



Cooper World



Mini Spares - The New Original



Demand Mini Spares Approved Parts

The one-stop Mini parts shop for **EVERYTHING** your Mini needs (as our name suggests).

Whatever some boxes may say, genuine original parts are diminishing quickly.

Very few parts on the market today are actually genuine originals now.

BE SURE - DEMAND MINI SPARES QUALITY!

As the largest supplier of Mini parts in the world we find genuine original parts and the best available modern versions of original parts.

mini  spares
minispares.com

Parts available on line and by mail order - or visit one of our three shops

Minispares - NORTH

Units 2E and 2G Harwood Road
Northminster Business Park
York YO26 6QU

Tel: 01423 881800

Minispares - LONDON

LONDON (M25/A1 Junction) MINISPARES HEAD OFFICE
Cranbourne Industrial Estate, Cranbourne Rd.
Potters Bar, Herts. EN6 3JN

Tel: 01707 607700

Minispares - MIDLAND

West Midlands

991 Wolverhampton Rd. Oldbury.
W. Midlands. B69 4RJ

Tel: 0121 544 0011



John Cooper 1923 - 2000

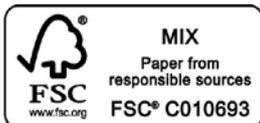


Recognised as a Single-Make Car Club by
The Royal Automobile Club Motor Sports
Association Limited

Mini Cooper Register formed as a Club in 1986



Recognised
Club



CooperWorld is printed on FSC® certified paper using vegetable-based inks. Printing plates are aluminium and are recycled, as are any surplus/old inks while printing blankets are shredded and used for rubberised play areas and footpaths. The wrapping it comes in is degradable and will break down in the soil.



Cover Image

Paul Sulma's Ex-Works Mini Cooper S RJB 327F at the Lancaster Insurance Classic & Super Cars Show Sherborne Castle on the Rally Cars display stand

Photo: Paul Sulma

Disclaimer

The opinions expressed in this publication are purely those of the contributors and should not be construed as the policies of either the club or committee. Whilst every care is taken to ensure the information in this publication is correct, no liability can be accepted by the authors of Mini Cooper Register for loss, damage or injury caused by errors in, or omissions from the information given.

Printed by: The Lavenham Press, Arbons House, 47 Water Street, Lavenham, Suffolk, CO10 9RN Tel : 01787 247 436

Contents copyright
© Mini Cooper Register 2017

Magazine Publishing Guidelines

Please submit all copy, including For Sale and Wanted adverts, to the Editor prior to the 1st day of each month. The production of a magazine starts a month before the due publishing date. Please submit copy to the Editor only.

If possible please provide copy electronically by email with Word attachments.

Images may also be supplied electronically, but please bear in mind that the resolution and depth need to be as high as you can provide. Please supply any images as JPEG only. Please do not embed pictures or graphics in word documents, these should be supplied separately. Email to editor@minicooper.org

Handwritten or typed submissions are always welcomed with equal precedence to electronic forms.

Please keep articles to a maximum of 1500 words.

Original photographs and slides are also welcomed and will be digitally scanned and promptly returned. The Club will pay for all postage and packaging on returnable items.

Magazine Copy Dates

These are the latest dates copy should be received by the Editor for publication.

October magazine – 1st September
November magazine – 1st October
December magazine – 1st November

Cooper disclaimer

The Cooper logo is the property of John Michael Cooper and should not be used without prior permission.

Contents

Officers, Committee & Contacts	4
Notice Board	6
Editorial	7
Chairman's Chat	8
New Members	8
Events Co-Ordinator	10
Events Calendar	10
Lancaster Insurance Sherborne Supercar and Classic Car Show	14
The Turini Tour Memorial run 2019	16
Interview with Christabel Carlisle	18
Book Review	22
Letters	22
Old Cooper Stuff	24
HRCR Mini Sport Cup 2019	26
AutoSolo at Kempton Park	28
MINI CHALLENGE - Brands Hatch MINI Festival	30
Registers	34
MCR Regional Meetings	56
Regional Coordinator	57
Regional Reports	57
For Sale and Wanted	65

HONORARY PRESIDENT

Mike Cooper



HONORARY MEMBERS

Rauno Aaltonen
Peter Baldwin
Warwick Banks
Peter Browning
Willy Cave
Ron Crellin
Brian Culcheth
Ray Cunningham
Ginger Devlin
Paul Easter
Andy Harrison
Paddy Hopkirk
Bill Price
Bill Richards
John Rhodes
Gordon Spice
Nick Swift
Stuart Turner
Julien Verneave
Basil Wales
Lady Watson (Christabel Carlisle)
Mike Wood

Chairman

Robert Young
Spring Cottage, Small Hythe, Tenterden,
Kent, TN30 7NE
01580 763975 (H)
chairman@minicooper.org

Vice Chairman

Tony Salter
20 Batchelor Green, Southampton,
Hants, SO31 8FJ
02380 560073 (H)
vicechairman@minicooper.org

Treasurer

Nigel Oates
OTS Management Consulting & Setting Solutions Ltd
Greenfield Lock, Christleton, Chester. CH3 5PN
07765 235204
treasurer@minicooper.org

General Secretary

Kim Bromage
31 Coraline Close, Chelmsley Wood,
Birmingham, B37 7NE
0121 680 1814 (H)
secretary@minicooper.org

Webmaster

Mike Bennett
45 The Park, Penketh, Warrington, Cheshire WA5 2SG
01925 727479 (H)
webmaster@minicooper.org

Magazine Editor

Paul Sulma
7 Dorset Way, Twickenham, Middx, TW2 6NB
0208 898 9476 (H)
editor@minicooper.org

Subscriptions Administration

Mini Cooper Register, Arbons House,
47 Water Street, Lavenham, Suffolk CO10 9RN
01787 249284
mcr@minicooper.org

Subscriptions Information

Lesley Young
Spring Cottage, Small Hythe, Tenterden,
Kent, TN30 7NE
01580 763975 (H)
subscriptions@minicooper.org

Events Co-Ordinator

Justin Ridyard
2 Carlsden Close, Dover, Kent, CT17 0SD
01304 330715 (H)
events@minicooper.org

Competition Secretary

Peter Barker
competition@minicooper.org

Club Shop

Justin Ridyard
2 Carlsden Close, Dover, Kent, CT17 0SD
01304 330715 (H)
regalia@minicooper.org

Regional Co-ordinator

Richard Sign
Oaklea, West Common, Blackfield,
Southampton, SO45 1XL
07968 307689
regions@minicooper.org

Public Relations

David Hucker
Orchard Cottage, 12 Wimpstone,
Stratford upon Avon, Warks, CV37 8NS
07860 115481
pr@minicooper.org

Car Registrar

Peter Barratt
44 Bushy Grove Road, Watford, Herts, WD23 2JQ
01923 816757
cars@minicooper.org

Youth Co-ordinator

Jack Ward
81 Tower Hill, Dover CT17 0AG
07984 302894
youth@minicooper.org

Non Designated Committee Members

Position vacant

OTHER CONTACTS

Archivist

Position vacant
archivist@minicooper.org

Heritage Liaison

Peter Moss - See Competition Secretary
heritage@minicooper.org

DVLA V765 Contact

(Vehicle Registration Recovery)
Paul Sulma, 0208 898 9476
v765@minicooper.org

REGISTRARS

Ex-Works and Competition Cars Register

Robert Young - See Chairman
exworks@minicooper.org

Appendix K Register

Russell Earnshaw
8 White Ley Bank, Fulstone, New Mill,
Huddersfield, W. Yorkshire, HD7 7DL
01484 683899
appendixK@minicooper.org

Cooper S MK I Register

Simon Wheatcroft
392 Nuneaton Road, Bulkington, Nuneaton,
Warwickshire, CV12 9RR 01827 830539
mkI@minicooper.org

Cooper MK I Register

Barbara Alexander
Hollam Farm Cottage, 76 Bridge Street, Titchfield, PO14 3QL
01329 841225
mkI@minicooper.org

Cooper S MK II Register

Nick Hunter
01785 813693
mk2S@minicooper.org

Cooper MK II Register

Graham E Robinson
80 Alexandra Road, Great Wakering, Essex, SS3 0HW
01702 219298
mk2@minicooper.org

Cooper S MK III Register

Simon Wheatcroft
See Cooper S MK I Registrar
mk3S@minicooper.org

RSP Cooper Register

Roger Hunt
Red Lion Lodge, Clopton, Kettering,
Northamptonshire, NN14 3DZ
01832 720571
rsp@minicooper.org

Rover Cooper Register

John Parnell
8 Meadow Bank, Eversley Park Road, London N21 1JE
020 8886 8226
rovercooper@minicooper.org

Coachbuilt Cooper & Cooper S Register

Steve Burkinshaw
28 Loom Lane, Radlett, Herts, WD7 8AD
01923 855971
coachbuilt@minicooper.org

Ex-Police Cooper & Cooper S Register

David Davies
9 Mountway, Waverton, Chester, CH3 7QF
01244 332282
expolice@minicooper.org

Innocenti Cooper Register

Foster Charlton
12 Queens Terrace, Wallsend, Tyne and Wear, NE28 7QU
0191 2639019
innocenti@minicooper.org

Mini Super Register

Garry Dickens
Pryland Barn, Cheddon Road, Taunton, Somerset,
TA2 7QT 01823 338228 (H)
01823 337835 (W) 07519 513826 (M)
super@minicooper.org

I275GT Register

Alan Clark
20, Voller Drive, Reading, Berkshire, RG31 4SE
0118 9423778
I275gt@minicooper.org

Modern MINI Cooper Register

David Young
8 Weald View, Staplecross, Robertstbridge, TN32 5QW
01580 830000
newmini@minicooper.org

Non Cooper Register

Malcolm Voss
31 Smallhythe Road, Tenterden, Kent, TN30 7LH
01580 765126
malcolm.voss@gmail.com

Please avoid phoning Committee Members and Contacts after 9pm.

Display Advertising - please contact: Kay Scott 01943 461679 kjsadvertising@btinternet.com

www.minicooper.org
forum.minicooper.org



Facebook www.facebook.com/minicooperregister



<https://twitter.com/cooperregister>



#minicooperregister



Cherished Vehicle Insurance Services



Classic Mini Insurance for your pride & joy



- ✓ **20% discount** for Mini Cooper Register members.*
- ✓ **Multi-vehicle** and **limited mileage** policies.
- ✓ Simple and **free** agreed value service.
- ✓ All **modifications** considered.

*Subject to minimum premium and normal underwriting criteria. Terms and conditions may apply. Please ask for details.

Proud to be
part of A-Plan



0333 003 8162

www.cherishedvehicleinsurance.co.uk



Calls to 0333 numbers are charged at 'normal' rates from landlines.

Cherished Vehicle Insurance Services is a trading name of A-Plan Holdings who are authorised and regulated by the Financial Conduct Authority. Registered Office: 2 Des Roches Square, Witney, OX28 4LE. Registered in England. Registration Number 750484

CVI 085 04/17



NOTICE BOARD



DISCOUNTS FOR MEMBERS OF THE MINI COOPER REGISTER

Discounts may be available on production of your membership card at the following firms:

MINI MACHINE, DARLINGTON

– 10% off the vast majority of goods

DSN MINI SPECIALISTS, NORFOLK

– various discounts depending on the product

MINI MAIL, KILCOT, GLOS

– help if undergoing a major restoration

BULL MOTIF MINI SPARES, WINCHCOMBE, GLOS

– Mini spares 1959-2000, Heritage parts, mail order from website. Discount to members on production of membership card. 01242 609598 bullmotifminispares.com formerly Midland Mini Centre

MINI SPORT, PADIHAM, LANCS

– 10% off most goods except for body shells and some engines

AZ MINI CENTRE, SPALDING, LINCS

– 10% off everything but will offer more depending on amount purchased

MINI SPARES CENTRE

– See advert inside front cover for contact details. Discount available to Mini Cooper Register members.

BJ ACOUSTIC, OLDHAM, LANCS

– www.bjacoustic.com 10% discount

CLASSIC LINE INSURANCE

– 10% discount and agreed value on cars over 5 years old 01455 639000

M & M MINI SPECIALISTS, WARRINGTON, CHESHIRE

– 10% discount 01925 444303. www.Mini-metro.co.uk

HAYNES PUBLISHING, SOMERSET

– 15% off books, manuals and DVDs, with 2nd class P&P to UK 01963 442030

OLD TRAIN HOUSE B&B

– Cork, Ireland (MCR member) - 10% discount 00353 25 39337 www.oldtrainhouse.com

MERLIN MOTORSCREENS

– 10% discount, supply and supply & fit www.merlinmotorscreens.co.uk 07768 661175

DISCOUNT ON HOLIDAYS FOR MCR MEMBERS

– Studio Apartments in El Sauzal Village Centre, Tenerife, Spain. www.casafloratenerife.com

HERITAGE MINI COOPER INSURANCE

– 0121 246 8089 or 0845 373 4777 or visit www.heritage-quote.co.uk

R.A.C.E. MOTORSPORT

– Unit 14 Withnell Fold Ind. Est., Withnell Chorley Lancashire PR6 8B. 10% discount, Jim Brindle 01254 831644

SUSSEX ROAD AND RACE

– Unit 2, Shipyard Ropewalk, Littlehampton, West Sussex BN17 5DE 01903 715341 www.sussexroadandrace.co.uk kevin@sussexroadandrace.co.uk . Mini and classic mini specialist ex JCW chief technician - will give 10% discount to any club member

THE EAST ANGLIAN MINI CENTRE, IPSWICH

– Discounts for MCR members, details on our regular adverts in **CooperWorld** www.eastanglianminicentre.co.uk 01473 740148

TMS MOTORSPORT

– 10% off Motorsport and Tuning Products www.tmsmotorsport.co.uk. Tel. 01189 485132

INSURANCE FOR MINI COOPER REGISTER ATTENDANCE AT SHOWS

The club has an insurance policy which protects its officers and members against a variety of claims. The key area it covers is 'Public Liability' and this means accidental injury to or damage to the property of members of the public.

The main area of exposure to risk for the club is attendance at shows where we run a stand. There are an increasing number of shows featuring the Mini or classic cars generally which we are planning to attend with Committee-organised stands, plus many regions already attend local shows, and there may be others that we are less aware of. Our public liability insurance will, we hope, never be claimed on, but there is always the possibility that a member of the public suffers an injury on our stand and, given the ambulance-chasing practices of many legal advisers today, makes a claim against us.

That is what our policy is there to protect us for, but we can only offer that protection if the club is notified in advance of a Mini Cooper Register presence. If the stand organizer lets me know (address, phone number and e-mail address at the front of the magazine) they will be protected against the risk of a personal claim by our insurance. The club cannot pick up liability after the event without prior notification. Also, the insurance only covers risks in the UK.

So if you are organising a stand, please tell both the magazine editor and me at the same time, so that it can be publicised in the magazine, and you and your organising team are covered by insurance.

Nigel Oates
Treasurer

Magazine Contributions

IMPORTANT - PLEASE NOTE

Contributions must be received by the 1st of the month for the following month's magazine.

I will acknowledge ALL contributions for the magazine sent by email, so if you do not receive an email back from me it almost certainly means I have not received it. Please telephone me after a day or so to check if you do not hear from me.

Paul Sulma

Missing Magazines

Sometimes magazines go astray.

If your magazine does not arrive by the middle of the month

contact Lavenhams

mcr@lavenhamgroup.co.uk

or by phone (only if you do not have email facilities) on

01787 249284

Subscriptions

The Lavenham Press administrator our Subscriptions -

see details on page 4.

GDPR Policy Document

The Mini Cooper Register is a motor club that caters for all those interested in the Mini and Mini Cooper, both classic and modern.

Under the GDPR regulations, we act as both Controller and Processor, in addition we use the third party company, Lavenham Press Limited, to administer the membership of the club and print **CooperWorld** magazine, and as such, they act as a Processor on our behalf.

The Club's legal basis for handling personal data is Legitimate Interest.

In order to run the club, we and Lavenham Press Limited hold our members' personal data (we do not hold sensitive personal data) and we will not release any of that data to any third party and have tight controls on the access to that

data by officers of the club. Data no longer required for the running of the club is deleted. The data held for a member is: Membership number, name, address, telephone numbers, email address and region. In addition, payment details are used for processing membership and the sale of club merchandise, payment details are not stored. Details of the data held may be requested by a member by sending an email to gdpr@minicooper.org.

The processing performed by Lavenham Press Limited is: Recording new and renewed memberships, sending of welcome packs, sending of membership renewal notices.

The processing performed by the club is: Generation of regional members lists (membership number, name, telephone and town only), granting of access to our website and social media, email notifications to members, confirmation of membership.



You may have noticed, when looking at the front cover of this issue of **CooperWorld**, that it features my Ex-Works car RJB 327F. I hope that you will forgive my apparent indulgence in choosing my own car and photo; however I would say that I did try not to use the photo, but I simply just did not have the choice of a more suitable photo for the front cover. If you have read the caption for the front cover then you will understand

that there was another reason why it also seemed appropriate to use the photo. It actually links in nicely with the article that Peter Barker has written on the Lancaster Insurance Classis & Super Cars Show held at Sherborne Castle. I principally took my car to this show because Brian Culcheth, one of our newest honorary members, asked me if I would so that he could drive it once again nearly 50 years after his original outing in the car – but this time as the lead car in the Rally Car parade lap at the Castle which he organised. This was for me quite a privilege and particularly so to sit beside Brian driving my car knowing that he was the last Works driver to have driven it all those years ago. So, do have a read of Peter's article to get an insight into this interesting and very enjoyable show.

Moving on to what's in this month's issue of **CooperWorld** and we have three articles in the Competition section. One of these articles particularly caught my eye as it was entitled AutoSolo

at Kempton Park, firstly because I had never come across the phrase AutoSolo and, secondly, that it had taken place virtually on my door step and I knew nothing about it previously! Neil Burgess kindly wrote the article as he entered his own MINI in the AutoSolo and so gives a great account and insight as to what's involved in this type of competitive driving. It has certainly sparked my interest in possibly getting involved in it too. There is also an in car video on YouTube of Neil doing one of his laps at Kempton Park - just search for AutoSolo Kempton Park and it should come up.

As I mentioned in last month's issue, the Mini touches all four corners of the earth with its appeal and no less so than in Australia. There they have also been celebrating the coming of age of the Mini and our regular Australian correspondent, Stephen Dalton, has been out and about at some of these celebration events. And so he has written an article in his Old Cooper Stuff column on one of the main events that took place there recently celebrating the Mini's anniversary and the car in all its forms. It is good to see that there are some great examples of the Mini surviving in Australia and that they are as cherished there as the cars are here in the UK and long may it continue.

Paul Sulma



BRYAN PURVES MINI 'WORKS' REPLICAS SPECIALIST

T: 01892 770503 E: bryanpurves1@gmail.com



Years of experience and skill has spread our reputation throughout the world. At the heart of this success lies a commitment to creating quality products that are a pleasure to own. **CRAFTSMANSHIP:** The essential principles remain the same: **Quality, Strength, Style and Performance**
In addition our specialist services include Interior Trimming and Upholstery

We have over 100 mini related items for sale on our website – here is a small selection



Irvin full harness seat belt



Jacking Point Grommets



Two Wheel Roof Racks to Works specification



BMC Mud-flaps – manufactured in rubber to original dimensions



Roll Cage – John Aley
Non FIA



Original Works unused Grill Mesh complete with new Radiator Muff and fittings



Dyna-lite Lucas C40 Type

Hours of business
Tuesday, Wednesday,
Thursday 9.00 am
to 5.00 pm

www.bryanpurves.co.uk



CHAIRMAN'S CHAT



The car registration facility that the club provides, where you are encouraged to put details of your cars in the club's database, is continuing to gather pace. Run by Cars Registrar, Peter Barratt, the input of your car's data is easy enough once you log onto your own page on the Website. Those who wish to do this and need some guidance, then you need only to contact Peter and he will, I'm sure, walk you through the process. The latest numbers that Peter has extracted from

the registrations shows that the Rover Cooper registrations are by far the largest ones that we have - by a considerable margin. This is followed by MINI which in fact is half the number of the Rovers. The next registrations are all very close, just headed by Non-Cooper which is a great surprise to me. This just shows that despite what the internet trolls say, we are not an elitist club and indeed are a broad church. The next registrations are headed by Mk1 Cooper S, then Mk1 Cooper, Mk2 Cooper S and Mk2 Cooper, which I guess is no surprise.

This brings me nicely to the subject of the Non-Cooper Register itself. This register is quite new in the club's history (although it was instigated in the early days but fell by the wayside until recently). It was resurrected a couple of years ago with the aim of encouraging younger members who simply could not afford a Cooper S nor a Rover Cooper to participate with us. It was also hoped that the Registrar running the register would soon have an active role in promoting and encouraging this branch of the club. Jonathan Voss was appointed to the role and was an ideal candidate both, because of his young years, and also that he was re-building a Mini Mayfair from scratch into a Mini Cooper lookalike. He was also, at the time, employed by a MINI race team as a mechanic. Sadly, that pressure of work meant he was not able to devote the time needed and now that he has changed tack and has just started Police training, he has had to step down. We wish him well in his new career as a Kent Police officer. Very fortunately Malcolm Voss, his father, has offered to step in on a temporary basis until a younger person can perhaps be found to take the job on. Malcolm is very knowledgeable about Minis, as he's been around them most of his life and indeed has a Mk2 Cooper in his stable. I would urge

all of you in the Non-Cooper register to get in touch with Malcolm about your car and get this register kick started again. It would be good to read more about your cars regularly in **CooperWorld**. It's over to you.

On the subject of car registrars, we are still looking for a knowledgeable person to take over the Mk1 Cooper Register from Barbara Alexander. Barbara has been doing a sterling job for many years and needs to step down again because of pressure of work, albeit she has kindly agreed to stay on until we do find a suitable replacement. So, if you think you might be interested and fit the bill do contact Barbara or me and take the next step.

Our Minis to Ireland event, scheduled for the last week in September, has received a full entry and I'm sure everyone will have a great time, driving around the superb Irish country side for a week with forty other cars and likeminded enthusiasts. It is interesting to note that over half of the entry is from cars of the 60s and this year, unusually, we have only a handful of MINIs entered. It promises to be a great event, with the only downside being the continual slide of sterling, because of our imminent departure from the EU, which will mean we will probably run at a small financial loss on this event for the first time - such are the many downsides of Brexit!

The good news is that contrary to my original fears that we may not be in a position to run a 'Minis to the Alps' next year, Peter Moss, despite his initial protestations has, once more, agreed to help plan this event for us. We owe him our sincere thanks for once again stepping into to do this. With his vast experience of rallying in France, I can't think of anyone better to do this for us. It is proposed at the moment that we will visit some old ground interspersed with some new. Once again starting in the UK, the rough outline should be Kent, Calais, Reims, Mulhouse, Aix-les-Bains, Gap then back to Aix-les Bains and finish in Evian les Bains. The seven day trip is likely to be from Friday 25th September to 2nd October. It's a long way off, I know, but keep that week free. Regulations and entry forms should be out in early December when entries will be accepted, although expressions of interest will be accepted beforehand. It will again, I'm sure, be a fabulous event and one not to be missed.

Robert Young

NEW MEMBERS

We welcome the following new members who joined during July

Paul Anning, Tenterden, Kent

Samuel Davies, Barnsley, South Yorkshire

Michel Korver, Etten-Leur, Netherlands

Adam Smith & Briony Duke, Braintree, Essex

Neil Wilson & Louise Buchanan, Danbury, Essex

Steve Clack, Salisbury, Wiltshire

Jackie Simmons, Bracknell, Berkshire

Trevor & Alison James, Wickham Bishops, Essex

Hugh Thomson, Oxford, Oxfordshire

Nicholas Lancaster, Yeovil, Somerset

Michelle Kilner, Sittingbourne, Kent

Richard Paget, Waltham Abbey, Essex

Christopher Missingham, Little Clacton, Essex

Alan & Paula Willey, Ashford, Kent

Brad & Helen Simpson, Market Harborough, Leicestershire

John Roulston, Belper, Derbyshire

Andrew McShane, Belfast, Antrim

Darren Haynes, High Peak, Derbyshire

SOMERFORD MINI LIMITED

SERVICING • SPARES • RESTORATION

MINI RESTORATION

Being a small company guarantees that our customers receive the best personal service throughout the stages of their car's restoration, from start to finish! Usually, one car is assigned to one restorer, enabling the work to be carried out with ease and perfection. We are able to draw on our vast stock of both new and second-hand parts, including very specialised body panels which are not widely available, enabling us to hand build a Mini that is 'better than new!'.



PARTS DEPARTMENT

We boast one of the BIGGEST and most comprehensive parts departments IN THE WORLD! We cater for ALL Minis and variants from 1959 to 2000.

We carry 10,000 stock lines many of which are GENUINE Rover parts. From a trim clip to a bodyshell, we have everything covered and we manufacture a growing range of our own parts. Visit our WEBSITE, www.somerfordmini.co.uk which lists over 13,000 parts and is the best resource tool in the industry!



**NEW
ADDRESS**

**9 Harris Road,
Porte Marsh Industrial Estate,
Calne, Wiltshire SN11 9PT**

OTHER SERVICES

Although our name is synonymous with restoration we offer other services as well - anything from replacing an indicator bulb to preparing a race car, in fact the COMPLETE SERVICE for the Mini enthusiast.

- MOTs
- Servicing
- Accident Repair
- Steam Cleaning
- Valeting
- Performance Conversions
- Race Preparations
- Restoration
- Refurbishment
- General Repairs
- Rust Proofing
- Valuations
- All Spares and Accessories
- Customising



If you want your Mini restoring, our team can do it. If you are doing it yourself, we can supply all of the parts and advice. If you are looking for expertise, knowledge, experience, quality, honesty and the most complete service you will find anywhere then look no further... come and talk to the experts!



SOMERFORD MINI LIMITED

Tel: 01249 721421

Fax: 01249 721316

Email: spares@somerfordmini.co.uk

Website: www.somerfordmini.co.uk

EVENTS CO-ORDINATOR – Justin Ridyard



It's been a busy month again for members of the club; many attending the Silverstone Classic the Thames Valley Run was a huge success again this year so well done to Terry and Clive for all their hard work with this event. I am really gutted not to be taking part in the Minis to Ireland trip this year.

I am still looking for cars and assistance for the NEC if you can assist with this please email or give me a call.

Sadly, we will need to delay an announcement on the Champagne Run for 2020, because as I'm writing this the pound is down to another all time low. This should recover of course but it would be the wrong time to book a deposit on a hotel and set a base price for such an event. Time is on our side and we always have to leave ferry bookings until the New Year. So for now, please just pencil in the 11th-13th July for the event.

I'm off to put the finishing touches to the Ham Sandwich Run, more on that in the next edition of **CooperWorld**.

That's all for this month!

Justin Ridyard
Tel: (01304) 330715
events@minicooper.org



Remember to Like the MCR Facebook page at <http://www.facebook.com/minicooperregister> or scan the QR code with your smart phone to visit the page.



EVENTS CALENDAR



Key

Bold = National MCR event or Club stand.

Italics = Regional MCR event/attendance.

September 2019

Event: Beaulieu International Autojumble
Date: 7th-8th September
Location: Beaulieu Motor Museum
Contact: <https://www.beaulieu.co.uk/>

Event: Revival Meeting
Date: 13th-15th September
Location: Goodwood
Contact: www.goodwood.co.uk

Event: Manchester Classic Car Show
Date: 14th-15th September
Location: Event City, Manchester
Contact: <http://www.manchesterclassiccarshow.com/>

Event: Stanford Hall National Mini Day
Date: 15th September
Location: Nr Lutterworth, Leicestershire
Contact: Jerry Filor - jfilor@talktalk.net

Event: Minis to Ireland
Date: 20th – 27th September
Location: Ireland
Contact: Lesley Young - membership@minicooper.org

Event: Rally Day
Date: 21st September
Location: Castle Combe Circuit
Contact: <https://castlecombecircuit.co.uk/>

Event: BELGIAN DIAMOND MINI RUN
Date: 21st-22nd September
Location: Gent, East Flanders
Contact: Benelux Region, Wesley Berloo and Philippe De Lauw - bmot@telenet.be
www.belgianminisonstour.be

Event: Mini Action Day 2018
Date: 28th September
Location: Castle Combe Circuit
Contact: <https://castlecombecircuit.co.uk/>

Event: OhSoRetro
Date: 29th September
Location: Margate, Kent
Contact: <http://www.ohsoretro.co.uk/>

October 2019

Event: Off Peak Run
Date: 19th – 20th October
Location: Brecon Beacons National Park
Contact: Jack Ward youth@minicooper.org

November 2019

Event: NEC Lancaster Classic Motor Show
Date: 8th - 10th TBC November
Location: NEC Birmingham
Contact: <http://www.necclassicmotorshow.com/>

email: youth@minicooper.org

Brecon Beacons

2019 OFF-PEAK RUN
19th-20th October 2019

19th-20th October 2019

A range of tyres for your classic Mini Cooper



Dunlop
SP44
145R10



Dunlop
Aquajet
145R10



Camac
BS313
165/70R10



Dunlop
Aquajet
165/70R10



Michelin
XXZ
145/70R10



Dunlop
R7
165/70R10



Avon
CR6ZZ
165/70R10



Dunlop Race
CR65
500L10



Whether you need original-equipment, road, fast-road, race or rally tyres for your Mini, Vintage Tyres has them on the shelf. Not sure what you need? Just ask one of our experts. We've been in business since 1962 - we know Mini tyres!

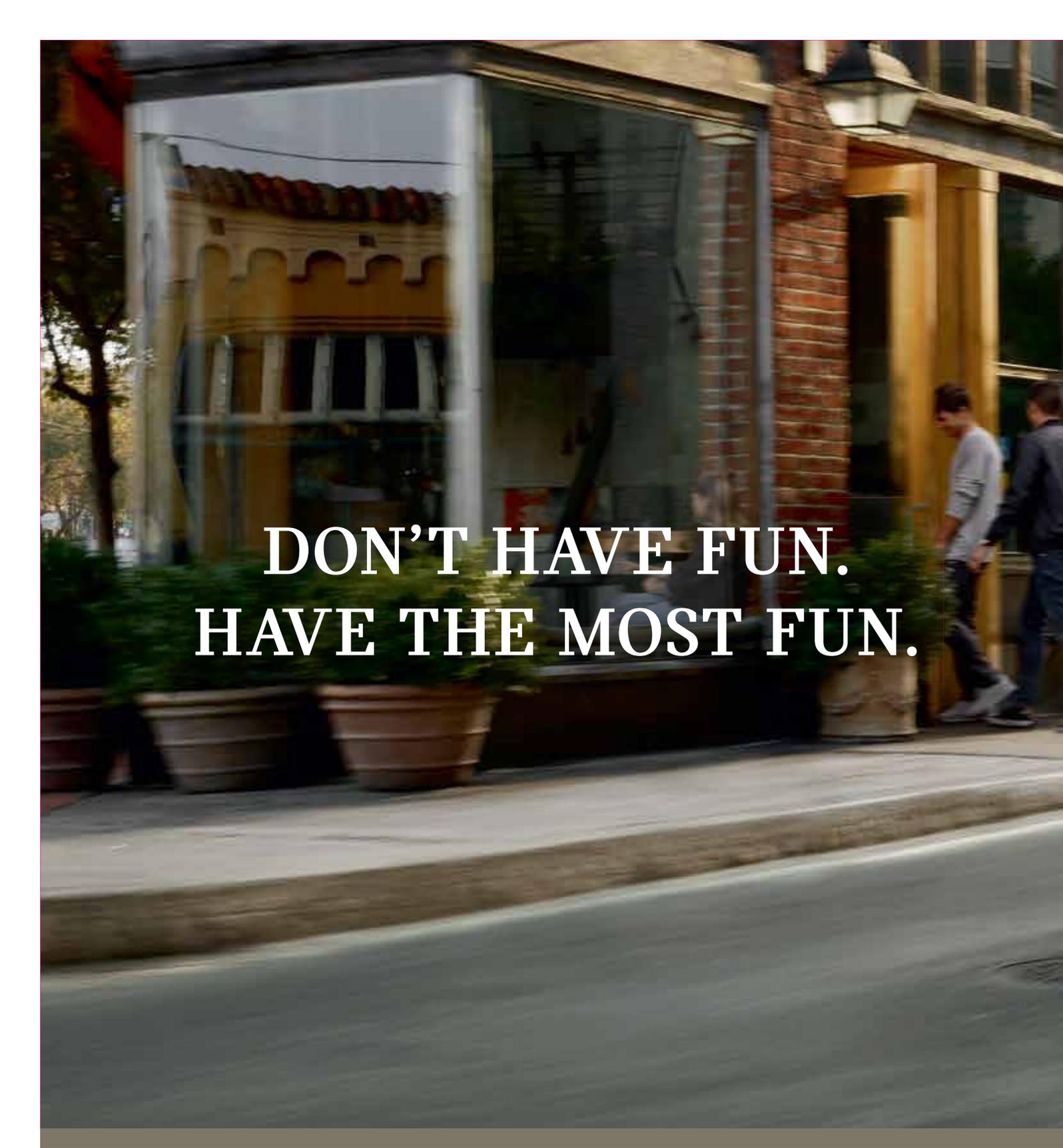


VINTAGE TYRES

FOR CARS AND BIKES FROM THE 1890s TO THE 1990s

01590 612261

sales@vintagetyres.com
vintagetyres.com



**DON'T HAVE FUN.
HAVE THE MOST FUN.**

The MINI 5-door Hatch has been awarded Auto Trader's Most Fun Car to Drive 2019. Book your 48 hour test drive and enjoy a twinpower turbo engine and up to 192 HP.

BOOK YOUR 48 HOUR TEST DRIVE.
SEARCH MINI MOST FUN.

Fuel economy and CO₂ results for the MINI 5-door Hatch Range: Combined 39.8-48.7 mpg (7.1-5.8 l/100km). CO₂ Emissions
Figures are for comparison purposes and may not reflect real life driving results which depend on a number of factors including the accessories fitted (post registration), variations in weather, driving styles
Only compare fuel consumption and CO₂ figures with other cars tested to the same technical procedure.



149-112 g/km.

and vehicle load. All figures were determined according to a new test (WLTP). The CO₂ figures were translated back to the outgoing test (NEDC) and will be used to calculate vehicle tax on first registration.

Lancaster Insurance Sherborne Supercar and Classic Car Show

By Peter Barker



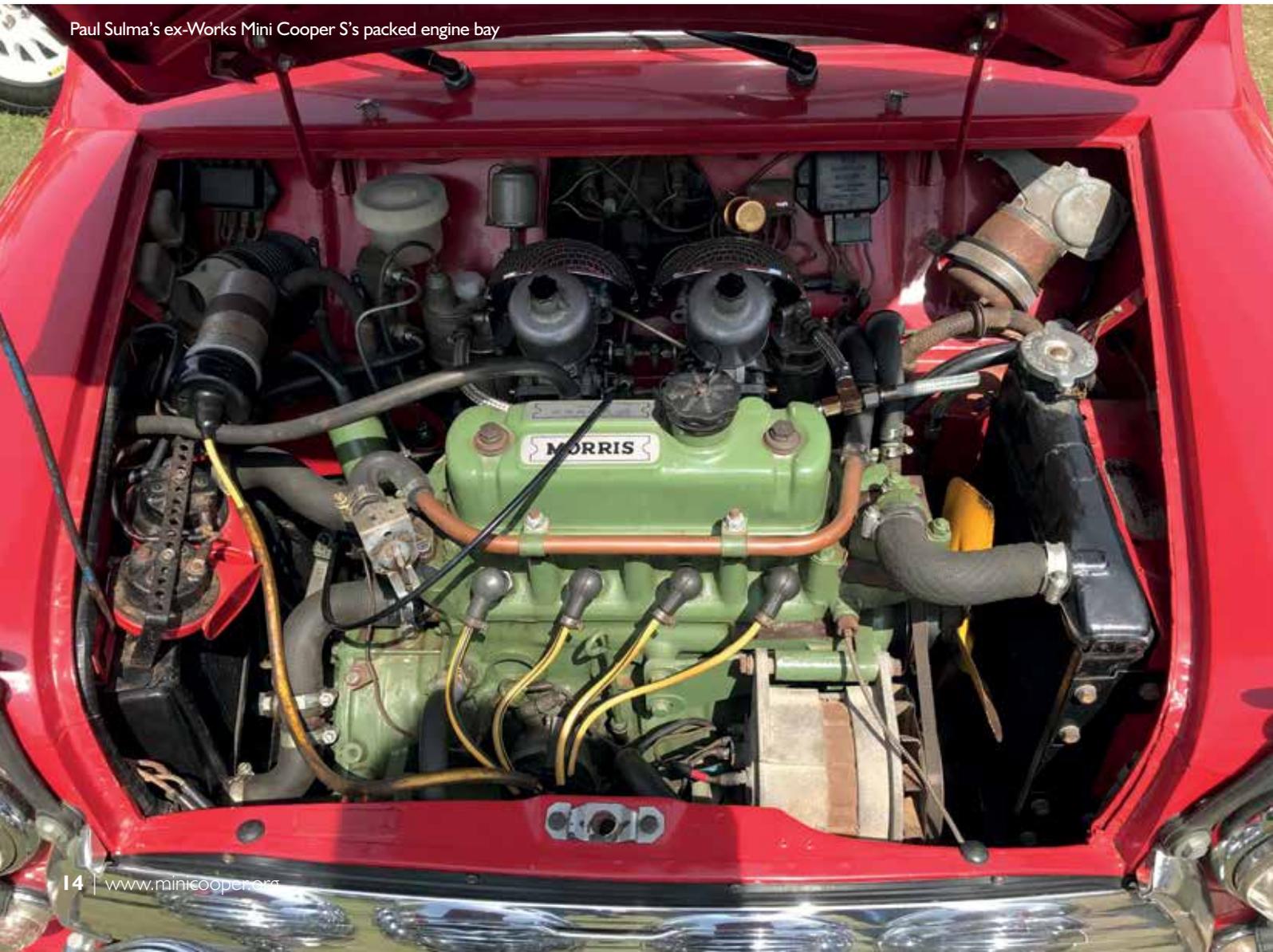
Brian Culcheth back in the driver's seat of RJB which he last drove almost 50 years ago accompanied by owner Paul Sulma in the navigator's seat

With summer finally blooming a large number of classic and super cars congregated on Sherborne Castle in the glorious Dorset countryside for this annual Lancaster Insurance sponsored event, held this year on Sunday the 21st July. This year's favoured marque was Porsche and varieties of Stuttgart's finest were to be seen everywhere, in all guises. British driver Derek Bell was a guest of honour and waxed lyrical about his victories as many a celebratory lemonade was drunk.

Far away from all of this junketing however, was a rally car display organised by the equally outstanding race and rally driver Brian Culcheth, an honorary member of the MCR. Through his many contacts Brian assembled an impressive variety of ex-Works and other classic rally cars. Although majoring on Triumph, the marque with which Brian came to be best associated with during his professional driving career, there were many other interesting cars including the ex-Works and appropriately ex-Brian Culcheth Southern Cross Rally Mini Cooper S owned by our illustrious editor Paul Sulma. Paul had the honour of being driven by Brian to the start of the parade lap whereupon Brian got out and took the microphone to commentate on the rally cars in the parade as Paul carried on in his car to complete the parade lap.

Some of the rally cars were in original 'as rallied' state (including dirt, peeling stickers and brake dust) others were in the pristine condition which these increasingly valuable assets are customarily kept these days. Whatever your taste, there was plenty to admire and some interesting owners and ex-owners to talk to.

Paul Sulma's ex-Works Mini Cooper S's packed engine bay





Brian's name as it was on the car's wings in 1970 proudly displayed with Roger Bonhomme's his Australian navigator at the time



In the rally cars parade lap line up



Two ex-Works Triumph TR4s flanking a variety of other ex-Works cars at the show



Just some of the ex-Works rally cars formerly rallied by Brian Culcheth over his long career in motorsport



Original competitor's rally stickers

The show featured displays from just about every British classic car club and was impossible to cover in a few hours. However, it was great to see such variety and Sherborne Castle provides a beautiful setting for such an event. Long may it continue and congratulations to Brian for assembling his excellent display of rally cars.

Peter Barker

The Turini Tour Memorial run 2019

By Cliff Porter

Last year I wrote an article about a Col du Turini run organised by very keen Mini enthusiasts whose local hostelry is Les Trois Vallées on the summit of the Turini. Dominique Sabat has now written an article for us to enjoy about the 2019 memorial run. I first met Dominique in 2010 when he turned up in Lantosque in his Minisprint with some friends in their Minis as several of us rested in a layby near Lantosque. Steve Burkinshaw was speechless when he saw the Minisprint; I jest as I don't think 'speechless' is a term used to describe Steve in action! Perhaps I should add a smiley emoji here?

OK over to Dominique now:

'The Turini Tour Memory 2019 was organised with a new route and took place on Tuesday, June 4th 2019 with many emotions (*thoughts to the late Pierre Parigi who took part in the first event in memory of the late M.Rafaëli*) and many guests who enjoyed these moments together.

Sometimes, coming from quite far away (*Vienne, Bandol for some*) this day started from a car park in Castagniers from where we crossed Plan du Var. Then we headed towards Utelle by the Gorges du Vésubie, Utelle / La Tour where we crossed Roussillon, Valdeblorre, La Colmiane, St Martin de Vésubie, to stop at Roquebilière where we met with the team Aurégia and their 1965 Cooper S. They took the head of convoy, driven by Benjamin Duhamel (*a young driver in some of the rounds of French national historical car championship rallies called VHC*) and co-piloted by Sonia heading towards Bollène Vésubie to reach the summit of TURINI after 16km of enchanting climbing. In all, 120 KM of happiness, with among others, M.François Windeck of Automobiles BMC in Vienne with one of his Cooper Ss and who revealed to us his next participation in the Tour de Corse as well as Rally Stuttgart / Charbonnières.

In confidence we learn that another 1965 Cooper S is being assembled and that a 1275 GT is nearing the end of a restoration (*having*



participated in the rally of Monte Carlo in 76) will strengthen the fleet of Mini history of the team and will be committed to the next Monte Carlo Historic Rally. After that the team Aurégia (Morris Cooper S 65 group 2) revealed that they will participate in the Rally du Var and the rally du Mont Blanc 2019 in VHC (Rally of the first victory of a Mini in France in 1962).

M. Claude Julian who did us the honor to be with us (*is it necessary to say that he is the official speaker of the Monte Carlo Rally and the F1 Monaco Grand Prix*) told us about his participation in the Tour Auto 73 in a Cooper 1000 and the Tour of 74 in a Cooper S Mk3.





Mr. Charles Auguste (*tuner and Mini driver from the 1960s and 70s*) showed us the spectacular photos of his races on circuits and hills in the 60s and 70s with the Minis he prepared himself.

M. Christian Delandre (*president of the Club Mini France and still the driver of the Cooper S of his debut*) brought us the photo album of his Mini which ran during regional rallies in the Paris area in the 60s and 70s (the same one that was parked in the parking lot and still gives him so much fun).

Mr. André Sémerie (a driver in the 60s too) was present this year with his Austin Cooper S Works replica of ORX 7F. This car still regales as much the famous drivers who borrow it for various film shoots: Top Gear England on the snow of Turini with the famous Stig at the wheel. Then the shooting of the promotional film of the last Works for BMW driven by David Brabham (yes, the son of his illustrious father Jack Brabham) still at Turini and finally on the set for Auto Moto (the most



important French TV motor show) driven on the snow this year by our famous French rallye driver François Delecour always and again at Turini.

We could talk about all the people present and their cars (Mini 'pampered' by eternal enthusiasts) but we will also remember that the day has allowed as the previous 3 editions to meet and the task is not so easy (thanks to its organizer M.Sabat), to ride on the mythical roads of Turini and to share memories around a good meal.'

Thank you Dominique. I wish I could have been there to share the enjoyment. Happy 60th birthday Mini. Maybe the Mini Cooper Register should organize a Minis to Turini event in June 2021 to meet up with you and your friends to celebrate 50 years of the Mini Cooper?

Cliff Porter

Club Shop



**Dont Forget!
Mini 60 items
available**

Go to minicooper.org and click on club shop

GET YOUR 2019 EVENT WEAR IN STORE NOW!

POLOS, JACKETS AND OTHER ITEMS AVAILABLE



Interview with Christabel Carlisle

By Peter Barker

Twenty years ago for the Mini's 40th anniversary I interviewed Lady Christabel Watson, former racing driver and star under her maiden name of Christabel Carlisle. This is what she told me then and what was published in MiniWorld magazine in September 1999.

'I was given a brand new Mini for my 21st birthday, registration number CMC 77 - CMC being my initials. An uncle of mine was racing an Austin Healey Sprite at the time and gave me a discarded Sprite engine for the Mini. I watched him race at Brands Hatch and found it incredibly noisy and boring, and vowed that if I ever went to a race meeting again I would be the one racing.

I entered a race at Silverstone but had a recurring nightmare before the race about losing my way on the track and so I joined a test day at Silverstone. The only people at the track happened to be Marcus Chambers, who was BMC's Competitions Manager at the time, and Jack Sears who drove Austin Healeys for the Works. Marcus watched me and was impressed by the consistency of my lap times and Jack Sears gave me some coaching on the right lines to take as I really had no idea driving by instinct.

My first season was in 1961. I drove an 850 Mini and after getting the required signatures applied for my international competition license. However, I was told by the secretary that they had not issued such a licence to a woman since the war. There would apparently be too much fuss if a woman crashed, which would be bad for the sport. I pleaded and managed to receive the sought after license.



A recent photo of Christabel now titled Lady Christabel Watson

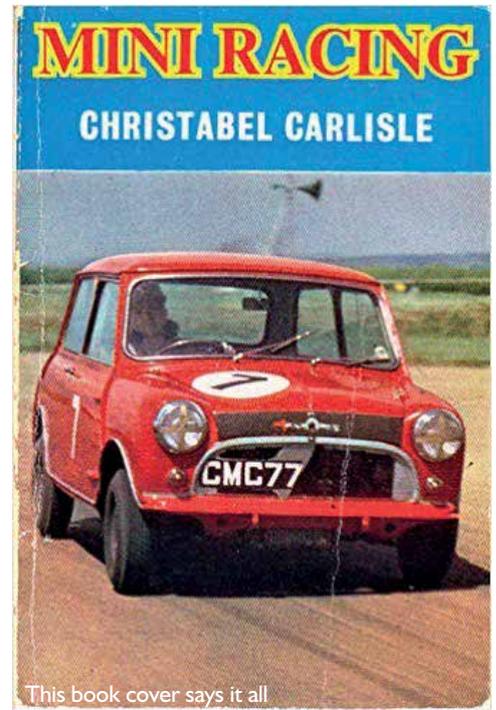
I used to ask the other drivers how they managed the circuits, which gears they used, what revs, which line? At my first International meeting at Silverstone, I couldn't work out Copse Corner so I pestered one of the drivers asking how he took the corner. He replied breezily 'Oh I take it flat out' which I realized afterwards had been said as a bit of a joke. I took him at his word however, gradually working up to it lap after lap – this was on the first practice day – until I kept my foot hard down on the accelerator. I came off at the corner onto the dirt and was

Christabel by her car at Brands Hatch in 1962

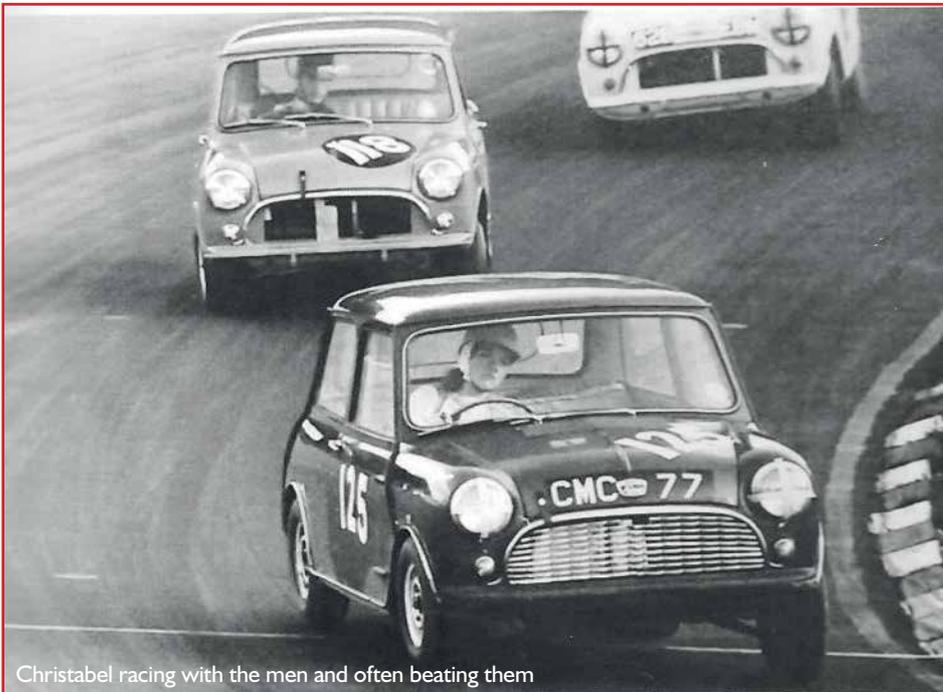




Christabel racing at Silverstone in 1962



This book cover says it all



Christabel racing with the men and often beating them

so anxious to regain the circuit that I joined the tarmac at too sharp an angle and the car rolled over and over. I was mortified and spent the rest of the afternoon apologising to everyone, the organisers and to BMC for this was the first time they had sponsored me. They organised for the engine to be put back into a new body and it was ready for practice the following day.

My father had read about the accident in the evening paper before I'd had time to telephone and tell him I was OK. He was furious and practically forbade me to continue racing there and the. But he calmed down when I took him to a meeting at Snetterton and came second to Mick Clare after a really good race.

I did three seasons of racing, 1961 in an 850 then for 1962 I was given a Mini Cooper and for '63 a Cooper S. I always used my own number plate CMC 77 on all the cars I raced. I recall one meeting where there were three CMC 77s in a row as I was competing in two and my road car was parked beside them!

The Cooper Works team was supposed to finish 1st, 2nd and 3rd but I usually managed to divide them. I had learned about slipstreaming from Mick Clare at Snetterton where he slip-streamed me, pulling out on the final straight to win by half a wheel! So, at Aintree in 1962 when the three Works Coopers were in front I couldn't bear it. I managed to get very close to Tony Maggs and carefully count the laps. On the very last lap I slip-streamed his car up the back straight pulling out to pass him on the inside of Melling Crossing. I was really relieved because it was no good for my reputation to be beaten by all three Cooper cars.

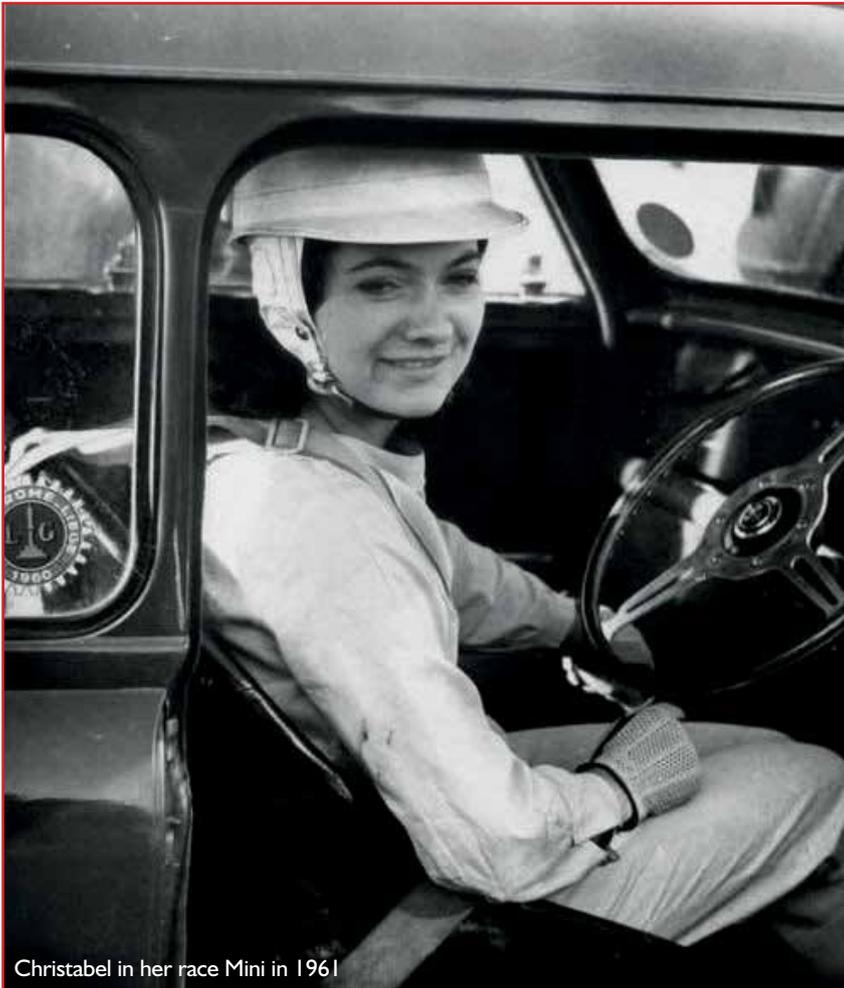
I was upset that they were given the latest mechanical bits and pieces one race before me. I remember beating all three of them at Crystal palace in 1962 only to have my clutch go before the very last corner. Of course, Don Moore (who prepared my cars) found out that all the Cooper cars had improved clutches, but I was invited to do a lap of honour after the race.

As time went by we used to get starting money and prizes from component manufacturers if we won the class. I remember getting a cheque for £5 from Champion which seems a laughable amount now but was a fair bit in the early 1960s, it all added up.

I wasn't the only woman driver, but there were very few around at that time. Denise McCluggage who was a journalist shared a car with me at Sebring in the USA in 1963 and I do recall one Ladies Race at Brands Hatch. I passed the leading car, a Lotus driven by Pat Coundley on the grass at Bottom Bend after Druids Hill and she spun off. After the race Mike Parkes came up to me in the paddock and asked why I had done it. I told him that I thought the idea was to win the race. He looked quite shocked that ladies could do such a thing!

I did receive quite a lot of publicity. As well as the article and photographs of racing I was featured in *Vogue* of all things. I had special racing overalls made for me by a Polish dress designer in London. Women racing drivers were not really catered for at that time, and so I had these two-piece overalls made from fireproof material. The designer created them in the latest fashion and they were unique. I also had elegant gloves, thin leather shoes so that I could feel the pedals and a crash helmet made to measure by a shop in Bond Street. I had a special steering wheel as well with a very thin rim which I used in every Mini I drove. It was wonderfully light and had cut-outs for the driver's thumbs.

The Monte Carlo Rally was a glamorous event which I longed to do. In 1962 I navigated for John Sprinzel in a Sprite, and Stuart Turner put me with Timo Makinen in the 1963 event more



Christabel in her race Mini in 1961

as a joke than anything else I suspect. We had a Works Austin Healey 3000 and I was so terrified after one day of practice that I felt like flying straight home. I had never been driven so fast on ice and snow in my life. But once I had realized that Timo was actually completely in control I found myself forgetting to do up my seatbelt and even had to tell him to drive faster in order to reach control points in time. The weather was horrendous with driving snow. We had very few words in common as Timo's English was non-existent so I used simple pace notes and we managed 13th overall and 1st in class. It was an amazing experience but I preferred racing.

During the 1963 season it all became very serious. The pressure to win the manufacturer's prize was so heavy on the Cooper Team that by the July meeting at Silverstone they started to use underhand tactics to stop me challenging them. They boxed me in around the back of the circuit to prevent me from overtaking. It wasn't fun to race anymore. Then I had an accident in an Austin Healey which knocked me unconscious, I can't remember anything about the incident. I retired, travelled in South America. Then I married the following year and started a family.

I really enjoyed the challenge of racing at the Nurburgring. We used to do a six hour race there and with the length of the circuit and the huge number of corners you had to learn when you got it right it was a real achievement.

I don't have time for racing anymore. I couldn't bear to compete and not perform well, and the time needed to practice would be too much. It was great fun at the time but I'm glad I stopped when I did.'

© Peter Barker

The definitive destination for classic car appreciation

THE UK'S BIGGEST & BEST CLASSIC MOTOR SHOW

3,000 CLASSIC CARS | 300 VEHICLE CLUBS | 3 DAYS



Join us for a great day out!
Explore 3,000 cars, 300 fellow vehicle clubs, a host of celebrities, the UK's largest indoor autojumble, hundreds of specialist exhibitors, demonstrations, auction, competitions and more!

8 -10 November 2019

Exclusive discount on adult or family tickets on Saturday and Sunday with your club code*: **CC6082**

necclassicmotorshow.com/club-tickets

Headline Sponsor



Official Partners



*Exclusive discount code is for club members use only, available in advance until midnight on Thursday 7 November 2019. To book by phone call 0871 230 1088, calls cost 13ppm plus network extras.

BOOK YOUR
TICKETS
TODAY

Insurance tailored around you and your Mini



At Adrian Flux we have over 40 years experience tailoring insurance to suit your specific needs. We don't believe in "one size fits all" when it comes to insurance, which is why you could save time and money by calling a member of our team directly on **0800 916 1288** compared to online.

Ask our experienced staff about:

- Club member discounts
- Agreed valuations
- Limited mileage discounts
- European breakdown cover
- Driving other vehicles

Car Club Quoteline: 0800 916 1288

Mon-Thu 9am-9pm, Fri 9am-7pm Sat 9am-4pm. Authorised & regulated by the Financial Conduct Authority

adrianflux.co.uk/mini

ADRIANFLUX



CAMBRIDGE MINIWORKS

01223 841141



A family run business with over 40 years experience.

Whether you are looking to buy a Mini, sell a Mini or have your existing one serviced, repaired or restored. Cambridge Miniworks has it covered!

ABOUT CAMBRIDGE MINIWORKS

Cambridge Miniworks is passionate about keeping the icon alive. The Mini is a big part of our heritage, and we live and breathe this classic little car every day. We love seeing cars and their owners, coming from all walks of life. It's been our driving force, and what's enabled us to work with this classic car for more than 40 years.

WHAT WE DO?

Keeping Minis on the road. Building long-term relationships, across the UK and around the world. Giving honest, impartial advice and opinion, from over 40 years experience.

At Cambridge Miniworks, we strive to build long-term relationships with classic Mini owners across the UK, and around the world, and our business is built on recommendations from happy customers. Our showroom and workshop in Cambridge is equipped as the UK's premier location for every aspect of keeping your Mini on the road, and we give honest, impartial advice and opinion. Get in touch with us today and see how we can help you.

Below is a small selection of our cars, please visit www.cambridge-miniworks.co.uk to see more.



Find us on

11 High Green, Great Shelford, Cambridgeshire, CB22 5EG T: +44(0) 1223 841141 E: blake@mworks.co.uk W: www.cambridge-miniworks.co.uk

Book Review – Tony Ambrose ‘The Autobiography’ – Ever the Bridesmaid By Philip Ambrose

By Robert Young

Available from philip@theambroses.co.uk

ISBN: 978-1-787114-60-9

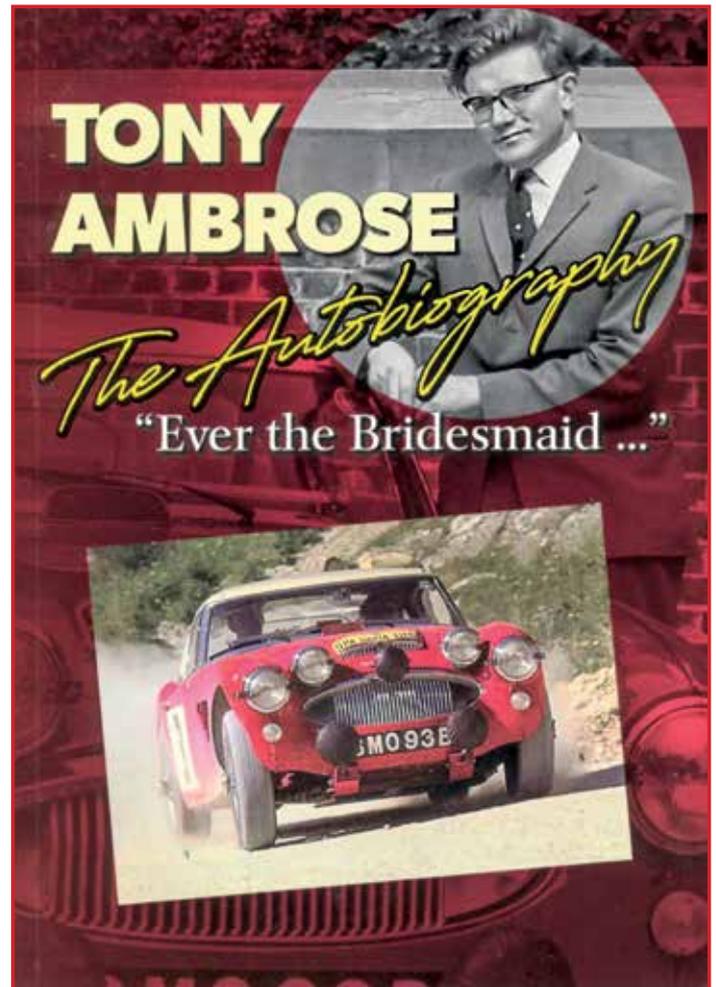
£14.99 plus £3.50 p&p

When I first heard about this book, I was intrigued. Knowing Tony Ambrose left us for a better place in 2008, and noting that the book was termed an autobiography, I was confused. It became clear when I found out more. Philip Ambrose was Tony's nephew and was asked by Bill Price if anyone was planning a biography of Tony. Philip was not aware of anything but in conversation with Tony's ex-wife, discovered that some memoirs had been published in an Oxford University journal, where Tony had studied. Further investigation discovered that Tony had indeed written a full manuscript and it had been given to Stuart Turner by his wife. Stuart, upon being contacted by Philip, happily handed over the large file of 320 hand written pages of prose. Over the following years, Philip painstakingly typed the manuscript and this is the result - a posthumous autobiography of Tony Ambrose and what a find it is.

The book starts with Tony's early days of rallying at university and then in the RAF when on National Service. He soon graduated to be part of the BMC rally team under Marcus Chambers. The book covers every event he entered from November 1959 to his retirement from BMC in November 1966. It also covers the few events that he did both before and after his time at BMC, notably his role in an organisational capacity on the London to Sydney Marathon and the World Cup Rally.

These wonderful memories from Tony are not a detailed account of each and every event but more the back stories never told, about before, during and after the rallies. Tony pulls no punches in being critical of some of his drivers' performances or shortcomings, and is critical of some organisers and events – all very refreshing. He will of course be remembered as Rauno Aaltonen's long time co-driver whom he had much praise for once he had matured. It should also not be forgotten that it was Tony Ambrose, when teamed in the early days with Peter Riley that, with Peter, they devised the pace notes system universally accepted today.

The book is unfortunately soft bound and the small type face is rather cramped on the page. For such an important book, I would happily have paid more for a larger hardback book. Being a self published book, these shortcomings are understandable. The book does have a smattering of photos, most of which have been seen before, being mostly BMC stock. None of this is a real criticism of a book which I can highly recommend. Philip is to be applauded for making this happen by recording for us the halcyon days of rallying. It is an easy read and it is wonderful that this manuscript was saved. It is also amazing; to me at least, that Tony managed to remember



so many incidents and details that occurred so many years in the past. I can only assume he must have retained much in the way of paperwork and diaries from many of the rallies.

The book is available direct from Philip via email philip@theambroses.co.uk.

Robert Young



LETTERS



OBL 46F and the World Cup Rally

As the fool who organises the Lombard Rally Bath and Mintex Rally Yorkshire, I am in receipt of **CooperWorld** from Tom Bradley, after he took part in the Mintex Rally Yorkshire in April. My Mini claim to fame is that my late brother, Tony Nash, was Paddy Hopkirk's last co-driver in the Abingdon days.

I was intrigued by your piece about 'OBL' having forgotten about that Clubman. I visited Abingdon as a teenager many times in the run up to the World Cup Rally and I thought that you would like to know

that the Clubman was intended to go to South America. It was part of Abingdon's 'cunning plan' to break the Escorts before Lisbon by going so quickly that they would not be able to keep up. As we know, the whole World Cup Rally strategy was wrong!

In fact the track of the Mini was too narrow for the bridges in South America so it was always going to retire before the boat.

Tim Nash

classicline*
INSURANCE



Mini Insurance

- ✓ Agreed Value Cover
- ✓ MCR Member Discount
- ✓ Free Salvage Rights
- ✓ Young Driver Facility
- ✓ UK & EU Breakdown Cover
- ✓ Motor Legal Expenses Cover
- ✓ European Cover
- ✓ Multi-Vehicle Policies

Authorised and regulated by the FCA

01455 639 000

classiclineinsurance.co.uk



I am again offering my services to organise our usual brilliant stand at Stanford Hall on 15th September.

Once again it will be on a first come first served basis for what will be a marvellous Midlands show weather permitting.

Ticket prices have not yet been set but there will be a reduction for exhibitors.

Please contact me initially so that I can log who is interested and the Mini/MINI variant to expect.

I will then post out a pro-forma to fill out and return to me with a stamped addressed envelope along with a cheque made out to the MiniCooper Register. The fee will be set by The British Mini Club after 1st February.

My address is: Mr J Filor, 199 Grange Drive, Melton Mowbray, Leicestershire, LE13 1EL. Phone number: 01664566614.

Email: jfilor@talktalk.net

Space is limited so could members wishing to exhibit at Stanford Hall please contact me as soon as possible. The reduced entry fee of £8 for the driver only, will only be available up to August 10th so I will need your response before then. My address is Mr Jerry Filor 199 Grange Drive Melton Mowbray Leicestershire. LE13 1EL. Phone number 01664 566614 email:jfilor@talktalk.net.

We're getting our Mini ready for the 2019 season, are you?



Swiftune Mirror Brackets



Swiftune Classic Mini Quaife ATB



SW5 Camshaft Rebuild Kit



Heritage Die Cast Pistons

www.swiftune.com

+44 (0)1233 850843 | sales@swiftune.com

Swiftune

OLD COOPER STUFF – Stephen Dalton

With so many 'Sixty years of Mini' celebrations going on, Australia has joined in as at the Historic Winton race meeting in May having Mini only races. Then on the first Sunday in July, Mini enthusiasts gathered next door to the home of the world famous 'Melbourne Cup' Flemington racecourse, for the Victorian Mini Club's indoor 2019 MiniShow at The Royal Agricultural Showgrounds.

This was the chance for the Mini faithful across this wide brown land to gather en masse with their cars. Nothing new there, it happens all over the globe, but Aussies tend to have to travel somewhat further between events. There was a noticeably large contingent from the Mini Car Club of NSW and Adelaide-based Mini specialist, Minisport Australia turned up with lots of their goodies. So that usually means at least 9 hour drives each way on a good day!

As is often the case, and many can attest, these events become more often than not, a talkfest as you bump into friends you might see once in a blue moon, rather than a chance to check out the cars properly. Well that's how it went for me. Quickly finding I'd bumped into Australia's only Ogle SX1000 owner, Neil Griffin. Then not long after Meaghan Lucas. Both of whom I shared time with during 1990s visits to the UK. We've all got older, but not wiser it appears! Still messing with Minis one way or the other!

More chatting ensued with early Australian Morris 850 enthusiast, Grant Welsh and the Holloway brothers, Mike and John. The later known to the MCR with his JCG Cooper LE S Works owned from new, whilst Mike holds the role of current president of the organising club, with his son James, doing a great job in the unenviable role of co-organiser of MiniShow (I can say that as I know how much graft goes into this type of event). In fact James was the young teenager interviewed for TV by the late Aussie motoring journalist, Peter Wherrett at Coopers at Como in 1995 - when globetrotting MCR stalwart, Roger Wall was also in attendance.

More catchups and chats continued between trying to take some snaps. Then I spotted a gent putting an original handbook back into to his car's 'brag book' and simply asked if it was the original for his car (a freshly



Minisport brought along the 1967 Bathurst 500, ex BMC Australia Hopkirk/Foley Cooper S that finished 4th in Class C. Restored to original Castrol Green race configuration in Queensland earlier this decade and now part of Jono Morris' collection.



Because of the advertising ban, this is another car that once wore Castrol Green. Ex BMC Australia rally car LRX 828E aka EPX 813. After its factory career it went to Collins Motors, Ballarat from where Graeme Urch procured it 48 years ago



Despite the fact Keith McKay has owned this Tartan red/white 997 for 55 years, it is still best known because Peter Manton raced it throughout 1963 and then became his 1st Neptune Racing Team Mini from January 1964



Beautifully presented Morris 850 complete with metal sunvisor. A popular Aussie car accessory of the 1950s/60s



Matching Tartan red/black UK-built 1966 Cooper S and 1965 Mini pickup of Ken & Cherie Bracken. The Mk1 S was originally sent to the Kiwis, while the pickup runs a 'stove hot' 1380 built by Mini racer, Len Read



Any 'Woodie' Traveller is a rare breed in Australia, as they were never officially sold through the BMC Australia network



Much rarer than a Cooper S in Australia is the Clubman GT (not known as 1275GT here). This 1971 example is Crystal white with contrasting factory gold GT stripes



Factory black 997 of Chris Avery. Largely original, although now getting the cafe racer look in recent times

restored Aussie-built 1970 Mk2 Cooper S). It turned out it wasn't, but a very interesting and lengthy talk followed. The theme of Graeme Redman's story was one I've heard regularly over the years. He'd purchased his first Mini Cooper 997 at Collins Motors, Ballarat in February 1963 after returning home from a 2 year work scholarship in the UK. That soon followed by joining the Ballarat Light Car Club and him exercising it in local motor sport. He then purchased another new Cooper from Peter Manton Motors in 1964 before the requirements of marriage and family life took priority and a bigger car was on the menu. Minis were out of his system until his daughter persuaded him to purchase, a then Camino Gold Mk2 S in 1991. Ultimately, it got pushed to the back of the shed for around 20 years and then in 2014 Graeme decided he better do something with it. Culminating after 5 years of many long hours (and more than several bills to pay) in his freshly minted Cooper S on display at MiniShow. Although the car is now painted Sandown Red and with a Crystal white roof because, even after all those years, Graeme wasn't a fan of the original colour. Fifty-six years on, it's hard to shake the Mini addiction!

Also set amongst the 150 or so Minis of various models and incarnations, there were many having been given much attention and 'wads of hard earned' poured into their specifications and condition by owners. Some original, many restored, others mildly and wildly customised and a small selection of genuine 1960s motor sporting icons. Enough to cater for the many tastes of Mini enthusiasts.

Then, before we knew it, the awards were being given out and the mass exodus began as so many beautifully presented cars had to battle the inclement weather Melbourne had bestowed us just before the end. Well it is our winter!

Grant Welsh rode shotgun with me back to the city (before his flight back home to Sydney). So, in a rather impromptu measure, I showed him the sites! Those being two of the surviving sites that Peter Manton / Monaro Motors operated from. Which given Grant's family owns what is probably the best Morris Sports 850 in existence, and was sold from the Manton Elizabeth St address; it was the appropriate thing to show the Sydney-sider.

Who knows we might get to celebrate 60 years again in 2021 when we can remember Australia's launch of the Mini – then known as the Morris 850 to these shores. Although first, we have high-profile, Motorclassica to get through in October where Mini will be celebrated as one of their main themes.

Large selection of photos via the lens of Chris Avery can be viewed here... <https://www.facebook.com/photo.php?fbid=2451109524928013&set=a.2451108674928098&type=3&theater&ifg=1>

Stephen Dalton

HRCR Mini Sport Cup 2019

By Cara Jackson

Round 4 -

JD Competition Tyres Bob Shaw Memorial Brawdy Stages

New for our 2019 calendar is the JD Competition Tyres Bob Shaw Memorial Brawdy Stages Rally, covering 8 Miles of smooth yet erosive surfaces for each run, our crews had 6 Stages to complete. With only 7 of our Mini teams registered, many of our crews tried to get a run on the rally but left it until after Down Ampney to enter, and it was full with 14 reserves. Well received by those who competed, Brawdy Stages gave our crews nearly 60 Stage miles for just the £200 entry fee, which may be why it filled so quickly! The warm and dry weather caused brake overheating issues for many of our crews, despite being overcast!

Regrettably, Roy Jarvis and Luke Greaves were the first crew forced to retire from the event in Stage 2, when absolutely flying at 100mph, they braked – causing the front hub assembly to part company with the Mini!

It was also a truly tragic end to the rally for Ken Pryce and Don James, who had been on to a winner, despite having a damper pin break and by chance, Clive had a spare, which got the crew back out. Leading the Minis, right up until the very last Stage, when, a mere three corners in, they were struck down with complete transmission failure halting their impressive run!

Harvey Stevens and Lawrence Selly got off to an interesting start to the rally with Lawrence completing the entire course on a pair of roller skates, that's certainly one way to recce a rally course! Settling back into their respective roles again on Stage 1, after a damaging off on their first event earlier in the year, Harvey and Lawrence took it steady, even allowing the two cars seeded behind them to pass. Having had to rebuild the Mini the crew were delighted with its performance, despite the sheer number of crews tormented with brake complications, the Mini was running faultlessly. This aided in building Harvey and Lawrence's confidence back up – the gaining confidence, mimicked in the times that were being attained; getting stronger as the day progressed. It wasn't all plain sailing for our crew though, as Lawrence explained, "Stage 4, start line, pace notes ready, both of us focused. 3, 2, 1... And the Exhaust decided to detach itself from the Manifold! The rev's spiked and stayed at 3,000 on idle, and Harv made the decision to stop after the first corner, wait for the juniors to pass, and limp back through the start line and fix it. We took maximum time, but again, no problem as the mission today was simple, finish, and bring the car home in one piece. So, a 5 minute fix and we were ready to go again." Stage 5 and 6 Harvey and Lawrence began to push that bit more, trying to be smooth yet brave. The sudden influx of rain and wanting to avoid a repeat of the incident that resulted in having to rebuild the Mini, the crew backed off slightly and finished 1st in Class and 5th Mini o/a. With Lawrence adding that, "It was a successful day, leading to a neat photo opportunity at the end – the Midlands triple. We drove home overjoyed, ready to take on Solway!" The teams finish means that they will receive

The rally teams line up



The silverware up for grabs



the all important signature, required for their National A Licence that is compulsory for competing on the Tour of Flanders.

Tormented from the 1st Stage with boiled brake fluid, this set the tone of the rally for Craig King & Adrian Lloyd – with this occurring on every Stage! Things went from bad to worse on the penultimate Stage, where the crew completely lost the brakes whilst flat out in 4th gear on the approach to a very tight Chicane. Knowing that they had absolutely no chance of making it through and thinking fast, Craig decided to risk sliding it on the hand brake, Unfortunately, they were going too fast which resulted in them hitting the tyres and breaching the Mini in a field! Ever the dutiful navigator, Adrian hopped out, pushing the Mini back on the course, but loosing about a minute. Very little mechanical damage meant that the pair could crawl out of Stage, back to Service. Craig and Adrian were rattled to learn that their off had cost them their Class lead, with Stuart Hart and Catherine Farrell now dominating the Class by just 2 seconds! Going into the final Stage, King knew it was going to be a fierce battle between the 2 crews – attacking the Stage a little too hard resulted in a loss of brakes again, massively knocking Craig's confidence, backing off to score a finish of 4th Mini & 2nd in Class, with Stuart and Catherine topping the Class.

Realising that he was given an incorrect time of 11 minutes on Stage 1, when it should have been 11.40, Stuart protested his own time – an action which allowed Craig and Adrian to take 3rd Mini o/a and 1st in Class! Craig went on to say of Stuart, "Occasionally these timing errors happen in rallying but unless it is protested, nothing gets done about them, and I was certainly not going to protest his time and risk souring the event for them. But Stuart, showing his incredibly honest character, went and

Rally cars at the ready



protested his own time which meant that I ended up 3rd Mini home and 1st in class. Stuart's actions are inconceivably honourable and not only shows what a brilliant sportsman he is, but also highlights the camaraderie of the competitors in the Mini Sport Cup."

Peter Ellerby and Colin Tombs had a strong run, with the Mini never missing a beat; the Service Crew didn't have to put a spanner to it all day! The only issue the team faced was that Colin was unwell, suffering with Whooping cough, it made it extremely difficult for him to read the pace notes for Peter, due to his constant coughing. Credit where credit is due though, having made the lengthy journey down from the North East to compete, Peter and Colin finished 2nd in Class and 2nd Mini o/a!

Clive King & Anton Bird were plagued with braking issues from the off, being forced to bleed the brakes in first service and finding that the brakes had been so hot, that even the rubber covers on the ball joints had burnt! Stage 2 and more issues swiftly arose, with Clive and Anton loosing the brake Pedal, back in service; the crew changed the fluid again only to find that the driver's side caliper had broken! Forced to change the broken caliper, the crew set off into Stage 3 – praying for no more issues... Alas, luck was not on their side! Pedal to the floor, Clive found that he could only use the hand brake to slow the car – costing the crew 40 seconds and their top spot, as Ken Pryce and Don James pushed for a lead on the Minis. Discovering that the seals had blown in their replacement caliper, it was nearly game over for Clive and Anton. Fortunately, Roy Jarvis leapt to the rescue, offering to take the caliper off his Mini (after his own retirement), keeping King and Bird in the rally. Finally, brake issues over, there was the opportunity for Clive and Anton to get on the attack, to make up some of their lost time. Clawing back 18 seconds out of Ken and Don, it just wasn't enough, going into the final Stage still 26 seconds behind their rivals, who were coincidentally, bidding for their first, 1st place finish. Making their way round the final Stage, much to Clive and Anton's surprise, they passed Ken and Don parked up side of the Stage. This resulted in Clive and Anton going on to take 1st Mini o/a! Clive went on to say that, "We felt for Ken, we really did – we've been in that position before and know just how gutting it is. Massive thank you to Roy Jarvis, his kindness just shows what a brilliant Championship it's been this year, we all help each other." With navigator Anton adding, "Rallying is about luck and opportunity, our luck over the last couple of years has been a bit thin on the ground, but with three wins now in three rallies, we are well chuffed with that. Some luckily, with Sunday being no exception. BUT we will take that, in it at the end and in a position to take the win and that's what we will continue to strive for." Clive and Anton are now joint leaders of the 2019 Championship, tying with Jack Hartley and Gary Dawes on 105 points each (equivalent to 3 maximum scores).

Congratulations Clive and Anton!

Anton Bird and Clive King at Brawdy 2019



Prizes:

The Yokohama prize of two regulation tyres, used throughout the Championship, was awarded to Ken Pryce, Craig King won the 5L of Penrite Classic Mini Oil and the Questmead prize for best improvement on seeding was awarded to Clive King – who was seeded 73rd and finished 42nd!

Retirements:

- Roy Jarvis / Luke Greaves – Stage 2
- Ken Pryce / Don James – Stage 5

Overall Results:

- 1st Category 1 Clive King / Anton Bird
- 1st Category 2 Craig King / Adrian Lloyd

1st Category 3 Harvey Stevens / Lawrence Selly
Thank you to the generous sponsors of the HRCR Mini Sport Cup - Mini Sport, Mintex, Yokohama, Penrite and Questmead, without whom there wouldn't be a Championship.

Cara Jackson

AutoSolo at Kempton Park

By Neil Burgess

Motorsport doesn't have to be expensive. You don't need to have a car just to compete with or one bristling with the latest kit to be competitive. I've been writing about my latest project for Performance MINI magazine and this is how the first event went.

It's been about 10 years since I last drove on a motorsport event. Tapping away at a keyboard in Rally HQ for my work on some WRC rounds is wonderful but not the same. So last year I purchased a cheap R56 Cooper S as a project car. Less than a month after the purchase, a piston melted on the local dual carriageway and then I was off to Lohen for a big pile of parts.

We've rebuilt the engine with forged components to make it stronger for later power updates. However, the ECU map is standard so the engine is developing 172bhp the standard output for an R56 Cooper S. While we had it all out, we fitted the Lohen TTV clutch and Quaife ATB package. The lighter flywheel in this kit will give the engine a little less to accelerate and the Quaife will help us get the power to the ground and reduce wheel spin.

Now the Cooper S is back together and with 900 miles of running in. We're at our first event, an AutoSolo, at Kempton Park near London. I am running the tyres which came on the car. 16" run flats that are seven years old. Being run flats they have nice stiff sidewalls, but in competition terms tyres that old might as well be made of concrete for the grip they give. I was also caught out by the economy of this R56 compared with my JCW R53, and started the event with a $\frac{3}{4}$ full fuel tank, so lots of excess weight to carry around.

The day was split into four parts plus a lunch break. Each part had a different test layout. No reversing and a maximum of second gear. The fastest speed I reached was just over 40mph. You are given a map of the cones for each section, showing the route you needed to take between them and the cones you have to avoid had a handy small cone laying by the side to indicate the direction which you had to pass it on. These direction cones were surprisingly hard to spot at speed but certainly helped you remember the route.

Each driver was assigned to a group and with each course layout, there were three stints where one group would drive, the other marshal and the third would rest. These were rotated so everyone had the opportunity to drive. Marshalling is mandatory but straight forward with one person looking after the radio and the other a flag. You learned a lot whilst marshalling and watching the other competitors navigating the course.

You don't need a competition licence to enter an AutoSolo, just membership of a relevant club. For this event organised by the Southern Car Club, my Mini Cooper Register membership qualified.

The rest of the paperwork was only that which you need to drive down the road. One of the requirements of AutoSolos is that every car is driven to the event, no trailer queens here.

We packed a couple of spare wheels in the boot, a basic tool kit and some lunch. In the end we only needed to use the tyre pressure gauge and some sticky tape to hold on the provided numbers. The regular competitors had little pop up shelters which would have been handy to put our bits in while I was out and about in the car.

Once the car had a basic safety check, I was ready to tackle my first competitive drive in ten years and the first for the new project car.

I was off and in the maze of cones. The car was slithering all over the place, my driving was terrible, and to top it off, I missed a cone and got the maximum time penalty. I reined myself in over the next couple of runs and when I had a break, took the opportunity to drop the pressure in my front tyres a little in the hope I could find some grip.

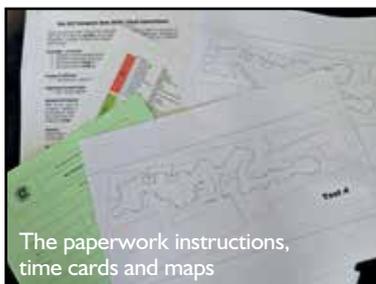
I was much happier with the car on the second run. The break had given me a chance to think things through and my times were much better. I went against my better judgement and checked the time sheet. To my surprise I was sitting third in class. As the Cooper S is a turbo I was in the 'over 2 litre' class. A Porsche was leading, followed by an RX8. Then my Cooper S, a Golf GTi, Lexus IS300 and a Mitsubishi GT3000. Not a bad position to be in for a test run.

I tried not to focus on the times, but had good runs through the next layout. Of course I had to check the times again and I had leaped up to lead the class. I didn't expect a podium but could I really win?

Alas, the Porsche driver had more experience on these events and significantly more grip and snatched the lead back. Still, second in class for a test event? I'm more than happy with that! There is a lot more to come from me and the car. Some decent tyres would be a good start.

Overall we had a great day. Unlike the racing I've done, I was on the go all day. At £50 the day was cheaper than a track day and more fun. Everyone was really friendly, and none of the competitors damaged their cars. We even took the very smug Cooper S to the supermarket the next day to calm his ego. It really did hark back to the 60s Mini advert 'The car that goes shopping in the morning and brings home the bacon in the afternoon'.

Neil Burgess



The paperwork instructions, time cards and maps



Walking the course in an attempt to remember the route between the cones



Start line of the course



Lots of similar looking cones to navigate through



Lifting a rear wheel



Forward driving only no reversing involved



AutoSolo is exactly what the name suggests



Me looking very pleased with myself because.....



....I came away with a trophy!

CLASSIC CAR INSURANCE

PBIS specialises in classic car insurance, as well as insurance for other collectable classic vehicles. As a company built on passion, we strive to deliver exemplary levels of service and customer satisfaction.

We have been arranging insurance for your classics for over 30 years, so we know what is important to you.

Policy benefits may include:

- Free agreed valuations
- Roadside assistance and recovery within UK/EU
- Limited mileage options
- Discounts for multiple car ownership
- Club member discounts

ASK US TODAY ABOUT OUR CLASSIC CAR COVER

CALL NOW FOR AN INSTANT QUOTE

01376 574000

visit: www.classiccarinsurance.co.uk

email: info@classiccarinsurance.co.uk



PBIS PETER BEST
INSURANCE
SERVICES
EST. 1985

Peter Best Insurance Services Ltd
Authorised and Regulated by the Financial Conduct Authority.
Registration No. 307045 | Registered in England No. 2210270

MINI CHALLENGE - Brands Hatch MINI Festival 20th /21st July 2019

By David Young

Cooper Pro/Cooper

Qualifying

Is it going to rain? Is there a dry line do you put on slicks? There was in fact a drying track just before I am at the start of qualifying. The Cooper class did not have a big choice as they are on Dunlop Direzza or full wets. The Pro class have the option of using slicks. Most cars got 13 laps completed in their allotted time despite two red flags. Fastest was Toby Goodman whilst Robbie Dalglish, Sunoco Challenge leader, left it until his last flying lap to put in a good time, the red flag hold making him very nervous. Lydia Walmsley carried on where she left off at Oulton Park with P3, closely followed by Martin Poole who just did not seem to be up for it and ended on P5.

The Cooper class on their first lap of the last race.



Robbie Dalglish giving Toby Goodman a tap

The Pro Class on the first lap of the last race



In the Cooper class, Lee Pearce was bang on form with P1, followed by Josh Porter and class leader Paul Manning. Lawrence Harris was a solid P4. All the drivers were hoping for a drier track later on in the afternoon for the first race.

Race 1

This was a race of two halves: four laps followed by a yellow flag and the safety car being deployed for seven laps, then a sprint for two laps to the chequered flag. The front of the Pro Class grid all got away well with Toby Goodman into Paddock bend first, followed by Robbie Dalglish and Lydia Walmsley. They stayed that way until the end of the race. The yellow flag and safety car were deployed when an unfortunate Andy Ringland went straight on at Paddock Bend. Thankfully he was OK. As he went into the gravel straight on, a lot of speed was taken off, but his car suffered frontal damage. Mad4Mini who run Andy, had a lot to do overnight to get the car ready for Sunday's race. Martin Poole did not have any time to improve on his grid position as playing his usual strategy of leaving until the last three or four laps did not pay off with the safety car incident.

In the Cooper class, Lee Pearce led from the front, followed by Josh Porter with Lawrence Harris getting the better of Paul Manning. It was a great shame that the safety car was out for so long but keeping competitors and the Orange Army safe is the first priority.



Paul Manning in Qualifying

Race 2

How Race 1 started was more or less how Race 2 began. This time Robbie Dalgleish was into Paddock Bend first, closely followed by Toby Goodman. Morgan Wroot kept up with them initially but started to fall back, gradually letting the cars pass him until he was down in P7. Lydia Walmsley and Hannah Chapman were having a great battle, Lydia managing to hold onto P4 as Martin Poole pushed his way through to a superb P2. He was having a great race-long battle with Toby.

In the Cooper Class, Lee Pearce was in his usual dominant form fending off all comers although Josh Porter and Josh Martin kept him on his toes. Paul Manning kept up his consistency and had a solid P4 in class by the time the chequered flag came down. Lawrence Harris was subsequently disqualified for failing post-race scrutineering.

Race 3

What a race to round the weekend off. Reverse grids always liven the race up a bit. Dominic Wheatly was on pole alongside Hannah Chapman, with Lydia Walmsley tucked in behind him. Cooper Class had Mark Cornell and Adrian Norman on the front row.

Dominic led for three laps and showed great skill in leading and soaking up the pressure from behind. Hannah started off well in P2 but gradually lost places to the charging Toby



Robbie Dalgleish, Toby Goodman and Lydia Walmsley on the podium

Goodman and Robbie Dalgleish. Martin Poole was, as usual, leaving it until the last few laps to start his charge through to take a superb P2, the second of the meeting. Alex Nevill was P5 up from P10 to draw some positives from the weekend. He also took the fastest lap of the weekend and collected a Sunoco award to add to his growing collection. Hannah was given a 10-second penalty for being out of position at the start, dropping her down three places.

In the Cooper class, Lee Pearce rounded off a superb weekend, dispatching Adrian Norman and Mark Cornell on his way to yet another Class win. Josh Porter, bang on form, followed him through the field along with Josh Martin and Paul Manning. Adrian and Mark followed behind and Andy Ringland, with his new green bonnet, got his mojo back.

What a race to watch as the sun came down on another MINI Festival!



Sami P1 for most of the race, so near but so far!



Sami 'Jaffa' Bowler, Steve Williams & Keir McConomy in Race 1

Cooper S

Qualifying

10 cars made up the grid, with Aaron Reeve making up the field for the 1st time this year. The fastest 3 were, as predicted, Daniel Butcher-Lord, Rob Austin and Stuart McLaren. The Brands Circuit suiting R53's. During qualifying, the fastest lap did yo-yo a bit between both Rob and Daniel. Daniel held on until the last of the 12 laps to grab pole from Rob. Stuart and Aaron were P3 and P4 respectively. Sami Bowler with her rediscovered form was making inroads into her setups was in P4.

Race 1

The race started well with Rob Austin storming into the lead, putting some distance away from Daniel Butcher-Lord. Sami Bowler was in amongst them until lap 4 when Daniel made his charge to take

P1; Stuart McLaren had been hanging in behind them when Sami got through to take P3 on the same lap. They stayed that way with Daniel pulling away from Rob. Stuart took until the 11th lap to take P3 back. Rob was content to save his tyres and hang on to P2. Daniel also got the fastest lap. It was great to see the battle unfold between Stuart and Sami not to mention entertaining. Aaron Reeve got a puncture after a tangle at the start and had a coming of track moment at Graham Hill Bend. A visit to the pits had him back out without dropping more than a lap.

Race 2

This race started with Daniel Butcher-Lord alongside Rob Austin on the front row for a change. Stuart McLaren was in P3 alongside Sami Bowler. And what a start as Daniel stormed away as usual but this time Sami went with him. The race settled down with Daniel pulling away from the field. A usual occurrence this, then Sami was next with some distance between Rob Austin and yet more distance from Stuart McLaren. Halfway through the 15 minutes it really looked as though it was going to finish that way. Rob pushed a bit harder to close the gap to Sami, hoping she would make a mistake. Sami nearly had an off at Hailwoods Hill, she held the slide and stayed on track but allowing Rob



Class leader Daniel Butcher-Lord

to close in more. Sami defended rigorously but Rob has a few years more experience and he waited patiently to pass without contact to get his P2. Then Stuart decided to push a bit harder and he took P3 on the 14th lap. Sami nearly had another trip to the podium but it would have to wait, the fast 3 taking up their usual spots.

Race 3

Reverse grid time and nearly teatime too. Alan Lee on pole alongside Keir McConomy was followed by Sami and Stuart. Behind them were Rob Austin and Daniel. Sami soon got the jump on Keir and took another lap to get past Alan. Meanwhile, Stuart pushed through to the lead. We had Stuart leading with Sami in P2, Daniel was charging and Rob was following. Lap 6 and 7 were the exciting laps. Daniel got into the lead and Rob went with him but stayed behind Stuart down from P1 to P2. After that, the race settled down with Rob taking Stuart on the 11th lap. That is how they took the chequered flag. Three wins for Daniel Butcher-Lord, three 2nds for Rob Austin and three 3rds for Stuart.

David Young



1, 2 & 3rd all 3 races Daniel Butcher-Lord, Rob Austin & Stuart McLaren

The S Class Green flag lap



Headline sponsor



FOR THE

CLUB MEMBERS

SPECIALIST CAR INSURANCE WITH YOU IN MIND
UP TO 25% DISCOUNT FOR CLUB MEMBERS



LANCASTER
INSURANCE

Agreed Value Available ✓ UK Based Call Centre
Multi-Vehicle Policies Available ✓ Choice of Repairer

www.lancasterinsurance.co.uk / 01480 400 927

 /lancasterins

 @lancaster_ins

Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting criteria.
Lancaster Insurance Services is a trading name of Insurance Factory Limited who are authorised and regulated by the Financial Conduct Authority.

LISC/CW/P



Ex-Works and Competition Car Register



Robert Young

Whizzo's 120 MNP Sold

At just above its lower estimate, Barrie Williams' famous Cooper S rally car 120MNP was sold in the Silverstone Auction at the Silverstone Classic Race meeting at the end of July for £65,250 including buyer's premium. With the hammer price falling at £59,000, it's not bad business being an auction house! Especially as they take a further 5% premium from the seller and an insertion fee of £250, both plus VAT. So on that £59,000 hammer price; a further £3,200 came Silverstone Auctions' way from the seller on top of

the £6,250 from the buyer, making their rake off over £9,500 on that sale. As I said, not a bad business to be in! Nevertheless, I'm sure the new owner will be more than happy with owning this rather historic rally car and once owned by a very special person. As of this moment, I don't know who the new owner is and where they live, but more importantly if we will ever see the car again – time will tell.

Cars for Minis to Ireland.

Preparation I'm sure is well underway by several from this register who will be taking their cars for a week's blast around Ireland with the club at the end of September. I know that Simon Joslin will be using GRX 310D and John McIntosh will have LBL 590E out in the Irish lanes. Mike Hyrons will be out in his Ex-Works Monte car LBL 666D. David Dyson will be there with his beautiful 850 Works replica, first seen at Beaulieu this year and it will be good to see how well the small engine goes. Also with a smaller engined car will be Tony Salter, using his Abingdon built Mini Cooper 939 ACE. Mike and Barbara Alexander will be bringing out their Chris Coburn ex RAC Rally Mini and we can't over look David Brazell in his car which always seems to go so much quicker than anyone else – everywhere! It's really good to see three Ex-Works cars out on the event, which are being used in the way they should be, rather than cosseted in a garage and only shown occasionally at a car show.

One new car on the event, as it's still in build by Philip Anning, is Rob Sharman's car CMO 103B. This is a club rally car that was quite well known in the 1960s and Rob always intended to build the car himself but has decided to have it built by Philip, as time was pressing to get



Gleaming Almond green and white paintwork with fresh chrome

the car ready for Ireland. The restoration of the body was a long drawn out affair (several years in fact) done by long time friends of Rob, which has been done very well but very slowly. As time marched on, Rob was continually pressing them to finish the bodywork so that it could be delivered to Anning's in enough time to be built up and tested thoroughly in good time for Ireland.

Rob had been collecting many parts over the years and restoring other parts, hopefully with enough to build the car. For those who have built a Mini from a bodyshell up, you will know only too well just how many parts go into the car, and needless to say, once all of the parts were delivered to Anning's, along with the bodyshell, it soon became apparent that many vital parts, some big, some small, were still missing. This, although not delaying progress initially, meant a lot of searching, borrowing and buying new parts when needed to a point that almost everything was there.



Neat under bonnet wiring and plumbing

Philip had previously been given all of the engine parts by Rob, ahead of the bodyshell, to enable him to start that side of the build, whilst the shell was being finished. This in itself proved a time consuming exercise as Rob had multiple parts from various engines and a great stash of parts bought from Paul Gamer a good few years ago. Some parts were serviceable, some were not. Some parts were correct, some were not. It's a universal story many of us are familiar with. Peter Hicks came to the rescue with a set of H4 carbs, that Rob desperately needed and Rod Taylor at Southams undertook to restore



Interior nearing completion with plenty of cloth cable in evidence

and rebuild them. Burlen Fuels had too long a waiting list for such work as did Southern Carburettors and, whilst Philip Anning could do the work, it was best he concentrated his time on the engine build.

By the time the bodyshell arrived the engine was complete and just needed the carbs to allow the engine to be dyno tested and tuned. The build started with placing in all of the lines and in short order the subframes were in and fitted up with running gear. Fitting up the inside followed with trim and Works style dashboards, glass, roll cage etc. The electrics were next and with the extra equipment of lights etc this demanded careful attention. Rob insisted on using period style cloth covered cable and, although the car makes no pretence to be a Works replica, the build was to be of a high club rally car standard of the 60s. With the doors eventually arriving, these too were fitted and trimmed and as we neared the end of July, it all looked well for the car to be finished in the first week of August, allowing plenty of time for testing and checking in good time for Ireland.



All new front suspension and brakes and Koni shock absorbers

The engine, before being fitted, was put on the dyno to be run in and power tuned. Here, despite Philip's best efforts, it all went wrong. Once warm the engine soon developed a fault and dropped onto three cylinders. Then Philip quickly discovered this was the result of a porous cylinder head. The head had been bought by Rob, in good faith, many years ago. It is suspected however, that in modifying the combustion chamber in its early life, one of the ports may have been ground a bit too thin on one edge and with age, corrosion had got hold and finally under pressure a tiny weep hole appeared and the engine became powered by water injection!

There are a couple of morals here. Buying second hand is fine, we all do it and in many cases it's the only option - but can you be really sure what you are buying will be serviceable? The second is the benefit of having an engine run in and dyno tested before it goes into the car. With all of the work to install and fit up a new engine, only for an unforeseen problem to arise, meaning it all has to come out again is surely worth the cost of the dyno time. This is even before



The rear end looking equally fresh and new

you discount the cost and considerable time and pain of running in a new engine for 1,000 miles, on these crowded roads of ours. This can cost at least £200 in fuel alone. Hopefully, a replacement and suitable cylinder head can be located that doesn't need too much work and the build will not be delayed too much. I'm sure Rob will have his new car ready and in fine form in good time for Ireland. I look forward to seeing it stretch its new legs in Ireland.....but it will get dirty Rob, probably very dirty!

Robert Young

Cooper S Mk I Register



Simon Wheatcroft

Further to my S distributor observations in the July issue of **CooperWorld**, several people have been in touch. One of the main points of surprise was that a 40819B dated 563 (May 1963) had sold on ebay for £400 - Yes; you are reading that correctly if you thought it said £400. Before you rush off to list your S distributor on the said auction site, this was clearly a case of two people wanting a specific date for their rebuild/recreation early 1071S; by comparison a nice looking condition 1974 dated 40819 sold a few days later for a 'mere' £75.



At least two people were prepared to pay handsomely for a May 1963 dated distributor

Someone somewhere on the internet was apparently claiming that early 1071 distributors did not have a date on them; as has been shown above that is not the case. To back up the claim there was a picture of a dateless 40819. However, this clearly has two features introduced during the 'H' suffix which commenced in February 1966, some eighteen months after 1071 production had ceased. The first was the oil seal on the shaft and the second feature was the stamped arrow showing the direction of rotation which appeared from December 1966.



Dateless 40819 does exist but the oil seal on the shaft and stamped directional arrow mean this is from December 1966 at the earliest

Simon Naylor sent me an extract from a book that offered an explanation for the suffix change on Lucas supplied components. It claimed that it was a result of changes to the specification of the part in question. I'm not entirely convinced about that suggestion as consulting the relevant 1960s Lucas CCE900 BMC catalogues which list all of the internal distributor components, they are exactly the same for those with D, E and F suffixes, and the only change to the body was the aforementioned introduction of the oil seal in 1966. I'm amazed at how many individual distributor components you could buy; from a time when people actually repaired things, a far cry from the throwaway mentality of today. When the base plate design was changed in 1969 for the new quick fit style points

Part No.	40819E/F
Model	23D4
Plate, clamping	421191
Cover, moulded	54412472
Brush and spring	418856
Rotor arm... ..	400051
Contact set	54413568
Condenser... ..	423871
Plate, contact breaker base	54412436
Plate, contact breaker bearing	—
Terminal, bush and lead	54413549
Lead, earth	—
Cam	491069
Springs, set, auto-advance	54414766
Weight	54413073
Shaft and action plate	54416610
Nut, knurled, micrometer	—
Spring, ratchet, micrometer	—
Spring, return, micrometer	—
Vacuum unit	—
Clip, cover retaining	421824
Bushing, body bearing	421998
Dog, driving	420620
Sundry parts, set	54412406

All of these parts were available to repair your distributor

Distributor		
Except Van, Pick-up Truck and 'Cooper' Models	25D4	40768D/E
Van and Pick-up Truck: special orders other Models (except 'Cooper')	25D4	40767D/E
'Cooper' Models	25D4	40955E
Special orders (low grade fuel)	25D4	40958E
'Cooper S' (970 c.c. and 1,275 c.c.)	23D4	40819E/F
Flasher unit	FL5	35020A
Fuse box	4FJ	54038033

* When ordering, quote part number
‡ Comple

Extract from the 1965 Lucas BMC catalogue showing 40819 with E or F suffix for the S models

the distributor model number was changed to 41033 which was subsequently fitted to the Mk 3 Ss, however 40819 production continued until 1977.

You might recall that a couple of months ago the old rally car was an Austin 1071 S registered 92 GGC passing the badly damaged Reliant Sabre Six of Bobby Parkes/Arthur Senior. I received a message from Philip Senior, MCR member and son of Arthur along with pictures of his father competing in a Cooper S. Despite the standard Morris Mini grill in the pictures, XWH 2 was actually an early Austin 1071 S borrowed from Les Cowan for the 1963 RAC Rally on which Arthur competed on with Fred Crossley.

Philip recalls: "Dad gave up rallying in 1966 but 16 years later he and Bobby were reunited when asked to take part in the 1982 Lombard Golden 50 Rally. A 1275 S was borrowed but it needed so much work doing for the rally that Dad bought it. That Mini was HOB 44D; it is still in the ownership of the 'Arthur Senior Classic Rally Team' today.

So started Dad's 2nd rallying career, this time in historic rallying. The car has done numerous road events, Dad winning the 1994 Morecambe CC Classic Illuminations Rally (37 years after first winning that rally in 1957!), Classic Marathons, Rally of the Tests, Rally Britannias, Coronation Rallies on Epynt & Pembrey, Longleat Stages etc. Plus it has been taken to Ireland for the Emerald Isle rallies on a few occasions.

50 years on, to the month (Nov), from that 1963 RAC was the 2013 Rally of The Tests. This was Dad's last ever rally, he died in February 2016; photo showing him, aged 84, doing what he loved most."



Arthur Senior/Fred Crossley and borrowed Austin 1071 S on the 1963 RAC Rally



XWH struggling on with a puncture



Arthur Senior in the 2013 Rally of the Tests - still driving at the age of 84

Thank you to Philip for getting in touch and sharing the above.

That's all for this month.

Simon Wheatcroft

Cooper Mk I Register



Barbara Alexander

Welcome to this month's report. The registration of Mk1 Coopers on the MCR website car registration section has been quite busy over the past month or so which is good to see. So, please let me know if you would like your car mentioned or featured in this column - the new GDPR regulations leave me with no choice but to ask first if I a member would like their car to be featured in the magazine.

Jon Mark has been in touch regarding a query with his MK1 Cooper. Having owned the car for some years after it was restored by the previous owner,

Jon has always wondered what the extra seat belt type clips are for that are fitted to the floor cross member. They would be of non-standard fit but have obviously been placed in this position for a reason and only on one side. If anyone has any ideas, please get in touch and I'll pass the information on.



Are these seat belt clip accessories?



The type of seat belt fitted in Jon Mark's car

Thinking about this further, has anyone else had some unusual items fitted to their cars when purchased, something you couldn't fathom out as to what or why an accessory has been nailed to your car or indeed what its purpose was? If so, please get in touch and include a photo and hopefully members can help identify what your car has.

Next, just a short update from Peter Barratt and his current restoration project LYV 18D. As you may remember from last month, this is a Morris 998 built in April 1966 and finished in Island blue with an Old English white roof. The car has had just two owners from new and still has most of its original factory parts, although the original gold/grey seats have been replaced with plain Cumulus grey examples from a standard car. This is quite common as the brocade is renowned for becoming brittle and splitting along the flutes in the material. I hear that Newton Commercial replacement covers are now quite a good product. Well, since last month, Peter has re-pressurised the hydrolastic suspension and, so far, it's holding. The car drives, albeit the brakes are a little sticky.

The biggest concern, it would appear, is how to remove the standard one-piece wheel trim from the road wheel without bending it. For those who don't know, the Mk1 Cooper as standard had the large one piece alloy type wheel covers as fitted to the standard 850cc Mini. These are tricky to fit properly without falling off, but, when fitted, they become rather like limpets and getting them off without damage to the hub cap is difficult, especially as leverage is limited to the half-moon shaped holes around the outer circumference (however on the plus side, dents can be removed and generally manipulated back into shape). Therefore, good examples make



Peter Barratt's car's interior minus its Cooper seats



In amazing original condition externally albeit the floors need restoration



Engine bay in as found condition so will need restoration

good money when sold and are now quite a rare item unscratched or dented, although if you like a bit of patina, then there are plenty on offer. As for removing them, patience is very much required I'm afraid. I use a narrow, long handled flat end screwdriver with a bend in it. You need to cover the end of the screwdriver so as not to damage the wheel rim paintwork, then gently lever the edge towards the centre hub cover until it popped off.

That's all for this month,

Barbara Alexander

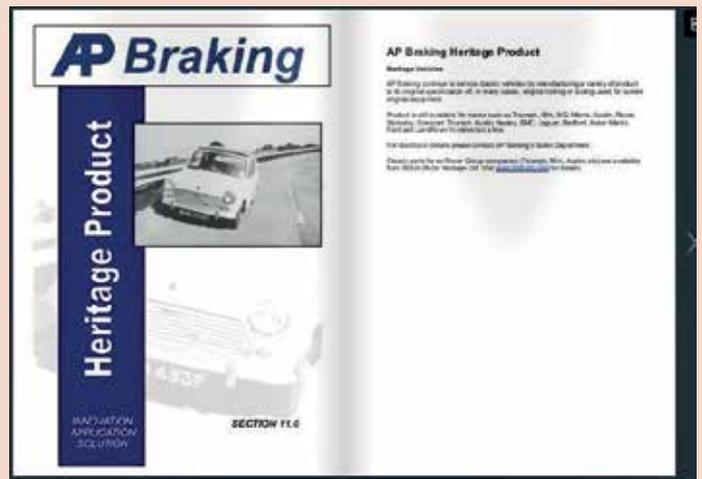
Cooper S Mk 2 Register



Nick Hunter

Long time MCR member, Peter Barratt, has written in with an interesting photograph he has had passed to him of his car by Simon Wheatcroft. The car in question is his Snowberry white and black Austin registered NOB 453F

Peter is a serial restorer and NOB is a car he revived many years ago and still owns. Whilst researching the car during the restoration, a previous owner mentioned that the car was used to develop self-adjusting rear brakes by AP Products, its first owners. The DVLA confirmed



A photo of NOB 453F being used to test experimental rear brakes in the 1960s. The photo currently being used to promote AP's Heritage product range



A very smart NOB as it looks today



Door check strap, note the body colour brackets with red oxide primer wearing through



Door seal with original locating self-tappers around door catch

AP as the first owners by sending him copies of all the V5s and subsequent changes of ownership, a service unfortunately no longer available from the DVLA following recent Data Protection changes. Apparently, the reason for part of the car's floor being so badly rusty was because of the over spill of battery acid whilst testing the new braking system. Peter assumes they used some form of electronic braking sensing equipment and so needed additional battery power.

The subsequent owner to AP Products was not very happy with owning an experimental car and took the offer by them for a BMC garage to have the new rear brakes replaced with the conventional brake set up. Peter also assumes that those experimental rear brakes were scrapped and lost for ever. Peter was therefore extremely pleased to help confirm the story by seeing NOB promoting AP's Heritage range in their parts brochure. Peter has no idea of the design or what the brakes consisted of and perhaps

there may be something similar on a later BMC car. But it looks like the good old Mini was at the forefront of technology yet again. A bit of a sad story and another example of what might have been. Many thanks to Simon for forwarding the picture of NOB 453F to me.

Following a few enquiries about factory correct interior trim and fittings for the Mk2 Cooper S, I thought it might be a good idea to re-run the piece on interiors I did a few years ago.

A lot of this will be familiar territory to many but for those less experienced it may help to get some of the detail right. I've used my car for the photos which, apart from the obvious after market steering wheel and tachometer, is unrestored and pretty much as it left the factory. So, in no particular order here are a few of the features:



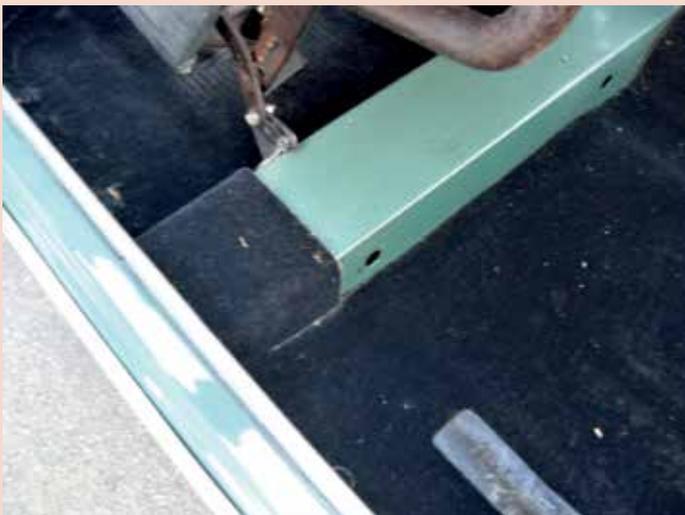
Vinyl covered door fillets



Cardboard door bottom liner



Only a driver's side heel mat on original carpet set



Cross member ends have carpet fitted



Polka dot aluminum sill strips on all but the latest Mk2s



Black vinyl extending right up to Cant rail and note the BMC glue stains



Rounded bezels on the Mk2 instruments



Metal cased heater on a September 1968 car

1. Door check straps. These should be black to match the interior but the brackets that mount to the door and wheel arch should be body colour.
2. Door seals are thinner than the ones currently available, a lot of problems with door fit come from these thicker seals. A detail often missed is the two self tappers that hold the seal in the correct position around the door catch area (see photo).

3. Door card 'fillets'. These were made from vinyl covered cardboard until late in the production run when they changed to rigid plastic with an embossed finish to match the seats and liners.
4. Door bin bottom liner. Made from cardboard and secured with self tappers along the bottom. All liners and door trims were fully encased in vinyl on later cars.
5. Carpet made from black 'Veltone' material and covers the inner sills and the first 4 to 5 inches of the central cross member ends. Note that the metal retaining bracket for the gearstick gaiter goes under the carpet with the carpet left 'loose' around the rubber gaiter.
6. Sill trim strips are the alloy 'polka dot' design; some very late cars have black plastic strips.
7. Black vinyl covers the dash rail and windscreen pillars all the way up to the headlining.
8. The instruments have a rounded profile to the bezels rather than the pointed style of the Mk1.



Original screen with TRIPLEX 'ZEBRAZONE' sticker



Essential seats for those with a delicate back

9. The heater is the metal cased type, it's debatable but believed that this changed to a plastic case for cars produced after August 1969.
10. Windscreen is a TRIPLEX toughened glass type and carries a green sticker with the product name 'ZEBRAZONE'.
11. Seats shown are the factory optional reclining type, these are very comfortable and a useful upgrade if you can find a good pair.

So there you go, hope this has been useful, let me know if there is anything else that needs clarifying.

If you have had some Mk2 S Mini adventures (or challenges!) over the summer, drop me an email so we can share your story in the next magazine issue.

Until next time

Nick Hunter

Cooper Mk 2 Register

Graham Robinson

You may have been surprised by the lack of a report last month considering the success of Beaulieu. It may sound ridiculous but I didn't get to see much of it due to my other duties at the show. I did manage a brief hello to Peter Britton and thanked him for bringing his car along to represent the Mk 2 Cooper in the Mini 60th Anniversary display. Unfortunately, I did not get the opportunity to meet Sean Doyle or get a good look at his Antelope Mk 2 that he too had brought along for the display. I hope some of you managed to see it and perhaps talk to Sean about his car. Then very late in the day, I managed to do my customary walk along the lines of the one make car parking, to discover only one Mk 2 remained (see photo).

On the topic of late Mk 2s, I asked in my last report if anyone had any information about late Mk 2s in Mk 3 colours. Late in the day at Beaulieu I managed to have a brief chat with Peter Laidler on this very topic. Peter said that he had been doing some research and would send me the results. From the information Peter sent me, the first colour to be introduced was monotone Glacier white in place of Snowberry white/black. He knows of a Glacier white car with a Morris chassis number K-A2S6 1357792A and assumes it is one in a batch of twenty cars from chassis numbers 1357770A to 1357792A. I have checked the register and I have a Morris with the chassis number ending 791A. It too is a Glacier white Morris. Peter goes on to include the commission number 2-50S-20436A and the



Last car parked, Beaulieu 2019



Pete Britton's Morris Cooper

commission number for the car on the register is 2-50S-20435A. The chassis and commission numbers are going in the right direction to suggest a batch of twenty white cars. However, further inspection of the register reveals a late white Mk 2 Austin Cooper with a commission number 2-50S-20426A. If commission numbers are unique and allocated across Austin and Morris production, it is difficult to determine the number of white Morris cars and at which chassis number production of Glacier white cars began. It's a great start and I am very grateful to Peter. If anyone has more information, I would like to hear from you, especially owners of late white Mk 2s.

Well that's about it for this month. If you have attended shows or been on road runs during the summer, I would like to hear of your experiences.

Until next month,

Happy Coopering.

Graham Robinson

Cooper S Mk 3 Register



Simon Wheatcroft

Despite being parked next to WHP 5J at Beaulieu, I didn't manage to get around to taking a photograph of it. However, our paths crossed again at a Warwickshire region evening meeting and I did have my camera with me. Owner, Derek Wilkins, has wisely replaced the Michelin XAS tyres and WHP is now riding on Blockley shod Minilites; the Blockley tyres seem to be living up to expectations and are now regarded as one of the better 145 x 10 tyres currently available.

BJB 618J that I also mentioned last month didn't stay for sale for long which wasn't a major surprise given the asking price of £13,750.



WHP 5J making the most of its sunroof on a pleasant summer evening. Note the very rare knock on/off Minilite wheel rims



BJB 618J as seen on ebay recently...but not for long

All being well, I'm hoping to get a proper look at it in the not too distant future.

An old friend of the Register in the shape of FYX 13J is currently up for sale. I did very briefly see the car at the Himley Hall Mini Show back in May and very smart it looked. FYX was built in April 1971 and may have been Downton tuned early in its life.



FYX 13J looking very tidy



PHK 666J as offered by Brightwells, its fourth auction appearance in less than two years



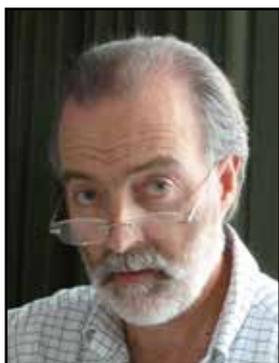
PHK clearly missing its dash vinyl and with the larger Mk 4 pedals

A car that seems to be firmly on the auction go-round is PHK 666K having been through Barons, Silverstone (twice) and the latest was Brightwells where it reputedly sold for £20,350; in fact at each auction it has reputedly sold for around the £20k mark. PHK is another April 1971 built car, this time in Teal blue with a white roof that, unlike the last two Teal examples I have mentioned recently, has a Navy blue interior rather than Limeflower. Although it looks very smart, it does suffer from having had a change of base unit about fifteen years ago that was followed up with rather poor detailing.

That is all for this month.

Simon Wheatcroft

Rover Cooper Register



John Parnell

Two years ago, my twin brother and I inherited a 1953 Sunbeam S8 motorcycle. As teenagers we had aspirations of life on two wheels until our father put his foot down and steered us towards four wheels and our first Mini. Forty-six years later, the yearning to relive a misspent youth, be it at a more sedate pace, has ignited a plan to restore the ancient Sunbeam.

What has all this talk about motor bikes got to do with Minis you might ask? The answer is something I have picked up about motorcycle restoration that applies equally to cars.

Two processes frequently linked with vehicle restoration are 'vapour blasting' and 'powder coating', and herein lies some words of wisdom gleaned from the pages of my Sunbeam motorcycle club magazine.

Vapour blasting is a pressurised water-based cleaning process ideal for non-ferrous metals such as aluminium castings. On a Mini the most obvious ones are the carburettor(s), inlet manifold, gear change remote (1961-71 Mini Coopers), flywheel housing, clutch cover and the gearbox casing.



Vapour blasting is ideal for cleaning aluminium castings like carburettors

Aluminium is soft and, if done properly, vapour blasting leaves a clean surface that has a texture very like the original factory finish. As a cleaning method it is quick and relatively cheap, but the quality of finish all comes down to the blast medium itself. Ideally, fine glass beads will be amongst the least abrasive. The danger arises when, for quickness, a mixture of glass beads and aluminium oxide is employed as the blast medium. The tiny particles of aluminium oxide are sharp, extremely hard, and look exactly the same colour as freshly cleaned casting but could seriously damage a newly rebuilt engine within a few hundred miles if any of it gets into the engine oil. And because the particles are so minute, they can find their way into all manner of threads, joints, and around casting imperfections.



A pleasing result, but beware if the vapour blast medium has included aluminium oxide particles

Removal of suspected residue with a high pressure airline and pieces of cleaning rag isn't enough. The only sensible answer is a time consuming and tedious cleaning process involving multiple stages. Starting with a probe to loosen material caught in threads and crevices, followed by the use of a pressure washer to wash the worst of the residue away, finishing off by washing and scrubbing with a stiff brush and frequent changes of cleaning solution. On reflection, if it is carburettors, an inlet manifold or a gearbox casing, I am going to stick with purpose made chemical cleaners, appropriate stiff brushes and elbow grease.

Powder coating is a popular choice for subframes, wheels and general black painted engine bay fittings. I like dry powder coating; it is seldom beautiful but it is durable, smart and highly resistant to damage by fuel, oil and heat. But just like paint, dry powder is not just one product; there are many grades of powder, each with different characteristics, and like any paint application process, the finished result is only as good as the preparation that underpins it. And there are a number of other issues with powder coating:



If restorable, subframes are ideal candidates for protective powder coating



Like all paint jobs, the final powder coated finish is all down to the quality of preparation

The first is that it may look glossy when new but should you attempt to polish it, the surface will spoil with thousands of micro scratches which eventually appear as a dull haze. The second problem is that the coating can chip at the edges potentially allowing corrosion to take hold. Thirdly, once applied, the coating is very difficult to remove and the only practical way is by soaking it in very aggressive chemicals. It is possible to paint on top of powder coat but only if the surface has been properly prepared and the new paint applied as directed. Trying to improve a badly applied powder coat by painting over it will give disappointing results. To sum up: only powder coat on a well prepared surface and only if you are absolutely sure that this is the paint method you want. Lastly, do first check that used or existing subframes have not suffered any historic impact distortion before you start restoration work on them.

Glass Dating

Back in August 2011, the very first Rover Mini Cooper report I filed was about dating the window glass from the manufacturer's code etched in the corner of each pane. Eight years is a long time ago, especially for our newer members.

Along with the distributor (if fitted), the windscreen wiper motor, boot lock and most of the electrical components, the date code marked on each of the windows on a vehicle can provide a coded clue of the month and year that the car itself was manufactured.

The most popular make of glass used on British and European Minis from 1970 to the end of production in 2000 was Sicursiv, the registered trade mark of Societa Italiana Vetro Siv S.Pa. Sicursiv made subtle variations to its alphabetic glass dating system during the 1970s and 1980s before adopting a 'dot' method around 1990. I should

add that other European glass manufacturers used the same or very similar glass dating systems during this time.

Concerning the glass found on Rover Minis and Mini Coopers, the year is represented by a single digit number at the bottom edge of the compliance logo, and the month of manufacture by a series of dots (e.g 12 = January, 11 = February etc.) either in front of or behind the year as illustrated below:

For even numbered years, 1990, 1992, 1994 etc.

-4 = January 1994
- 4 = February
- 4 = March
- 4 = April
- 4 = May
- 4 = June
- 4 = July
- 4 = August
- 4 = September
- ... 4 = October
- .. 4 = November
- . 4 = December



This window glass is dated September 1993. The 'GF' denotes a grey tint

For odd numbered years, 1991, 1993, 1995 etc.

- 3..... = January 1993
- 3..... = February
- 3..... = March
- 3..... = April
- 3..... = May
- 3..... = June
- 3..... = July
- 3..... = August
- 3.... = September
- 3... = October
- 3.. = November
- 3. = December

Even when collectively fitted on the production line, it is not unusual for some of the original glass in a car to have minor date variations when compared with the majority. The important thing is that all of the dates approximate to around the same period. Any pane of glass dated several months or a year or more out from the rest is one that has been replaced since the car was new.

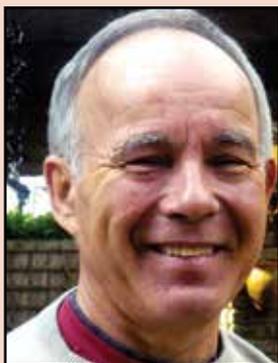
If the glass in your Rover Mini Cooper does not follow the above make or date pattern, please drop me a line with the details of your car's registration, chassis and engine numbers, plus a readable sample picture of the maker's logo.

Until next month...

Let's hope for some fine September weather.

John Parnell

Coachbuilt Cooper and Cooper S Register



Steve Burkinshaw

For this month's report I'm revisiting two coachbuilt cars I studied in the past, one in 2009 and the other in 2011.

Each month in **CooperWorld**, on page 5, a full page advert is placed by Cherished Vehicle Insurance Services with a nice picture of a 1970 Mk2 Morris Cooper S registered YUU 292H, which is a Margrave conversion by Wood and Pickett as confirmed by a small rectangular WP badge just evident below the oval bonnet badge. In later years this low mileage car has had very little use as it's gone from one collector to another and is again up for sale. Until recently, the

last time I sat in the car was in 2012 when it stood at an auction in Sandown Park alongside a W&P Clubman 1275GT which I restored and once owned. YUU was being sold by John Hammel who'd previously owned the car twice before and had bought it back, and on this occasion for the last time. It didn't reach its reserve so the auctioneer phoned John in New York and a deal was agreed at £24,500 plus commission. I attended the auction and considered the car should have made £30k plus. It was in the early 70s when John, who worked for The Paul McCartney Organisation, sold the W&P to Denny Lane of the band 'Wings' who owned it for only nine months since his wife didn't like driving it as it was too fast. So, John thus bought it back a second time. On the inside of the glove box lid are two Wings tour stickers, one says GUEST PASS and the other WINGS VENUS AND MARS ALRIGHT TONIGHT.



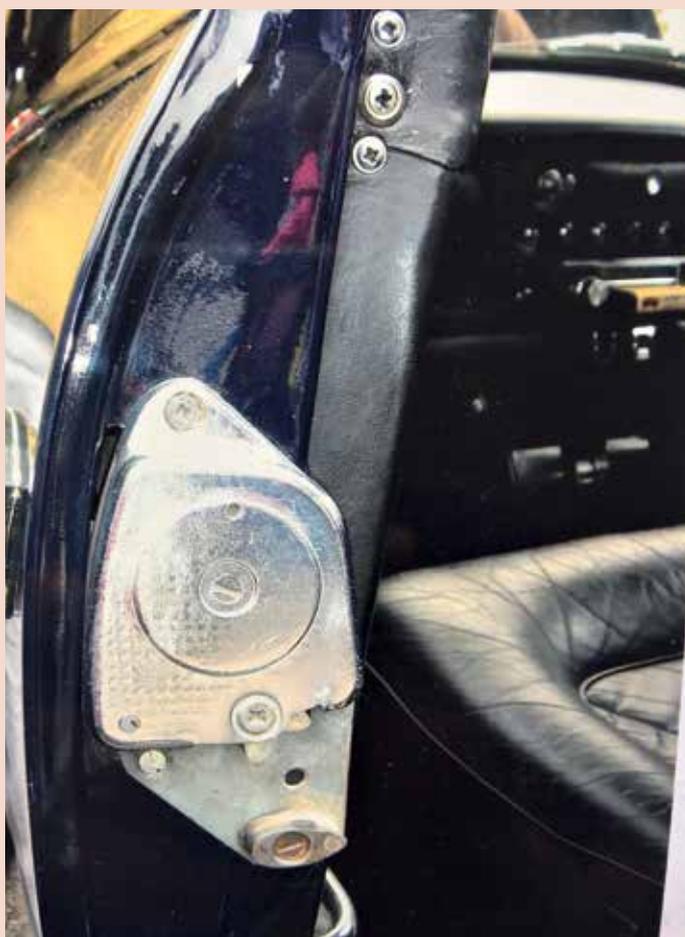
Matured leather seats



Freshly painted and note the double Shadowlite glass popular in the 1960/70s



Original Minilite wheels after a lot of prep work



Careful fabrication to the door frame to accept the anti-burst locks

Restorer, Phil Wood, based near Brands Hatch was chosen by John to strip and repaint the car in 2009, and I believe one of the sills and two Hydro displacers were changed at the same time. The matured black leather interior including the fascia is all original. The Webasto sun roof has a black brushed nylon roof lining dating back to when it was first converted. I'm not aware of any engine mods having been undertaken as it still runs on 1.25" SU's and has only covered around 70k miles from new. The original conversion was begun in 1969, but for some reason not completed for eighteen months. The local London licensing office made the rare decision to change the registration number from YUU 292G to YUU 292H.

Shortly after Phil had returned the restored car, I was involved in refurbishing the Minilite wheels and the Benelite grille. The attached photos are from that visit to John's cottage in 2009. The current owner of the car and MCR member, Michael Fisher, has now decided to sell YUU and his advert can be found at the back of the magazine.



Classic coach built extended arches and push button handles



The wings have a raised profile to match the Riley 1.5 light bezel. The Benelite grille was restored along with the wheels



Wings memorabilia inside the glove box and note the 8 track cartridge player

The second car I am going to review is an Austin Mini registered MOC 342F which was a conversion undertaken by Ian Cornick. Although I've not met Ian, his skilled metal work speaks volumes having been trained with Aston Martin as a fabricator probably fifty years ago. In later years and then self employed, he restored and adapted numerous classic cars including our favourite little car. I viewed MOC in 2011 which was owned by MCR member Gordon Wilkins. The car was based on a 1967 Mk1 Austin Mini 850 painted in Almond green. Gordon had just bought the project car and by which time it was painted in Old English white and some unique features had been added to the body. As we see regularly at shows,



MOC originally painted Almond green and white



Rear shot of MOC showing petrol cap cover and C-post vent



Gordon with MOC now in white and black

it's fascinating how factory cars can be customised. However, it's one thing having an idea or drawing a sketch, but putting things into practice is not so simple. The four salient features Ian had created were: an electrically operated glass sun roof, burst-proof push button door handles and locks, concealed door hinges, hidden petrol filler caps and extractor vents in the C- posts.

Take the first item the electrically operated glass sun roof. Two chrome opening rear quarter light window frames were formed into a rectangle in the style of a conventional sun roof, bonded together with a centre glass panel as per modern cars. A standard Lucas wiper motor with an



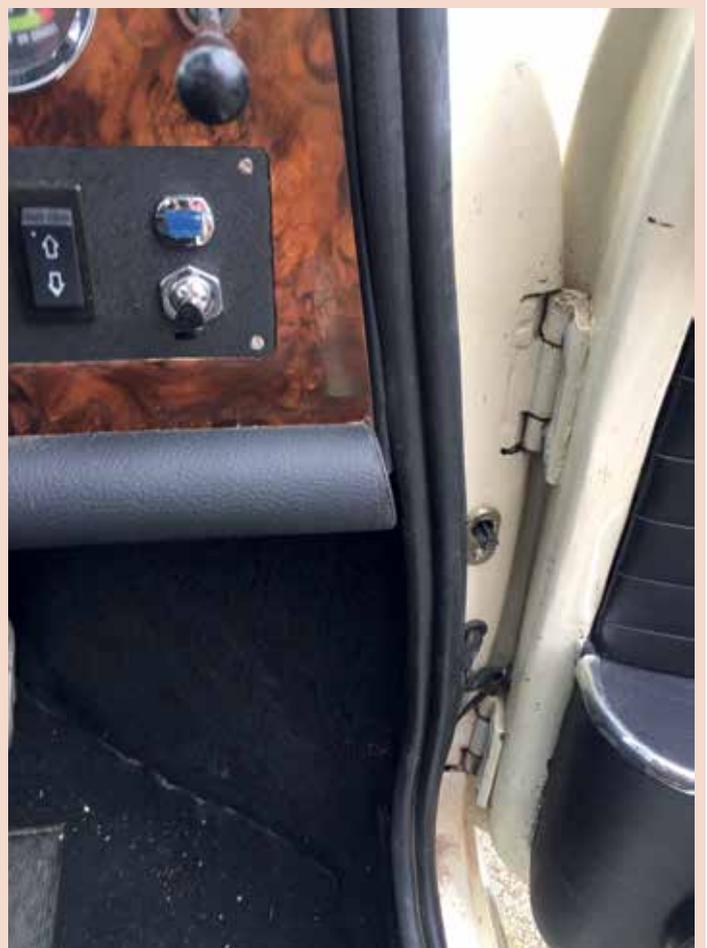
Clever use of Mk I Mini rear quarter lights to create a sun roof



Door handles as used on Austin 1100/1300



Air flow vents and concealed filler caps



Internal hinges on a Mk 2 – clever stuff!



The dash board was made by Gordon. Fascia and cappings are polished burr walnut and the seats are Radford



Major alteration to the B-post and fine coach line painted by Gordon

extended spiral cable was attached to a flat plate welded across the battery box, and the battery box was removed. The other end of the cable hidden via the C-post and under the roof lining was connected to the rear of the sun roof frame and a rocker switch on the dashboard, fed to the boot motor, operated the glass panel in the roof. Before a black vinyl roof was added, the front section of the roof was slightly raised to allow air to travel more smoothly with the panel open. Gordon commented that there was no wind buffeting when driving.

The second modification replicates the late 1960s W&P Mini conversion which entailed removing the factory design crank door handles and replacing them with the handles and locks taken from Austin Van Den Plas 1100/1300 cars. This push button construction reduced pressure when opening the doors on the easily worn hinge pins and the replacement burst proof locking system was safer and much stronger than the standard latches. The door skins were 'smoothed off' by Ian with snug fitting internal hinges replacing the usual external hinges.

The third refinement was really nicely made with both tank necks being shortened to allow for flush fitting petrol caps together with spring loaded contoured petrol filler covers replacing the standard configuration.

And finally, the fourth refinement was the addition of one-way cabin extractor vents fabricated into each C-post, simple in operation, but not simple to blend into the curved panel.

Gordon has worked on many Minis and Coopers through the decades and particularly enjoys engine building. For convenience he decided to fit a mildly tuned A-Plus 1275 engine and box along with effective S brakes and rebuilt the subframes and suspension etc. To add to the coach built theme, a full width dash was constructed from Gordon's own design to compliment the genuine Radford front and rear seats taken from a 1960s Cooper. And the location of the battery? For the last four years a compact, yet powerful motor bike battery has been relocated in the pocket behind the driver. Gordon has decided to sell this unique car and so should any member be interested in acquiring it, then please get in touch with me for Gordon's contact details.

Steve Burkinshaw

Innocenti Register



Foster Charlton

Unfortunately this month, I have to start my report with some very sad news from Germany, in that our great friend, Torsten Schumann, sadly passed away during the night of the 9th of July. He had been fighting a long battle with a brain tumour.

Torsten was the number one Innocenti Mini parts supplier to most owners over the years. He had a fantastic knowledge of Innocenti Minis, and his prices were always good but, most importantly, he was a true gentleman.

I was introduced to Torsten through my great friend Armin Waldkoetter over twenty years ago. We instantly connected; both sharing stories of our mutual Innocenti passion. We kept in contact via fax, email and later through phone text. We would usually catch up at the International



Torsten Shaumann and me

Mini Meetings and Torsten's stall was always the first on the list of traders to visit.

He had a knack for finding all those little screws, bolts, brackets, seals and grommets that nobody else bothered with as well as the normal stuff like lights, grilles and trim etc. I and the rest of the 'Inno boys' as we were collectively known as, would spend hours trawling through his numerous trays of spares. As for tiny little spares, if Torsten wasn't sure how much to charge, his reply would be "just buy me a beer and some chips later on".

As the IMM beer tent was the main focus and meeting point at night, that's where we would meet up with Torsten and the beer drinking and chip eating would start, then last until the early hours. As a group of enthusiasts and owners, lots of friends from various countries would usually gather near our camping area early in the evenings to talk about Innocenti Minis. Torsten was always there to join the chat and tell us stories of how he discovered a stash of parts at an old Innocenti dealer's garage, or a lead to parts hidden away at the back of an old warehouse. He always had fascinating stories.

A true friend to all of us Innocenti Mini owners worldwide, and a big gap is now left in the Innocenti community. He will be missed greatly. Condolences to Torsten's wife, family and friends from us all. That's all for this month.

Foster Charlton

Mini Super Register



Garry Dickens

This month I am pleased to report a turn of fortune for a Mini Super which for many years was at high risk of being scrapped. It is a fascinating story.

A Smoke grey with Old English white roof Austin, the car was built during February 1962 and registered 869 EBP soon after in West Sussex. Little is known of the car's early life; therefore the story begins when during the 1990s it was given to a school teacher in Mansfield who was to use the engine for mechanical education. The engine was removed and apparently rebuilt several times by students before it

became of no further use to the school. The remainder of the Super was complete, had an excellent interior but, like so many other Minis of that age at the time, very rusty; realistically it would have then been at the end of its life.



The School project car as found

Following its period at the school, rather than being scrapped, the car was sold to a Mini spares specialist in Camberley. This specialist contacted me, knowing of my interest in all things Mini Super, to provide the car's details but explained it was to be dismantled because of its poor condition. The car remained in his ownership for several months during which time a number of items were removed and sold, principally the excellent interior. It was common that very many a good Super was stripped of its Cooper parts in the 1980s/90s and early 2000s when the cars themselves were worth little.



Scruffy but with rare grille



Replacement interior needing only minor refurbishment



Much work to do but a worthwhile project

Fortunately, this does not happen now the Super is a valuable and sought after model in its own right. The remains of the Super, by then a rolling shell, were sold, together with its documents. Quite where it went is not known.

In 2008, Mini enthusiast and friend, John Baker, bought a 1071 S. It required full restoration. John had earned a reputation for high standard restorations finished with meticulous attention to detail. Upon stripping the car he noticed the remote gear-lever hole was not cut as perfectly as might have been expected and also that the 'magic wand' gear-lever blanking-plate was not factory neat. No surprise really as many Ss had been re-shelled. Upon further inspection he suspected it originally had been a Super as a few original 'Cooper' features remained, such as the top and bottom dash rail covers which clearly looked undisturbed. John phoned me to discuss the news. Little could be done to try and identify the car as it now bore an S chassis plate. However, upon more careful inspection John found the original chassis number stamped on the inner-wing bracing-panel near the master cylinders where sometimes it can be found. John phoned me again, whereupon I checked my records and found the car! And yes it was the school project car!

John, like me, is a bit of a sentimentalist. He could not bring himself to continue to use the Super as a donor shell. It had survived so far against all odds. So John obtained another shell then put the car to one side. Slowly over the years he collected the various missing items, including another good interior.

One problem though was how to recover the Super's identity, without it there would be little point in continuing with the project. Clearly, luck was on the car's side. One day, a few years after John had bought the Super, a V5c registration document together with accompanying chassis plate appeared for sale on line. Of course, the practice of buying or selling such items should be avoided at all cost, but what soon became obvious was that by an astonishing coincidence, the document and chassis plate for sale were the original items from John's Super! A deal was done. The Super was reunited with its original documents and would now be a viable and interesting project to do.

Sadly, John has suffered with health issues in recent years and so the time came for him to accept that most of his restoration projects would not be completed and should be sold.

Another friend of John's, also a Mini enthusiast, who has a collection of Minis, persuaded John that he should become the Super's next custodian and carry out the restoration planned for it. So now the Super has finally gone to a long-term home where it will eventually be restored and cared for. The plan is not for a concours car. It will be correctly restored but with a view to using it.

Finally, if you own, have owned, know of any Super or have any stories or anecdotes relating to one, then please get in touch, even if it no longer exists.

Garry Dickens

1275GT Register



Alan Clark

Back in May's edition of *CooperWorld* I reported on Paul Clayton's GT which was saved by a re-shell using a South African sourced donor car.

At the time of writing, Paul had potentially lost most of the photo records of his project, but thankfully, with a bit of tech black magic a selection of images have been saved. The extra photos fill in the story of the rebuild so justify a follow up review of Paul's restoration.

Progressing through the stages of the strip down on the South African



South African shell ready to strip



Solid floor, required minimal work



Underside and sills all original

clubman, showed how solid the shell was, and how little work was needed to bring it up to standard. The boot floor showed potential to be saved but Paul's decision to have the entire panel replaced was rewarded with the knowledge that the repair was faultless and original in appearance.

The results of the interior fit out show Paul's attention to detail, with a full Newton Commercial seat cover set, headlining and carpets. Paul fitted the interior, seat covers and headlining himself; both tasks that demanded considerable patience and skill to complete to a good standard.

The final finishing touch was the steering wheel which had a story all of its own. Paul had, for a number of years, been aware of a 69 GT abandoned in a collapsed garage near his home. Paul's efforts to salvage the GT from the owner were fruitless and, to Paul's dismay, he discovered recently that the garage and the GT had disappeared without trace.

However, by some stroke of luck the steering wheel was left behind and spotted by one of Paul's neighbours who salvaged it and gave it to Paul, declining all offers of payment despite Paul's insistence that its value was considerable.



Ready for a new boot floor



Prepped for painting



Interior paint as good as the exterior



Engine bay refit completed



Newton Commercial interior and 'miracle' steering wheel

Compared to the original steering wheel Paul had, the salvaged one was in far better condition, leading Paul to sell on his surplus wheel for £155. Bearing in mind the 15 years of exposure to the elements it had suffered, the buyer must have been very keen to secure this sort after item irrespective of condition.

By the time this article publishes you will have had the opportunity to view Paul's GT as part of the 60 Mini display at Beaulieu, along with other representations from our register.

Alan Clark

Modern MINI Cooper Register



David Young

I understand the Goodwood Festival of Speed was good for MINI. I did not go, a bit too manic for me I am afraid. I did have a few friends who went and they have allowed me to share their pictures of the new JCW GP3. Neil Barden of the Surrey New MINI Club went on the first day and he took pictures of the car. It had German number plates in the driver's seat rear pocket just in case they used it on the public roads.

The drivers who took this car up the hill climb were, in fact, OX4 team members who race the F56 in the MINI CHALLENGE.



As I said last month, I still can't believe MINI will only sell the Hatch JCW as a GP3. Just think of all the old folk out there who want 4 seats. The Countryman and Clubman JCW are still choices but again the price for a MINI being above £40,000 does not sound right.

The MCR has a number of registers, ours being one of them. According to my calculation, we are the second largest one now. I do wonder if all MCR members have in fact registered a Mini or MINI or just like the Mini/MINI. There are a number of things we can do to liven up the register and this may include subdividing the group into smaller sections. This could be done a number of ways. i.e. First Gen, Second Gen, Third Gen. Or R section being R50, R53 and R56 and an F section.

We could subdivide into Cooper S, Cooper, JCW, or Y reg, GP Reg and 02 Reg. We already have this with Tanya Field and her sterling work on anything that comes out of the MINI plant, running a Facebook register for Y and 02 cars.

The aim is to organise to specifically deliver you with what you want, bearing in mind that this is now an international club with groups over the whole world. The MCR is primarily a register of 'older cars' and was formed to seek to preserve the cars so that Minis /MINIs can be tracked and parts remanufactured for specific needs and shortages, by companies who have identified the need for such parts. It is your club, so what do you want out of it? Do let me know your views please.

One new car to our register is a very nice and tidy MINI Cooper S Checkmate. It just happens to belong to the MCR Chairman's wife, though Robert had been changing wheels and tyres, as you do, to make it handle better. This has included throwing the run flats away and



The new wheel and tyre

the use of steel wheels rather than alloy may have been because it was expected to be a city car rather than a sporting version, but that is just a guess, pricing could well have been a possible factor too.

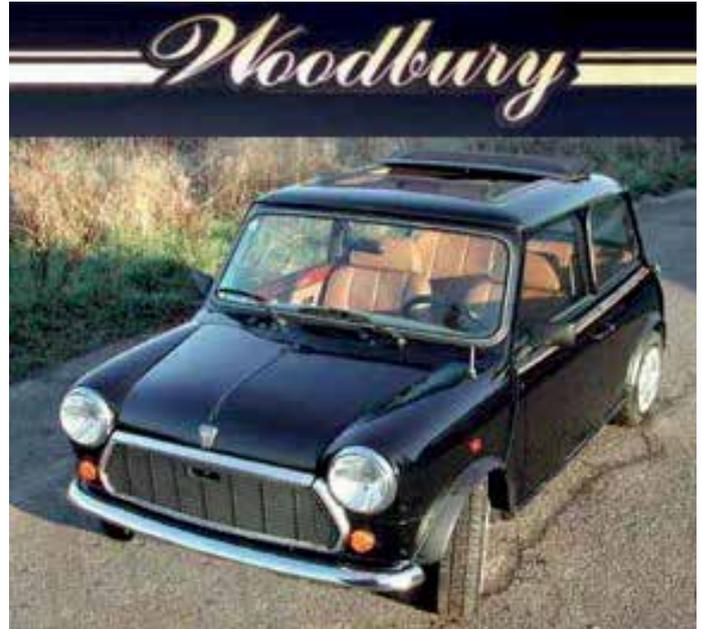
All of this seems a little tame but this car had a striking interior which was far from ordinary. The first thing you would notice on opening the door is the dashboard which is finished in a rich burr walnut. This is complimented by wooden door cappings, door pull handles and gear knob. But once you notice that the seats are finished in beige leather, the interior starts to look very upmarket indeed.



The steering wheel shown here was not an original feature

The addition of a boot carpet and a passenger vanity mirror all add to that luxury feel which was far from common in 1992, particularly in urban cars of this size. Many of the images I've found show cars with a Webasto type of sun roof, but I am fairly sure that this was not a standard feature, so perhaps it was offered as a factory option.

But if you think the car was special, take a look at the advertising. We know that marketing in the UK can be a bit over the top at times, but you have to give Rover France the winner's medal in this area for phrases such as: 'Black as an evening dress' and 'the dashboard has been dressed in burr walnut'. And what about 'sneaks into the city with



Mini Woodbury with sunroof, common but not standard

insolence or nonchalance, according to your mood' and lastly 'this car is a subtle mixture of a princely aristocrat and a lover of the street'? Well, with descriptions such as these, you soon begin to see where they were pitching this car. And why not? Its beauty lies in its iconic Mini simplicity, mixed with some nice touches that were normally only found on far more expensive cars and which, I am sure, would have attracted the discerning French buyer. I can't help thinking that this is the motoring version of Coco Chanel's little black dress or is it me that's overdoing it now? I've no idea how many of these rather nice cars survive but I for one would like to see one someday.

That's all for this month but this is your area so get in touch with details of the Mini that you wax lyrical about so that we can share it with the rest of our club members. And remember, there is no such thing as a boring Mini; they all have an identity and a story.

Malcolm Voss

mini
COOPER
register

NORTHUMBERLAND BORDERS RALLY

Incorporating Tynedale Rally
Saturday 16th November 2019

Celebrating 60 years of rallying the classic mini:
1959-2019!

In support of **WaterAid**

OMP **YBRACING**
MOTORSPORT & PERFORMANCE

See the event on Facebook or visit: www.northumberlandbordersrally.co.uk

PUT DOWN THE PHONE. PICK UP THE KEYS.



INSURANCE. CAR VALUES. ENTERTAINMENT.

Sometimes the best way to connect is to disconnect. And what better way to disconnect than getting behind the wheel? At Hagerty, everything we do - Insurance, Car Values, Entertainment - is focused on making it easier for you to enjoy buying, owning, driving and dreaming about the cars you love. Call our team of knowledgeable enthusiasts for exceptional service, competitive premiums, comprehensive insurance options and more. Drive with us. **0330 159 0729** // hagertyinsurance.co.uk

Rated **Excellent** on  **Trustpilot**





MCR REGIONAL MEETINGS



Regional Co-ordinator - Richard Sign - Oaklea, West Common, Blackfield, Southampton, SO45 1XL - 07968 307689 - regions@minicooper.org

Region	Time of Meeting	Location	Contact
Bristol, Glos and Somerset	Meeting 7.30pm on Thursday 13th September	Beefeater, Emersons Green, Bristol	David Dangerfield 07974 089595 or bgsregion@minicooper.org
Cheshire	TBD	TBD	TBD
Devon & Cornwall	TBD	TBD	Steve Bonny 01271 860328 s.bonny183@btinternet.com
Derbyshire, Lincolnshire & Nottinghamshire	last Monday of each month at 8:00pm	Arkwright Arms, Chesterfield Road, Duckmanton, Chesterfield, S44 5JG	Phil Colledge 07591443396 & 01245207665. phil.colledge@btinternet.com
Dorset	2nd Wednesday of every month 8.00pm	Tyrrells Ford Country Inn, Ringwood Road, Avon, Christchurch. BH23 7BQ	Nick Stansmore 07788 646800 nickstansmore@live.co.uk
Essex	1st Monday At 8:00pm	Hawk Pub, Battlesbridge On the A130 SS11 7RJ	Niki Halls 07530 988788 nikihalls@gmail.com
Gwynedd	Contact David Roberts	Members meet at local classic car shows throughout the show season. Please contact David Roberts for details of meetings and dates	David Roberts 01248 811109 davidr61@hotmail.co.uk
Hampshire	3rd Thursday At 8:00pm	The Queens Head, Portsmouth Road, Fishers Pond, Eastleigh SO50 7HF	Sally Salter 02380 560073 sallysalter@ntlworld.com
Herts & London (N)	2nd Wednesday At 8:00pm	The Duke of York, Ganwick Corner, Barnet Road, Barnet, Hertfordshire, EN5 4SG 0208 440 4674	Rod Chilcot 01707 650107
Isle of Wight	11.00am Last Sunday of the month	The Hare and Hounds Pub at Downend Road, Newport, PO30 2NU from May to the end of the summer	Alan MacDougall 07523 006483 admiow@me.com
Jersey	3rd Tuesday	St Marys Country Pub, St Mary JE2 3PD	Mark Le Gallais 01534 858082 mk1leg@hotmail.co.uk
Kent	2nd Wednesday of each month. 7.30pm	The Wagon & Horses, Faversham Rd, Charing, Ashford TN27 0NR	Justin and Annmarie Ridyard h13jkr@hotmail.co.uk 01304 330715
Lancashire	Last Tuesday At 7.30pm	Hoghton Arms, Blackburn Road, Whithnell, Chorley, Lancashire, PR6 8BL	Mick Cooke 01282 866195/07976 932192 m.cooke1275s@gmail.com
Midlands (West)	1st Tuesday At 8:00pm	New Inns Public House, off the A451 Stourbridge DY8 3YQ	Darren Carr 01384 254311 daz.carr@blueyonder.co.uk
Newcastle and Durham	1st Monday At 7:30pm	Chilton Country Pub and Hotel, Black Boy Road, Fencehouses, Co. Durham DH4 6PY	Niall Cook 07881 302577 niallcook@tiscali.co.uk
Norfolk	1st Sunday At 1:00pm	The Bell Inn, Salhouse NRI3 6RW	Jim Redburn 01603 720049 jimredburn@hotmail.co.uk
Oxfordshire	3rd Monday At 8:00pm	The Plough, Appleton, OX13 5JR	Graham Carter 07974 353726 grahamcarter13@btinternet.com
Scotland	Sunday 17th March 2019 11:00am	The Conservatory, Norton House Hotel, Ingliston, Edinburgh EH28 8LX	Ben & Patricia Webb 07834 081667 ben_patricia_webb@hotmail.co.uk
Mid Staffs	1st Monday, 7.30pm	The George and Dragon, Meaford, Stone ST15 0PX	Pete Cresswell 01785 760211 or pete.cresswell.t21@btinternet.com
Suffolk Region	1st Tuesday At 7.30	The Cherry Tree, Woodbridge. IP12 4AG	Ian MacPherson 01728 831956 or 07749936274 ian@ianmacgolf.co.uk
Sussex	2nd Tuesday At 8:00pm	The John Selden, Salvington Road, Worthing, BN132HN	Mick Tully 01273 883349 g-tully@sky.com
Thames Valley	Last Wednesday At 8:00pm	The Crooked Billet, London Road, Hook, Hants, RG27 9EH	Lorraine Hampson 01428 712154 thames_valley@minicooper.org Ken Hunter 01344 772446
Warwickshire Region	4th Wednesday each month starting at 8:00pm	Please contact warks@minicooper.org for details of the regular breakfast run meetings organised for Warwickshire Region	warks@minicooper.org
Worcestershire	Every Monday At 7.30pm	The Blue Bell, 35 Upton Road, Callow End, Worcester, WR2 4TY	Mick Rowley 01905 428378/07791 624783 rminimick@aol.com
Yorkshire	TBA	TBA	Position vacant apply to Richard Sign
Australia		www.minicooper.org/australia	John Heselwood minicooper@ozemail.com.au
BeNeLux		(Belgium, Netherlands and Luxembourg)	Bart Theelen benelux@minicooper.org
France		didier.lecesne@orange.fr or	p.doucerein@orange.fr

NEW VENUE

POSITION VACANT

REGIONAL REPORTS



Regional Coordinator - Richard Sign

Hello all,

Our regions have been getting out in the sunshine and organising and attending many events. The weather this year has again (mainly) been good for these events.

An event I took part in and which is probably mentioned elsewhere in this issue was the Thames Valley Tour on Sunday 28th July. This took place on a warm but not too hot day and started in Hook which is North of Basingstoke.

The route took us via Henley on Thames for a coffee stop beside the river, then through the countryside and then through Eton for a picnic lunch at the History On Wheels Museum at Windsor. The afternoon run, again very scenic, was to the finish at The Raven at Hook.

Lunch stop on the Thames Valley Tour



This was a well-organised event led by Terry Schraider and Clive Brooks. There were 30 participating cars jointly run by Thames Valley Region MCR and the Triumph TR Register of which Terry is a member. The ages of the cars ranged from 1958 to 2013, starting with a beautiful 1958 Triumph TR3A and included a mix of Triumphs, Minis and MINIs.

This was a great example of a region combining their event with another marque for an enjoyable day out.

Richard Sign.
regions@minicooper.org
07968 307689

BeNeLux Region

In my last report I mentioned that I still hoped to bring my 1967 Austin Cooper Mk II on a trailer to Beaulieu. However, it decided to have no oil pressure after having fixed its engine, so it stayed at home. Still wishing to go to Beaulieu in stylish classic transport, we enjoyed a run in my 1965 Volvo Amazon Combi which went very well. It was a superb show



A pair of late Dutch Minis at Beaulieu



A nice Clipper blue early Mini 850

with great weather and I spotted a few Minis from the Netherlands and a Belgian trader.

Later in June, I visited the British Autojumble organised by the MG Car Club Holland, where the Mini Seven Club Nederland co-hosted a club day. It is a static show with many other British classics to enjoy and a good selection of traders. Being the only autojumble-like event in the Netherlands, it is often visited by Mini owners from abroad. Unfortunately, this time I only spotted a few Minis from Belgium.



Belgian trader at Beaulieu with a good selection of used parts



Selection of Minis at the British Autojumble in Waalwijk



Originally Dutch-registered Austin Cooper Mk II at the British Autojumble in Waalwijk

With the International Mini Meeting just weeks away, I am preparing to spot lots of BeNeLux cars, and hoping to take pictures of in particular cars from Belgium and Luxembourg. After returning home, we will start preparations for Stanford Hall and the Belgian Diamond Mini Run.

Looking forward to meet you there!

Bart Theelen
benelux@minicooper.org
 +31475564841 (landline) / +31627258202 (mobile)

Derbyshire, Lincolnshire & Nottinghamshire Region

Hello everyone,

Monthly meetings are not held in July or August due to holiday commitments, so I'll take this opportunity to tell you about the cars of one of our members, Nigel Hay.

Nigel has been very supportive of our region through emails but has not yet been able to attend a monthly meeting as he spends a lot of time in France.

Nigel has three Minis. 'Pierre' was a little run around he bought in France in 1983 and used for a couple of years before using it as a garden monument for a further 30 years, until he decided to restore it. The original 998cc engine has been replaced with a re-fettled 1275 block and pseudo Cooper S motor. But most of the rest is as he bought it, apart from, of course, the restoration of the shell; where as much of the original was retained as possible. Roll cage marks inside and a number of dents in the bodywork suggested that the car has been used for rallying – but these could have been gained with everyday driving use. Unfortunately, he can't trace any history of the car.

CFX was originally a 970 Cooper S that was fitted with a 1275 Cooper S engine to up the output. The car was Abingdon assisted, so not a Works car, but as close as you can get - apart from the price tag, and Nigel has tried to maintain this throughout, during the restoration.

The car was driven by Jacqueline Purchase and Dorothy Boothroyd-Smith, in the 1968 Tulip rally, where they beat Timo Makenen, and in the 1971 Manx rally. Nigel is still chasing after further rally data. The car was reputed to have done the circuit of Ireland, but it can't be traced to this event. The start lists for the critical years, 1966-1971, sadly do not appear to still exist, unless any member of the Register can offer Nigel any enlightenment.

Nigel also has a 1968 rally Mini awaiting restoration that he describes as a great little car that he used when originally living in the south of France.

His other cars include a Group B Audi Quattro (former Tony Walker car built by Dialynx), together with the original Dialynx prototype Quattro sport that's under restoration, and a Metro 6R4 which was one of the three Austin Rover Group demonstrator cars. The other two cars are now in Gaydon and the Mondella museums respectively. It's has done a whole 120 miles from new!



Nigel Hay's Audi Quattro



Nigel's Metro 6R4



Nigel's Minis

Finally, Nigel's current project is a Lancia Stratos. This car is being built as a replica of Michelle Mouton's 1978 Monte car, and in which she finished in a very brilliant second place.

I know Nigel intends to get to a meeting and bring all his restoration photos, and tell us a lot more about the cars, so that is really something to look forward to!

Bye for now.

Phil Colledge
phil.colledge@btinternet.com
 07591 443396

Essex Region

The Essex Region club members have been out and about this summer. Following on from the Hatfield Show, we had a good turnout for the Maldon Motor Show on the Promenade, and we proudly put up our flag for the second time this year. We had refreshments on the stand to raise a bit of cash for the club and we celebrated Gary's birthday with

balloons and a cake! It seems that Gary was born the same year as the Mini, so they were both celebrating 60 years.

We held another little prize giving for some of the stunning Minis that attended. The weather was great and overall we had a lovely day out with friends and their cars.

We also attended the Brands Hatch Mini Festival. We had an early start and met at Lakeside Services all ready to cruise over to Kent - remembering to pay the toll of course! For Brands we were able to proudly display our new gazebo and flag! Lots of Essex Minis were there, from the oldest classic to a fabulous Roadster complete with special edition leather interior. We saw a few of our friends from the Kent Region and, overall, the MCR had a great display of cars.

We laid on some refreshments again, and Jay very nearly set the new gazebo alight with his burgers on the BBQ! It was another great day, lovely weather, some amazing Mini racing and, again, really good support from the Essex Region members.

As part of the day, we awarded lots of medals and prizes for show and shine, best modern, best classic and even the car with the most character! Thanks to all members who took part.





Minis parked up at the new region meetings pub venue

Glad to say Bearsted was dry and as always a lovely social with the Kent gang and one of my favourite shows of the year. A real village green event with the craft stalls and Lindy hoppers.



Kent Region stand at the Bearsted show

I know it's early but I will book the venue for a Christmas meal for December and will start taking deposits next month.

NEW Venue for Monthly Meetings

The Wagon & Horses, Faversham Rd, Charing, Ashford TN27 0NR
We meet the second Wednesday of each month. This month's meeting will be 11th September 2019 See you there!

Join the Facebook Group for Kent at <http://www.facebook.com/groups/472768396103194/>

All the best!

Justin & Anmarie Ridyard

01304 330715

h13jkr@hotmail.co.uk



That's all for this month.

Niki Halls

Kent Region

Hi from Kent,

Just to remind you, we have a new meeting place; our new venue is the Wagon & Horses at Charing and meetings take place on the 2nd Wednesday of each month as before. Full details below.

Our first meeting last month was a breath of fresh air, which has a lovely pub garden too. It was nice to see so many Minis out as well.

Mid Staffs Region

July has been a busy month up 'ere in Mid Staffs! July 7th saw a contingent of cars at the Aston by Stone Open Gardens fete. Although no Minis attended, the closest relative was a six wheeler Hustler. Based on Maxi, Mini and Metro components, this wooden bodied car was designed by William Towns and sold as a kit which was just a set of plans! The constructor had to use the plans to cut sheets of Marine ply for the body panels and hardwood for the supporting structure. The BLMC subframes were bolted directly to the wooden structure and any of the variety of BL engines could be fitted. In the case of Keith Sharp's car in the photo, he chose a 1750cc Maxi engine and 13 inch wheels at the front and 12 inch wheels at the rear. Since he built the car Keith has attended many displays and shows, and it has always attracted a lot of attention being finished in varnished wood.

A couple of days later, on the 9th it was our Curborough Test Day, organised by Nick Hunter. Like track days on race circuits, this was untimed, so not a competitive event and therefore not subject to the Motorsport UK rules regarding race wear and helmets, although the latter were required to take part but any spec helmet was ok. Nick had arranged for local super-snapper of all things motorsport, Jeff Bloxham, to take pictures of all the cars in the morning. Jeff must have taken around 600 images in total of the 20 cars entered, and a selection can be viewed on our Facebook page. Half a dozen Minis of various ages and states of tune attended this one and also Paul Bates brought along the first incarnation of GRX 309D which was used by Paddy Hopkirk and Ron Crellin on the 1966 San Remo Rally of the Flowers.

On July 13th we had a clash when my village managed to get a Village Fete organised and wanted some cars for display. We have always supported this event and this year we did manage to get a display together for them, albeit smaller than previous years. Two Minis attended with the Harpers bringing along their Wolseley Hornet and Rover Cooper Sport. Many people, me included, were torn between the Chateau Impney Hillclimb over the weekend and the Oakmoor Hillclimb Revival on the Saturday, although it was possible to attend both – or go to Silverstone for the Grand Prix! I and many others chose Oakmoor, so here I'll concentrate on that. Run along the same lines as Kop Hill near Chinnor, runs up the hill were a 'demonstration'! The original hill climb ran between 1905 and 1912 and used the Star Hill. The start line was on the bridge over the River Churnet and climbed up what is now the B5417 to the finish line at The Star pub (hence the name of the hill). The length of the course was about 1 mile and cars were handicapped so as not to favour the rich who could afford to buy a powerful car.



Hustler 6 wheeler at Aston by Stone



Classic panorama at Aston on Stone



GRX 309D on show at Curborough Test Day



Jean & Graham Harper's Rover Cooper at the Rotary BBQ

Since the revival meetings started in 2018 the original road cannot be used as it is now an access road to Alton Towers, so instead the organisers use a lane out of the centre of Oakmoor known as Carr Bank. From the start line it climbs very steeply at 1 in 5 before levelling off just as the 30 mph area ends but the road continues to rise steadily to the finish line. Besides the steepness of the first couple of hundred yards, two left hand corners really catch your attention. The first you arrive at fast and the second is over a brow in the middle of the corner. This is forgetting the road surface which is typical of British country roads in this day and age! This year the entry was capped at 100 cars and motorcycles, with each being offered four runs up the hill. A variety of Minis were entered, some looking quite standard and others very modified with roof mounted wings. This was a really good fun day being part of the two day Oakmoor fete as well. There are several Youtube videos of the event. This one is the second of a series of three: <https://www.youtube.com/watch?v=FgyCABFSVkc> and at 4m 50s you will find a quick Lotus Elan, then my MGB followed by a very rapid modified Mini. If you watch it all, you will get a flavour of this fantastic day out and I wonder how many other long lost hillclimb roads are around. Perhaps a copy of 'Sprint' by T R Nicholson would help.

On the 18th we had a Charity BBQ evening at the home of Peter Harvey, who is fortunate enough to have a garden that can park around 80 cars, and a very nice collection of cars, bikes and tractors. One of his cars is the first Cooper 500, T1, which I wrote an article about in **CooperWorld** some years ago. The evening was organised by the local Rotary Club and raised over £1,100 for various charities. Graham and Jean Harper were in attendance with their Rover Cooper Sport again.

After all that excitement, August will be something of a recuperation month, with just the Summer Tour, which at the time of writing is just 10 days away and is almost ready to go. It has attracted a full entry of 40 cars to tackle the 165 mile route through East Cheshire and Staffordshire.

On September 21st, we are organising a display in Stone High Street once again, with the idea of 'filling the High Street with classic cars'. This means we need around 80 cars! So, if you are reading this and would like to come along, then please get in touch with me.

That's all for this month,

Pete Cresswell
pete.cresswell.t21@btinternet.com

Scottish Region

The 45th Scottish Transport Extravaganza 13th- 14th July 2019

The Strathmore Vintage Vehicle Club once again held their 45th Scottish Transport Extravaganza in the magnificent grounds of Glamis Castle over the weekend of 13th & 14th July.

This event is regarded as the premier vintage motoring spectacular in Scotland and is one of the largest of its kind in Britain. The event brings together over 1,800 vehicles representing a wide array of transport comprising of veteran, vintage and classic vehicles and machinery

including: cars, commercials, military, tractors, steam engines, motor cycles, static engines and exhibits. The show is often called the 'Beaulieu of the North,' given the amount of trade stands and Mini clubs that attend the event. It is set on the grounds of Glamis Castle in Forfar, which was the birthplace of the Queen Mother. Holding the extravaganza in the grounds of Glamis Castle provides a magnificent backdrop to the event.

This year there was a special Mini display to celebrate 60 years of the Mini. The 60th display included 3 early Morris Mini Minors from Scottish MCR members - Simon Drew's 1959 car, David Dyson's TMO rally replica, and Patricia Käsehagen Webb's 1960 Downton Mini Minor. In addition, there were 2 Mk1 Coopers and 2 Cooper Ss brought along by Brian Davage and Chris Fiddes, Patricia Webb and Andy Grant, respectively. Cathleen Bastian, David Hocking and Dave Pearson, also brought their cars out to represent the Mini Cooper Register.



The red, white and blue 1959 Minis



The Mini pick up of Dave Pearson



Downton tuned Mini Minor



Grant and Patricia's Cooper Ss on 60th display



The Coopers of Davage and Fiddes on 60th display



The Mk2 woody of Bastian and the Mk2 saloon of David Hocking



Simon Drew's 1959 Mini's well detailed engine bay



Glamis Castle

The Vintage Vehicle Extravaganza remains a show not to miss, and certainly one you can plan a holiday around with all the scenic, wide open roads that Scotland can offer!

Patricia and Ben

Suffolk Region

On July's Tuesday meeting, Terry Standell took us on a trip around Ipswich eventually arriving at Ted Sparrow's new premises, where Ted undertakes servicing, repairs and restoring all Mini types. Ted is also a keen grass tracker MCR member, and is always pleased to give free advice to Mini enthusiasts. He can be contacted at teamracing2019@outlook.com.

Our July Sunday mystery run, due to be led by Peter Drane, was spoiled due to a wet forecast. We did, however, meet at the place of interest, some with their Minis some not so brave, which was an open day and car display at Bridge Works near Wickham Market, an impressive new enterprise with all the latest equipment for restorations. One of the cars being restored was a Blackpool built TVR Grand Tourer with one owner since new. Now 83 (the owner not the car), was present admiring his pride and joy.

By the time you read this, we should have had a Club stand complete with MCR gazebo and matching feather flag, at Helmingham Hall,



Visit to Ted Sparrow's new premises



Mini Festival Brands Hatch



The Italian Job Display

Stonham Barns, and Classics by the Lake, Bury St Edmunds' classic car shows. Then hopefully we will have time for a few more mystery runs, so please join in if you haven't already.

Ian MacPherson
07749936274

Thames Valley Region

Hindhead MINI's brunch meet 30th June

At one of our local monthly meetings in Hook, it was suggested that we pay a visit to the first brunch meeting to be held by Hindhead MINI. On the day, around ten of our region's member's cars were welcomed by Hindhead MINI and we all had a thoroughly enjoyable morning as the accompanying photos show. Roy managed to win the 'Classic Mini' award with his Island blue Mk 2 Cooper. The company are planning to repeat this event next year.

Thames Valley Region's summer barbecue 7th July 2019

In July we held our 4th Annual Summer Barbecue in Grayshott and a total of 20 of our regular monthly meeting attendees had a thoroughly





the clouds had cleared...just in time! There were 8 Classic Minis, 1 BMW MINI and a selection of non-Minis that were parked up. The two Minis of Roy and Phil (pictured) have a staggering total of approximately 605,000 miles between them! Pretty amazing I think you'll agree.

Ken Hunter and Lorraine Hampson

enjoyable afternoon. Despite early light rain in the morning, by lunchtime

Worcestershire Region

On Sunday 14th July the Worcestershire MCR Region was invited to the Chateau Impney Hill Climb by Ian Patton and many thanks to him, as all the members had a great two days mixing with many other clubs. There were some interesting static displays to look at too. We also met up with Nick Hunter who put is Cooper S on our stand.



Mick Rowley



FOR SALE AND WANTED



Cars for sale

BMW Cooper 2001 November in silver and black. Only 110,00k, car always has been stored in garage. Unusual leather interior in red. Full service history with all original MOTs is and service papers and driving books from new. Just had lots spent including new radiator. MOT at present with no advisories to 2020. Rear folding seats, air con, excellent clean alloys and CD player. Drives very nice throughout with no problems, Engine perfect, A1 brakes. Good future classic in nice condition and only £1,375. Can deliver see in Cambridge. Photos Available. Tel: Michael on 07885 077882. Part exchange 1966 Cooper engine/ box

Here's a bargain for an enthusiast. A 2000 year classic Cooper injection, met green / white. Genuine mileage is only 73,000miles from new. Original bill of sale and paperwork plus bill of sale, and all MOTs when sold from new. One virtual owner, car regularly garaged. In 2015 this Mini had a full restoration with a respray, body parts, and new subframe. In 2017 a new gearbox was fitted. The car has been kept up to spec with regular servicing to date. The car failed this year on the MOT with welding required on the back and front of the car near the suspension mounts. The car can be driven and inspected at my house in Cambridge. It has the classic styled black interior in nice condition and photos available. The doors also need new outer skins. £3,000 is being sought. Delivery is possible anywhere. Part exchange early Cooper S clock, and/or 998 Cooper engine and box plus original front brakes Tel: Michael on 07885 077882. Cambs.



Morris Mk2 Cooper S 1970 coachbuilt conversion from new by Wood and Pickett. Features include,

Webasto sun roof original black leather interior including reclining seats, luxury dash board with black leather fascia and full instrumentation, Stereo period radio and 8 track cartridge player, electric windows and locking quarter lights, push button exterior door handles, specially adapted wings to blend with headlamp bezels. Numerous other special items. Won car of the L2B show several years ago and hardly used since. In excellent condition. offers in the region of £48,000. Tel: 07802 353779

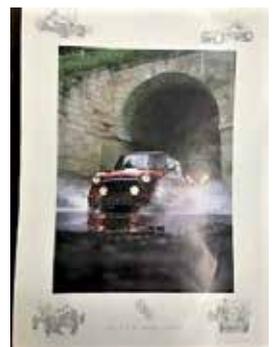
Rover Mini Cooper 35 1300cc 1996 35 year anniversary edition with air conditioning, leather piped upholstery, alloy wheels, oil cooler, 'ash dash', etc. Re-imported from Japan and bought from Mini specialist. Bodywork good all round with a super engine that starts and runs like a dream, even after sitting for months (e.g. over winter). Would still benefit from some TLC. Continually road taxed. MOT'd until May 2020. Clock shows 93,000 miles, with only 1,300 miles covered over the five years I have owned it. Always garaged and dry-stored. I now need the garage space so offering at £6,500 for quick sale. The car is in North East Scotland. Call Angus on 07795 417 540



Parts for sale

1967 Morris 850 auto engine with gearbox, 54,021 miles, full working order, owned since 1990, £500. Set of 4 D-hole hubcaps, 21A462, excellent condition, £60 Another set not so good, £40. Pre A-plus 3.647:1 diff, CW&P 62/17 good £75. Collect from Southall. Tel. Malcolm 020 8575 6232

We would like to donate old MCR magazines from the early 1990s up until the new A4 size to someone who would like them. Also have multiple copies Mint Condition posters of ERA Mini £10 each. Contact Philip Splett at: philipsplett41@gmail.com



Notice to car buyers

The driver and vehicle licensing agency (DVLA) may refuse to register vehicles that are without a vehicle identification number (V.I.N.) and/or an engine number. The DVLA. may ask the police to inspect cars without either one of these identification numbers. Members and readers are advised to be cautious before purchasing such vehicles.

Notice to advertisers

ALL ADVERTS TO THE EDITOR EITHER BY EMAIL OR POST

Members classified "for sale" and "wanted" adverts are free (minis and mini parts only) providing they are not excessively long nor in the course of business trade. Please quote your membership number when writing. Non-members and trade members wishing to place a classified advert must enclose a cheque for £5.00 with their advert script. Failure to do so will result in the advert being returned unpublished. Cheques should be made payable to Mini Cooper Register.

Business advertisements disclosure order 1977. All traders are required to state this fact clearly in their advertisements either by the letter T or the word Trade

The club regrets that adverts for log books (V5 documents) and/or chassis plates cannot be accepted adverts. Adverts must be in written form only please and addressed to the magazine editor. This includes instructions for repeat insertions and/or advert amendments.

CLAIM YOUR FREE COPY

THE **NO.1** NEW MINI MAGAZINE

FIRST DRIVE
2ND-GENERATION COUNTRYMAN
Still a fun drive? We find out

HANDS ON
CAMBER FIX
Adjusting rear axle

PLUS:
• Midrange petrol preview
• JCV GP in Turkey
• Meets, shows, news

NEW PROJECT COOPER
WITH TUNE UP AND MORE

Dream machine
R53 Cooper S has the lows and the power

LASER BLUE R56 COOPERS **R53 COOPER S RIDES ON AIR**

ISSUE 2018 04

THE BEST MAG FOR MINI FANS

SCRAPYARD SAVE 1350 MINIVAN

restore • modify • enjoy

mini magazine

JAPAN'S FINEST COOPER S IN FULL BRITISH REPLIC

ROAD RACER & HISTORIC CAR STYLING, SUSTAINING 1500 POWER

WEEKEND WONDERS
STUNNING FAST ROAD MINIS TO SATISFY ALL TASTES AND BUDGETS

116-BORE MASTER OLD SCHOOL TRUCKS NEW AGE TRUCKS

SUPER SEVEN JCV GP BUILT FOR ENDURANCE

PLUS: MINI MIGLIA BUILD, STELVIO ROAD TRIP, KEITH CALVER'S ESSENTIAL VERTO CLUTCH GUIDE

1ST CHOICE FOR MINI OWNERS

WIN A MEGUIAR'S DA POLISHING KIT

WORKS MINI RACER JOHN FITZPATRICK

ORIGINAL AND GREATEST MAGAZINE FOR THE MINI

MiniWorld

1963 MORRIS TRAVELLER RETIREMENT PROJECT

WESTIE WOODY
£2,000 impulse buy becomes stylish family transport

PK2 runabout gets luxury treatment Kangaroo kicks with turbo power Patina-perfect 1960 Mini-Minor

PRO DETAILING TIPS TO SHINE UP YOUR MINI PROJECT UPDATE: FITTING ESTATE WINDOW TRIMS

17 INSPIRING READERS' MINIS

10 MUST-HAVE NEW PRODUCTS

DRIVING THE FUTURE HONDA'S INSIGHT

FORGOTTEN HERO MORRIS OXFORD

classic car mart

Vol. 23 No. 06 May 2017

THE NUMBER 1 MAGAZINE FOR BUYING AND SELLING CLASSIC CARS

BUYING THE TRIUMPH TR7
ESSENTIAL ADVICE IN BUYING BRITAIN'S BARGAIN SPORTS CAR

100s OF CARS FOR SALE BUY A NEW CLASSIC FOR SPRING

PLUS: CHOOSE A SHOW: THIS SUMMER'S EVENTS LISTING

NEW AGE CLASSICS: TOYOTA MR2 MK3

£5k 150 MPH EXOTICS BOXSTER OR XK8?

FINO ME 1.0 NOT HATCH ICON MOTORS AND LOWS ROOTS TO CHRYSLER SOLIHULL LEGENDS ROVER HISTORY

SINGER GAZELLE Restoration

FORD CAPRI 2.0 Ghia reborn

CLASSICS MONTHLY

APRIL 2017 ISSUE 217

MGB GT
Rebuilt auto is a hidden gem of the MG world

RUST-FREE MINI the easy way?

TRIUMPH 2500 Rolling road tune

Living with the MORRIS MINOR

JAGUAR X-TYPE Engine seal fix

GOING DUTCH The forgotten Volvo

SERVICE BAY Inside the Rover OHC engine

VW CORRADO Emerging classic

GM WORKSHOP SECTION

- Seized timing tricks
- Headlight retrofit
- Minor clutch hydraulics
- Sprite engine takes shape
- Stag electric

1000s CLASSICS FOR SALE

ANGLIA vs A40 FARINA

CLASSIC Car Buyer

APRIL 2017 ISSUE 576

80s XR FORDS FROM £2500
Buying a first Ford needs to blow your budget. The 80s range of Escorts, Escorts, Focus and Sierra offers incredible value for money, so a huge range from buyers of your generation. We pick out the bargains inside.

LOTUS: PEUGEOT'S NEXT PURCHASE?
Risks involved with the Lotus brand. British sports cars from Lotus. As Chinese manufacturers add to their portfolios by investing in historic manufacturers, others in Lotus about to join the fray? Lotus is planning to Frenchify? Full story inside.

TESTED THIS WEEK

- TRIUMPH TR7 OHC
- LOW-MILER FIAT 126
- FORD 10 MODEL CX

LOST & FOUND SUNBEAM ALPINE 12 MONTHS WITH A VINTAGE CLASSIC

Insurance solutions for classics and more.

With 8p you can add to your policy from a range of cover options including breakdown, agreed value, salvage retention and spare parts.

Call our friendly UK team for a quote
0333 207 6004
or email: footmanjames.co.uk

Footman James

CLAIM YOUR FREE COPY TODAY:
SIMPLY CALL **0800 923 3006** AND QUOTE **COOP**

Hotline open: Mon - Fri 8am - 8pm. Sat - Sun 10am - 4pm. Calls are free from landline and mobile phones.

Terms and conditions: Offer available to UK residents only. Free copy only available to the first 1000 callers. One copy of a single magazine per household. Please allow up to six weeks for delivery of your magazine. If you live outside the UK, please phone +44 01959 543 747 for our latest subscription offer. Offer ends 31 January 2018 or when stocks are depleted, whichever is soonest.

Kelsey Publishing Ltd., publishers of coast magazine uses a Multi Layered Privacy Notice giving you brief details about how we would like to use your personal information. For full details visit www.kelsey.co.uk or call 01959 543 747. If you have any questions please ask as submitting your data indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email and SMS. You can opt-out at ANY time via email on data.controller@kelsey.co.uk or call 01959 543 747.



COOPER CAR CO

GENUINE COOPER CLASSIC MINI PARTS



SPECIALIST Mini PARTS



The Cooper Car Company was founded in 1946 by Charles Cooper and his son John Cooper. They began by building racing cars in a small garage in Surbiton, Surrey, England in 1946. Through the 1950s and early 1960s, they reached auto racing's highest levels as their rear-engined, single-seat cars altered the face of F1 and the Indianapolis 500, and their Mini Cooper dominated Rally racing.

ENGINE BAY



MERCHANDISE



Mini Sport now acts as the only authorised dealer in the UK to distribute this nostalgic brand. Working closely with **John Michael Cooper** to design and manufacture a range of exclusive products and parts, including a brand NEW range released in 2018; reminiscent of the original designs produced by his father, John Cooper, in the rise of the Mini Cooper's popularity.

Mini ACCESSORIES



INTERIOR STYLING



DASHBOARD & GAUGES



TUNING KITS



The legend lives on...

A PASSION FOR SPEED

Authentic Cooper tuning conversion kits, that bring the performance & feel of the original 60's Cooper S to your MPI and SPI model Mini's. John Cooper conversions are renowned world over for quality and reliability. All conversions are thoroughly tried and tested and will enhance the Mini Cooper driving experience.

For full fitting services and advice, call our team



www.coopercarcompany.com



+44 (0)1282 778731
sales@minisport.com

minisport.com



EXCLUSIVE COLLECTION



Patrick "Paddy" Hopkirk MBE

1964 Monte Carlo rally winner in a Mini Cooper S, 33 EJB, The man who made the Mini Famous!

President of the BRDC (British Racing Drivers' Club).

Ambassador for IAM Road Smart Mature Drivers.

Honorary Member of the Mini Cooper Register.

Close friend of Mini Sport.

www.paddyhopkirkmini.com

1st Class: Genuine, Quality Products

• Since 1967 •



Mini Parts | Manufacture
Service | Tuning | Restoration | More

Brakes



Mini Sport

For over 50 years, we have maintained a high-class service, supplying parts to a wide array of customers around the world. Whether you're looking to repair your Mini, to customise it or even to build your very own from scratch, you can feel rest assured that we are able to supply whatever you need.

An Extensive Range of Parts

Ever since our opening week of trade back in 1967, the dedicated team here at Mini Sport have maintained the same 'high-quality products, at the right prices' ethos that makes up the DNA of our business. One of the best aspects about this special little car that we love is its ability to provide cost-effective value to their owners - something that we are determined to reflect in the parts that we are able to supply!



Designed | Tested & Manufactured
in Padiham • England

Suspension & Drivetrain



Exterior Styling



Interior Styling



Cooling & Heating



Body Panels & Shells



FREE
196 Page Mini
Parts Catalogue
with all orders...



Electrical



Engine, Gearbox & Clutch



Performance &
Remanufactured

Exhaust & Fueling



✓ Best Prices ✓ Friendly Service ✓ Helpful Advice ✓ Lowest Global Delivery Costs ✓ Trade Enquiries Welcome

ORDERING IS EASY! +44 (0)1282 778731
sales@minisport.com

VISA

Mini Cooper Register Member Discount Available

minisport
.COM

SECURE ORDERING | OVER 9000 PARTS | WORLDWIDE DELIVERY

