



COOPER CAR CLUB

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Newsletter
Volume 2
Issue 1
March 2002

Diary Dates 2002

500 OA Wiscombe

11th May

Shelsley Walsh

Cooper Theme Event

1st/2nd June

Louis Vuitton Classic

Hurlingham 8th June

Prescott Historic

Hillclimb 9th June

Goodwood 2002

Festival of Speed

12/13/14 July

Circuit Revival

6/7/8 September

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Forward and Beyond !

Very Best Wishes for the New Year, and many thanks to all of you who have sent your subscriptions in already. I regret that the Secure Server and Credit Card facility is still not working. The original provider is no longer able to support the service and I am having to start again with the Club's Bankers to set up a new facility. I hope this will be operational in a few weeks. Apologies for any inconvenience in the mean time I am accepting any currency notes or cheques. I am holding several renewals where members have sent their card details through and will process these as soon as the new system is working. Members will find attached to this Issue a copy of the first years accounts and report.

Australia and New Zealand are in the middle of what appears to be a busy season, judging from the reports on there events which I am receiving; please keep the reports rolling in from wherever you are.

As I was closing this issue to print, the sad news of the death of Spencer Flack came through. Details inside.

We have had a good response to the Club Chassis Plates being available again and several members are in the process of qualifying for a plate. Keep the applications coming and permanently identify your car.

We were very pleased to receive an invitation from the M.A.C. to support their Cooper Theme Meeting at Shelsley Walsh in June. Full details are on page 2.

This will be the first experimental 'Mailing' of the NewsLetter by E mail as an Adobe Acrobat File (pdf). If anyone has problems with this method of distri-

bution, please let me know and I'll make sure you have a copy by post.

I'm receiving so much copy from Australia and New Zealand that I've devoted a page to each Country. As soon as I get the volume to justify it I will continue this for other geographical and National Areas. Lets have more copy from far and wide.

We still have quite a list of 'Lost Contacts' below and any help with bringing them back into the fold would be most welcome.

Lost Contacts.

Can you help me to contact these people?

- Peter Klein**, East Hampton, N.Y.
- Bill Higgins**, Boston, UK,
- 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.
- Sean Murphy**, San Jose, CA.
- 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.

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

The MAC meeting on this weekend will include a 'Cooper Car Class' to be run on handicap. There will also be a Static Display of Cars at the Club Stand in the Spectator Area and a Parade of Cooper Cars during the Lunch break on Sunday the 2nd.

Stirling Moss has indicated that he will be there on Sunday the 2nd and will compete/demonstrate Cooper Cars he has raced.

Any one who is interested in taking part in any of the above should contact me ASAP to confirm their interest so I can keep you posted. We are looking for a representative cross section of cars to show as many types as possible. Cars with a 'Moss' or 'Shelsley' history will be particularly welcome. I would also like volunteers to help me man the Club Stand. Any one who is willing to offer me a guest drive will be even more welcome !!!!

Time Warp T-56 Comes Home.

Andrew Taylor and father in law Peter Green have just brought home to the UK an interesting T-56. The history so far is as follows. Believed to be an MRP FJ, then sold to Trevor Blokdyk in South Africa. It was raced in F1 in South Africa with a 1500cc Alfa Romeo engine including the 1962 Natal and Rand Grand Prix's . The car was a Hoffman Racing team car. Later it was converted to Lotus Twin Cam power.

Following Trevor's demise it was sent to the States and has been there in storage since the early 70's. The photos clearly show the Ford Twin Cam engine fitted by Trevor in the early 1960's together with the modifications he had to make to the rear damper top pick up point. When it was picked up in the States it still had newspapers stuffed in the carburettor trumpets which were the Johannesburg Star March 1973. The car looks very original in every way including Trevor's crash helmet. The car is currently finished in red with a white stripe, traces of pale blue and dark blue can be seen beneath this.

Does anyone have any further information that they can add to the cars history or that of Hoffman Racing? See Pics on page 4. Andrews Home Tel # +44 (0)1628 665055 E.Mail a.taylor@rotarysouthern.co.uk

Monza Historic Festival Cancelled.

The rebuilding of the pit and paddock complex at Monza for the 2002 Grand Prix is running so far behind schedule that the Coppa Intereuropa meeting has been called off. This included rounds of the FIA Lurani Trophy for Formula Junior Cars.

VSCC 'British Empire Trophy' Meeting June 8/9th

Donington Park is the venue for the VSCC flagship event this year with Bentley and Lola being featured marks. Of interest to Cooper competitors will be races for pre 1966 rear engined F1 cars and pre 1954 drum braked sports cars. The event will also mark Tom Wheatcroft's 80th birthday and the 25th anniversary of the re opening of the circuit. An F1 Jordan, 2001 Le Mans Bentley and Murray Walker will also be present.

500 OA Wiscombe Park 11th May 2002

After a rest in 2001 due to the Foot & Mouth precautions, the 500 OA Speed Hill Climb returns to the calendar in May. Classes for Formula 3 500cc and all other types of cars and motorbikes. The VSCC event at this venue is on the 12th May so you could make it a double header. If you can't compete why not volunteer to marshal? Event Secretary. Carol Foster, Lower Bucehayes, Post Lane, Cotleigh, Honiton, Devon. EX14 9HZ. +44 (0) 1404 861414

Bugatti Owners' Club Historic Speed Hillclimb Meeting 9th June.

CCC Members are invited to this meeting which is primarily for Post War, Pre 1970 cars, Sports, Sports Racing and Racing. Details from Allan Cameron. Prescott Hill, Gotherington, Cheltenham, Glos. UK. GL52 9RD. Tel 01242 673136. Fax 01242 677001 E mail club@bugatti.co.uk

Letters Page.

Hi Woody,

Many thanks for your Christmas message and I trust 2002 brings you good health and enjoyable racing. Please find attached a photo of my very original Mk4 Cooper Jap 1100 (Ex John Crouch - 1951 Australian Grand Prix) - Chassis 10/42/50, in action at Wakefield Park in NSW Australia on 24 November. **See Picture-Page.** The meeting was a HSRCA event with some 350 historic cars attending. After a poor start on Friday practice (the original 1950 off / on switch was shorting out and I was oscillating between one and two cylinders - very disconcerting suddenly having full power come on partly through a corner), the car ran well in Saturday racing. With some new jets and slides recently purchased from AutoCycle Engineering (the original 1950 parts are probably a bit worn by now), I am looking forward to an even better showing at the January Oran Park meet (by the driver, not the car). The next HSRCA event is in January 26/27 at Oran Park in Sydney. Best Wishes John Gale.

Dear Woody,

A Happy New Year to you and the Members of the Club. Please note that the Glacier Top Ball Joints I can supply fit all Rocker Arm Cars Types 71 through to Type 86.

Paul Busby, Bakehouse Farm, 1, Church End, Nether Broughton, Melton Mowbray, Leicester. England. LE14 3ET
Tel/Fax +44(0)1664822807 E mail paul.busby@northmid.co.uk



Dear Woody,

My T-39 is now in the UK. This is believed to be the Works Car that went to Peter Gregg at Brumos Porsche in Jacksonville, Florida. Peter had three T-39s, two of which were converted to 'Poopers'. My car next went to SCCA racer Al Lochtefeld of Dayton Ohio and on to me in 1974. My brother Don, has driven the car at Elkhart Lake & Lime Rock. I'm in Australia for the Shelsley Walsh Meeting but perhaps Don can come over and drive the car.

Yours, E.Dean Butler. Cincinnati, Ohio & Droitwich, Worcs.

Remembering the 'Farnham Flyer'

Dear Richard,

A group of the 'Farnham Flyers' admirers marked the 43rd Anniversary of his fatal accident at Farnham Cemetery on the 22nd January. Tim Ely, a friend of Mike Hawthorn's who still owns Mike's first race car a 1934 Riley Ulster, lead the ceremony. The 'Farnham Herald' carried a picture and report in it's 25th January issue. Pictured are Ray Southon, Terry Kitson, Tony Haynes, Tim Ely, Tim Miers & John Markey.



Yours, Terry Kitson

Right.
Terry and Friends at
Farnham Cemetery.

Left.
Mike at Silverstone
in 1953.
Photo
Ferret Photographics





Left
John Gale, Mk4 Cooper Jap 1100
Chassis 10/42/50, in action at
Wakefield Park in NSW Australia on
24 November 2001



Right & Below
T-56 which Andrew Taylor has just re imported following it's long so-
journ in South Africa and the USA. See page 2 for story.



Left
Graham Little in his T-52 at Mallory Park.

Left Below
Howard Banaszak's Stable.

Types 21 & 52.



Book Reviews

‘Sports Car Races in Southern California’ by Art Evans

Art’s latest book, a hard bound 11”x 9” landscape volume, complements his earlier works perfectly. This one gives a detailed history of 22 of the ‘legal’ motor sport venues used during the ‘50s and the race meetings held there. Art’s flowing style makes easy reading of all this factual information which is liberally illustrated with period photographs and many reproductions of the Race Programs of the meetings. Study of these Race Programs reveals a wealth of detail for those interested in the ‘who, where and what’. The similarities between the development of Post War amateur and semi professional racing in California and Europe are quite striking. The predominance of European Sports and Formula 3 cars on the West Coast gives this book a much wider appeal than its title might lead one to expect. As this is a limited edition, don’t delay!

Orders via e-mail PhotoDataResearch@yahoo.com VISA and MasterCard, include number and expiration date.

Orders via post Photo Data Research, 800 S. Pacific Coast Hwy., Suite 8#332, Redondo Beach, CA 90277, USA.

Price: \$65 plus \$5 shipping and handling.



‘1946, And All That’ Photography by Guy Griffiths, (Text by Anthony Pritchard).

This is another of those ‘Must Have’ limited editions that Palawan Press do so well. Exquisitely produced in a cloth bound and embossed cover with sleeve, it recounts pictorially the motor sporting events of 1946 through to 1953. The four hundred splendid Guy Griffiths’ photographs are put in context by the text of Anthony Pritchard. There isn’t a lot more you can say about such a magnificently produced volume ~ buy one quick before they are sold out. Apart from its unique collection of pictures it has to be a very sound investment.

Palawen Press. +44(0)207 371 3060 or www.palawan.co.uk £ 125.00

Formula One ‘Unseen Archives’ Photographs from the Daily Mail Archive (Text by Tim Hill)

An admirable attempt to publish the Daily Mail’s motor racing picture archive. The pictures (over 800) are great with a wealth of unpublished material particularly of the 1950-1970 period. Unfortunately the captions lack the depth and quality of detail that the pictures deserve and there are some notable howlers for the keen historian to spot. Nevertheless the pictures make it worth the bargain price at which it is being offered by most retailers. Typical Price £10.00
Parragon Press, Queen Street House, 4, Queen Street, Bath. BA1 1HE England. ISBN 0-75255-663-0

Bruce McLaren ‘Life & Legacy of Excellence’ by Karl Ludvigsen. Forward by Robin Herd

Karl Ludvigsen is a notable author of biographies, particularly in the world of Motor Sport, where Moss, Stewart, Fangio, Gurney and Ascari have previously been subject of his attention. This 250mm x 250mm volume in hard back with nearly 300 pictures is a fascinating insight into the life of an exceptional man. RRP £ 25.00

Haynes Publishing, Sparkford, Yeovil, Somerset, BA22 7JJ England. ISBN 1-85960-824-8



Stirling Moss ‘The Authorised Biography’ by Robert Edwards.

It’s taken me a while to get to this most worthy book. In fact the girls in my office bought it me for Christmas before I got round to buying a copy ~ a very pleasant surprise! Packed with a multitude of pictures and interesting facts and figures this is a must for those who admire perhaps the most complete driver of them all. ISBN 0-304-35904-1 Cassell & Co.

Left.

Moss preparing to move from the paddock to the starting grid at the 1952 G.P. at Bruxelles. Photo George Dardenne.



CORNER

The Gebbies Pass Hill Climb 1949 & 2001



In 1950, the New Zealand motor sport magazine "Sports Car" highlighted the extraordinary performance of a new car that had just entered our local racing scene. It was a purpose built racer, that within 2 months had gained 4th place in the 1st New Zealand Grand Prix, a class win at the N.Z. Sprint Championship and 2 wins at Summit Road Hill Climbs at Gebbies Pass. The car was of course the Cooper 500 and it was piloted by Bill Lee. At that time it was competing against the best racers in N.Z. ~ piloted by the likes of Green, Jackson, Hoare, Lupp, Logan and Ransley. It should be no surprise that 51 years later, another Cooper 500 should achieve the Fastest Time of Day on part of the same course that Lee was so successful on in April 1950. This time it was piloted by Craig Pidgeon, competing against some strong competition and experienced drivers.

The 2001 course was a new one for the Vintage Car Club of just over One Kilometre, set out along Summit Road just above Gebbies Pass at the head of Lyttelton Harbour. The event was run as an evaluation experiment with the Rallies & Trails Enthusiasts Club (RATEC) over a course first used in 1949 for the Canterbury Hill Climb Championship. A number of significant Historical Repeats were achieved in the four classes which were run for Vintage, Post Vintage, Post War and Post 60 cars.

Tom Clements did the Treble by driving the same car he did in '49 and also by repeating his result of being slowest time of the day! In '49 his Fiat 501s ran out of fuel but in 2001 he made the finish with prudence! The ex Tony Bruges Vauxhall 30/98 was driven by Tony in '49 and by John Newell the current owner in '01. Mark McFadden drove the 260M Zephyr which in a previous life had been the 'Pat Hoare Singer Special' which Pat drove in the '49.

Craig Pidgeon, driving his JAP powered Mk10, was pressed hard by Jeremy Stace in his quick E Type Jaguar, Graeme Hamilton in his Ace III and Mark Mc Fadden in the 260M Zephyr.

The event proved to be very popular with drivers and the sealed road encouraged many seldom seen cars out of hiding to make it a most interesting and varied entry. We hope a successful relationship with RATEC has been started with the potential of providing a much wider variety of Speed Events and venues in the future.

Results.

Vintage:	John Newell	Vauxhall 30/98	1.01.40
Post Vintage:	Geoff Owen	M.G. NA Magnette S/C	1.02.02
Post War:	Craig Pidgeon	Cooper Mk10 500	52.59
Post '60:	Jeremy Stace	Jaguar E Type	53.06



Craig Pidgeon takes F.T.D.

Canterbury Car Club PDL Ruapuna 3rd February 2002.

Race 14 Class 3 for Historic Sports and Single Seaters, brought out several Coopers. John Campbell in his T-59 won by just over a second from Graeme Hamilton's Ace 3. Leonard May in T-52 was 5th, Craig Pidgeon Mk 10 was 7th, Bill Watkins T-23 was 9th and David Silcock Mk 9 V twin DNS. Craig reports that he had a very pleasing result for the smallest car in the field. He had a close dice with a 8C-35 Alfa pushing him through the corners but didn't have the steam to keep with it down the straights.



The picture looks a bit like 'David v Goliath' or a 'Whale giving birth' or even "Craig! Be careful you don't go up his exhaust pipe!!!"

(Ed. Craig it must be those new cams which are making it go so well!)

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Kent. United Kingdom. ME19 6DR



'Out ~ Back!'



FJ / 12 / 61

Don Thallon is trying to piece together the detailed race history of his Formula Junior 12/61. He has the story as from the time when the car was imported into Australia from the USA by John Caffin in '83, but the American history is not known in detail. The car was delivered to E.E. Mayer and driven by Tim Mayer in '61 & '62, it then passed to Chris Bristow in '63 and then Steve Glickman, Ray Martinelli and Tim Caulfield.

Can anyone help Don with the when, where and results of the cars race appearances while in the USA??

Don is at Po Box # 3066, Newmarket, Queensland 4051, Australia.

Don is making a trip to the UK this year to race his Lister Jaguar in UK and European Events. I can forward information to him while he is in the UK.

Australia Day 'Motor Sport' Awards.

Ron Tauranac, has been made an Officer of the 'Order of Australia' for his services to Motor Sport.

Neil Street, was awarded the 'Order of Australia' for his services to Speedway.

Oran Park Race Meet January 26-27th, 2002

Once again, the HSRCA has kicked off a new year with the first historic race meeting in Australia in 2002. Entries tend to be a bit lower than our other three events later in the year, partly due to some people still trying to wind themselves up after the Christmas break. Also I'm aware of a few who find the heat of January in Sydney a bit too much, although in my opinion we got quite lucky this year and while it indeed was a bit hot sitting on the dummy grid on Sunday, I didn't hear of anyone suffering too much. And except for a few showers dampening Friday's private practice, everyone enjoyed a dry track all weekend. Race 5 was an 8 lap Handicap for K & L Sports and Race Cars, Willis in the Mildren Cooper came 4th with Andrew Halliday (Cooper Norton) 9th and John Gale 14th. Longes in the T-51 made Fastest lap but DNF. Race 15 was a 10 lap scratch race for K & L cars and was won by Longes in the T-51, Andrew and John had a ding dong battle for 9th & 10th place with John just taking it by 0.27 secs! The Mildren DNF. Race 26 saw the same Coopers facing each other again for another 10 lap duel ~ this time the Mildren finished 1st, 0.16 secs ahead of the T-51 with John 12th and Andrew going out on lap 1.



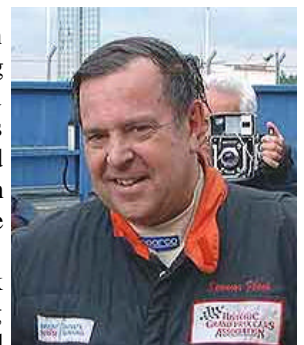
John Gale checking the 'Knicker Elastic', or is it an Ansonia clock mechanism?

Phillip Island Race Meeting February 23-24th, 2002

This was to have been one of a series of high profile Historic Meetings leading up to the Australian Grand Prix. Many cars, never seen before in Australia, had made the long journey to take part. During the 6 Lap Historic Grand Prix Car Race on Saturday, Spencer Flack, driving his BRM P25, crashed exiting Siberia Corner and died from his injuries. Spencer was well known in the UK driving various cars including his bright red Cooper Bristol and T-53. Spencer's love of Historic Racing was equalled only by his interest in planes. He had been a Red Arrows Pilot and associated for many years with Flack Air and the Old Flying Machine Company and it's Brieling Fighters which have been a feature of the Goodwood Circuit Revivals.

Spencer was running close behind Julian Bronson's Lister Chevrolet as they started to overtake back

markers. It would appear that during this manoeuvre two cars touched and the BRM was launched into the air. Spencer was thrown out before the car landed and burst into flames. We will all miss Spencer's bright and cheerful presence in the paddock. Our most sincere condolences to his wife Carol and his three daughters.



**Spencer Flack
1942 ~ 2002**

Spencer winning the VSCC Rothschild Memorial Race at Silverstone April 2001 in the BRM P-25.

The Car was the only remaining P-25 in which Jo Bonnier won the 1959 Dutch Grand Prix.



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

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

Technical Tit Bits.

Cooper Bristol Geometry.

Feed back from ex Cooper Car Employees confirms that the 'Period' Factory Settings for the front suspension geometry was 5 degrees of castor and 1.5 degrees of positive camber with the car dry and less driver. So there's a start ! Does anyone have any info on the Solex carburettors used on the '52 and '53 cars? Was the accelerator pump fitted and if so was it actually used?

Formula Junior Handling Problems.

Jay Nadelson is having some problems sorting out the set up on his T-43 ex Phil Bostwick. Can some one give him some tips? The car has severe oversteer. It wants to spin on both left and right turns especially on acceleration. Jay is at Nadelson@alum.mit.edu , Tel Daytime +1 212-433-7766. His mechanic is Brad Capshaw bcracecraft@aol.com Tel Day +1 203-375-5140.

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 to post a note with what you have or haven't got!

'Overheard at the Pit Counter'

Ex McLaren T-60 out in 2002

Chris Smith, Westfield Sports Car boss, will contest the HGPCA Pre 1965 Championship in the ex Bruce McLaren T-60 owned by Tony Mantle of Climax Engine Services. Powered by the 1.5ltr FWMV V8 this is the car in which Bruce won the 1962 French G.P. at Rheims.

"Of the three front engined Scarabs built, only five survive today !" Courtesy of Doug Stokes

Where Now? Information received to date would indicate that Roy Lane still has one of his Coopers in pieces (a restoration project one day perhaps) and that his T-56 FJ/21/62 is currently with member Peter Jackson.

TED WALKER
Ferret
fotographics 

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Wanted !

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Home Farm Cottage, Abbots Morton, Worcs.UK WR7 4NA Tel +44(0)1386 792755

Lancia Apia V4 Engine for ex Agostini T-52.Contact Bob Dew fax +44(0)1359 232553

T-59 Road Wheel. Mike Brookes Fax +44(0)115 9229336

John Penner would like help with engine plates for his short stroke Norton jkpenner@juno.com

T-26 Mk7 Stretch Chassis for restoration. Fax +44 (0)207 376 3547. E jamesmaitland_cook@hotmail.com

Original Minilite wheels. 2 off required 13". Eisenmann, 1095 Highland Drive, Elm Grove, Wisconsin 53122.
Milwdick@Aol.com

Pat Morin is looking for a drive shaft and two Hillman Imp quill shafts for his Mk 8 Cooper JAP ex Jack Mayes.
E-mail panic@wanadoo.fr

Urgently Required ~ a Formula Junior for restoration and personal use ~ woody@coopercars.org

For Sale !

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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 Fisken Tel +44(0)2075 843503
Fax +44(0)2075 847403 E mail cars@gregorfisken.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 F2/6/57 FWB Climax FIA Papers. x George Wicken Tel +44(0)1233 840935 Fax +44(0)1233 840911
E mail davidgbrown@btinternet.com

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 Fisken Tel +44(0)2075 843503
Fax +44(0)2075 847403 E mail cars@gregorfisken.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 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.

Manx.

T-15 Mk5/51/50 First Mk5 built. Ex: Bob Woodward, Ian Raby.

JAP alloy.

T-27 Mk7/1L/53 Stretch Mk7 1100cc (Nameplate incorrect Mk8).

JAP Mk1 alloy

T-42 Mk13/4/59 Last F3 number. Ex Alexis DuPont, Hap Sharp.

Beart Manx

100 East Bellevue Place,Chicago,Illinois 60611.USA.Tel 312-642-9450 Fax 312-642-9870

E mayesinc@rcnchicago.com

History and Previous Owner Search

Keith Brown has recently acquired a 1951 MKV Cooper JAP (500 O.A. Reg. # 016). He is trying to trace the following previous owners:- 1973 - Stephen Gough of Stafford, 1972 - Brian Stead of Stourbridge, Worcs., Dates unknown - Lance O'Connell, Dates unknown - Colin Green - The car finished third in the John Parker Series 1970 driven by Colin Green. kewbronuk@aol.com Tel Home +44 02083 375761

Curtis Patience is trying to build up the history of Mk10/19/56 which originally had a Norton Long Stroke # H11 M2 541053 before starting on a restoration. The chassis and parts were bought in the Bay Area of California by Curtis's Father some years ago. The chassis plates looks absolutely genuine. Can any one help? stop@juicebrakes.com



Adrian van der Kroft has two cars which have a limited history ~ he would love to fill in some earlier detail. His T-39 has a limited history in that it is an original 1955 1100 cc car, which had remained in the hands of the Azevedo Family (Portugal) from the very early 60's until recently. Their ownership is well recorded and the car is well known in Portugal. However the missing part is the history from 1955 until the acquisition by the family. Can anyone help with this?

Adrian's T-49 is an even bigger mystery. The story so far is that in 1987 a Massimo Colombo of Monaco bought a number of cars in the USA which were shipped to Europe in a 40 foot container. The whole lot as such was bought by Count Zanon of Turin who found in the container two dismantled Monaco's, a Lotus 23 various engines etc. Unfortunately Columbo died and his widow was not able to supply any information. During restoration by Sid Hoole it was found that the car had been driven with a V8 engine; it proved to be the Buick V8 not in Adrian's possession, but which was also in the container. Also there were signs of the car having been transformed to LHD. Possibly this car may be the Ward/McKee Cooper-Buick. If this was proved to be true then it is possibly the Monaco that Mr Ward bought from Jack Brabham and put in the tweaked 4.1 litre Buick engine. But apparently there has been another Monaco that has been "uprated" with a Buick engine. However all this remains to be confirmed and Adrian is hoping our Members in the USA may be able to help. Adrian van der Kroft kroftuk@ukonline.co.uk Tel +44(0)1732 746238

Jimmy Domingos and Karol Andrews have come up against a stone wall with their research into the history of their T-52 Mk1 FJ. The car has been traced back to the late Stephen Langton who raced the car in Monoposto with 13" steel wheels and disc brakes. The car has a Jack Knight Ersa box—pics of serial numbers shown. Can any one help with the pre Stephen Langton history? Eric Priestley remembers putting the car back to original spec for Rod Tolhurst in the early 80's but who owned it before Stephen Langton ?



Fond Memories of Riverside
Photo by
Sy Lauretz

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	25.00	ea
	By Nicholas Watts 63.5x 82.5mm. Signed by Jack Brabham and Nicholas Watts.		
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 New Item
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

Application forms are available to members only for **Cooper Car Club Chassis Plates and Security Codes**.

The cost of issuing a Chassis Plate and Security Code is £ 30.00 and for a Security Code only £ 10.00.

Full details are in Volume 1 Issue4

Prices include postage and packaging to UK and Europe. Please check for addition charge for heavier items to other countries.

Sterling Cheques/Postal/Money Orders to "Cooper Car Club Ltd" Or by credit card at www.coopercars.org or dollar bills by registered mail.

There are limited stocks on some of these items which will not be repeatable, so first come first served.

Now Overdue ~ Subscriptions thru to Dec 31st 2002

U.K. & Overseas Membership £ 15.00 (\$ 24.00)

If you haven't paid yet, please do to ensure you receive the next NewsLetter.

Cheques/Postal/Money Orders/American Dollars to "Cooper Car Club Ltd"

NAME :- _____ ADDRESS :- _____

Zip / Post Code: _____

TELEPHONE HOME: _____

FAX:- _____

Email:- _____

Cooper Cars Owned.

Type #

Chassis # (500 OA Reg #)

Description.

Previous Owners.

Members Only

Club Constitution.

When I took over the Club from Dave Cooper, I set it up as a Limited Company in the UK. 'Limited' so that Members were protected by our Company Law from liability (limited to a maximum of £1.00) in case of the Club being wound up or ever going into liquidation. Being a Limited Company does mean that I have to go through some formalities at the Financial Year End; a small inconvenience for me to ensure your peace of mind! I have two co Directors who are respectively an accountant and solicitor.

Although our Club is so International and E mail / Postal based, I am obliged to hold a formal AGM which probably takes less than five minutes to do the following:-

To Receive Apologies, Receive the Directors Report & Accounts, Reappoint the Directors, To confirm the Directors decision to take advantage of the exemption from Statutory Audit and to transact any other business of an AGM.

COOPER CAR CLUB LIMITED

A Company Limited by Guarantee - Registered number - 04137340

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 31 DECEMBER 2001

	2001	£
Income		
(including subscriptions, sale of club regalia and donations)	<u>3,829</u>	
Expenditure		
Costs of regalia	878	
Newsletter costs	1,188	
Postage	1,008	
Depreciation	81	
Other Administrative Costs	<u>407</u>	
	<u>3,562</u>	
Surplus for the year		<u>267</u>
BALANCE SHEET AS AT 31 DECEMBER 2001	2001	£
Fixed Assets		<u>729</u>
Stocks of Regalia	394	
Trade Debtors	440	
Cash at Bank	<u>336</u>	
Current Assets		<u>1170</u>
Current Liabilities		
Unsecured interest free loan with no terms of repayment	<u>1632</u>	
Net Current Liabilities		<u>(462)</u>
Net Assets		<u>267</u>
Profit and Loss Account		<u>267</u>

The directors have taken advantage of section 249A(1) of the Companies Act 1985 in not having these accounts audited, and have confirmed that no notice has been deposited under section 249B(2) of the Companies Act 1985. They acknowledge their responsibilities for ensuring that the company keeps accounting records which comply with section 221 of the Companies Act 1985, and for preparing accounts which give a true and fair view of the state of affairs of the company at 31 December 2001, and of its profit or loss for the financial year in accordance with the requirements of section 226 of the Act and which otherwise comply with the requirements of this Act, so far as applicable to this company. The accounts were approved by the Board on 19 January 2002 and signed on its behalf:

AC Cotton

Director

19 January 2002

NOTES TO THE ACCOUNTS

1 Accounting policies

The accounts have been prepared under the historical cost convention in accordance with applicable Accounting Standards.

Income represents subscriptions, sale of club regalia and donations received in the year.

Fixed Assets are stated at cost less depreciation at a rate of 10% per annum, which is estimated to write off the assets over their useful lives.

2 Profit before Tax

No remuneration was paid to employees, directors, officers, or auditors.

3 Fixed Assets

	£
Trophies (“John Cooper” and “Owen Maddox”) at cost	810
Less: Depreciation for the year	<u>81</u>
Net Book Value	<u>729</u>

4 Limited by Guarantee

The company is limited by guarantee. In the event of the company being wound up each member has undertaken to contribute a sum not exceeding one pound sterling.

Directors Report.

The directors are pleased with the way the Company’s first year has gone. The level of membership has been well up to expectation and the NewsLetter seems to be well received by Members, the Motoring Press and interested parties. The position has been helped by sales of a range of Cooper related regalia. If current levels of Membership can be maintained and increased, the future of the Club, custodianship of the database of cars and archive seems assured. Cost savings in distribution of the NewsLetter in 2002 should help the Club to build up a small reserve to extend the facilities enjoyed by Members.

Directors appointed on formation standing for re election. Richard Neale, President, Company Secretary, and Managing Director. Tony Cotton, Accountant. Duncan Rabagliati, Solicitor.

NOTICE IS HEREBY GIVEN that the Annual General Meeting of Cooper Car Club Limited will be held in the Club Tent at Shelsley Walsh, Worcestershire on 1st June at 13.00hrs for the following purposes:

1. To receive apologies for absence
2. To receive the report of the directors and the accounts for the year ended 31 December 2001.
3. To re-elect the directors of the Company
4. To confirm the decision of the directors to take advantage of the exemption from statutory audit
5. To transact any other ordinary business of an Annual General Meeting

Nominations for the positions of director should be received by the secretary 21 days before the meeting. A member of the company entitled to attend and vote may appoint a proxy, who need not be a member, to vote on his or her behalf.

Vote by Proxy.

I would urge you to vote by proxy if you wish to exercise your right to vote ‘For’ or ‘Against’ any of the above resolutions. (The Club Tent is quite small!)

To do so please write or E mail, stating ‘For’ or ‘Against’ Resolution 1, 2, 3 or 4. Make sure you include your Membership Number.

Member’s Name..... **Membership #**.....

Resolution 1	For	<input type="checkbox"/>	Against	<input type="checkbox"/>
Resolution 2	For	<input type="checkbox"/>	Against	<input type="checkbox"/>
Resolution 3	For	<input type="checkbox"/>	Against	<input type="checkbox"/>
Resolution 4	For	<input type="checkbox"/>	Against	<input type="checkbox"/>

Signed.....**Date**.....