



Volume 1, Issue 2

Newsletter

August 2001

# COOPER CAR CLUB

17, Waterlaide Rd, Hartlebury, Wörce. England. DY11 7TP

☎ 00 44 (0) 129 925 0227 📠 00 44 (0) 121 557 4177

✉ woody@coopercars.org 🌐 www.coopercars.org



## Making Progress!



Well, a lot seems to have been happening since issue 1; we are reaching that point which I believe is called 'Critical Mass'! We have a good number of Members who have paid their dues and if these are renewed in 2002 we will have a self supporting nucleus for the Club. We are trying to be as inclusive as possible and mail out to all Cooper owners and interested parties so that we can try and keep track of cars and their owners but with the current income from dues it will not be possible to be so inclusive for much longer!

I guess this is the 'Gypsy's Warning' or 'Wake Up Call' to those of you who haven't sent in your dues yet!

On a similar note, we have had a marvellous response from many of you who have donated most generously to the Memorial Trophies that we commissioned for John and Owen, but we have not yet covered the cost of these. Any one who has not yet donated and wishes to please do.

A report on the Memorial Race appears later in the NewsLetter but I am already working on a suitable venue for next years race. To make our activities as International as possible I thought it would be appropriate to find a venue

outside the UK and along these lines have written to Steve Earle to see if Laguna Seca could host a Cooper One Make Race in 2002. As yet I haven't had a response but if any of you have any influence there please use it to promote the idea. Any suggestions for alternative venues either for 2002 or later would be most welcome.

Many thanks for the copy and pictures which you have sent in ~ please keep them coming!

We seem to have a slight bias towards Formula 3 Cars at the moment ~ lets see if we can redress the balance. The NewsLetter is your opportunity to reach the Cooper Community.

Richard Neale.

### Mystery Picture in Volume 1 Issue 1

John Cooper was talking to Ian Mills the Dunlop Tyre Designer who later became a Member of Parliament. Ian is unfortunately no longer with us.

### Remember :-

You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.

Good judgment comes from experience. Unfortunately, the experience usually comes from bad judgment.

There are old pilots and there are bold pilots. There are however no old bold pilots!

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## Competition Reports

### Rockingham Inaugural Meeting May 26/28.

Cooper history was made when the first race at the UK's newest race circuit was won by Frank Sytner and Simon Hadfield co driving the ex Moss Cooper Monaco. Pole sitter Hadfield took the early lead breaking away from the field with Tony Dron (Ferrari Dino 246S), Alan Minshaw (Maserati T61 Birdcage) and James Diffey (Lola Mk1). In damp conditions Hadfield and Dron swapped places several times before the driver change, when thanks to a lightning driver change Sytner inherited a comfortable margin which he held to the finish.



### Mount Equinox. Vermont 9th June.

In 1953 the Carthusian Order of Monks allowed a timed ascent of their 5.2 mile drive by Vintage Race Cars. Just how an Order who live a reclusive, silent life of deprivation became involved with Race Cars is not clear but this event is now an annual gathering of the faithful to race their pre '59 cars under the watchful eye of the Vintage Sports Car Club of America .

Skyline Drive, which is open to the public for a toll of \$6 from May thru October, is a narrow steeply ascending switchback with very few safety barriers and breath taking scenery. The event is a very relaxed open event with competitors and spectators mingling in the paddock without restriction. The outright hill record is held by a Formula 1 Cooper Climax. A very mixed assortment of cars showed up this year on a very pleasant sunny day. Everything from a Bugatti T35B, Allards, XK120s, Kurtis 500S, Lester MG, ERA R1B and Dave Cooper's Cooper Mk 4 graced the paddock. Dave's Cooper is usually very competitive against the bigger cars but this year his performance was a little restricted by a leaky oil tank. It's a pity there was only one Cooper at this years meeting ~ let's hope we can encourage a few more Coopers out for next years event.



### VSCC Cadwell Park 10th June.

The Shuttleworth & Nuffield Trophy race for pre '55 race cars saw an early battle between Kenneth White in his Cooper Bristol and John Ure (ERA R9B). Ure out sprinted pole man White from the start and they battled for first place until the red flag suspended battle temporarily. On the restart White lead away but was soon over whelmed by the ERA in a brave manoeuvre around Coppice. It took White two laps to regain the lead which he then held to the finish, Neil Davies brought his Cooper Bristol home in third place.



## Brands Hatch BRDC Historic Sports Car Race June 30/July 1st.

Frank Sytner's ex Moss coil sprung Monaco was supreme again when it confronted perhaps the strongest field of historic sports cars yet assembled. The Brand's Grand Prix circuit saw an epic dual between Sytner and Simon Hadfield entrusted with Sytner's other Monaco with conventional suspension.

Sytner and Hadfield shared the front row with John Harper's Monaco on the second with Hardman's 246S Ferrari. Minshaw's Birdcage, two Listers and the Ecurie Ecosse Tojeiro took up the next two rows and John Clark's Bobtail was some way back amongst the Lotus 17s.

Hadfield lead of the line closely followed by Pearson in a Lister but by the time they reached Paddock Bend, Sytner had them both with an inside manoeuvre into the hairpin. Hadfield chased and harried until a suspected oil seal failure ended his race and Sytner took the flag. John Clarks Bobtail finished 7th winning its class.



## Goodwood Festival of Speed.

Clive Burtwell kept the Cooper flag flying by winning his class of the 'Downhill Soap Box Derby' in his 'Cooper Streamliner T-92'. Clive narrowly beat the 'Prodrive P1+' driven by Lars Sexton.



## Book Review.

**BACKFIRE** - The History of the Bristol Aeroplane Company Motor Club.

Written by Pete Stowe (co-author of Castle Combe Circuit - the First 50 years), is due to be published at the end of June.

In addition to tales of rallies and trials, and of speed events from 1945 at Filton to Castle Combe today, it also covers the creation of the 500cc Formula 3 at a Club meeting in 1946, including memories from surviving original Club members. The book traces the origins of the formula, that led to the rise of the world championship winning Cooper marque, from the local pre-war CAPA racing to the formation of the 500 Club, the forerunner of the BRSCC.

Previously unpublished photographs include the Issigonis / Dowson Lightweight Special at Filton in 1945, with a youthful, beardless Denis Jenkinson among the onlookers.

The foreword is by Stuart Turner and the book is 40 pages, soft-cover and includes 8 colour and 19 b&w photographs. Retail price will be £4.50 plus £1 p&p UK,

From Pete Stowe, 8 Laxton Drive, Kingswood, Wotton-under-Edge, Gloucestershire, England. GL12 8SQ



## Auction News.

**H&H 6th June**

**LOT 44 Cooper M.G. Hammer Price £ 15,500**

**LOT 68 Cooper Monaco 289 ci 1963 Not Sold.**



Left  
John Gale's Mk IV being  
driven by a previous owner.  
See his letter.



Dave Cooper's Type 74 is making good progress. His son is trying it for size !



**Snetterton Display.**  
**More pictures from Snetterton in the next issue**



Dave Morgan with the T-1  
and Len Selby's T-56 formed  
part of the display.



Left  
Paul Armstrong in his  
Climax engine Mk V  
See his letter.

Below  
The beginning of a Legend.  
Moss at Monaco



Above Jim Brown's Bobtail at Coronado Naval Air Station C.A.. October 2000. Jack Perkins' Warrior Bristol was also competing at the event.



Left  
Stephen Smith is looking for history of his  
car FJ/14/62. Andre Wicky hill climbed it in  
the late '60s and it was owned by John Pear-  
son who restored it to its current condition.



Right  
'Ancient Pilot' Georges Dar-  
denne keeps in regular touch  
and has some wonderful pic-  
tures. This one is of him  
winning the Grand Prix de  
La Louviere in 1954



Snetterton 50th Anniversary. John Cooper Memorial Race.



## Subscriptions thru to Dec 31st 2001

U.K. & Overseas Membership £ 15.00

Sterling Cheques/Postal/Money Orders to "Cooper Car Club Ltd"

Or by credit card via secure server on our website

www.coopercars.org

NAME :- .....

ADDRESS :- .....

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..... Zip / Post Code: .....

TELEPHONE HOME: .....

FAX:- .....

Email:- .....

Cooper Cars Owned.

Type # Chassis # 500 OA Reg # Description. Previous Owner.

PLEASE RETURN TO:- RICHARD NEALE, 17, WATERLAIDE ROAD,  
HARTLEBURY, WORCS. ENGLAND. DY11 7TP.  
Tel :- +44 (0) 1299 250227 Fax:- +44 (0) 121 557 4177  
Email woody@coopercars.org

## Wanted

**Amal T-27** Carb&Parts Bob Graham ebgraham@erols.com

**T-56** or **T-59**, Dave Rettew, Texas. rettters@aol.com

**Lancia Apia V4** Engine from 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

## For Sale

**T 9** The George Abecassis, HRD engined car. Contact Dave Cooper lfbcooper@hotmail.com

**T 20** Cooper Bristol Chassis # CB/5/52 at Hall & Bradfield Fax. +44(0)207581 4588

**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 36/37** Mk9 Ex Rainey Car. 750cc S/C Manx. Tel. +61(0)3974 41807 Fax. +61(0)3974 05769

**T 45** Ex Gregory/Tyrrell Chassis # F2/2/58 Fax +44(0)207 584 2733 Tel +44(0)207 584 7444

**T 49** Monaco 2ltr 1959 Tel +44(0) 1572 821047

**T 51** Ex Scudia Centro Sud at Hall & Bradfield Fax. +44(0)207581 4588

**T 53** 2.5ltr Lowline Chassis # F11/5/60 Ex McLaren/Brabham 1st USGP. Tel +44(0)207 584 3503

**T 56** Chassis No FJ / 6 / 61 Ex Kurt Bardi/Barry. Ford 1098cc MAE Cosworth Eng. Hewland 5 speed G/box. FIA Papers Chassis rebuilt by P.Denty. Engine recently rebuilt - strong performer.

**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 59** Ex Tim Mayer Chassis # FJ/7/62 Fax +1 707 938 5707

**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

## Lost Contacts.

Mail is being returned from the following; can you help us to contact them?

**Iain Wright**, Glasgow, Scotland.

**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.

**Steven Meyer**, Denver, USA.

**Art Valdez**, Torrance, CA

**Stephen Glen**, Dixon CA

## Regalia

**Race Suit Patches** £ 3.50

**Three Color.**

**Club Decals** £ 2.50

**World Champ** £ 2.00

**Decals.**

**'Cooper Cars' by** £15.00

**Unique Books.**

**'Formula 500' by** £15.00

**Unique Books.**

**Prices include P&P.**

**Available from our Website or by letter/fax/Email.**

## Letters Page

**Paul Armstrong** from Australia writes:-Thank you for the # 1 new newsletter which arrived today. Excellent stuff and most interesting. As you are probably aware, there are a number of Coopers in Sydney and most owners belong to the Historic Sports and Racing Car Association. We promote four meetings a year in New South Wales, which together with three or four interstate meetings keeps most of us quite busy.

You mention a future picture gallery and with this in mind, I enclose a recent shot ( see Picture Page) of my MkV (No.4 of 1951), imported by John Crouch, the NSW agent. The damaged original JAP twin was replaced with a Coventry Climax 1100cc FWA plus 36hp VW gearbox in the late 1950s and the nose was extended by the Elfin Company, to accommodate a radiator - probably thus making it an Australian special. Nevertheless, in this form it successfully competed for many years in South Australia - even came 6th in an Aust. Grand Prix. If nothing else, you will recognize the familiar early Cooper rear wheel behaviour.

Regards, Paul Armstrong

**John Gale** from Sydney Australia writes to say that he has recently acquired the 1950 Mk IV Cooper Jap 1100 imported by John Crouch, who competed in it in the 1951 Australian G.P. The car is unusual as following 18 months of competition in Australia, winning a number of hillclimb and sprint races, John Crouch sold it to the second owner, wheat farmer and racer George Best. George raced it once before seizing a gudgeon pin and then stored the car in a shed on his farm in Western Australia for 32 years, with the engine and gearbox in a drum of oil.

The car has three owners since who used it intermittently (in one case trading the Cooper for an E Type Jag) however all undertaking minimum work on the vehicle. It is accordingly highly original and has never had any major restoration work. The Cooper even bears the body weld scars arising from a quick repair when it was given a tap in the tail by a Masarati in the 1951 A.G.P.!

John purchased the car for \$53,000 AUS and is fortunate that John Crouch, and his mechanic, Gordon Stewart, are both alive and are able to recall some of the details of its early history. It has a polished aluminium body that still bears the stone chips from the AGP race and even has the original leather seat. About the only thing non original are the side mounted mirrors and the roll bar.

The restoration is being approached in a very sympathetic manner (John once worked at Sydney's Powerhouse Museum), and only key high risk items (such as the 50 year old brake lines, some pitted / worn bearings and some original copper braided fuel line) are being replaced with new components, with all other parts being cleaned, polished, inspected and reused. Anything being removed from the car is being suitably tagged and added to a box of spares that came with the vehicle and have been added to since the Cooper was imported.

One of the difficulties John is facing is that vexing issue of bolts. All the bolts are BSF, generally 5/16" or 3/8" and many have various markings on the bolt heads. These include bolts marked 'Woden D H-T' and 'G18' on the lower suspension mounts, 'G8' for the rear drive sprocket and 'BEES 45D55' for mounting the brake drum plate. The availability of BSF bolts in Australia is limited and through a specialist supplier (Classic Fasteners) John has been able to obtain BSF bolts of a BS Grade R specification (100,800 PSI). Finding BSF bolts of a higher specification, possibly to BS Grade T (equivalent to a SAE Grade 5) for use in critical suspension mountings is proving to be difficult. Given that some of the suspension mounting bolts show a degree of elongation John wants to ensure he gets it right.

If there are any owners out there that have sourced BSF bolts of the correct strength and know suppliers whose products can be trusted, John would love to hear from you. He would much prefer to retain the original thread pattern rather than use metric or aircraft standard fasteners.

Another area he would welcome any advice is the fabrication of replacement rear axles. The existing axles are original (Type 1) and have a 1/2" male thread at each end. On strong advice from other Australian owners of such air cooled cars, John intends to manufacture replacement axles and wishes to avoid the horror stories of rear wheels coming off at inconvenient times. He is planning to follow the suggestion of Max Fisher from Auckland regarding the manufacture of new axles (possibly AT28 steel) which are fitted with cap screws at either end, which was the Type 3 axle style. John is however very keen to hear from any others that could advise on the steel, fittings etc for these rear axles.

John Gale's contact details are [jgale@galeplanning.com.au](mailto:jgale@galeplanning.com.au) or fax Australia + 61 2 9264 8181 As an aside, John writes that he has been overwhelmed by helpful advice from all the air cooled owners he has spoken to. Is this a unique trait of air cooled race car owners, or of Cooper owners generally?

**Grahame Fleming** has written offering his ex Cooper employee skills as a mechanic for anyone racing from the southern UK. . Grahame is also interested in pictures and details of the NORJAP engine.

You can contact Grahame on +44 (0) 208 8651 9849

**David Cooper** has come across this unusual enamel badge. Measuring 0.75" x 0.75" it is inscribed "Cooper ~ Racing Drivers Training Division".

The Lower section is in Pale Blue enamel. Does anyone remember these ?





## 50th Anniversary of Snetterton Circuit & John Cooper Memorial Race. 24th June.



John Cooper Memorial Trophy

After a last minute hitch the Trophies which I had commissioned on your behalf arrived on the 21st of June and they looked magnificent. They are Stuart Crystal Punch Bowls measuring about 12 inches in diameter and they are so heavy! The pictures hardly do them justice but we had them on show at the meeting and they were much admired. I loaded up the 4x4 with the 500 O.A. Club Tent, Picture Boards, regalia etc on Saturday ready for an early start. We left at 5 o'clock and arrived about 8. Having found where we were to pitch camp, we unloaded the equipment and setting up our stall. The display cars started to arrive and we set them out around the tent. The number of visitors and the interest shown meant that that I had very little time to look around the paddock and get to see people and had to rely on them coming to find us.



Owen Maddock Memorial

Among the display cars where Tony Robinson's Mk 6 Cooper Norton, Len Selby's T-56 (currently for sale), Dave Morgan's T-1 (The Very First Cooper) and The Strang. Roy Golding had managed to muster a crew of 12 ex employees to visit and it is difficult to tell if they enjoyed themselves more than the competitors who had the opportunity to meet and speak with them! As the weather was so hot (yes ~ blue skies and blazing sun) and The Parade was to take place just before the race, several competitors dropped out of the parade, worried by possible overheating problems. Nevertheless a good selection of Coopers set off for 3 laps of the circuit lead by Dave Morgan in the T-1. Twenty Formula 3 cars made it to the grid for the race, eleven of them Coopers. Roy Golding gave the drivers a pre race briefing and a 'Pep' talk to those with Coopers.

Roy Hunt takes up the story:- *"Practice was sunny but cold and Reg Hargrave in the ex Don Parker Kieft was comfortably fastest followed by David Woodhouse, Cooper Mk9, David Lecoq, Petty, and James Culver, Cooper Mk10. John Turner was struggling in his Mk9, with what turned out to be a blocked carburettor breather and Roy Hunt was content to find the Martin steered straight after its Cadwell Park accident. Race Day was hot and sunny and when the lights turned green Reg gently disappeared into the distance taking a comfortable one second per lap, but behind there was a fine scrap involving Dave Lecoq, Dave Woodhouse Norton powered, James Culver with Vincent power and John Turner. James Culver was gently tailed off and John Turner retired with a recurrence of the carburettor problem. Meanwhile the two Davids' and Roy had a fine race, passing and re passing many times with Dave Lecoq eventually making a splendid second place a mere cars length in front of Dave Woodhouse, Roy further back after a spin. James Culver was next, the Vincent running well, followed by Rod Delves in the familiar JAP powered Kieft, Richard Utley still jet lagged after a flying visit from Texas, Bob Culver, Paul Hewes Mk 8 and finally Graham Murdoch in the splendid but rather smoky FMS. Kerry Horan, Trenberth-Vincent, Shirley Monro, Mk4, David Holland, Mk4, Marek Reickman, Emeryson, Eddie Gibbard, Mk5, David Furnell, Mk4, Neil Hodges, Mk8 and David Saxl, Bardon Turner, failed to make the finish but appeared to enjoy themselves. The Aston Martin Owners Club put on a splendid meeting full of historic atmosphere and in a very pleasant and cordial manner. It was a privilege to be there."*

I'm sure everyone who was there will concur with that Roy. Many thanks to all those who brought cars for display, took part in the race, came to support us, donated to the Trophies and those at the AMOC who made it possible. We look forward to another race for the Trophies next year. I am looking for a suitable 'International' venue for 2002. Suggestions welcomed. Perhaps with a little more time to organise the race we can arrange to have a full grid of Coopers.

John Cooper Memorial Trophy 2001~ Reg Hargrave, Parker Kieft. Owen Maddock Trophy 2001 ~ David Leqoc, Petty

### Spares Corner.

**Paul Busby** had 'Glacier' make a batch of 1 1/8" diameter top ball joint kits when he was restoring his T-82. He has stock and can supply them as spherical bearing top and bottom. 1 1/8" dia ball with 1/4" thread to cater for any loss of thread in the top of the hub through damage and locking ring. Any of the above are available separately. Also Paul has manufactured a number of chassis parts for the T82, wheel studs, fibreglass or carbon nose and engine covers etc and has numerous drawings all of which are suitable for T 82/T 83.

**Paul** is also anxious to find period pictures of his car F2/2/66. This is the Siffert / Bonnier car of Ecurie Suisse. It was red with white Cooper stripes. Tel/Fax +44 (0)1664 822807. E mail paul.busby@northmid.co.uk



**Max Fisher** can help with the following:- Mk6 – Mk13 Rear Uprights, Brake Back Plates all 500s, Wishbone trunions Mk2 - Mk7, JAP eng Plates Mk6—Mk13, Norton Front Eng plates Mk9 - Mk13, Rack and pinion, Wishbones Front & Rear all 500s, F2 & Bobtail (Jig Built) also brake part reconditioning. 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** have compiled extensive lists of the right Rod Ends (Rose Joints) that should be used on Classic Race cars in specific applications. John McCrory has put hours of research into these listings.

Contact him at Tel. +1 630 859 2030 Fax. +1 630 859 0971. Aurora Bearing Co., 970, S.Lake St., Aurora, Illinois, 60506. USA. N.B. The MSA ( Motor Sports Governing Body in the UK) have recently issued a warning about making sure you are using the right ends in the right place, following their investigation of several accidents due to failures of wrongly specified, badly maintained and inappropriately used ends.

**Simon Green** of **Mota Lita Steering Wheels** can help if your wheel need replacing or repairing. Simon worked at Cooper Cars in the 50s. Tel +44 (0) 1264 772811 Fax +44 (0) 1264 773102