18th May Snetterton with the HSCC F3 500 Race.

3rd James Culver Cooper Vincent, DNF Robert Culver Cooper Mk8 Vincent, DNF Shirley Munro Cooper Mk5 JAP  
DNF Simon Frost Cooper Mk5 JAP, DNS Niel Hodges Cooper Mk8 JAP.

## VSCC Donington June 8th & 9th

The pre '61 G.P. race saw John Clark as highest placed Cooper in his T-43 after Flavien Marcais Cooper Bristol broke while in the lead. In the pre '66 race Rod Jolley finished 3rd (T45/51) with Sid Hoole 5th (T-66) & Barry Cannell 6th (T-53).

In the Sports Car Races Ted Williams, John Harper & Frank Sytner in the '50s Race made it a 3rd, 4th and 5th finish in their Monacos and in the Drum Braked race, John Clark came 3rd overall and won his class in his Bobtail. John had shot into the lead from the fourth row of the grid and might have held onto it had it not been for a missfire which slipped him down the order.

## AMOC Snetterton June 9th

Len Selby took a class win in his T-56 during the FJ race.

## Ex Employees Reunion.

The Annual reunion organised by Roy Golding took place on the 7th April in Denmead. Approximately forty ex employees and friends gathered for lunch and a chin wag. Dr Grahame Fleming brought along a large collection of photographs and various bits of memorabilia passed among those present. John Rhodes, Roy and Colin Darby then kept us entertained. As our event was taking place Sir Jack Brabham was being entertained on his birthday by Art Evans and friends at the 'Fabulous Fifties Club' in Marina Del Rea, California. By prior arrangement, toasts were exchanged across the 'Pond'! Well done Roy! Can't wait for next year.

Right ~ Colin and Roy entertaining the troops!







## From The New World



**Jimmy Domingos'** winter rebuild of his T-52 seems to have gone very well. First time out at the HSMA Spring Meeting he took the Checker in 1st place by a margin. The car ran in natural all finish as Jimmy is deciding on the final color scheme. I understand he is experimenting with the 'Cooper Racing Green Formula' published in Vol 1 Iss 3.

Jimmy is still researching the car's history and believes it was driven by **Josie Van Prag** (later Mrs Tolhurst) in '82 or '83.

Jimmy Domingos jimmy.karol@attglobal.net



Jimmy Domingos at HSMA Spring Meeting

At the CVAR Vintage Races at the Texas World Speedway on May 3-5, the Coopers of **Robert Hoemke** (T59), won one heat race, beating FFs and other FJ/FCs. **Edward Ziegler**, out with his T76 for the first time (former Hoemke and David Cooper car, 65 F3 20, in FC trim) qualified 2nd on the grid, with Hoemke third. The T76 lead for two laps in race. **Bob Merrill** (T52 owner/driver) worked on race prep and final engine assembly on both cars before the successful weekend.



Left  
Edward Ziegler in 'Button Hook'  
at Texas World Speedway

Right  
Race Start in Group 3 (FJr, FC, FF, FV) with  
T-59 up front and T-76 running third.  
Hoemke in T-59 won the race going away,  
T-76 had the lead for several laps.



### Bob Akin 1936 - 2002

Bob Akin has died following a severe testing accident at Road Atlanta on April 26th. Bob will be remembered for his two wins at the Sebring 12 Hours and six visits to Le Mans where his best finish was 4th in 1984. Bob sold up his family Hudson Wire Company & International Conductors in 1989 to Phelps Dodge Corporation to concentrate on Akin Motorsports which he founded in 1980. Bob was from the school of Gentleman racers ~ "We were Gentleman Racers together" said Paul Newman, "Bob was at the cutting edge of historic racing which has become a huge sport"

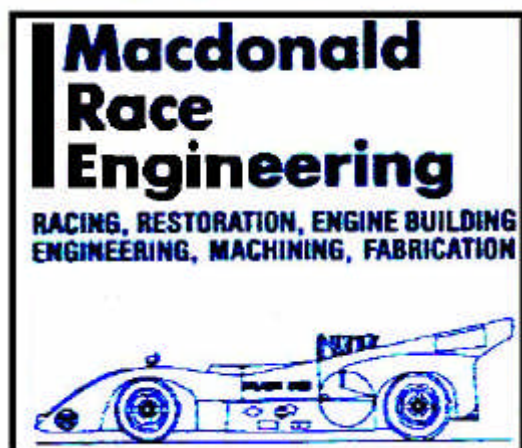
Bob was a regular competitor in his Monaco CM-5-59. Our sincere condolences to Bob's wife Ellen and his family.

### Boris Said 1932 - 2002

Boris or 'Bob' was a much travelled racer ~ from Palm Springs to Senigallia in Italy and everywhere in between. Although Bob's name is synonymous with Oscas, he did run 500cc F3 Coopers for a time; on one occasion air freighting the car from New York to California only to flip it at Palm Springs. Boris was accompanied by his lovely companion Claudia Hall who regularly graced the pages of glossy magazines. Boris recalled that a certain Mr S. Moss stole his lass! Despite this or perhaps because of it ~ Boris borrowed the same Mr Moss' Cooper to take a 2nd and 4th at Snetterton in 1953.



Bob at work enjoying his  
Cooper Monaco.



Macdonald Race Engineering  
Alexandra Works,  
50, Clarendon Road,  
London. England.  
N8 0DJ  
T+44(0)208 889 1633  
F+44(0)208 889 2315



# Wine County Classic

## Sears Point Raceway June 1st & 2nd.

A number of members and Cooper owners took part at this Meeting. Jim Brown had the Bobtail out in the Race #3 for Sports Racing Cars '55-'60. Dirk Layer's Birdcage Maserati lead for lap one before retiring, leaving the win to Pat Orosco's Lola Mk1. Jim came home 21st behind a strong field of 28. Dave Springett in his Monaco was down to run but did not start.

Three Coopers ran in Race #4 for Formula Cars '57-'64. Art Herbert (#79) finished second in his T-56 to Dane Baker in his much later Lotus 27. Jimmy Domingos finished 10th in his freshly painted T-52 (#49) and John Burnham came home 18th in his T-51 (#51)

Pictures by Karol Andrews.



Below Left.  
John Burnham T-51  
Below.

Jimmy (T-52) lifts an inside wheel  
scurrying through the chicane with Art  
(T-56) hard on his heels.



## Louis Vuitton Classic at Hurlingham. 8th June.

This is perhaps 'The' Society Motoring Event of the Year in England and I think this was the first time that the Cooper marque has been represented. The event is a Grand Concourse with a parade around the narrow path ways. This is followed by a splendid party with celebrity entertainment. This year there was a Class for Formula 3 500cc cars and Club Members David Woodhouse, Pete Wright & David Holland exhibited there Coopers. The spectators were overawed by the sound and smell of the methanol and castor oil burning engines with open exhausts and encouraged the drivers to 'Peel Out' over and over again. David Woodhouse's car won the Class and David was asked to help judge one of the other Classes. A great time was had by all ~ hopefully we will have some pictures for the next issue.



# 'Out ~ Back!'



We don't seem to have a lot of items from Australia for this issue as the Season is now over and the winter rebuilds etc are taking place. However we do have a number of visitors in the UK just now. Don Thallon is campaigning his Lister Jag on the European scene and he paid a visit to the Club Stand at Shelsley Walsh to say hello. Don will be taking part in the Historic Sports Car Race at the British Grand Prix. Also Terry Wright is sampling the 'British Hills' with his Walton JAP. I have met him at several events and he seems to be having a grand time.

Right ~ Terry enjoying 'Sawbench' at Wiscombe. PAJ Photo



# P a u P i c s



Above.  
Barry Cannell T-53 (#31) & Brian Jolliffe T45 (#47)  
jockey for position.

Below.  
Brian Jolliffe catching Tania Pilkington T-43 (# 3)

Above.  
Rod Jolley T-45/51 Hanging the tail out!

Below.  
Ted Rollason T-53 (#20)



Below.  
Max Beels T-41 (#17) & Martin Eyre T-43  
(#18)



Above.  
John Harper T-51





## More Shelsley Pictures



Above Right. Moss leaves the line in Mike Lawrence's 500.

Above Left. 'Doc' Willoughby on Twin Rears

Left Alan Biggar T-59 negotiating 'Top S'



Steve Lister enters 'Bottom S' Mk 8 V Twin.

Dave Morgan T-1 & Richard Hurst T-14 Last minute instructions from Mike!



Left & Far Left

Graham Little's  
T-52 FJ and  
Engine Bay detail

Right  
500s Gather  
Ready to Push  
Start down the  
incline.



Below.

Cooper Maserati T-51(F11/16/59) on sale at the  
Goodwood Festival of Speed Auction by Bonhams.



Above Right. I couldn't resist including this pic of Paul Busby in his ex Siffert T-82.

# The Cooper Bristol Conundrum.

Dear Richard,

I respond to your request for a few words for your readers on the recent Cooper-Bristol question.

Cooper-Bristol owners and drivers were surprised to receive, on the day following the 2001 Goodwood Revival, an HGPCA newsletter announcing that an investigation would be conducted into the Cooper-Bristol "question", apparently following complaints about the performance of C-Bs received from owners of later and more powerful Formula 1 cars in the pre-1961 GP class.

The substance of the complaints apparently was that C-Bs were regularly outperforming the later Formula 1 cars, out of keeping with relative performance in period and causing the spectacle to suffer, as a result of which some European circuits were evidently threatening to refuse to invite the HGPCA (or Cooper-Bristols) to some meetings, and some owners of later F1 cars were threatening to refuse to enter historic GP races organised by the HGPCA in which C-Bs were included. There was also a suggestion of disturbance to sponsorship, although it was unclear how aware or distressed sponsors were, other than by the reported controversy itself.

Complaints centred on the unnaturally strong performance of Cooper-Bristols in HGPCA pre-61 front-engined single-seater races, alleging that both Mk1 and Mk2 forms had benefited substantially from engine and suspension development.

Measurements had already been taken of all cars, and in fact none was found to be substantially out of line compared with specifications as set out in contemporary factory literature, or with the appearance of cars as photographed racing in the 1950s.

What has certainly happened is that over the last 50 years engines have benefited from the use of lighter and stronger materials, but who could name any class of engine that has not? That being said, can anybody swear that Mike Hawthorn's Mk1 Goodwood car, running on a nitro mix, was any less powerful than Bristol engines today?

In order to address the HGPCA's concerns, the late Spencer Flack proposed formation of a C-B owner/drivers' group, of which he suggested I should be the spokesman. We met as a group in early January 2002, and showed the HGPCA the period photos and Cooper factory material. During the discussion we also agreed 13 parameters proposed by the HGPCA.

The position today is therefore that FIA Mk1 and Mk2 Cooper-Bristols should have no difficulty at all meeting the measurement points set out by the HGPCA for 2002/2003. Whether compliance will slow the cars down is another matter. Realistically it is unlikely: the young semi-professional C-B drivers of today are arguably more skilful than their enthusiastic but essentially amateur counterparts of the 1950s, and certainly more competitive than a number of 250F drivers racing today, whereas in period the situation was reversed.

Despite a bumpy winter, prospective entrants to historic GP racing can take encouragement that the issues have been worked through and agreed. A number of FIA C-Bs are for sale (one of my two Mk2s included, because I need only one!): these cars are truly fantastic in the wet, when horsepower is far from king, relatively inexpensive to buy and run, and are a sure-footed learning car for anyone considering a historic GP racing debut amongst like-minded and sensible drivers.

Go for it!

Michael Parr



**"A Fine Pair of Bristols !"** PAJ Photography +44(0)1453 521835

Michael, Many thanks for your contribution to the cause ~ I think it's appropriate to quote from Gregor Grant's book *Formula 2* on the first outing of the Cooper Bristol at Goodwood in 1952 :-

***"Easter Monday, 1952 at Goodwood saw the debut of the Cooper-Bristols in racing. Sensational is really the word for that now historical first appearance, and the daily Press carried banner headlines concerning the new car and the young man who rocketed to stardom almost overnight, Mike Hawthorn."***

A 1,2,3 finish in its first race against strong competition shows just what a sensation the C-B was when it first raced. During that season several new circuit records were set by the Surbiton cars while taking convincing victories. At Boreham, Mike Hawthorn headed Villorosi's F1 Ferrari for many laps in the Daily Mail International Trophy Race. Woody.



## 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](mailto:simon.karen.frost@tinyworld.co.uk)

**David Cooper** Original patterns for Mk4 parts. **Free** shipping cost only. [vintage8@aol.com](mailto: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.

E mail [paul.busby@northmid.co.uk](mailto:paul.busby@northmid.co.uk)

**Max Fisher** 500 F3 parts, F2 & Bobtail ,brake part recon. Phone/Fax +64 (0) 9 5342245

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

**Aurora Bearings** Tel +1 630 859 2030 Fax+1 630 859 0971. Aurora Bearing Co.,970, S.Lake St., Aurora, Illinois, 60506. USA.

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

**BMC 1098 motor, to XSP spec.** Dyno time only since rebuild, 103 hp @ 8000 rpm. Has all steel bottom end; includes clutch, Weber 40DCOE and manifold, dry sump pump and pan. Tom Ellis, +00 1 (303)449-9112 day or [tellis@dellepro.com](mailto:tellis@dellepro.com)

**Curtis Patience** Metals Smithing & Photography, + 1 (510) 886 3826 (CA.USA) [stop@juicebrakes.com](mailto:stop@juicebrakes.com)

## Technical Tit Bits.

### JAP Engine Parts.

Some of these are getting much harder to find. Can we start a notice board for 'I Need This' and 'I Have This Available'? I'm sure with E mail and post we can spread the parts around to those who need them from those that have an over supply or are manufacturing them. Contact [woody@coopercars.org](mailto:woody@coopercars.org) to post a note with what you have or haven't got!

So far we have had several members send in lists which have been circulated by E mail and found new homes very quickly. Keep the information on Wanted and For Sale coming in and we will help redistribute them.

**Thanks to Roy Golding**, for starting off the 'Club Collection of Cooper Drawings'. 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.

The Drawing 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'

**David Woodhouse's** ex Ivor Bueb Mk 9 Cooper Norton was featured in Vintage Racecar.

**Motor Racing Photographer Michael Cooper** has a webpage of his work at [www.motorsportimage.co.uk](http://www.motorsportimage.co.uk) there is also a link to the Klemantaski Collection.

**Rodney Cummings** was in Brixham on the 1st July to collect a ride-on garden tractor/mower. Whilst loading by the road-side who should come by but **Ginger Devlin** ! He glanced at the tractor as he passed, and Rodney remarked that the engine was at the wrong end! They talked "Coopers" for twenty minutes or so and Rodney says it was good to see Ginger looking well after major surgery last year .

**Sy Lauret & Dave Springett** will both be at Laguna Seca with their Coopers. Sy in the Le Mans Bobtail and Dave in his Monaco. They would be pleased to talk Coopers to any visitors.

**Ferret** *Fotographics*  
The Old Bull, Woodmancote, Dursley, Glos. GL11 4AF. U.K.  
Tel/Fax: 44 (0)1453 543243

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Mobile: 07752 226097

# 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** ~ a Formula Junior or F3 1000cc for restoration and personal use ~ woody@coopercars.org

# For Sale !

**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  
**T-14** Cooper MG 10/55/50 License Plate JBG 660 XPAG 6833 Engine Tom Berent +44 (0) 208 4553640  
**T 15** Mk5 /51/51 Beautifully Restored. Extensive USA race history. 001 (804) 282 7407 ebgraham@erols.com  
**T 15** Mk5 /41/51 Famous European and Australian F3 car with JAP engine, Fully restored and immaculate with spares. Brian Read Tel/Fax Aus. (03) 5439 5296. reedtorq@bendigo.net.au  
**T 15** Mk5 ex Bob Gerard, Norton 500 Don Hall +61 893 862436  
**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 Fiskien Tel +44(0)2075 843503 Fax +44(0)2075 847403 E mail cars@gregorfiskien.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 (703) 591 2985 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 43** Ch.# F2/8/57 ex Works/Salvadori 2 Litre. Fresh Engine, FIA. Hall&Bradfield Tel +44(0)207 589 8787 Fax +44(0)207 581 4588  
**T 49** Monaco 2ltr 1959 Tel +44(0) 1572 821047  
**T 51** Ex Noel Hall Australian GP car. Maserati 200S eng. Grgeor Fiskien Tel +44(0)2075 843503 Fax +44(0)2075 847403 E mail cars@gregorfiskien.com  
**T 51** F1 ex Yeoman Credit. T +44(0)192 322 0370 E neil@ndr.ltd.uk  
**T 51 Maserati.** F1-13-59 Ex Scudia 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 59** Ex Tim Mayer Chassis # FJ/7/62 Fax +1 707 938 5707  
**T 61** 298 King Cobra Monaco 1963 Tel +44(0)1256 760256 Fax +44(0)1256 762415  
**T 67 (65)**FJ x Revson FIA PapersTel/Fax +44(0)1243 512122  
**T 67 (65)**FJ FIA Papers Tel +44(0)207 629 1898(D) +44(0)1980 629301  
**T 67 (65)**FJ-5-63 Duncan Dayton's Car Contact +44 (0)1480 861233 E hooleracing@i12.com  
**T 72** F3 1964 ex J.Bernusset Team Swaelens L.Selby Tel/Fax + 44 (0) 1525 270347 Mob: 07752 226097 E-mail leselby@freenetname.co.uk  
**T 75** F2/8/63 Cosworth SCA ex works .Fax +31 72 5719621 jur.van.amsterdam@deepdrill.nl  
**T 81** F1/4/66 Maserati. Ex G.Ligier, Ready to race. Fax +33(0)491794547 guikasgtc@claranet.fr  
**T 86B** F1/1/68 3ltr V12 BRM, Works Car with FIA Papers Tel +44(0)1480 861233 Fax +44(0)1480 861313 E mail hooleracing@i12.com

## Jack Mayes has the following for sale.

**T-11** Mk4/50/50 Fitted replica streamliner bodywork encouraged by JNC.  
**T-15** Mk5/51/50 First Mk5 built. Ex: Bob Woodward, Ian Raby.  
**T-27** Mk7/1L/53 Stretch Mk7 1100cc (Nameplate incorrect Mk8).  
**T-42** Mk13/4/59 Last F3 number. Ex Alexis DuPont, Hap Sharp.  
100 East Bellevue Place,Chicago,Illinois 60611.USA.Tel 312-642-9450 Fax 312-642-9870 E mayesinc@rcnchicago.com

Manx.  
JAP alloy.  
JAP Mk1 alloy  
Beart Manx



## History and Previous Owner Search

I wonder if any members could help me trace the history of the Cooper Monaco that was fitted with a Ford V8 by Ray Heppenstall and run as the Howe Sound Cooper-Ford in 1963/64.

This was apparently an ex-Salvadori car, bought by Heppenstall from Jim Hall less engine early in 1963, then fitted with a 289 cu in Ford Fairlane V8, a Colotti T37 gearbox and sleeker bodywork. It was raced in late 1963 and in 1964 by Heppenstall and Bob Holbert in Nassau and US east coast races. I would appreciate any information on the subsequent history of the car, although it is possible that it was badly damaged by Heppenstall in a crash at Augusta International Raceway (probably 1964) so may not have survived at all.

Note that Heppenstall also owned a Monaco briefly around 1967, which would have been a different car.

**Pete Stowe.** E-mail: [pete.stowe@lineone.net](mailto:pete.stowe@lineone.net) Tel. +44 (0) 1453 845318

Dear Woody,

I noted in your last email that there is research being done regarding Coopers in the Can Am series. Even though my Cooper Monaco did not officially enter a Can Am race, Al Reading [a Canadian driver] who owned my car at the time, drove it in a Can Am support 50 lap race at St. Jovite in 1966. Many of the official Can Am entries also drove in that race. Unfortunately he was hopelessly outclassed with only a 2 liter Coventry Climax engine. I have a picture from a Canadian magazine of poor Al being lapped.

Also we are in the process of freshening up my Monaco and I am trying to decide on a color scheme. My car, before it left England in 1964, was owned and hillclimbed by Josh Randles. It is shown and pictured in both C.A.N. May's "Speed Hillclimb" and in another book called "Uphill Racers". In the latter book it is shown on a trailer in aluminum but in May's book on page 160 it has a distinct color scheme. Since it is shown in black and white, I wonder if anyone knows what the color is or if anyone knows how to contact Josh Randles.

**Terry Hefty** 8558 Baseline Road, LaFayette, CO 80026. U S A E Mail [twhefty@peakam.com](mailto:twhefty@peakam.com)

**John Helliar** is trying to trace the history of a Cooper Cobra. Mike Coombe and John have discussed the car and both think it was based on a T66. It was definitely an ex-Bonnier car (owned by Rob Walker) though they don't know whether it had been a works team car (McLaren or Maggs) before it passed to Walker. John believes the history after Bonnier is:- acquired by Dr John Axon who installed a Ford Cobra 28(4727cc)V8 engine and 4-speed Hewland 'box. Used by Axon in club libre events in 1965. Sold to Jim Charnock in 1966. Jim used the car in libre events at Aintree, Silverstone and Mallory (and maybe Cadwell or Castle Coombe). John used to help Jim, hence his interest in what became of the car. Sold to Mike Coombe who also used it in libre events before he acquired a Lola T70. Sold and believed used in hill-climbing (in Scotland?) Mike runs Midland Racing Models in Rugby (see ads MotorSport etc.) and he is also curious to know where the car is now. John Helliar [cjhelliar@hotmail.com](mailto:cjhelliar@hotmail.com)

**Graham Little** has a very nice St. Christopher on his car's dashboard. Inscribed 'Brew Brothers Ltd' ~ Can anyone shed any light on its origin?

Contact Graham on [cortrade@aol.com](mailto:cortrade@aol.com) or via the Club.



More news on the Cooper Racing School badge! An old school friend of mine, Roger Fowler, came on the Club Stand at Shelsley and asked if I knew anything about them. Just before we left school, Roger had apparently written to John Cooper asking for a job. He received a very nice reply declining his request but enclosing one of the enamel badges, which he still has. The Badges were presented to those who had successfully completed the training course at the Cooper Racing Driver School.

Roger did later gain employment at MRP working mainly on Lolas, I believe.

## Cooper Car Club Regalia

Part #	Description	Price £	
CCC 1	Cooper Car Club Decal	2.50	ea
CCC 2	Cooper Car Club Race Suit Patch 4 color	3.50	ea
CCC 3	'World Champions' Decal	2.00	ea
CCC 51	Pin Badge	3.50	ea
CCC 52	Cooper Cars by Doug Nye, 4th Edition Paper Back. Not yet available.		
CCC 54	Leather Key Fob	5.00	ea
CCC 56	Window Sticker John Cooper Garage	2.00	ea
CCC 76	Umbrella	30.00	ea
CCC 148	Race Suit Patch 'Cooper' 2 color	2.50	ea
CCC 248	5" Cooper Decal	2.00	ea
CCC 249	2" Cooper Decal	1.50	ea
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
CCC 511	Wheel Centre Badges With Holes & S/S screws	6.00	ea
CCC 511	Wheel Centre Badges Without Holes	5.80	ea
CCC 681	Limited Edition Print-Jack Brabham Monaco '59 By Nicholas Watts 63.5x 82.5mm. <b>Signed by</b> Jack Brabham and Nicholas Watts.	25.00	ea
CCC 1000	'Cooper Years' Unique Books	15.00	ea
CCC 1001	'Formula 500' Unique Books	15.00	ea
CCC 1002	'Formula Junior' Unique Books	17.00	ea <b>New Item</b>
CCC9947	Felt Baseball Cap Cooper Logo	14.00	ea
CCC HJ	'Harrington' Designer Label Lightweight Jacket 60's Style. Cooper Logo. Tartan Lining	30.00	ea

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