



Newsletter
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COOPER CAR CLUB

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At Last ~ The first NewsLetter of 2003. Much delayed by computer problems (again), the day job (massive orders for the military) and also the acquisition of a brace of Coopers by the 'Woody' Household. More about this inside.

The other thing which has been taking up quite a lot of time is the research of cars for members. Since Christmas the number of enquiries has increased dramatically and mainly via the internet I have been able to link people up across the globe in their quest for information.

Although this takes a lot of time it is most rewarding and ultimately helps to improve the quality and quantity of info on the database. There's one thing for sure, the more you dig into Cooper history the more complicated and intertwined it becomes. Regrettably this also includes weeding out Rogue cars or ones with mistaken identity.

Inside you'll find info on the 2nd Cooper Gathering at Laguna Seca ~ my thanks to Karol Domingos for all her help and enthusiasm. The John Cooper, Owen Maddock and Ken Tyrrell Memorial Awards will be presented for participation at this event in 2003. This will be the first time they have been awarded for an event outside the UK, which reflects our Global Membership.

Members will also see inside our 2002 Accounts which show our

steady progress and the date and venue of the Companies Act, compulsory AGM.

Please keep the pics and words coming in, especially in a copy and paste form.

The newsletter is your open forum to other members.

Thanks to all of you who have sent in pics. I'm building up quite a collection of pictorial details on cars as well as drawings, which will I hope, help members with rebuilds etc in the future. We always need more, particularly of cars which have survived in original form.

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

Steve Rees, Kansas City, USA.

J.W. Stollenwerck, Richmond, USA

Michael Gosset, Boulogne, France.

Roger Wickershaw, California, USA.

Dieter Roeper, Germany.

John Masterson, Ventura, CA. USA

Todd Jenkins, Richmond, VA, USA

Ex Employees Reunion 13th April.

Many thanks again to Roy Golding for organising another splendid gathering of ex Cooper people. Thanks also to Mike Cooper and Ron Dennis for helping to support the event. About fifty people gathered at the Denmead venue to chat and reminisce about the cars and absent friends. Since last year we have lost Colin Darby and Dr. Grahame Fleming.

Colin was Charles Cooper's nephew and in the early days he was responsible for the design of the original 'Cooper Wheel'. Our condolences to his wife Jane.

Grahame was involved in the original CCC and wrote several books on racing cars. An article of his appeared in the last NewsLetter.

This year the gathering was joined by Brian Moore's T-51 which is believed to be an ex McLaren car seen in the pics. John Rhodes was also present, fresh from his activities helping to promote the new Mini Cooper.



Doug Johnson gets to sit in the hot seat !



Roy managed to get most of the gang out of the bar for a group picture



Left:~
Smokin' John
Rhodes ~
demonstrates how
he won his nick
name!

Mike Lawrence has had a limited batch of JAP plaques made. They are heavily Vitrious enamelled on metal substrate to an original design ~ a quality item! They measure 4" x 4" and are enamelled in 4 colours, with a fixing holes in each corner. The pic below hardly does them justice. Available through the CCC at only £ 15 post paid in the UK. Please ask for post paid price for other countries.



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Book Reviews.

Race Legends of the Fabulous Fifties By Art Evans

Reviewed by Jim Sitz

What! Another book about the fifties? Well yes, but this one is different since the author knew all the players. He raced with them in his own car, built a special, helped organize events and even promoted them. It was a sport then. Participants helped each other. And when the race was over, they celebrated together and had a really good time.

Drivers range from some locals from Southern California to those known on an international basis with recognizable names and careers. These include World Champions like Juan Manuel Fangio, Jack Brabham, Phil Hill, Dennis Hulme and uncrowned master Stirling Moss. All are known to the author and photographed by him in recent times. He reminisced with them during photo sessions. After all, the "survivors" came from a time when racing could be dangerous.

These portraits are not snapshots. Some approach the level of works of art (no pun intended). All are carefully posed and lighted. Best of all, perhaps because of the relationship between photographer and subject, many go a long way towards capturing the personalities of the race legends.

Readers will enjoy the anecdotes by Evans, a man with humor. During those halcyon days, we all looked forward to the next event, monthly in most regions. By comparison, there seems to be too much racing today. When this reviewer began attending races in 1951, there were few events on the calendar. All were so terribly important. An activity unlike any other, it was a chance to associate with people having a truly extraordinary experiences.

Racing then cut through social and financial barriers; it provided a common bond. Drivers varied from do-it-yourself guys like Max Balchowsky to wealthy sportsmen of the Briggs Cunningham type. Their backgrounds make fascinating reading. Some not only drove race cars, but like Lindley Bothwell, they did so much to stage events. Men like Jim Peterson and Jim Haynes built tracks at a time when we still used old abandoned WWII airports. Mechanics who kept the machines alive are here too. All of them contributed to an era most of us feel was truly fantastic.

This book is a must and you will enjoy and learn from it. A caution. Evans' two previous books about the fabulous fifties have sold out and now are only available on e-bay. Like those, the present book is a limited edition. Get yours while the getting is good. Copies are available only in some automobilia bookstores. Look in Art's web site: fabulous-fifties.com or fax your order: +1 (310) -373-5988. Oh yes, it's hardbound with 136 pages and costs \$49.

The 500cc Racing Car by Colin Rawlinson



Some while ago, Shire Publications asked the 500 OA if they could recommend an author who could write an introduction to this subject for the general public to purchase at motor museum gift shops etc. Like all good volunteers Colin Rawlinson, a director of the 500OA, was a little slow in stepping back ~ and so his career as an author has begun! Colin was ideally placed to gain access to previously unpublished pictures of many makes of cars and specials as well as definitive descriptions of them.

This makes his book an easy reading and authoritative introduction to 500cc F3 cars. This hopefully will help to promote the eager interest which all generations seem to have for this diminutive formula.

Colin Rawlinson. are available form Shire Publications, Cromwell House, Church Street, Princes Risborough, Buckinghamshire, England. HP27 9AA. Tel. +44 (0)1844 344301 Fax +44 (0)1844 347080 Website www.shirebooks.co.uk E mail shire@shirebooks.co.uk



Racing Members



BRDC Silverstone 22/23 March. Frank Sytner Monaco leads John Harper Monaco & Barry Cannel T-53 leads Rod Jolley T45/51. John Clark (Bobtail) had an exciting last 3 laps driving on the 'kill switch' after his 'Godiva' badge came off and jammed his throttle linkage open.



Left ~ VSCC Silverstone 12th April. Andrew Smith T43 & Bill Kirkpatrick T-45. Right ~ Jim McConville T-75 Australian GP. F2/2/65 Ex Alf Francis car. Alfa Romeo engine and Collotti G/B.



Paul Busby at Pau T-82 F2/2/66 & Right ~ David Jeffries' T-43 at Donington F2/11/57 where he represented the Club in the AON Concours.



It may be some time before 'Woody's' T-72 reaches the race track ! Chassis restoration has commenced and the bits are being fettled.

HSCC/VSCC Silverstone ~ In appalling weather Kenneth White (Cooper Bristol) took full advantage of an untimely spin by Philip Walker (Lotus 16) to snatch the checker in fine style.

Letters Page.

Hi Woody,

Some good news from the US. One week ago my T-56, 10-61 returned from a 15 month full, complete, ground up restoration. I have been busy dragging it around to show my friends but will forward a picture as soon as the sun comes out here in Wisconsin. The car is restored to extremely original condition retaining almost every original part. It has been fitted with fuel cells, a rain light and an additional, but removable, rollover bar. These are the required racing additions. The original paint scheme has been restored. The car has never been crashed so all original parts were reusable. I believe this will be the most type perfect T-56 example anywhere. FIA papers are being requested and in the system.
More later. Dick Eisenmann

Dear Woody,

I'd like to thank you for all the contacts you provided for me prior to my trip to New Zealand last year. It was a most memorable trip. At the start we enjoyed the hospitality and travel recommendations of Max & Marjorie Fisher in Auckland (before Max's illness). At the end we met Craig Pidgeon in Christchurch who introduced me to Auto Restorations Ltd. Leon Witte, one of the directors, showed me around and I was impressed with the superb facilities. I also visited the Fazazz Classic Motorist's Shop, where I found a Replica Cooper Jap Mk6 for sale at \$ 22,500 NZ. I bought myself the Historic Racing Cars of NZ book, written by Graham Vercoe, which has lots of fascinating information and pictures. In between I managed to see Manx Norton specialist, Ken McIntosh and the Southward Car Museum near Wellington, where I found a Cooper Mk5 with Vincent power. The trip went by all too quickly.

Aart de With.

Holland.

Hi Woody,

Bad day all round at Silverstone on the 17/18th May. Weather absolute bloody. Raining hard for qualifying (I spun into the gravel at Luffield on the first lap but got pushed out by marshalls and continued on tiptoe) water raising all the oil out of the track which was awash in places. Race was worse although it was dry for the first few laps. However the Beckett's area where we were turning off for the International Circuit had not drained at all and there was complete mayhem on the first lap. Len Selby ended up with a wheel ripped off his Brabham having clouted Simon Smith's T56 (Len's ex Bardi-Barry car) and when I arrived there must have been at least six cars spinning about all over the shop. Then John Quenby (ex CEO of RAC MSA fame) spun his Elva a bit later on and then it started peeing down again. People off everywhere, in front of me, beside me, behind me and the last straw was John Quenby wrecking it against the wall by Bridge followed by Duncan Rabagliati in the gravel at the complex. I gave up at this point and came in. Too risky for me. Steve Smith was spared any damage because his T59's fuel pump died on the first lap and Neil Hodges Mk. 8 500 stalled on the start so it was left to Simon Smith to uphold Cooper honours which he did with 12th place. What a terrible day. This motor racing is supposed to be fun isn't it! Cheers Peter Jackson.

Woody

T-59 FJ/26/62. Work continues on this car and we are now at 145% of original budget, so all seems to be going to plan! CAMS have indicated a Certificate of Description Approval in Principle but have refused a rear entry VW gearbox (not a Hewland Mk 8) as requested and are insisting on an ERSA style gearbox. We are accordingly now trying to modify the frame, rear engine cover and (ERSA Knight) gearbox to mate up with the Cosworth engine. We may have to alter the original engine mounts as well. It seems a terrible shame to cut away all these original bits.

I have acquired an early VW gearbox with hanger style side plates which fits perfectly, right down to the hanger points, and which results in half shafts at 90degrees. The Eligibility Committee says all period literature refers to ERSA boxes and I have been unable to explain to them that this is doubtless referring to the usual BMC engined cars.

I remain personally convinced that this car originally carried a VW (rear entry) box as did its contemporaries from Lotus, Lola, Elva and Brabham and whilst we are proceeding to try to fit the ERSA box, I want to be sure that it is correct.

It seems that all of the exiting Cosworth engined cars now run Hewland Mk 8's courtesy of App K but could you please ask members if anyone knows what the original 1962 T59 Cosworth engined cars had as a standard gearbox, or if no standard, what any or all of them had?

Regards David Reid

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Kiwi Corner

I hear from various sources that Max Fisher is making a strong recover from his recent illness and surgery. Best wishes from us all Max.



Wally Wilmot was reunited with his original Cooper and present owner Craig Pidgeon at the Southern Festival of Speed. Wally was one of Bruce McLaren's first mechanics when he set up his own team. Wally has also been assisting Dale Campfield in the USA with the history of his ex Roger Penske Monaco which Roger bought from Australia. Charles McCabe (USA) also made the trip to NZ for the event but was plagued by mechanical problems for most of his visit.

T-59 History. Simon Armer is looking for history of FJ/31/62. Simon bought the car from John Campbell (NZ) who brought it to the UK from NZ last summer. It had been in NZ for some years. Simon believes that it spent it's early years in the Far East possibly including a Macau G.P. appearance. Can anyone help? 9, The Stables, Tabley House, Tabley Lane, Chester Rd., Knutsford, Cheshire, England. WA16 0HA sla@bsl.co.uk



My T-72 restoration has commenced, but I still haven't been able to track it's history back to the UK. I have it's story back to 1968 in Canada, when it was owned by Max Castleberg. Can any one help ? The chassis is unusual in that it and the car were both originally painted in a rich burgundy colour. It must have left the UK in 1967.

Murray Rainey was reunited with his famous Mk 9 Cooper at the last Shelsley Walsh hill climb of 2002. The car has been bought by Mark Palmer and returned to the UK just in time for a visit to Loton Park and Shelsley before the end of the season. Mark was somewhat hampered by the cars gearing on the short steep UK hills and later discovered it was geared for a 4th gear speed of some 140mph ! Mark is looking forward to competing with the car once he has ironed out a few niggles.

Bernard Cowdrey is researching a new A-Z Book on the 1000cc F3 Screamer Formula. I have offered our cooperation but I can't help him with one car he is interested in ~ T83 F3/7/66 which was owned by John and Alan McKechnie and driven by Barrie "Wizzo" Williams - does anyone know the whereabouts of this car?



Geoff Gartside has been racing his Mk8 Norton since he bought it in 1957! Is that the longest Racing Ownership for a Cooper? Geoff, David Stevenson and Mike Gilbert (all drove 500cc F3s in period) took part in a 'Chat Show' hosted by Duncan Rabagliati at the 500OA AGM. .

Cooper Streamliners & Record Breakers. Having recently acquired and read a copy of The Racing Coopers by Arthur Owen, I was inspired to dig out some history on the Streamliners. Below is a gathering together of all sorts of bits and pieces from many sources.

The Brandon T28, Mk VIII(R) Streamliner, 1953



The Coopers built a second streamliner in 1953 for Eric Brandon, based on a new chassis; the body was very similar to the original car and was still made of aluminium, but was lighter and somewhat simplified.



It was successfully run at Montlhéry (apparently unpainted) in October 1953 when it set a total of 15 records: 7 in class J (all the same as in 1951, plus the 200 Miles), again the same 7 records in Class I, plus the 200 km in class H. After an early unsuccessful attempt to the H Class record, Eric Brandon had to leave for other engagements, so all the records were again set by John Cooper himself. *(Photo at left from "Cooper Cars" by Doug Nye; photo at right from Autosport magazine).*



The car was then sold to Pete Lovely of Santa Barbara, CA, who installed a Porsche engine and raced it successfully as a sports car. It was known as a



Pooper, a name that also applied to other Porsche-powered sports cars with Cooper chassis. Although it was later modified, in its earlier sports racing career Lovely's car still looked pretty close to the original. I believe the car still exists but do not know its current whereabouts.

date	venue	class	distance/time	driver	speed mph
5 October 1953	Montlhéry circuit, F	FIA Class I (350/500 cc)	200 miles	John Cooper	103.62
6 October 1953	Montlhéry circuit, F	FIA Class J (250/350 cc)	50 km	John Cooper	105.71
6 October 1953	Montlhéry circuit, F	FIA Class J (250/350 cc)	50 miles	John Cooper	104.93
6 October 1953	Montlhéry circuit, F	FIA Class J (250/350 cc)	100 km	John Cooper	105.10
6 October 1953	Montlhéry circuit, F	FIA Class J (250/350 cc)	100 miles	John Cooper	104.39
6 October 1953	Montlhéry circuit, F	FIA Class J (250/350 cc)	200 km	John Cooper	103.87
6 October 1953	Montlhéry circuit, F	FIA Class J (250/350 cc)	200 miles	John Cooper	103.46
6 October 1953	Montlhéry circuit, F	FIA Class J (250/350 cc)	1 hour	John Cooper	104.32
8 October 1953	Montlhéry circuit, F	FIA Class H (250/350 cc)	200 km	John Cooper	114.08
8 October 1953	Montlhéry circuit, F	FIA Class I (350/500 cc)	50 km	John Cooper	111.14
8 October 1953	Montlhéry circuit, F	FIA Class I (350/500 cc)	50 miles	John Cooper	111.22
8 October 1953	Montlhéry circuit, F	FIA Class I (350/500 cc)	100 km	John Cooper	111.40
8 October 1953	Montlhéry circuit, F	FIA Class I (350/500 cc)	100 miles	John Cooper	112.35
8 October 1953	Montlhéry circuit, F	FIA Class I (350/500 cc)	200 km	John Cooper	112.89
8 October 1953	Montlhéry circuit, F	FIA Class I (350/500 cc)	1 hour	John Cooper	112.61

The Sawrey streamliner, 1956

This car was built in 1956 by Fred Sawrey using a fibreglass body made from the moulds, or the aluminium panels (sources disagree) of the 1953 (Brandon) streamliner mounted on Sawrey's own Mark VI chassis powered by a blown JAP 1.100 cc. It set standing start records for the Kilo and the mile at the Bedford Airfield in September 1956. The car still exists, albeit minus the original engine, and was on permanent display at the Myreton Motor Museum in Scotland. (*Photo from "Castrol Achievements"*)



date	venue	class	distance/time	driver	speed mph
22 September 1956	Bedford airfield, UK	FIA Class G (750/1100 cc)	standing km	Fred Sawrey	87.64
22 September 1956	Bedford airfield, UK	FIA Class G (750/1100 cc)	standing mile	Fred Sawrey	93.88

The Owen-Knight Streamliner, 1957

This, the fourth and last of the F3-based Cooper streamliners, was built by Arthur Owen and Bill Knight for one of their annual record breaking campaigns with various Cooper cars. It was again based on the 1953 (Brandon) car, this time using an old Mk IV chassis, but the design of the fibreglass body was considerably modified, including a closed cockpit. It was powered by a 250cc Norton and set 5 International records in Class K at Monza in 1957, driven by Bill Knight. (*Photo from "Cooper Cars" by Doug Nye*) A similar attempt to Class J (350 cc) records with a JAP engine ended after just a few miles due to a valve failure.



The 1964 FIA list of standing records show a record set at Montlhéry in June 1958 by Owen and Knight for 500 miles in Class K (250 cc): the car is listed as "Owen", but I would assume it was this Cooper streamliner. I could not find any other reference to this attempt, so I do not know whether other records were set on the same attempt.

In October 1958 Bill Knight drove the streamliner again for the last time, at Thurleigh to set a standing start mile record in Class J (350 cc) at 76.6 mph, again with a Norton. The photo right (*from Classic & Sportscar magazine*) shows that the roof had been removed and some other changes might have been carried to the tail section of the body.



The car was later sold in Canada (seen left at Westwood in '62), where it



was adapted to road racing by installing a Porsche engine later replaced by a Coventry-Climax 1.100. The car was acquired by Michael Gee, who further shortened the body and raced it successfully in the mid-sixties (*photo courtesy Mike Gee*). History of the car after 1968 is still unknown.

Right Mike Gee and Below at Westwood '67



date	venue	class	distance/time	driver	speed mph
7 October 1957	Monza circuit, I	FIA Class K (up to 250 cc)	50 km	W. Knight	96.32
7 October 1957	Monza circuit, I	FIA Class K (up to 250 cc)	50 miles	W. Knight	97.60
7 October 1957	Monza circuit, I	FIA Class K (up to 250 cc)	100 km	W. Knight	97.78
7 October 1957	Monza circuit, I	FIA Class K (up to 250 cc)	1 hour	W. Knight	97.26
7 October 1957	Monza circuit, I	FIA Class K (up to 250 cc)	100 miles	W. Knight	97.18
19 June 1958	Montlhéry circuit F	FIA Class J (250/350 cc)	standing mile	W. Knight	76.6
25 October 1958	Thurleigh, UK	FIA Class K (up to 250 cc)	500 miles	Owen, Knight	79.10

The Burke streamliner, 1959

Bill Burke used a fibreglass replica of the Cooper streamliner body (using a mould he had taken off John Fox's Cooper back in 1954) for his second Bonneville streamliner in 1959. The car had otherwise nothing in common with the original Cooper, but was powered by a Clausen-engineered Harley-Davidson of 90 cubic inches, like the one tried on Fox's Cooper. It did a pass at 151.38 early in the week, well over the Class F record it was running against, but was then plagued with engine troubles all the week long. It never reappeared at Bonneville and its later history is not known. *(Photo from Hot Rod magazine)*

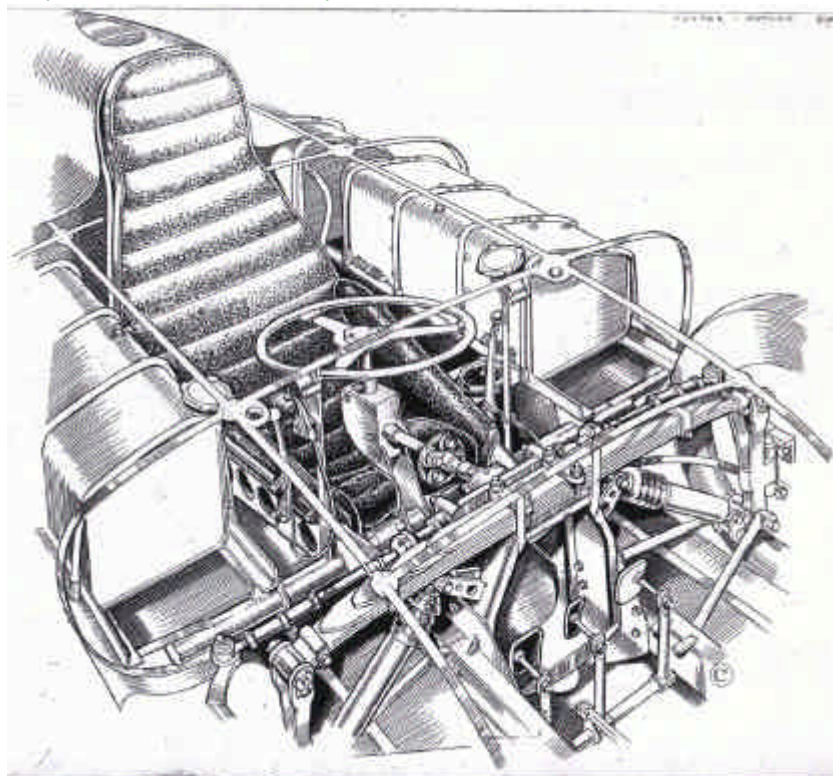


The Replica Streamliner 1989



Another fibreglass replica was built in the USA by Jack Mayes on an original Mark IV (T11) chassis. The replica was authorised and approved by John Cooper and the original plans were used, although several differences are clearly visible in the photos. The car is currently for sale from Jack Mayes.

Pictured (Right) is a copy of the cutaway drawing recently purchased at auction by a Club Member. His original was drawn for Autocar I believe.



Car Sales.

Since the NewsLetter restarted, the For Sale page has been a great success and during the last 12 months a lot of cars have changed hands thanks to NewsLetter and the E mail notices that go out. Please notify me of your forsales & wanteds and more importantly, if the car changes hands who it went too !!!! Pictured right is Bob Graham's beautifully restored Mk 5 Chassis # 51/51 which has been on the market for a while ~ I can't understand why it hasn't been snapped up yet better than money in the bank these days !



David Cooper is offering someone a unique opportunity ~ He is parting with his two F2 Cars!

Please Note: They are offered together – not individually.

1948/9 Cooper – Formula 2 /Model T-9, Chassis # CS-100.

Vincent /HRD 1000 cc engine # F10A/B/1A/700 - Prototype for H.R.D. Black Lightning racing motorcycle.

First Cooper with 1000 cc engine sold to public. One of the first of seven Cooper cars ever produced.

H.W.M Team car driven by George Abecassis.

Extensive documentation, correspondence with George Abecassis, John Cooper, Owen Maddock, previous owners.

FIA papers. Not for the faint of heart !

And as a stable mate ~ 1965 Cooper – Formula 2/Model T-75

Cooper Car Club chassis # FII/10 /65 MAE Ford engine/

Webster 5 Speed transmission

One of the last ten Cooper Formula 2 cars made.

Sold by Ken Tyrrell to Tom Hilliar of CT, USA 1967 less engine and gearbox.


Documented restoration by David T. Cooper 1999-2003

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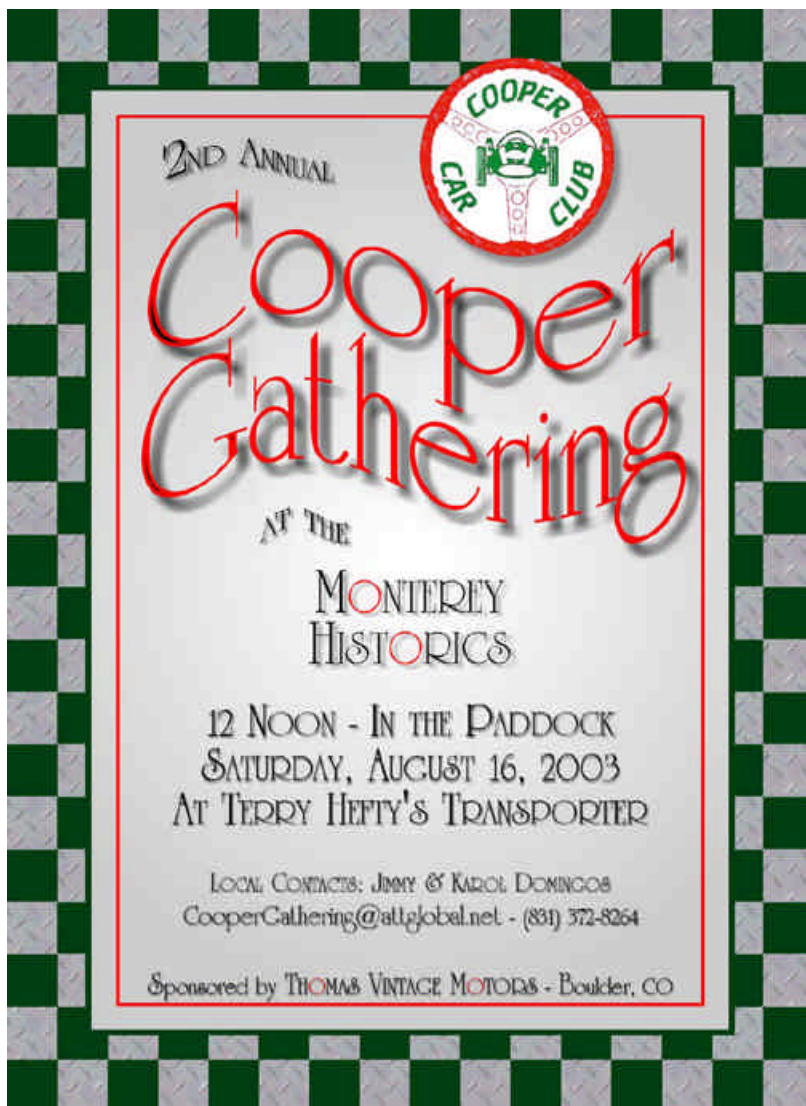
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The 2003 Cooper Social Gathering at the Monterey Historics is scheduled for Noon Saturday August 16, in the Laguna Seca Paddock, at Terry Hefty's Transporter. Last year we had a wonderful group of people, as well as a fine display of Coopers drawn together from the four corners of the paddock. This year we are hoping for more of the same... and to get all of the Coopers parked together for the entire event. Cooper owners that will be racing at the Monterey Historics and/or Pre-Historics can indicate their preference to pit with the other Coopers on the Paddock/Trailer information sheet that comes in the acceptance packages. Whether you are participating-- or plan to enjoy the event as a spectator-- all Cooper Car Club members are invited to stop by for lunch and join in the camaraderie. Inquiries and RSVPs can be sent to ~ CooperGathering@attglobal.net .

The Monterey Historic Automobile Races are presented by General Racing, Ltd. ~ Please visit their website at www.montereyhistoric.com



Coopers appeared at this event including ~ Jim Brown & Christian Palmaz, Bobtails, Dave Springett, Monaco, John Burnham, T-

51, Tom Byrnes, T-62, & Jimmy Domingos, T-52 FJ. Pancho Kohner stopped by to say hello in his Cooper MG. It wasn't Coopers year for awards this year, but a good time was had by all. Results www.winecountryclassic.com

High Cost of Product Development Or 'One more and I lose my license!'

An 'Eagle Eyed' West Coast Member spotted an article in Autoweek which reported that ~ "Michael Cooper confessed that he had accumulated three speeding tickets in 6 months while road testing the Mini Cooper S with the 'John Cooper Works' performance package that boosts the cars output from 163 to 200 bhp."

Roy Golding, Works Foreman in the '60s said " We never used to have that problem on the Kingston By Pass"





The Grand Prix Tribute & Phillip Island.

Or this could be some guys (like Paul Busby) get all the
luck !
Right ~ Paul at Phillip Island T-82.



So what do you feel when Paul rings you up and says "I've been invited to drive my car at the Jack Brabham Tribute at the Australian Grand Prix and the Phillip Island meeting the week before". I guess envious is about the only printable word. Anyway Paul's superbly turned out BRM engine ex Jo Siffert T 82 was flown to Australia and made its first appearance at Phillip Island. Awe inspiring is Paul's description of the venue.

Next stop was Albert Park where a tented complex housed a display of Sir JB related cars. These included Tom Roberts T-41, Garry Simkin Mk4 Vincent V twin, a T-45 driven by Sir Stirling in the parade, Peter William T-41, Richard Longes T-43, Bob Harborow, T-75, Jim Madden T56, Jim McConville T-75 and Ray Gibbs T-53. A great display and even better when the cars were being demonstrated around the track!



Sir Jack Brabham is 76 and still he wishes he could be on the starting grid for the Australian Grand Prix. "If I was younger . . ." Sir Jack, Australia's greatest racing driver - his last race was more than 30 years ago - is being honoured in a special way during the Grand Prix carnival. Spectators saw him lap the Albert Park circuit, with organisers bringing together a collection of cars from throughout his career in tribute to the three-time world champion. Sir Jack says he is thrilled by driving his favourite 1966 world championship-winning BT19 car around the 5.3-kilometre track. Speaking from the Phillip Island Classic historic racing meeting last week, Sir Jack said he was "humbled but filled with pride" that the Australian public would recognise his achievements from 40 years ago. "Winning in 1966 was a fantastic thrill because it was a great Australian effort, with all-Australian engineering," he said. But Sir Jack said he would jump at the chance to step into the cockpit of a modern formula one car. Despite all the technological advances over the years, he said the most important factor was still the skill of the driver.



How many Mk4's get to go on a rolling road?
This is Gary Simkin's Car. We don't know what
BHP he got at the wheels!

That Cooper / Buckler Thing ?

Brian Malin has been in correspondence from the Buckler Club, about the myths and legends as to whether Buckler's made 'Heavy Duty' chassis for the Cooper Racing School Cars. I've searched all the contemporary records I can find and have found no mention of this, but Brian has come up with a picture taken at the Buckler works of a Buckler DD2 with Ford 105E bits built in 1960. (It was registered in DEC 1960 so it ties the date down). In the centre background is a single seater frame with curved tubes which may be a Cooper. Can any one through and light on this??



Wedgewood Limited Edition Cooper Plate.

10" Diameter.

The Wedgewood Ceramic Factory recently produced a limited edition of 500 Commemorative Cooper Plates. This seems to have been a very well kept secret 'till Roy Golding accidentally found them! They are as you would expect very high quality and the picture hardly does them justice. If you would like one the remaining stock is available from The China Shop, 35, High Street, Lyndhurst, Hampshire, England. SO43 7BE.

Tel +44 (0) 02380 282326

Fax +44(0) 02380 282101

Email virtual@dsl.pipex.com

TIME IS RUNNING OUT FOR SHELSLEY WALSH



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**Please help the MAC to save
Shelsley Walsh !**

**Contact Peter Davis to join the
'Shelsley Trust' or to make a
donation.**

**The Shelsley Trust,
Shelsley Walsh Hill Climb,
Worcester,
England.
WR6 6BR.
www.shelsleytrust.co.uk**

**They have to raise £1.5million
by April 2004 !
So please be generous!**

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.

E mail 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

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

Mike Brookes is having made a batch of steering racks these will suit most cars from '64 on. He also has many spare suspension parts. +44 (0) 1159 224594

Steve Froines has for sale :-

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

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

Technical Tit Bits.

Goodridge, the brake hose people have offered us a Club Discount through "Automec". They can be contacted on +44 (0)1280 822818 and quote you Membership Number. The full range can be viewed on www.goodridge.net

Burlen Fuel Systems are remaking a large range of S.U. Carburettors +44(0)1722 412500

Drawings on file are:-

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

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

T-72 thru T-76 Radiator & Bracket, Oil & Fuel Tanks, Gear Shift Mech., Gas pedal arrangement, Front ARB, Steering column and rack. Also on the Club Website under archive there is a Suspension Set Up Instruction, and shock absorber details.

Please search those dark corners of your garages (and perhaps conscience) and see if you have drawing you could share with other Members.

'Overheard at the Pit Counter' They used to say "Work is the curse of the drinking class" ~ Perhaps they should change that to ~ "Work is the curse of the guy who races a Cooper"?

Phil Hill when shown page 270, January 'Motor Sport' ~ **"Holy S*** ! Was that me?"**

T -50 Renault Cooper Dauphine?

Can anyone help Jannie Van Aswegen with any info on this Climax engined prototype ?

Ferret *Fotographics*

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

Motor Sport Photographic
Archive. Negative Collections
Purchased.
www.ferret1.co.uk
ted@ferret1.co.uk



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Tel/Fax: 00 44 (0) 1525 270 347

Mobile: 07752 226097

Wanted !

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

David Henderson is looking for a **500cc F3** car. 48a, Mullathboy Roas, Island Magee, N.Ireland. BT40 3PR.

Billy Apple is looking for a supplier of **Fuel Cells** for his T-85. He is in AUS billy@billyapple.com

Autosport ~ 1964 thru 1968. Woody@coopercars.org

For Sale !

T-7 Mk 3 raised to T-15 Mk5 spec at Cooper's. Chassis #10/25/49 500OA R#046 Jap engine.

Contact Eddy Gibbard Tel +44 (0) 1277 221154

T 15 Mk5 /51/51 Beautifully Restored. Extensive USA race history. 001 (804) 282 7407 ebgraham@erols.com

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. Gregor 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)207 648 7777 eve +44(0)207 938 4832

T 31 Mk 8 Beart Norton Eng. Ex 'Pop' Lewis Evans, Original F/G body Contact Denis McKenna

+1 (540) 349 1669 E-mail hadmck@aol.com

T 39 Bobtail CS/52/56 FIA, ready to race. Sebring History. Hall & Bradfield Tel +44(0)207 589 8787

T 42 Mk 11/14/57 JAP V twin ex Eccles (2nd RAC HCC '61) ex Wharton Engine. Many Spares including 4 wheels. Present owner 20 years. Also Triumph big bearing 500 with carbs and ign etc. GBs and carbs.

Eve +44 (0) 1433 651214 Day +44 (0) 1142 852841

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

T 51 F1 ex Yeoman Credit. T +44(0)192 322 0370 E neil@ndr.ltd.uk

T 51 Maserati. F1-13-59 Ex Scudia Centro Sud at H&H Tel. +44(0)1925 730630

T 52 FJ/22or26/60 BMC engine (This car used to have a 1300cc Marina Block ~ uncertain of current situation ~ Woody)

Excellent condition, ex R.Tolhurst, Roger Hurst, Neville Howes. G.Little, Tel. +44 (0) 1978 869342 cortrade@aol.com

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 1/27 Simon Armer's very quick ex Alan Ballie/Rod Tolhurst car. BMC/ERSA sla@bsl.co.uk

T-56 FJ/6/61 Ex Kurt Bardi Barry Car, Ford Cosworth MAE 1098 cc engine, 5 Speed Hewland Gearbox, FIA Papers. X Selby. Mark Gillies, 1639 Traver, Ann Arbor, MI 48105 USA. E mark_gillies@primediamags.com

T-56 Art Hebert has for sale FJ/17/61 Full details www.InvestCar.com Tel +1 510 208 1966

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

T 59 'COOPER FISK- BRM' '62/64 Set up for hillclimbs. New 1598cc Twin-Cam by Racing Fabrications. 2 axle Brian James trailer, tailored cover. £21500 ovno. Tel +44(0)1787 228241 e-mail dpjrobertson_150@hotmail.com

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 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

100 EastBellevuePlace,Chicago,Illinois 60611 USA.T 312-642-9450 F 312-642-9870 E mayesinc@rcnchicago.com

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	Lapel 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	3.00	ea
CCC 248	5" Cooper Decal	2.00	ea
CCC 249	2" Cooper Decal	1.50	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. Signed by 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
CCC 9947	Felt Baseball Cap Cooper Logo	14.00	ea

New Item

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 Issue 4 (Copy Available on Request)

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

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

Subscriptions thru to Dec 31st 2003

U.K. & Overseas Membership £ 18.00 (\$ 28.00)

Cheques/Postal/Money Orders/Currency etc 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.