



# COOPER CAR CLUB

Volume 1, Issue 1

Newsletter

May 2001

## • Diary Dates.

### May

5th/6th

Donington Park

Thoroughbred GP,  
Lurani Trophy FJ  
& F3-500

19th/20th

Monza.

Lurani Trophy FJ

26th/28th

Rockingham

Coy's Festival

## In this Issue

John Cooper 2  
An Obituary

News From 3  
Members.

Picture Page

'AZUM'

For Sale/Wanted 4

Regalia and Dues 4

Lost Contacts 4

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## Off to a Flying Start



Many thanks for the support and subscriptions so many of you have sent to me, since I took over from Dave Cooper. The foundations of what I hope will be a well established club are being laid.

John Cooper's untimely death has affected us all and it was quite difficult to choose one representative obituary to include in the newsletter from the many which you have kindly sent to me.

I am starting to get to grips with Dave's software and getting a picture of where we have clusters of members and cars, which I hope we can develop into local centres.

As we are so widely dispersed around the globe, communication can sometimes be a little extended, but with the help of our club website I hope we can make this easier for those of you with an internet facility. The Newsletter is also your opportunity to contact the membership at large.

There is a secure server on the website to make it easier for you to pay your dues and buy regalia where ever you are in the world. As things progress I hope to include a picture gallery of your photographs on the web site.

It has taken me a lot longer than I had hoped, to get the first NewsLetter posted out to you for many reasons. Please let me have your comments on it, as it is only through your feedback that I can tailor it to meet your needs.

After my first mailing, several letter have been 'returned to sender'. I have listed these people on page 4 and if you can assist with their new addresses it would be most helpful.

For those of you that have not paid your dues yet, I have also included a form on page 4 with Credit Card facilities. I can put your details through if you are unable or unwilling to use the internet.

Contributions to the next Issue would be most welcome as would notice of interesting race events in your area.

Very best wishes for the 2001 season, I hope you will have many memorable moments with your Coopers, which we can include in future issues.

I shall be having a comparatively low key season so that I am not distracted from the task ahead and the special events that we have here in the UK during the year.

Yours,

Richard.

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## **John Newton Cooper 1923-2000 An Obituary from Australia.**

News came between Christmas and New Year that John Cooper had died on Christmas Eve at the age of 77. The obituary that appeared in the Melbourne Age was the largest tribute ever published by them. Along side the picture of John was that of a Mk.VII 500cc Cooper at Speed in a corner. It was also sadly reported that Cooper's highly respected design engineer Owen Maddock had died in the same year.

From a distance, Australians did not know a lot about John Cooper. It was understood that he was strongly influenced by his father who ran a motor engineering business and who made his son a small car as a gift for his 12th birthday. Their relationship was so strong that with the growing success of their rear engined 500cc motorbike engined racing cars they jointly formed the Cooper Car Company as partners.

John must have had a good business brain and a soft spot for Australians as despite limited production, these cars were soon exported here after agents John Crouch and Keith Martin were appointed in 1951.

Numerous Australian champion drivers such as Stan Jones, Lex Davison, Bill Paterson, Tom Hawkes and Jack Brabham learned their skills in these little machines and races for them were included in all the racing programs around the land at that time.

John's engineering skills were practical rather than theoretical and proved very successful. He listened to his customers who wished to graduate to F2 and so the Cooper Bristol was born. In 1953 despite of the cost of £4,250, the price of a prestigious house, a few came to Australia and became instant winners. Jack Brabham was lucky to purchase one by tender from a deceased estate and with backing from the Redex Oil Company. Labelled the Redex Special it won all it entered. John and Charles noted the Brabham name.

John's warm, generous and even extroverted nature came to the fore, when in 1955, following Jack's first disappointing season in England, John suggested that Jack should build a car from scratch in the corner of the factory. So began another partnership which produced two World Driving and Manufacturers Championships.

John's engine behind the driver revolutionised the whole business; the impact on Australian motor sport was remarkable and the Cooper Climax dominated the field for nearly 10 years. John's generous nature allowed his successful works drivers to keep their previous year's car. A number of them brought them down-under for the 'off season' selling them to locals to finance the trip. Not only did this allow Australian enthusiasts to see famous International Stars in action but also provided numerous current model F1 & F2 cars for Australian and New Zealand drivers and boosted the entry to the Tasman series.

To my knowledge John only visited Australia once and that was to make an appearance in the TV presentation of Jack Brabham's 'This is Your Life'.

In future years, John will be remembered as the man who revolutionised open wheel racing. Reports indicate he cherished his successes and was happy to be out of the changing nature of the World Championship. He was a successful driver, manufacturer and motivator of champions using shoestring budgets to achieve great ends. He was happy not to be involved in design and test laboratories, managing giant sponsorships and controlling budgets of the millions required to place cars and drivers on circuits all round the world.

John's place in Motor Sport is one of the highest respect and his contributions to the sport in Australia are greatly appreciated.

**Roger James.**

## **Lady Denton of Wakefield 1935–2000**

Jean Denton's career as a business woman and politician started when she first came to public notice through her motor racing exploits.

Within 10 months of passing her Driving Test she was competing in Jackie Stewart's former Formula Junior Cooper with such success that in 1967 and 1968 she became Britain's Woman Racing Champion.

In 1969 she turned her hand to rallying and competed in and finished the London to Sydney Rally.

1970 saw her completed the World Cup Rally being the first woman privateer to reach the finish in Mexico.

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## **Almost a 'Barn' Find**

Leon Becker Jr. had just rediscovered the car his father bought new in 1951. The dark blue car with beige upholstery MkV/37/51 still had the race numbers on it from Leon Becker Snr's last race in 1956. The car is being put back into working order and Leon Jr. would be grateful for advise on certain aspects of the restoration. Leon can be contacted on Leon.R.Becker@Narda-West.L-3com.com

## **750 MC FJ Mallory Park 11th March**

The opening round of the Historic Formula Junior Series in the UK was won in slippery conditions by Simon Armer driving his T-56 BMC engined Cooper.

Simon's masterly drive netted him the fastest lap of the race and earned him the 'Star Drive' award.

The Ford powered 'Loti' 22 of Paul Dudley and Mark Woodhouse made up the next two places followed by Bob Birrell in the Brabham Ford BT8.

Duncan Rabagliati took the front engined honours in his Alexis, while David Furnell was the only competitor in the 500cc F3 category driving his Cooper Mk V.

## **750 MC FJ Snetterton 8th April**

The Lola and Loti of Robin Longdon, Hugh Chalmers and Marcus Mussa proved to quick for the Coopers at this round, leaving Clive Wilson with a Class win in his T-56

## **Spares / Parts Register.**

How many times have you spent a small fortune reproducing a pattern or part to keep you car running only to find that someone else had done the same thing a few weeks before? I would like to start a register of who has what patterns, CNC programmes etc. to produce which parts for the various Type numbers. I'm sure this information held centrally will make life easier for those who are trying to keep their cars in race ready condition and could save a lot of time, money and duplication. If you have any information to contribute please let me have details so that I can start building this register. The detail will have to be quite specific to be useful.

## **Ex Employees Re-union, Denmead 1st April**

Roy Golding's annual get together was again a huge success supported by some 60 past employees and guests. Mike and Sally Cooper brought along a BMW Mini Cooper and we all drooled over Robert Searles immaculate 'BobTail'. Ken Tyrrell and John Rhodes added their reminiscences to all those being aired by the 'Back Room Boys'. It was a very enjoyable way for me to get to know so many Cooper People and put faces to names in a convivial setting. Well done Roy ~ roll on next year! Many thanks to Ron Denis for helping to make it all happen, unable to be present due to a previous engagement in Brazil!

## **VSCC 'Cooper All Comers Race'**

The VSCC (UK) have approached me with the idea of including an All Cooper Race later in the season at one of their Meetings. It would need a commitment of between 20 to 30 cars to make up a full grid and this depends very much on you! Alternatively if insufficient cars were available for a race then a number of parade laps might be an option. Anyone who is interested please make contact with me ASAP.

## **John Cooper and Owen Maddock Memorial Trophies.**

These will be competed for at the Snetterton Meeting on 23rd/24th June this year. Many thanks to all those who have donated so generously towards these trophies so far. Any one who wishes to make a donation please send it to me as soon as possible.

## **Cooper Works Drawings**

Has anyone any knowledge of the whereabouts of the Works Drawings? Since they were sold at auction some time ago to an un-named buyer they seem to have gone into hiding. There are two aspects to this:- there should be some way that owners' can get access to them for legitimate reproduction of parts and the possibility of them being used to 'Create' cars should be discouraged at all costs. It would be nice to know that they are safe and in good hands.

## **M.P.H. Models**

Any one who has seen one of Tim Dykes Limited Edition 1/42nd scale models, will have marvelled at their authenticity. Tim's most sort after models are the replicas of Le Mans cars from the 1950s and he is considering a Le Mans Cooper as a future project. The 1955 Bob Tail would seem to be the obvious choice ? The build is usually limited to 25 cars, most of which are pre sold, but if the interest is there, I'm sure Tim might be persuaded to do more.

## 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 :-.....

.....

.....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

13 inch Cooper FJ Mag wheels Milwdick@Aol.com

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

T 76 Basket Case for Restoration. lindsay@mergetel.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 21 Cooper MG. Chassis # 1455. 'MDM 64' The Porteous car which has spent many years in John Atkin's Museum.Auction on 6th June by H&H. www.classic-auction.co.uk

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 # FII/5/60 Ex McLaren/Brabham 1st USGP.Tel +44(0)207 584 3503

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

T 81 F1/4/66 Maserati. Ex G.Ligier, Ready to race. Fax +33(0)491794547 guikasgtc@claranet.fr

Mike Brookes can help with many types of spares. Fax +44(0)115 9229336

## 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.

Jack Mayes, Chicago.

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.

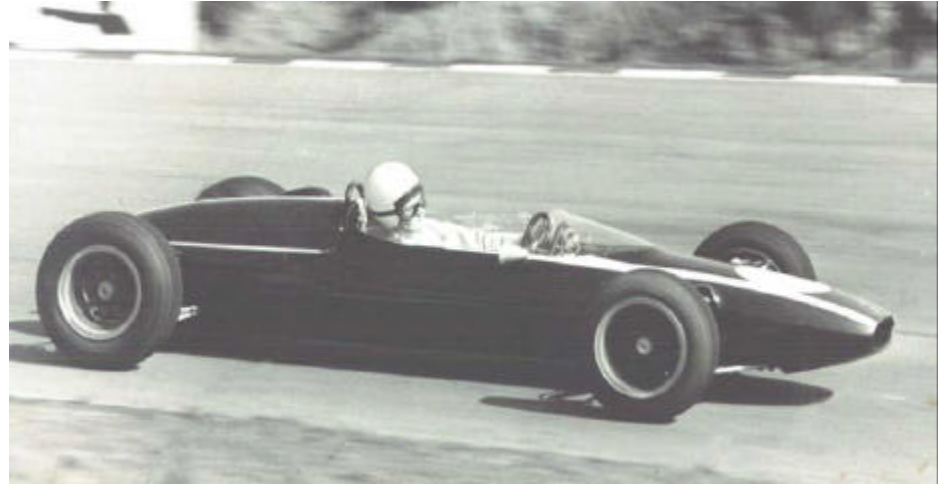
Prices include P&P.

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



**Enjoying an 'Azum'**

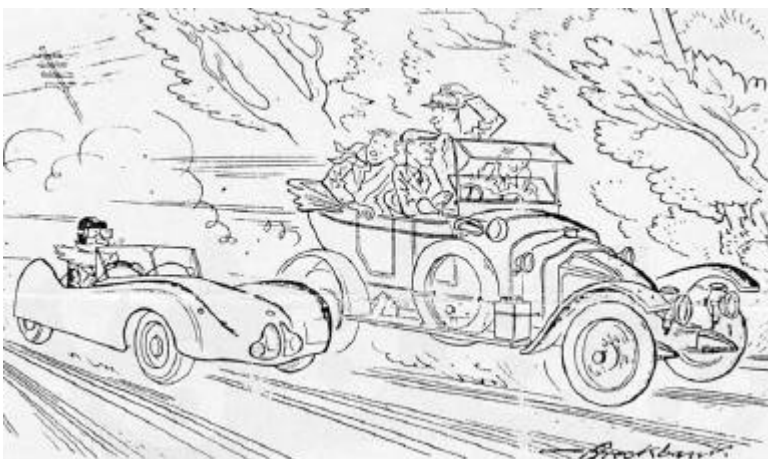
**Lady 'Jean' Denton  
Mallory Park 1966  
Winning the Ladies Race**



Reproduced by kind permission of Mike Brookes.

**Mike Brookes has a considerable stock of parts and patens for Type 72, 76 and T 75 cars. This includes a full set of body moulds, and windscreens, Front and Rear uprights in 'Mag' or LM25, Wishbones ('A' arms), Quarter shafts and Radius arms. Petrol (gas) and oil tanks, Disc brakes and Calipers, Rev counters and Dashes, Drive Shafts. Radiators with integral oil coolers. 24, David Grove, Bramcote Mills, Beeston, Notts. UK NG9 3AF  
Mike is looking for a 4 1/2" wheel for his T-59 restoration project.**

**Adam Berryman is reproducing some 13" wheels for his T-70, is there anyone who would like to take advantage of his offer to make a larger batch? Adam is on berra@jlta.com.au or through me.**



**David Baldock's T-4 as immortalised  
By 'Brockbank'.**

# 'AZUM' !

By Dr. John Sheldon.

Most enthusiasts know that The Cooper Car Company spawned two ultra successful race car companies. McLaren is the most successful manufacturer the world has ever seen and Motor Racing Developments constructed the World Championship winning Brabham cars. Less well known is a project set up by ex Cooper personnel at the beginning of the 'Swinging Sixties'.

The karts or 'Go-Karts' as they were later called made their appearance in 1958 in the Los Angeles area. These were a good deal simpler than those we see today and were powered by chainsaw or lawnmower engines. At that time there was a large USAF presence in the U.K. and inevitably in 1959 karts made an appearance at the Lakenheath Airbase in Norfolk. Soon after this there was a demonstration of karts on the pit straight at Silverstone. This was watched with great interest by 500cc Cooper MkXI \* owner Albert Zains. Albert owned some Dry Cleaning shops in Shepherd's Bush, London but had little practical mechanical expertise (he drove a Nash Metropolitan which says it all!) However he was very enthusiastic and together with John Hume formed a company to manufacture karts; they called it AZUM Kart Company and took a lease on Bradstock Motors Garage in Epsom, Surrey. Bradstock's name is no doubt familiar as the one time entrant of Chris Bristow's Cooper.

John and Albert launched the new company with a demonstration at New Cross Speedway Stadium and invited Tony Brooks, Graham Hill and the Tiller Girls, a popular dance troop from the Windmill Theatre. Adverts in 'Autosport' and a race meeting at Brands Hatch on the 31<sup>st</sup> January 1960 followed.

That winter a tunnel was being constructed under Paddock Bend and so a circuit was laid out with straw bales on the Top Straight, as at that time there was no pit complex. The weather was unusually kind and races and demonstrations were a huge success and went on all day. There was some off track excitement when some enthusiasts decided to try out their road cars on part of the circuit, which was not being used. John Hume showed his character by engaging in an impromptu race in an attempt to catch the interlopers by going the wrong way round the circuit. A spin at Druids was followed by a swift exit through the gate at Top Paddock Bend! All was not lost as the performance gained John the position of Works No.1 Driver.

The day's events were so successful that an avalanche of orders pored in as 'Karting Fever' swept the Country. AZUM were well placed to ride the crest of the wave in spite of a veritable horde of rival manufacturers setting up in competition.

Roy Golding was recruited from Coopers to become Workshop Foreman as the company expanded and took on Storemen, Assemblers, Welders and 'Gofors'. (The Gofors did not realize at that time what they were as their title had not yet been invented!) Roy kept everyone in their place and countenanced no slacking! His favourite means of enforcing discipline being the cold water from the Fire Hose if he felt he could not close on those he felt were not pulling their weight. Alternatively a liberal dowsing with 'Welseal' (a smelly, sticky sealing compound) around the 'Privates' if he managed to get hold of them!

Testing and development of the Karts took place in the garage yard, much to the annoyance of the neighbours. They had put up with the warming up of racecar engines such as Albert's Cooper but the noise of several 2 strokes was something else. Matters came to a head one day when John Hume responded to complaints by playing the Fire Hose over the garage wall into the neighbour's garden. Unfortunately there had been a bereavement in the neighbour's family (possibly not as a result of AZUM activities) and John succeeded in soaking the guests at the 'Wake'! Of course it was Albert whom the Police contacted.

In the course of six months several hundred Karts were produced and John travelled at the weekends to Kart Meetings all over the country with great success. It was during this time that Charles Cooper called in to see how his former employees were progressing. He took one look at the well lit and heated workshops which were in stark contrast to Hollyfield Road and said to Roy in his inimitable manner "F\*\*\* Me Cock! This'll never last! Call me when you need some work!" Unfortunately for John and Albert, and not for the first time, Charles was right. The initial wave of Karting enthusiasm subsided and orders almost completely dried up. So AZUM Kart Company became prime subcontractors to Cooper Cars making wishbones and machined parts. AZUM released most of its staff, Roy staying on to not just oversee the manufacture of parts but to make them himself!

The Cooper obsession with firearms and explosives (remember the Mortar) was carried over to the Epsom Garage. Without the sales of Karts, more time was available for play and John Hume indulged his other interest in muzzle-loaded guns. Old 'flintlocks' were carefully reconditioned on Roy's lathes, musket balls were fashioned from fishing shot and black powder prepared; the air was rent by the sound of massive explosions. After more complaints from the neighbours and further calls to the Police, Albert pulled the plug, having failed to sell the business to Reg Parnell. AZUM Karts went into liquidation.

Roy returned to Coopers at an increased salary, which was still not much but took with him the Karting Bug. It was not long before Bruce McLaren bought a Kart that he races alongside Jack Brabham at the Surbiton Track on their spare Saturday afternoons. Some people just can't get enough! John Hume went off to build the first dragster for Sydney Allard at Clapham, South East London and latter developed the Shorrock supercharger and ran Sydney's International Rally program.

\* Cooper Mk XI Chassis XI-15-57, known as the Flash Special. Since 1968 campaigned by the late Frank 'Bruce White' known as 'Le Patron' of 'Equipe Brutoni'. He died in December 1997 during his 81<sup>st</sup> year just four weeks after his last competitive outing in the Flash Special at a Brooklands Sprint. The car remains with his family.