



Volume 1, Issue 3

Newsletter

October 2001

Stop Press !

The Memorial Service to celebrate the life of Ken Tyrrell will be held at Guildford Cathedral at 2.00 pm on 15th November. If you wish to attend please write to register with the Club Sec., BRDC, Silverstone, Northants, NN12 8NT, England

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Mixed Emotions.



The events of the 11th September may well have changed our world forever.

On behalf of the Club and its Members I would like to express our sympathy and condolence to all those whose lives have been touched directly or indirectly by those most terrible deeds.

I hope our 'camaraderie' will give us strength to overcome these and the loss we have felt at the passing of Owen Maddock, John Cooper and now Ken Tyrrell during the past 12 months.

These three men were pivotal in the revival of post WW2 motor racing in England, Europe and the rest of the world and even now we all enjoy the fruits of their labours.

Doug Nye has kindly agreed to write an obituary for Ken which appears in this issue and Ted Walker from Ferret Photographics has scoured his archive for some special pictures. Our thanks to you both for your contributions.

This season has been a very busy one on the European and North American Historic Motor Racing Scene and we have in our respective countries enjoyed some splendid sport. As our season draws to a close another one starts in Australia and New Zealand and I hope we shall soon be seeing some reports from our Members over there.

Coopers have played a prominent role in the various activities with some excellent competitive results and we have had many Tribute Parades and Races dedi-

cated to John's Memory. I am pleased that the Club, and many of its Members, has been able to play a part in these events which have been very moving occasions. Many a tear has welled in the corner of the eye during the year.

You will probably have noticed that the Club's reputation is starting to spread and that we are now attracting our first advertisers. The benefits of our newsletter's direct mailing to over 450 keen enthusiasts has a strong potential for any of you who have a car related commercial operation. Rates on request.

Copy Date for Issue 4 Christmas Special 20th November '01

Publication Date Early December.

Lost Contacts.

Can you help me to contact these people?

- 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
- Alan Bannister**, Sydney AUS
- Richard McCann**, UK
- Robert Woodward**, USA

Competition Reports

VSCC Mallory Park 22nd July.

Cooper Bristols dominated the Bob Gerard Trophy Race to take 1st, 3rd and 4th places. John Ure in ERA R9B took 2nd place to spoil the perfect party. Coopers were driven by Kenneth White, Neil Davies and Spencer Flack. In the FJ Race Simon Armer's BMC powered T-56 took second place to Hibbert's Lotus 20/22.

Historic Spa-Francorchamps 28/29th July.

Notable Cooper achievements included Rod Jolley T-45/51 2nd overall and Andrew Smith Class Win T43 in the Pre '66 GP Cars, Gregor Fiskin Cooper Bristol 2nd overall and Neil Twyman Class Win T-43 in the Pre '61 GP Cars.

VSCC Prescott 4/5th Aug.

Westie Mitchell (AC Nash) just pipped John Dent (Cooper Mk5 V Twin Supercharged JAP) and Spencer Flack (Cooper Bristol) for Fastest Time of the Day by a few 100ths of a second.

VSCC John Cooper Tribute Race Silverstone 11th Aug.

Firstly many thanks to the VSCC and to all those who took part or helped to make this such a splendid day.

To those who weren't there ~ this was a fitting tribute to John Cooper. 47 Cooper Cars were on display from T-1, T-2 thru to T-82. We had two demo runs during the day and the most exciting race for Cooper Cars.

Michael and Sally came along in a New Mini Cooper and car loads of ex employees and personalities made the journey.

34 Coopers took part in the race from 500cc F3s cars, Sports Racers and FJ, F2 and FI cars. The speed differential was substantial, but everyone kept their eyes on their mirrors and the blue flags. All through the field there were the most interesting personal battles going on between the most unlikely cars and Rod Jolley (T-51) took the race 'on the line' by 6 inches (0.04 secs) from pole sitter Frank Sytner driving John Coombs's T-53. John Harper followed closely to take third place (T-51). 4th Bronson T-45, 5th Andrew Smith T-43, 6th Ronnie Haines T-82.

As Michael placed the laurels on Rod's shoulders he caught the moment perfectly saying "If the Old Man's watching from up there, he'd have loved it."

Frank Sytner had been lucky (?) earlier in the day to take the Hawthorn Trophy Race in his ex Moss Monaco. In slippery conditions Sytner (on pole) lost the lead to Bronson's Chevy powered Lister Jaguar on lap 2. Sytner regained the lead on the last lap at Luffield, but not without trading panel damage with the Lister. John Harper was 3rd in his Monaco. In the pre '61 Race took 5th in his Cooper Bristol.

For those of you who have been puzzling over the mystery front engined Cooper in the picture on the front cover of the program ~ It's an Emeryson F3!

Nurembergring Oldtimer GP 11/12th Aug.

David Stevenson took a class win in his T-56 in the FJ Lurani round the 'Loti' proving to be front runners again. However Cooper fortunes were brighter in the HGPCA pre '61 race where the pole sitting 250F Maser was humbled by Flavien Marcais display of driving technique in the Cooper Bristol. Flavien made it a double by beating Gregor Fiskin's Cooper Bristol on Sunday which earned him a Star Driver Award.. In the Pre '66 Race Andrew Garner took a well deserved 3rd place in his T-51.

Monterey Historics 18/19th Aug.

Art Hebert reports that Coopers did okay at Monterey. Steve Froines finished third overall in a 1958 Cooper F-1. Doug Mockett finished 4th overall, and Art finished fifth - both in T-56's. Doug's is Ford powered and Art's BMC. The race was won by Rick Hall in Graham Hills World Championship 1962 BRM P-578, followed by Don Briendbach in a 1963 Lola Mk.5A. Great fun was had by all!

We hear that there is a battle going on at the moment between Steve Earle and the owners of Laguna Seca over who will be organising next years Historic Races. It seems tough after so many years of excellent events that they are trying to ease Steve out. So many of these events depend on the strong leadership and direction of one person to give them the right character they need and to keep over commercialisation at bay. Let's hope that what ever the out come that next years event will live up to expectations and do justice to the spirit and standard that Steve has set.

You can E mail your support for Steve Earle to the General Manager at Laguna Seca, John Stornetta, gm@laguna-seca.com and to Monterey County Parks, parks@co.monterey.ca.us
A strong international E campaign might just help the cause.

Pictures from the John Cooper Memorial Race at Snetterton 50th Anniversary



Left ~ Second place was closely contested throughout the race. David Woodhouse, Cooper, heads Roy Hunt, 'Martin', and Dave Leqoc, 'Petty'.

Below ~ David Holland ,Copper, under pressure from Graham Murdoch, FMS



Below ~ John Turner and Bob Culver (Coopers) sandwich Richard Utley in his JBS. Richard came over from Texas for the race.



Below ~ Shirley Monro in the Beart Cooper.

Below ~ Kerry Horan, 'Trenberth', heads Utley and Turner. Kerry flew in from L.A. for the weekend



Pictures above by Phil Jones of PAJ Photography. Tel/Fax +44 (0) 1453 521835



Michael Clifford's T-52 at Virginia International Raceway earlier this year

M.A.C. Shelsley Walsh 100th Anniversary Meeting 17/19th Aug.

This was a wonderful weekend, filled with nostalgia and cars spanning 100 years of motor racing. Notable Cooper successes included Class wins for Steve Lawrence (Mk8 500cc), Steve Lister (Mk8 1100 V twin F2), Roger Wiloughby (Mk7 1100cc V Twin Supercharged) and Michael MacDowel (T-53 2500cc Climax).

Other Coopers competing included David Fyfe (ex David Good Championship Mk 8 1100ccV twin) , Barrie Williams and Spencer Flack in their Cooper Bristols, John Dent and Den Price in V twins (John ~ Mk6 JAP Supercharged , Den ~ HRD). David Docherty, Mike Lawrence, James Diffey and Pete Wright all competed their F3 cars in the 500cc Class.

AMOC Silverstone 19th Aug. Miller Oils Historic FJ.

Clive Wilson in his T-56 took a class win against strong Lotus opposition.

Silverstone Historic Festival. 25/27th Aug.

This was yet another amazing gathering of classic race cars. Coopers again had a substantial role to play. The Pre-61 GP races provided some very close battles with Cooper Bristols of Flavien Marcais, Gregor Fiskens, Rod Jolley and Ken White who had to settle for the places behind Walkers Lotus 16. Frank Sytner debuted his 5.7litre Cooper Chevey in the '60s World Enduro Car race. This is the 'Nicky Chevrolet' Special driven by Skip Hudson to 1st place in the Riverside GP in '64 and 2nd place the same year at Pheonix. Also ex George Wintersteen. In period it was a lurid metallic pink, whether Frank intends to return it to this colour remains to be seen, but it 'Turns Heads' without it although the 'Barn Door' on the front end does nothing for the looks of the car or it's originality. Things were going quite well till Frank spun at Priory. In the Historic Sports Car Race Frank came into his own with the ex Moss Monaco, taking both races from John Harper's Monaco. Rod Jolley took 5th in his T 45/51 in the Pre 66GP and Tasman Race and Marshall Bailey made 6th in the Pre 59 Drum Braked Sports Car Race.



Skip Hudson won at Riverside '64 driving 'Nicky Chevrolet'

Mondello Park 1/2nd Sept Lurani Trophy FJ.

David Stevenson made it tp third place to be highest placed Cooper against strong Lotus and Elva competition.

Loton Park VSCC 1/2nd Sept.

John Dent (Mk 5 V twin) and Spencer Flack (Cooper Bristol) were again locked into a Cooper battle royal, trading FTD and Class records with every run until Spencer's 62.88 took the day.

Spa BRDC Championship 22/23rd Sept.

Frank Sytner sewed up the BRDC Sports Car Championship Title in his ex Moss Monaco after this exciting double header. John Harper in his leaf sprung car beat Frank in Saturday's race but John retired on Sunday and Frank's points score over the season took him the Championship.

Dijon Prenoix Historic GP 22/23rd Sept.

Past motor cycle and Manx TT racer David Stevenson took the F.I.A. Lurani Trophy Formula Junior Championship at the last round of the series at Dijon. David has had an excellent season in his T-56, clocking up Championship points on a regular basic.

Steve's Earle's Coronado races were unfortunately a casualty of the events of Sept 11th. As the event takes place on a Navy facility it was not possible for it to go ahead.

Book Reveiws.

Cooper Cars by Doug Nye is being advertised by Amazon.com in a new paperback issue available November 2001 at \$ 20.96 which is a discount of \$ 8.99 off the sticker price. You can Pre Order a copy now. This must be excellent value. I'm not sure what the print run will be but I suggest you get your order in quickly to avoid disappointment !!!!

Classic & Sports Car October has a good article on T14 Cooper MGs including a test drive of the ex Porteous car 'MDM 64'

The Fabulous Fifties by Art Evans is an absolute must for any genuine historic race car nut and if California is your interest you just can't afford not to have this volume. agevans@yahoo.com



Pictures from Gooders

Ground Crew and Nurses relax under the wing of a Corsair and Gregor Fiskin has a last minute adjustment.



Pete Wright's ex Ken Miles ex Harry Morrow car with yours truly as mechanic.

Rod Jolley at Speed !
Taking a popular win in the Richmond & Gordon Race.



Frank Sytner rides the unpainted 'Nicky Chevrolet Special' with later 'Barn Door' attachment.

Willie Green's Cooper Jaguar bitten by a C type Jag



Below ~
Duncan Robertson T-59 Hillclimb Special Powered by BRM built Lotus Twin Cam. The car held many class records in 60/70s

Below~
Craig Pidgeon slinging it about in New Zealand.



KEN TYRRELL 1924- 2001 'A Giant Among Men'.

An OBITUARY by Doug Nye.

When Ken Tyrrell finally lost his long and distressing battle with cancer on the weekend of the Silverstone Historic Festival, the British and international motor racing world lost one of its most significant – and revered - figures. His record and memory shall certainly prevail absolutely as long as records survive. Ken was as solid and immovable a character as the Surrey oaks on which his family's round-timber business had been founded – the business which enabled him to enter racing in the first place...with a 500cc Cooper. He was in no way a devious diplomat. He was a man of deep convictions. What you saw was absolutely what you got, and he'd always say precisely what he thought – right or wrong. Above all he was a real man, brought up through what had been a real man's world... He was utterly fearless in any battle, especially the many deeply political duels that he fought in and around his world of Formula 1. As one freshly-savaged adversary once complained "...what's really infuriating is that more than half the time he's plainly in the wrong!". That's as maybe. If Ken chose to fight any battle it would be because he believed the effort to be worthwhile. As I've said, here was a real person, no airs and graces, no personal jets, no permed wigs for this tough cookie. And – quite critically perhaps – Ken was just one half of a core unit, for he and his wife Norah were incredibly close and kindred spirits, forming a really positive, practical, common-sense team, in what became an increasingly pretentious, valueless, unreal world.

They master minded Jackie Stewart's World Championship seasons of 1969, 1971 and 1973 – driving Tyrrell cars. No fewer than 25 of Jackie Stewart's then record 27 World Championship-qualifying GP victories were scored in Tyrrell entries, 15 in chassis carrying the Tyrrell name. Francois Cevert, Jody Scheckter, Patrick Depailler and Michele Alboreto all won Grands Prix in Tyrrell cars – and it was Ken who followed-up his inspired selection of Stewart for his 1964 Formula 3 team by such other finds as Jean Alesi, Martin Brundle and the late Stefan Bellof – each of whom he introduced to Formula 1.

Ken's passion for motor racing was sparked in the late '40s. Fresh out of the RAF his game was football. Tall and strong, he was "a committed" player. "I didn't even read about motor racing", he'd recall, until his football club ran a day-trip to Silverstone. Ken was instantly hooked, in typical style: "I saw the 500cc F3 race and I thought 'Well, I'm sure I could do at least as well as him, and him, and him...' and I wanted to have a go myself".

He wangled a part-share in an F3 Cooper-Norton, and drove it in his first club race at Snetterton in 1952. Over the following six seasons he became a '500' regular – he won at Karlskoga, Sweden, but never quite clicked as a future star, despite a works test drive for Aston Martin – which evaporated when Stirling Moss became available instead. Ken enjoyed telling of a newspaper photo which showed him leading Moss at Goodwood: "Only drawback was that I hadn't led him for long. I saw the photo next morning, when I came round...in hospital!"

His 500cc cars had carried the symbol of a woodman's axe, and he'd been nicknamed 'Chopper' Tyrrell – chopper by name, on track chopper by nature... In 1958 he went into partnership with Alan Brown and Cecil Libowitz to run a pair of 1500cc F2 Coopers internationally. Ken would drive one car, while the other would be hired out to local stars. But he was rapidly realising that his talents were better suited to running the team, than driving for it, and when he was beaten in the last race of that year at Brands Hatch by a youngster named Bruce McLaren, he hung up his helmet.

"Some blokes are born racing drivers", he'd say in his deep, blunt, authoritative voice, "I wasn't one of 'em. You can't kid yourself and blame the car. You've got to face facts". Through 1959 he ran the quasi-works F2 Coopers with Brabham, McLaren and Masten Gregory as drivers. Now Ken was convinced "The only way to go racing is to use the best driver, and the best car...".

In 1960 he went solo to run the works Formula Junior Cooper-BMCs. They were based in his Tyrrell Bros timber yard at Ockham outside Guildford in Surrey. His first FJ drivers were Henry Taylor and Keith Ballisat, and when Henry – the former Olympic bob-sleigh racer – won the Prix Monaco Junior he secured the Tyrrell team's first international laurel. Ken rubbed his hands delightedly, and was first in queue at the ACM's cash desk next morning.

He gave John Surtees his maiden four-wheeled race that year – at Goodwood – and in 1961 John Love and Tony Maggs drove his Juniors. As the first famous 'Tyrrell Twins' they scored 13 wins, 10 2nds and seven 3rds, and in 1962 pressed on with Denny Hulme an occasional stand-in and John Love winning the British Saloon Car Championship in a Tyrrell-entered Mini-Cooper.

FJ and Mini-Coopers were campaigned through 1963, and that season ended in the famous Goodwood test session at which Jackie Stewart out-performed Bruce



Ken driving his Cooper 500 at the Snetterton AMOC Meeting 25th June 1953



McLaren in the latest Cooper and John Cooper himself bawled at Ken “Sign ’im up, quick!”. Ken did just that, creating the partnership which endured as such a close bond – broken only by his death. The TRO Cooper-BMCs dominated 1-litre F3 racing in 1964, Warwick Banks – himself no mean prospect – was overshadowed by his team-mate, the unbeatable Stewart, and Jackie rocketed through F2 to Formula 1 by season’s end.

When JYS signed for BRM 1965-67, Ken maintained contact by running Jackie in the F2 Cooper-BRMs through ’65. At the Paris prize-giving for the F2 Trophees de France series, Jabby Crombac introduced Ken to Jean-Luc Lagardere of Matra, who was keen to enter Formula 2 but lacked a star driver to spearhead the programme. Lagardere agreed to fit a Tyrrell-loaned F2 engine in a Matra F3 chassis and fly it to Goodwood for Stewart to test. When he returned home Ken ’phoned Jackie to tell him the news – “...which brought a lot of Scottish ruderies about a Froggie car. He said ‘They must have given you too much to drink!’”

In fact the test Matra showed great promise, putting its power down spectacularly well. So through 1966-67 F2 Tyrell Matras were run by Stewart and newcomer Jacky Ickx – another Ken protégé. By the end of ’67 Stewart had had enough of BRM. Apart from his taste in economic hotels, he trusted Ken, he knew the new Ford V8 engine was the best F1 prospect, and when Matra agreed to build a tailored chassis Equipe Matra International was created, run by Ken, backed by Elf oil and Dunlop tyres – and with JYS star driver. And they so nearly won the World Championship in their debut season of 1968.

In ’69 they got it right – Jackie’s Matra-Ford utterly dominant through most of the season – but for 1970 Matra – now owned by Chrysler-France – could not contemplate Ford power in Formula 1. Ken and Jackie both knew the DFV V8 was critical to continued success, so March chassis were bought instead. Ken’s wisdom told him that number one customers can never hope to compete equally with a works team providing their hardware. He had a high opinion of Ferguson transmission engineer Derek Gardner who’d worked with the team on the 4WD Matra in ’69, and now commissioned Derek – in utter secrecy – to create a new Tyrrell F1 car, to be built in-house at Ockham.

The prototype emerged as a £22,500 “backyard special”, before the end of the ’70 season. Ken fell back on his old sparring partners, the local race engineering veterans, and had Mo Gomm of Old Woking built the pilot Tyrrell 001 monocoque. Mo solemnly had his men swear on the Bible not to divulge the customer’s name, nor the nature of the tub they were creating...before putting the kettle on for a celebratory cup of tea. Proper blokes, you see?

The 1973 season was Jackie Stewart’s last – but it ended in the trauma of Watkins Glen, where team mate Francois Cevert was killed in practice. Even years afterwards Ken’s voice was likely to break as he looked back – “Francois had crashed badly in Canada, writing off his car – and he’d ’phoned his mother from Niagara Falls on his way to the Glen and told her ‘I’m alive today because my Tyrrell is strong’...” But the Glen crash was simply unsurvivable. Ken and Norah hurt, and they would hurt some more in later years for Patrick Depailler, and for Stefan Bellof, and most recently – most cruelly – for Michele Alboreto, all killed in other team’s cars...but always ‘their boys’.

Tyrrell remained a top team into 1974 with new drivers Jody Scheckter and Patrick Depailler, and new, more user friendly, ‘starter’ cars tailored by Derek Gardner. Jody so nearly took an immediate further World title for the team that year. Seeking that always elusive new ingredient – what Mark Donohue christened ‘the unfair advantage’ – Derek floated the unique 6-wheeler idea for 1976...and Ken defied those critics who sometimes labelled him conservative by backing the engineer’s logic.

The six-wheeled Tyrrell P34s were more than a Formula 1 sensation, they won a Grand Prix before commercial pressures militated against them. And with their demise after 1977 the Tyrrell Racing Organisation would always be fighting a rearguard action – on the back foot. New Maurice Phillippe-designed Tyrrells won the Monaco GP in Depailler’s hands, and subsequently – perforce – Ken would find himself providing the last refuge of the competitive naturally aspirated Ford V8 engine – with Michele Alboreto winning in Detroit.

Ken fostered another new shooting star – in Stefan Bellof. He was convinced the young German would have become his country’s first World Champion Driver “...years ahead of Michael Schumacher, if he hadn’t tried that move in the Porsche at Spa...” which resulted in his death.

Tyrrell began to flounder. Without the Croesus-budgets of top teams and no co-development turbo engine supplier, Ken was quick to adopt the fleeting 3.5-litre ‘atmo’ engine option. Driver Jonathan Palmer and the team won the atmo F1 titles...but nobody cared. Ken the realist knew they would not.

As a team, Tyrrell became the down-grid minnow. “If only we could have attracted tobacco company sponsorship – the big funding – I would have loved that”, Ken would admit. In fact the team still worked wonders. The great design strengths of ‘Doc’ Postlethwaite, aerodynamicist Francois Migeot and others pioneered the modern high-nose racing car form. But after so many years, and so many battles to maintain influence, status and competitiveness, Ken Tyrrell’s team found itself just another make-weight. It came down to the bald fact, that the most valuable asset Tyrrell had was its Formula 1 Constructors’ Association membership, and ultimately Ken – in his 70s and ailing - sold out to BAR. And now he’s gone. So spare thoughts for Norah, and for their sons Ken and Bob, who all shared Ken’s abiding passion for the sport in all its forms. He was deeply respected and held – even by perennial rivals – in enormously high regard. This, my friends, was a great man...the cruel fact that he was never honoured by the country he so loved is as inexplicable as it is shameful.

Above all, Ken Tyrrell was – by any measure – a real leader of men; one always prepared to stand up and be counted, first over the top - a fighter to the very end...and as Jackie Stewart recalled, a man with a proper sense of perspective:

“We were at the ’68 British Grand Prix at Brands. The Matra had been rebuilt overnight and I brought it round to the grid on the warm-up lap, and beckoned Ken over. I looked up at him and said ‘It’s all wrong Ken – the car is shit!’. And his face clouded over, and he bent down into the cockpit, and gave me a real ‘froth job’, spitting all over me as he bawled; “You think you’ve got problems? England are 122 for 9!”.

Doug Nye.



Gooders

The Goodwood Circuit Revival Meeting September 2001

The atmosphere at Goodwood this year was particularly poignant after the events of the week and many American friends could not join us although some went to the most amazing lengths to get there. My visit was limited to Friday due to an unmissable Family Anniversary at the weekend. The weather was perfect on Friday ~ just before 11.00 the sound of racing engines died away and the musicians of the Blues & Royals Regimental Band played before and after the 3 minutes silence. For those of you that haven't been there, the whole of the infield is as it was in WW2, nearly everyone is in period dress and the attendants are either in white Foreman's coats or the uniform of the RAF or USAF. The F3 paddock looked out over the airstrip with a Corsair, Harvard, Typhoon and Spitfire within view. This was the scene as we silently remembered those caught up in the events of the 11th September.

My day was quite hectic. I rose at 4.30 and was soon into my RAF overalls and on the road by 5.00 to arrive at 7.30. I was mechanic/pusher for Pete Wright's 2 cars. He was to drive his ex Ken Miles/Harry Morrow F3 Cooper and Nick Leston (son of Les) was to drive his ex Alan Brown Cooper. On arrival I was given a set of 'Dog Tags' and a replica Ration Book which gets you into the Drivers and Mechanics Mess and free food. This is laid out just like a wartime RAF mess with all the waiters, waitresses in RAF uniform (including dark Nylons with seams !!!), there are sandbags round the doors and tape on the windows.

The sound and smell of 33 F3 cars on methanol warming up was unbelievable. Pete and Nick did 7 laps without any problems and only tyre pressures needed attention for qualifying at 3.30 so I had the rest of the day to wander round the paddock and pits etc. soaking in the atmosphere and the Coopers. F3 qualifying came round very quickly and everything went to plan until Nick pulled off just after the Start/Finish line. A lick of flame came from the engine bay and Marshals immediately put the wrong extinguisher on the flames. Instead of water they used the dry powder which made a nasty mess. When I left for home Pete was still scratching his head hoping he would have the car ready for Saturday's race which of course he did. What a day! By the time I got home I was absolutely bushed and still slightly deaf !!!

The racing was particularly close and exciting this year; perhaps a little too exciting in some cases. The 'Gentlemanly Spirit' of historic racing seems to have completely escaped the notice of some competitors!

The Goodwood Trophy (GP,F1,F2, F Libre etc raced '48-'55) saw a battle Royal between the CBs of Flavien Marcis & Rod Jolley and the ERA of Ure, who eventually took the flag. Julian Mazjub & David Woodhouse made it a Cooper 1, 2 in the Earl of March Trophy for F3 500cc cars.

Gary Pearson & Willie Green in Cooper Jags sandwiched Justin Law's C Type Jag to take 1 & 3 in the Freddie March Trophy after Willie and Justin had a collision during a frantic scrap for the lead. Marshall Bailey's Bobtail was overwhelmed by the bigger capacity cars in the '55-'60 sports car Sussex Trophy as were the Cooper FJ's of Dew, Wilson & Stevenson (7th) in the Chichester Cup.

Rod Jolley (starting from the back of the grid) & John Harper made it another Cooper 1, 2 in the Richmond & Gordon Race for Inter Continental and F1 cars '57-61 in their T45, T51s with Adrian van der Kroft bringing his home in 5th.

Paul Edward's T79 made a great start in the Glover Trophy for 1.5 Lt F1 and Tasman Cars '61-'65 , leading Sytner's Brabham BT4. Unfortunately a coming together allowed Richard Attwood, BRM P261-7 to take the flag.

Frank Sytner returned in the Whitsun Trophy for rear engined sports cars '63-'66 to 'display' The Nicky Chevrolet Cooper Monaco. This race was stopped after Robert Brook's Lotus 19 demolished the chicane trying to catch Frank who was awarded the laurels.

The John Cooper Tribute Parade on Sunday was particularly poignant. 57 cars assembled on the grid to demonstrate the historic progress of the Marque. Paula, Michael and Sally joined by many ex employees, drivers, mechanics and enthusiasts watched perhaps the largest number of Coopers ever assembled in one place. Our thanks to the Earl of March and Richard Sutton for making this part of the 2001 Revival.

I will print a complete list of the Parade Cars in the next NewsLetter.

Patsy Burt 1928-2001

More sad news I'm afraid Patsy Burt has 'retired'. As the 'Telegraph' notice said (9th Oct) ~

'On her 73rd lap retired due to a mechanical problem...'

Her powder blue, Cooper T43 F2/1/57 will be remembered as the car with which she consolidated her reign as the most successful British lady racing driver before moving on to a special McLaren 4.4litre Tranco-Olds V8 engined open wheeler. Patsy's score was 42 outright wins, 151 ladies awards, 13 course records, 46 ladies records, 12 Continental ladies records, 172 class awards and 118 other awards. Her last Ladies Record at Shelsley Walsh in 1967 stood for 11 years. Our condolences to husband Ron Smith.

Patsy's Cooper was for many years in the National Motor Museum (UK).

Recently it has been acquired by Martin Eyre who has rebuilt it with great care and the car made its maiden outing at the Silverstone John Cooper Tribute Meeting.



Wanted!

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

For '64 T-74 Rt hand CP2094-2 AP Caliper Aluminium) would buy pair (left # CP2094-1).

D.Cooper Tel +1(201)825 4548 E. vintage8@aol.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

For Sale!

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

T 15 Mk5 /41/51 Famous European and Australian F3 car with JAP engine, Fully restored and immaculate with spares. Brian Read Tel/Fax Aus. (03) 5439 5296. reedtorq@bendigo.net.au

T 15 Mk5 ex Bob Gerard, Norton 500 Don Hall +61 893 862436

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

T 20 Excelent condition, Frazer Hartwell History T +44(0)192 322 0370 E neil@ndr.ltd.uk

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 papers, ready to race. Period Sebring History. Tel +44(0)207 589 8787

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

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

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

T 52 1960 Fully restored VSCCA logbook. Jim Collins, 144, Bourgea Lane, Shelburne Vermont 05482 Tel H + 1 802 985 3415

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 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.

(and 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 61 298 King Cobra Monaco 1963 Tel +44(0)1256 760256 Fax +44(0)1256 762415

T 67 (65) FJ x Revson FIA Papers Tel/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)148 086 1233 E hooleracing@i12.com

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

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

Letters Page

Hello Richard,

Nice to hear from you. Congratulations on taking over the helm of the Cooper Car Club! I hope the club continues to grow and flourish under your watch. Best of luck to you!

Concerning parts, we are both selling and seeking Cooper parts. Feel free to take the information listed under racing parts concerning Coopers, and put it in the Newsletter. The more we all know what is available for our Coopers, the better.

Concerning our wanted items, we are looking for many things for a Cooper T-56 Formula Junior. We have the ex-Tony Maggs/Steve McQueen 1961 Formula Junior Championship car. Unfortunately, the car was subject to a big fire here in the Oakland hills about 10 years ago. We are looking for most of the suspension pieces (we salvaged some A-arms), all the electricals, all the brake parts, clutch parts, steering, gauges, pedals and master cylinders. We are also seeking a Jack Knight gearbox for the car. We do have the frame, fuel tanks, bodywork, chassis tag, mirrors, wheels, some suspension bits, XSP engine, and other minor bits. However, we need everything else. Please let me know if you or the Newsletter readers might have any of these things. We are also currently racing a T-56 Formula Junior, having just completed the Monterey Historics with it last week. We also sold the 1960 World Championship winning, T-53 Cooper of Jack Brabham. We are certainly devoted Cooper fans here at Invest Car.

Please let me know if we can do anything to help you as you begin your new presidency with the club. Again, best wishes!

Art Hebert, Invest Car International www.investcar.com

Hi Richard,

As the SCCA Chief Steward for the vintage races last weekend (9/22/01) at Road America in Elkhart Lake, Wisconsin, I met a fella named Tom Dentice from Oak Brook, Illinois who was racing an immaculate 62 Cooper Jr (62-8). I will try and get an address or e-mail on him for your use for contact. I'm sure he would be interested in being included in our Cooper group. I'm not sure if he's retired or still working as ex/Vp of the McDonalds Corporation. We had other Coopers of earlier vintage entered, i.e.; a 56 Bobtail with Don Butler, Cincinnati, Ohio behind the wheel, and 60 MG's, including a 1934 K3 and 1934 ERA R1A driven by your Martin Walford, Broughton Green, UK . He put it on the pole and stayed there all weekend winning a rain race in very fast order. Understand Road America is a premier track, 4.1 miles in length. He qualified in the dry at 251.110 (84.156MPH) and set fast lap in the rain of 345.880 (63.750 mph). Note: the fastest Jr, a Lotus 20, qualified at 245.4.

The total entry for the weekend was 423 vintage cars. Vintage racing is very much alive in the US.

And last, my absolutely, 100% original 1961 Fr Jr (61-10) which I have owned since late 1961, went into the restoration hospital today. It was running in 1965 except for a broken transmission, when parked. I guess it is long enough a rest for it to get back to work, huh?

I'm still looking for 2-13" original minilite wheels. If you would not mind putting that in your next news letter, I'd appreciate it.

Dick Eisenmann, 1095 Highland Drive, Elm Grove, Wisconsin 53122. Milwdick@Aol.com

Spares Corner.

Member Simon Frost has just contacted me as follows:- I am at present having a pattern made so I can produce Cooper 500 wheels. Cast in magnesium with shrunk in brake liner. These will be available in 3 inch and 3.5 inch rim widths. They will look identical to the MK V pattern / style but will be slightly beefed up round the brake drum. I will be able to offer these priced at £350 approx. I would like to offer these to other members if they are interested. simon.karen.frost@tinyworld.co.uk

Simon Armer 998cc BMC short stroke 'S' block engine. T.+44 (0)1865 777694 E simon_armer@unipart.co.uk

David Cooper Original body skins from MK-4 Cooper/Vincent and leather skins for MK-3/4 seat. They are ideal for an original pattern. **Free** - cover my packing and shipping only. I have other MK-4 parts for patterns. **email** vintage8@aol.com

Paul Busby 'Glacier' top ball joint kits T-82. 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

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Cooper Racing Green.

John and David Cooper spent some time trying to match the original paint colour used by Coopers as their house version of Racing Green. DuPont did some spectral analysis of an original paint sample and came up with this formulation.

DuPont Chromabase mixed with 7185 S high temp Chroma System Basemaker 1 to 1 ratio for application. On top of DuPont primer/surfacer 30S Gray.

From container -custom mix Color Spectramaster Green/ Valushade #7 GS 57612 Tinting guide Mix size 2 quart 806J HS Black +3<->190.4 (this looks as though they added 3 grams more black to the mix) 830J HS Fast Green 290.0 881J HS Yellow Oxide 325.6 801J HS White 351.2 150K B/C Balancer 1328.8 175K Binder 1722.8

Amal Type 27 Jets.

These are becoming more and more difficult to find, but if you have a pattern they are not difficult to make. You need a lathe, some Number Drills, a 1/4" BSF Die and some 5/16" AF brass hexagon bar. Here are the crucial hole sizes you will need.

Jet #	Hole Dia Inches	Drill # / Size
760	0.093	42
900	0.102	38
1080	0.111	35
1150	0.114	33
1200	0.118	31
1300	0.122	3mm
1380	0.126	0.125"
1450	0.131	30
1550	0.138	29
1600	0.141	28

Mystery Casting Patterns/Boxes.

I have received an E Mail from Colene Allen, in Canada. Her father, Ron Evans has a set of wooden block patterns that are labelled Cooper C23. He got them from a foundry in Cambridge, Ontario, in the late 1960's. He is trying to find out what type of car they came from, and if they are of value to anyone. Any ideas? Contact Ronald W. Evans RR # 1, Ayr, Ontario, Canada. NOB 1E0

Spark Plugs.

Short reach (1/2") plugs seem to be coming more difficult to source for JAP engines. NGK tell me that B9 HVX should be readily available worldwide and is the latest platinum tipped version. They do not make a 10 heat range plug any more but the new 11 range part # is R5525-11, this has a gold and palladium tip and nickel alloy ground. It may be a bit hard and prone to oiling and will certainly be expensive! Norton engines which take long reach plugs are easier to find, B9 EGV and B10 EGV work well and are readily available in the UK.

	<p>TED WALKER Ferret fotografics</p> <p>The Old Bull, 5, Woodmancoate, Dursley, Glos. England. GL11 4AF Tel&Fax +44(0)1453 543243</p> <p>Motor Sport Photographic Archive. Over 1 Million B&W Images 1930 to 1990 Negative Collections Purchased.</p>
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'Hot Rod' Bristols !

I am becoming rather concerned about the implications and knock on effects of some over enthusiastic modification of some types of our cars. I believe that the vast majority of us want to enjoy 'Historic' racing in 'Historic' cars in the manner they were used in period. In order to keep them running reasonably reliably and well this does sometimes call for a small compromise here and there and a bit of tinkering to tweak the best out of them, which is fair enough.

This is something quite different from those who wish to race '21st Century Hot Rods' built from some historic racing car parts masquerading as marque cars. This can only deplete the stock of genuine cars and parts and bring the Historic movement into disrepute. A situation may very well develop in the next few weeks which will considerably reduce the opportunity for Cooper Bristols to compete in 2002 which will have been caused by this phenomenon. Old race cars with no where to race have a very different value to those with open opportunities!

We should all perhaps just think for a moment about our aims. I would suggest that we should be Conserving and Preserving Historic Cooper Cars for Posterity, 'Enjoying' their Use while in our Custodianship. I would be very interested in any comments or thoughts you may have on this one.

To Father Christmas, The North Pole,

c/o Richard Neale, 17, Waterlaide Road, Hartlebury, Worcestershire, England. DY11 7TP
Fax +44 (0) 121 557 4177 E mail santa@coopercars.org



Dear Santa,

I've been a very good boy / girl during the past 12 months please may I have the following presents in my Christmas Stocking.

Happy Christmas

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Cooper Car Club Regalia

Part #	Description	Price £	Qty	Total £
CCC 1	Cooper Car Club Decal	2.50 ea		
CCC 2	Cooper Car Club Race Suit Patch 4 color	3.50 ea		
CCC 3	'World Champions' Decal	2.00 ea		
CCC 51	Pin Badge	3.50 ea		
CCC 52	Cooper Cars by Doug Nye, 4th Edition Paper Back. Not yet available.			
CCC 54	Leather Key Fob	5.00 ea		
CCC 56	Window Sticker John Cooper Garage	2.00 ea		
CCC 76	Umbrella	30.00 ea		
CCC 148	Race Suit Patch 'Cooper' 2 color	2.50 ea		
CCC 248	5" Cooper Decal	2.00 ea		
CCC 249	2" Cooper Decal	1.50 ea		
CCC 471	T-51 Scale Model 1:43 Scale High Detail	52.00 ea		
CCC 473	T-53 Scale Model 1:43 Scale High Detail	52.00 ea		
CCC 488	Set of Tire Valve Caps Cooper Logo Aluminium	16.50 4		
CCC 511	Wheel Centre Badges With Holes & S/S screws	6.00 ea		
CCC 511	Wheel Centre Badges Without Holes	5.80 ea		
CCC 681	Limited Edition Print-Jack Brabham Monaco '59 By Nicholas Watts 63.5x 82.5mm. 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		
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		

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

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