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Cooper World



HAGERTY®





Quality is Paramount!

www.minispares.com

The Beginning

Our founder, Keith Dodd, started his career with Minis in 1963 at a London BMC dealership and opened Mini Spares in 1975. The company has developed into the world's largest stockholding and the leading supplier of quality parts for Minis. A long serving staff, full of expertise and knowledge, supply most of the traders and racers around the world. The emphasis is still on customer satisfaction, alternative product choices, the quality of our products and competitive prices.

Largest Buying Power

GMC90376
Brake Master Cylinder For Servo Type 88on



21A1293
Reproduction Brake Servo



GMC172
Master Cylinder



With a turnover in excess of £16 million Mini Spares' buying power allows it to pass on huge savings to customers and re-invest in parts that require huge minimum orders from suppliers to make production runs viable. This has helped in production of many parts such as clutch and brake parts from the original tooling that was used on the Mini production line.

Demise of Original Parts

After the closure of Rover the last genuine parts used on the assembly line some 19 years ago have diminished enormously and the parts supply sections of the business has changed ownership so many times that much of the good old trusted genuine Rover/Unipart spares are becoming a distant memory.

All too often cheap replacements now appear in genuine looking packaging.

But Do Not Worry - Demand Mini Spares Parts

Mini Spares are here to help tackle the job of sorting the good, the bad and the ugly by checking every part made available or offered to us, whether claimed original or a replacement, from the many spurious suppliers all around the world.

Every part, even so-called 'Mini Spares branded parts' are being copied for financial gain as Minis climb in popularity and value. Unscrupulous companies can get parts made cheaply overseas, but they lack the technical knowledge and precision required to make them correctly.

Horror Parts of Poor Quality

We've seen distributors with all different curves in the same batch. Base plates that stick and alter the curves, sometimes jamming in full advance. When tested we had difficulty getting them to run correctly when using a timing light and we found that the rotor arm and dog at the bottom of shaft was often out of phase putting the rotor arm in wrong position in relation to the point at where the spark fired. We also found rotor arms that were hard up against the carbon bush in the top of distributor cap causing the cap to burn away in middle. Having tried and tested countless suppliers of imported and British made distributors we had all ours individually built and tested to prevent costly engine

failures and breakdowns for the following reason - those suppliers were unable to advise what curves were in them - we rarely found them the same in any batch!



Some of the horrors we have seen are: swivel pin joints marked as 'genuine GSJ166' which had material faults and were so poorly produced they could not be fitted correctly!

Head gaskets with rubber seals that would fall out and gasket sets containing the wrong parts!



Made By Mini Spares



14A7299 Mk1
Austin Grille



HMP841009
Grille Surround



DPB10165MS
Bumper
Stainless Steel



14A7781RETRO
Mk1 Grille Surround

Apart from many original drawings obtained over the years we have many of our parts professionally drawn to eradicate manufacturing problems. For many years Mini Spares has produced a range of grilles and all other bright-work such as bumpers, door trims, wheel arches and body seam mouldings. Our wiper blades clean the screen properly. Our heater valves do not leak or burst. Our correctly shaped engine mountings are easy to fit. Many of the parts have been copied, but not to our standard, which was high enough for Rover to purchase our grilles and surrounds for their own assembly line and dealer outlets.

Authentic Reproduction or Improved Design

Many of our parts are produced exactly to the original Mini factory specifications. For example, our engine mountings are produced to the original drawings, however some parts have been further developed and redesigned for better fitment or have undergone other upgrades. Our radiator hoses are now available with genuine Kevlar strands for longevity (with a 2 year guarantee) - and are often imitated by lesser brands! We have silicon hoses available as a modern alternative to the traditional rubber hoses.

Mini Spares has access to many companies that now use the factory original tooling, and, as mentioned previously, our own tooling was so good it was used to make parts for Rover themselves!

Mini Spares
C-GRH240
Silicon Hose



GRH240KEVLAR & GRH247KEVLAR
Kevlar Reinforced Hoses



Parts Mini Spares Are Famous For:

- Mk1/2/3/4 rear lamps made from original UK tooling, unlike most on the market.
- Plastic type post-1980 exterior mirrors and original style interior mirrors.
- A range of genuine and aftermarket body panels and petrol tanks.
- Gas flowed alloy 5 and 8 port cylinder heads for road and race.
- Standard and performance powertrain parts such as crankshafts, baulk rings, selector forks, synchro hubs, gears, Xpin diff and 5 speed gearbox.
- Original homologated HiLo suspension and the development of rubber cone springs along with all suspension geometry items such as adjustable lower arms.
- Exhausts for standard fitment or performance. Most of the original exhausts probably rusted away years ago, but Mini Spares came up with 2 to 3 piece systems to suit all for ease of fitment and carriage. The world famous RC40 system, which is still available, was updated with the Millennium range to include different fitting options and sizes including stainless steel versions



GEX177 Exhaust

24A2110 White Interior Mirror

CRB10184MS White Door Mirror

Mini Spares Rear Lamps
Left to Right - Mk1: 13H222/13H223
Mk2/3: 13H6480/13H6479
With Reversing Light:
XFB101200/XFB101210

C-AHT347 Road Cylinder Head and C-AHT347 RACE Cylinder Head

C-AJJ3385 X-Pin Diff

MSG04 5 Speed Gearbox

C-AHT189 Head Gasket

C-AHT595 clutch plate

GWB219 Wiper Blades

C-STR687 Suspension Cones

RC40 -052 Twin Tailpipe Exhaust

C-ARA4442 2 Core Radiator

OUR CONCLUSION

If it looks too good to be true, it probably is!

When comparing prices note that many competitors use original or genuine part numbers for spurious parts. The few original parts available now are diminishing quickly so always demand a **Mini Spares branded part** for the best quality available and peace of mind.

Mini Spares only use part numbers for those that originated from the original suppliers to BMC/Rover unless the manufacturer or part is obsolete, but we always indicate on the website whether it is a genuine or non-genuine part. Many of our competitors have no idea what was or is original and many descriptions are deceptive but with over 55 years expertise on hand Mini Spares knows exactly and therefore is absolutely transparent in this information.

Part numbers with **MS** prefix or suffix depict a non genuine part or a cheaper alternative. **EVO** suffix represents parts with latest technology and an improvement over the original. You have a peace of mind when you buy from Mini Spares that you are getting the correctly fitting quality part. On like-for-like parts it is rare to find any advertiser selling comparative parts cheaper unless totally inferior in quality.

Shop on-line at www.minispares.com - or visit our 3 great stores

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Next to M5 (J2)

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Just off York Outer Ring Road

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John Cooper 1923 - 2000

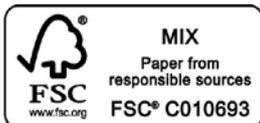


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Mini Cooper Register formed as a Club in 1986



**Recognised
Club**



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Cover Image

MCR members Colin and Margaret Armit passing St. Mary's Church, Hales during the Summer Tour

Photo: Jeff Bloxham

Disclaimer

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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.

November magazine – 1st October

December magazine – 1st November

January magazine – 1st December

Cooper disclaimer

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Contents

Officers, Committee & Contacts	4
Notice Board	6
Editorial	7
Chairman's Chat	8
New Members	8
Events Co-Ordinator	10
Forward Notice - Mini to the Alps	10
Events Calendar	11
Thames Valley Tour	14
Diamond Anniversary Tour and Shelsley Walsh Mini Day	16
Coopers at Castle Combe 2019	18
The King's Road Chelsea Mini 60th Anniversary	22
Ham Sandwich Run	24
National Metro & Mini Show	26
International Mini Meeting	28
The Summer Tour 2019	30
Mini to Menai - Diamond Jubilee Celebration	32
Tony Ambrose	34
Letters	34
Minis take centre stage at The Bradford Classic 2019	35
Old Cooper Stuff	36
MINI CHALLENGE - At Croft	40
Registers	44
MCR Regional Meetings	58
Regional Coordinator	60
Regional Reports	60
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 Vernaeve
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
mk1Sregistrar@minicooper.org

Cooper MK I Register

Barbara Alexander
Hollam Farm Cottage, 76 Bridge Street, Titchfield, PO14 3QL
01329 841225
mk1registrar@minicooper.org

Cooper S MK II Register

Nick Hunter
01785 813693
mk2Sregistrar@minicooper.org

Cooper MK II Register

Graham E Robinson
80 Alexandra Road, Great Wakering, Essex, SS3 0HW
01702 219298
mk2registrar@minicooper.org

Cooper S MK III Register

Simon Wheatcroft
See Cooper S MK I Registrar
mk3Sregistrar@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

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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.

EDITORIAL



Well, what a month August was for participating in Mini 60 anniversary related events up and down the UK, not to mention in other parts of the world too! And it has been interesting to see some non Mini specific events and classic car shows also acknowledging the Mini's milestone anniversary in some way. One of those events, and in which some of our members participated, was the King's Road Chelsea 300 years anniversary celebrations. In recognition

of the Mini's iconic and cult status as one of the cars that epitomised the swinging 1960s, the King's Road Retailers Association invited members of the club to join in with their anniversary celebrations, by participating in a parade of Minis and MINIs along the King's Road. Fortunately, one of the participants was our Regional Co-ordinator, Richard Sign, and he has kindly written an article on the event, and which I would have participated in too, if it were not for me being on holiday at the time.

My earlier comment above hinted at the sheer number of events and shows which were held in August, and this is certainly borne out, to some extent, by the fact that we have no less than nine articles in our events section of the magazine. Four of these events were MCR organised ones, namely Coopers at Castle Combe, the Ham Sandwich run, The Thames Valley Run and the Summer Tour 2019. The balance of these events articles principally cover what were, perhaps, the two main commercially organised events (being the

Metro and Mini show at the British Motor Museum and of course the International Mini Meeting at Bristol). I can't imagine anyone made it to all of these events so it's good to read and see what you may have missed at those events.

Because we have had so many articles written on events for inclusion in this month's issue, we ran out of page space so I had to hold back on Peter Barker's series of 'interviews with articles' as well as a couple of other articles which are not time sensitive either. But we still have reports in our regular sections such as the Registers, Regional Reports and Stephen Dalton's Old Cooper Stuff column. And, whilst I mention Stephen's column, he has this month once again returned to explore the machinations at BMC during the early days of the Mini and has included more interesting insights as to what went on in the run up to the launch of the Mini. This is a subject that I am particularly interested in I have to say. So, do turn the pages to find Stephen's article on page 36.

Finally, as this month's issue has been predominantly about Mini events and shows, what an appropriate link it is for me to finish on, and refer you to, the main touring event organised by the Club that being the Mini to...touring events, and in particular, next year's tour which will be Minis to the Alps. If you would like to participate on this tour then please see the forward notice elsewhere in this issue for full details.

I hope you enjoy reading this month's issue of the magazine.

Paul Sulma



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CHAIRMAN'S CHAT



Most of the Mini 60 celebrations are now behind us as we head into the autumn months and what a year of special activities we've had this year. For me, the highlight was one of the first celebrations and that was at the Goodwood Members' Meeting where the assembled sixty Minis provided, what many agree, was one of the best set of Mini races ever. Then we helped Beaulieu put on a large Mini 60 display for their May Autojumble, and our National Mini Day at Beaulieu did its bit to mark this special birthday with a key note

display of sixty Minis representing almost every model from the long life of the Mini and into MINI. Of course, the largest occasion was reserved for the International Mini Meeting held, as it always is, every five years in the UK and this time it was in Bristol. The weather however, decided to be very British and did its level best to put the dampeners on the weekend. Many reported tents being blown away and traversing in and out became a major problem in the conditions. True to the British Bulldog spirit, everyone made the very best of the conditions and had a memorable time – although several that I spoke to, once they had dried out (both from the falling down water and the rain), vowed never to camp again! We must all be getting as old as the cars. Another notable celebration took place on 26th August, marking the official launch of the Mini in 1959. A convoy of 60 Minis weaved through the streets of Oxford to mark the car's 60th anniversary. The procession, which included models from throughout the Mini's history, including the very first Mini that left the Cowley plant on Monday morning and was recorded by the BBC which even made it onto the main news programme. There was also a large contingent of Minis assembled at the British Motor Museum at Gaydon for their 60th celebration of our much loved car. Of course there were many other shows and events up and down the country celebrating the Mini's 60th. It is heartening that interest in these little cars still warrants great efforts by many to celebrate its birthday and long may it last.

Speaking of the popularity of the Mini, it seems that a company called David Brown Automotive is to build a 'new' classic Mini, which harks back to the coachbuilt days of the Mini. A brave venture indeed,

especially with a price tag starting at £90,000. Having read all about the car and seen photos of the finished article, it is indeed a fine car – one not to everyone's taste perhaps – but I can see the appeal to some. I do however question who these cars are marketed for. Will a high worth customer be really that interested in a classic Mini as a town run about? Back in the swinging 60s the Mini was very fashionable and those with deep pockets could buy their special coachbuilt Mini to impress the many on-lookers. But let's be honest, the Mini is no longer that type of car, so who will buy these cars? In truth, they are not even 'new' cars as they are based on late model Minis, which we all know the last of which rolled off the production line nearly twenty years ago. I'm sure the shells will be beautifully restored and with all the work involved in deseaming the car and fitting of the numerous unique fittings to the car, they will soon justify the ticket price – but is there a market for such a car? I wish David Brown Automotive well but seriously doubt the venture will be a success. No doubt time will tell if I am right or wrong.

You will see, a little later in **CooperWorld**, an advance advert for your 2020 Minis to the Alps event. The date has been moved back a week from that originally planned as, at the time, we were unsure of a possible date clash with the Goodwood Revival meeting. The date for our 2020 Minis to the Alps is 18th to 25th September 2020. Next year, the event will be run from Friday to Friday, simply because getting a start hotel in Kent, at the height of the wedding season, was proving both difficult and expensive. So we elected for a Friday start instead of our customary Saturday. This will also make the return journey, particularly in a Classic Mini, an easier weekend jaunt for many. Entries will open on 9th November and those wishing to be put on the list of those interested are asked to email Lesley Young at subscriptions@minicooper.org and she will put you on the list to receive the event regulations and an entry form. If you are interested, don't delay, as the previous event in 2018 sold out within a week of the entries opening – but entries will not be accepted before 9th November. As you will see from the itinerary outline, a great event is planned and it is hoped we will again have the pleasure of Paul Easter as our opening course car. I must thank Peter Moss for agreeing to yet again help put this event on for us.

Robert Young

NEW MEMBERS

We welcome the following new members who joined during August

Trevor Goldsack, Nr. Dover, Kent

Lynn Thomas, Burbage, Leicestershire

Dan Williams, Leighton Buzzard, Bedfordshire

Roux Patrice, Les Angles, Gard, France

Jonas Magnusson, Sundsvall, Medelpad, Sweden

Andrew Henderson, Braunton, Devon

Nigel & Hazel Foster, Hornchurch Essex

Neale Laird & Claire Lee, Southend On Sea, Essex

Ted & Gina Gaywood, Ashford, Kent

Jane & Fred Bartlett, Hastings, East Sussex

Tim Blake & Laura Allan, Rochester, Kent

Gilbert Ang, Balik Pau, Penang, Malaysia

Stuart Edmonds, Weston Super Mare, North Somerset

Robin Sherwood, Llanbrynmair, Powys

Helen Fennell, Bicester, Oxon

Raymond & Lynne Howell, Brierley Hill, West Midlands

Roy Wood, Wimborne, Dorset

Mark & Heather Schraider, Sandhurst, Berkshire

Steve & Wendy Budge, Hitchin, Hertfordshire

Paul Wennington, Nottingham, Nottinghamshire

Neil Davison, Blyth, Northumberland

Brian James, Birmingham, West Midlands

Andy Daniels, Mansfield, Nottinghamshire

Brian Cakebread, Reading, Berkshire

Geoffrey Turner, Poynton, Cheshire

Brian Finlay, Moss Side, Lancashire

Tina & Les Leagas, Folkestone, Kent

Tracy & Keith Irvine, Chepstow, Monmouthshire

Peter & John Boyd, Carlow, Republic of Ireland

Jon Howell, Sturry, Kent

Adunyaded Prateepsin, Nonthaburi, Thailand

David Hayes, Farnham, Surrey



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RESTORATION

We have unrivalled knowledge and experience. With full workshop facilities and highly skilled staff, we can restore your Mini to the highest standards. We cater for all types and years of Minis and can make your dream come true!



REFURBISHMENT

Sadly every Mini succumbs to the dreaded rust. Our Refurbishment service could be the answer. Typically all 'skin' panels are replaced and the car receives an external respray. This will bring your Mini to it's former glory and give it at least another 15 years of life!



OTHER SERVICES

We have a fully equipped workshop and carry over 9000 new parts. We have over 20 years experience and a very skilled, knowledgeable workforce. We are able to carry out any job here is a list of some of our services, please contact us with your requirement: accident repair, mechanical repair, servicing, MOT tests, modification & tuning and re-shells.

Somerford Mini also have a FULL workshop facilities. We are experts at restoring Minis and turn out some of the BEST IN THE COUNTRY. We also offer other services from general repairs and servicing to up-rated engines and suspensions. In fact we cater for anything connected with a Mini. We offer expert advice and professional honest service. Why not visit our ever expanding shop and workshops?

ONE OF THE LARGEST STOCKISTS OF MINI PARTS IN THE WORLD, WITH OVER 12,500 PARTS AVAILABLE!

BADGES

MKI Boot scripts: Mini or Cooper/Seven/Austin	£13.49/£8.06/£11.94
'S' Script - MK1 (Small / Large)	£5.05/£8.38
Morris Cooper / 'S' Bonnet MK1	£39.59
Morris Cooper / 'S' Boot MK1	£31.44
Cooper 'S' MK2 Boot insert - Austin / Morris	£117.70
Cooper 'S' MK2 Boot bezel	£33.96
Cooper MK2 Bonnet insert - Austin	£13.84
Cooper MK2 Bonnet bezel - Austin / Morris	£18.11
Mini Minor MK1 - Boot	£23.99
Austin / Morris Cooper 'S' MK2 - Bonnet insert	£118.01/£130.06
Austin / Morris Cooper 'S' MK2 - Bonnet bezel	£18.11
Morris MK1 - Bonnet badge	£35.34
Austin MK1 - Bonnet insert	£23.94
Austin MK1 - Bonnet bezel	£22.63
MK3 Cooper 'S' Boot	£21.60
Mini Special boot badge	£21.60
Speedwell cast badge	£16.08
1275 GT boot - Red or Black	£21.60 each
1275 GT boot - Silver or Black	£22.25 each
1275 GT grille badge	£12.00
Dunston rocker cover plate	£10.21
MKI Horn push - Austin or Morris	£49.62 each
B.M.C. Rosettes, 'S' stickers, engine bay/Rocker cover stickers etc all in stock	£25.54
1275 GT stripes, 8 colours in stock	£25.54
Clubman Estate stripe sets	£54.00
Winged Mini badge (non genuine)	£9.00
GB badge (chrome on brass)	£18.00
Paddy Hopkirk accelerator pedal	£8.12

Alloy rocker Cover / Chrome cap	£25.54/£6.90
B.M.C. green engine paint - Brush-on / 400ml Aerosol	£12.71/£11.72
Trilock locking wheel nut set	£19.92
Competition top engine steady - 998 / 1275 / Injection	£25.54 each
Broken steady bar bolt kit	From £18.00
Budget driving lamp set	£33.17
Rummy DHD filler neck	£9.00
Motolita steering wheels in stock	From £190.94
Mountney steering wheel 13" vinyl	£39.78
Mountney steering wheel 12" black/coloured leather	£67.74
Mountney steering wheel 14" wood	£78.23
Mountney steering wheel Boss kit	£16.63
K.A.D. Quickshift - Rod / Remote change	£128.40/£78.54
Electronic ignition kit - Aldon / Lumenition	£95.12/£32.30
Central locking kit	£101.80

CHROME & BRIGHTWORK

MKI & MK2 door handles - Single / Pair	£45k/£45k
MKI & MK2 Matching handle & boot lock set	£144.90
Barrel sets (3 matching locks with keys) MK1 & MK2 / MK3	£341.19/£27.07
MKI & MK2 Van etc, internal door opening handle	£27.34
Chrome boot handles MK1 & MK2 / MK3	£26.10/£27.30
Period 60's locking fuel cap	£23.50
Stainless bumper - Budget / Polished Non Genuine	£58.06/£60.04
Van/Pickup quarter bumper - Chrome / Black	£171.01/£49.72 each
Black bumper (Non Genuine)	£49.94
'S' override kit x 4 - Undrilled / Drilled (including hinges)	£181.01/£81.98
Cornor bar kit x 4 (including fittings)	£60.48
Cooper grille - 8 slot	£70.28
Cooper spot lamp grille - Internal / X release	£98.70/£102.90
Spot lights for grille	£33.17
MKI Morris Cooper grille	£84.18
MKI Austin Cooper grille	£90.85
MK3 / Mayfair chrome grille - 11 slot	£45k
MKI Austin grille	£79.51
MKI Moustache / Moustache whisker	£92.70/£104.44
Clips over kit x 4 (including fittings)	£66p
Grille surround kit - 3 piece	£38.96
Stainless wiper arms (RHD or LHD British made)	£87.70
Stainless wiper blades (British made)	£7.92
Stainless door mirror (standard filament type inc. plastic plinth)	£22.85
Chrome plinth for above	£9.61
Racing 'bullet' mirror top quality plinth mounted	£34.44
Van/Pickup quarter bumper - Chrome / Black	£36.54
MK3 handle set (3 piece) / with MK1 boot lock	£101.74
Stainless headlamp stone guards	£14.35 pair
Period wing mirrors - full range in stock	Ask
MKI & MK2 door bin trim	£13.84
MKI & MK2 stainless window channel support	£22.45 each
Door kick plate (suits MK1 & MK2)	£16.70
Headlamp rim (Genuine / Non Genuine)	£19.91/£7.30
Cooper 'S' Flat top ashtray	£12.90
Small hub caps - Chrome / Stainless	£26.21/£21.70
Original British made Aston & Monza caps in stock. Please ask	Ask
Chrome MK3 number plate stamp	£15.32
Chrome - Winder / Release handle	£11.65/£19.57

CARPETS & INTERIOR TRIM

Standard carpet set - 9 piece (Black or Charcoal, L.H.D. add 10%)	£46.51
Deluxe carpet set - 9 piece top quality, bound edges, tailored to fit exhaust tunnel, heel mats and seat frame pads-no includes full cross member and parcel shelf carpet. Available in the following colours: Black, grey, green, red, brown, beige, navy, light blue	£106.19
Deluxe carpet set - Estate, including luggage floor	£152.34
Carpet mats top quality fully tailored-set of 4	£45.82
Carpet underlay kit cut to fit floor	£37.34
Under bonnet soundproofing set cut to fit Mini / Clubman	£220.04/£23.05
Boot lid liner - Tidies frame of boot lid includes screws	£14.72
Door check straps MK1 & MK2 etc	£12.07 each
Dash liners either side of speedo	£19.20 pair
Bulkhead soundproofing pad - Early / Late	£14.98 each
Van/Pickup millboard door liners - Black	£39.20 pair
Dash shell liner (black)	£15.32
Traveller wood set guaranteed to fit top quality English ash	£960.00
Seat belts: Inertia / Static / Rear lap strap	£40.16/£27.80/£18.52 (colours available: Red, blue, gold and grey)

WE SUPPLY A QUALITY PERIOD INTERIOR TRIM, COBRA AND CORBEAU SEATS!

SEALS & RUBBERS

MK3 door (1970 onwards) / MK1 & MK2 door	£13.79/£16.85
Van door rubber (special profile)	£5.70 per/metre
Clamp to body seal - MK1 / MK2 / MK3	£32/£8.40/£7.15
Sliding window channel - Upper / Lower	£9.54/£21.25 each
Clubman Estate (complete kit)	£45.60
Vertical draught excluders	£45k
Plastic window catches	£6.80 each

Boot seal - 'Clip-on' type / Push-on type	£15.01/£14.29
Arch/side trim - Chrome OE type / Black	£15.32/£10.74
Wail seal chrome or rubber - Outer / Inner	£16.15/£15.60
Roo gutter trim - Chrome / Black (top quality)	£11.70/£10.74
Door check arm seal - Early / Late	£3.90/£3.54 each

M. MACHINE PANELS

We stock the largest range of M.Machine panels in the south. These are superb quality panels made to original specifications - the only panels to use in a restoration! Just about any panel you can think of has been reproduced - please ask. Listed below are JUST A FEW examples:

Saloon front to rear floor includes inner and outer sill and jacking point to 1st flute (also available for Van, Pickup and Traveller)	£104.58 each
Van & Estate front panel (pressed integral grille)	£173.57
Cooper 'S' front panel	£159.00
Van & Estate rear valence closing plate	£5.58
Saloon boot floor panels - Side section / Rear section	£24.30/£28.34
Van lower rear corner repair (below light)	£14.04

WE STOCK MOST GENUINE ROVER AND REPAIR PANELS, EXAMPLES BELOW:

GENUINE RESTORATION QUALITY	NON GENUINE
£116.03/£116.03	£161.25/£61.25
£213.72/£213.72	£176.19/£66.42
£25.64	£14.58
£201.52 each	£169.04/NLS
£97.72 each	£43.85/£43.33
£45.80/£37.46	£19.62/£26.82
£52.82	£19.37
£487.31/£487.31	£248.59/£104.4
£34.91/£53.28	£19.95.00
£79.52/£41.68	£29.88/£13.32

PANEL LISTS AVAILABLE PLEASE ASK

CARBES, FILTERS & INLETS

Carburettor re-build kits	From £45.89
Reconditioned carburettors	From £150.00
H52 H54 main jet	£17.84
H54 Wastax main jet	£36.46
HIF 44 service kit	£37.08
Water heated inlet - H54, HIF 6/44	£33.06
S.U. Up-rated needles - Stage 1 & 2 998 / 1275 etc	£12.95
Choke cable - MK1 & MK2 / MK3	£13.80/£10.97
Throttle cable - HS carbs / HIF carbs	£4.74/£5.99
Electric fuel pump - Genuine S.U. / Non Genuine	£99.79/£61.78
Van Front/Rear fuel pipe (includes tank union)	£31.98
Facet pumps - Standard / Silver top / Red top	£43.74/£87.66/£91.18
Filter king regulator - Glass or Alloy bow	£54.10/£50.42
Glass fuel - Filter / In-line regulator	£9.00/£27.27

GOODRIDGE PERFORMANCE LINES

Braided brake line set (4 lines)	£41.86
Braided clutch hose standard / Verto	£12.70/£15.68
Metro 4 port caliper conversion set	£52.19
Late Servo brake hose kit	£32.64
Braided oil filler pipe '92 - '96	£46.67

BRAKES, DRIVESHAFTS ETC

Silicon brake fluid - 1 litre	£35.77
Brake discs - 998 / Cooper S	£48.72 each/£19.80 each
8.4" Brake disc - Standard / Drilled and grooved	£10.20/£61.08
'S' Stainless caliper piston	£10.21
'S' caliper piston seals	£4.95 each
8.4" Stainless caliper piston	£8.82 each
8.4" caliper seals	£4.79 per caliper
'S' / 8.4" drive flange	£27.85/£30.48
Spaced rear drum / Standard rear drum	£14.58/£13.19
Extended wheel studs - 60mm / 20mm / Non Genuine	£16.62/£2.64
Timken front disc bearings - Genuine / Non Genuine	£613.01/£4.04
Timken front drum bearings - Genuine / Non Genuine	£5K/£12.42
Timken rear bearings - Genuine / Non Genuine	£33.56/£11.34
8.4" (late) disc pads standard / Fast road	£14.84/£30.64
MK3 'S' type servo kit (including brackets and pipes etc)	£203.28
Brake pipe set complete car (cooper with brass unions)	From £98.62
Extended wheel studs - 60mm / 20mm / Non Genuine	£31.20/£3.13
Drive coupling rubber (Nylon / Nylon pair)	£35.70/£69.92
Single line master cylinder - Plastic / Tin / 'S'	£46.48/£80.64/£79.06
C.V. boot kit - Outer / Inner	£44.25/£26.26
Disc brake front hub (Genuine)	£52.13

PERFORMANCE FILTERS

K+N	Pipecross	
£46.32/£44.53	Filter element H54 / Injection Cooper	EN/A
£93.62	H54 cone filter	£37.26
£76.60	H54 round filter	£46.94
£107.53	H52 disc filter	£46.94
£97.76	HIF 4 cone filter	£37.26
EN/A	Stub stacks	EN/A
£11.76	Filter cleaner - 1 litre	EN/A

£9.20	Filter oil - 400ml / kit	£9.46
£24.94	Crankcase breather	£23.99
£129.52/£104.32	571 kit - MPI / 571 kit - SPI	£92.10/£76.13
EN/A	Special twin carb filter including back plate	£104.38

WHEEL ARCHES

Standard black plastic arch kit	£27.38
Stainless wheel arch covers including sill trims	£81.52
Group two works arch kit (including piping & screws)	£82.80
Super quality, no painting required!	£82.80
W & P style arch kit - (includes piping & screws - concealed fixings)	£97.02
Super quality, no painting required!	£110.40
Arch to body piping x 4	£41.80
Cooper Sports-pack arch kit (Genuine Rover)	£150.42

STAGE 1 KIT (998/1275)

Manifold Manifold, RC40 or Manifold system, water heated inlet manifold, fitting kit, uprated needle, tapered air filter, gaskets, water pipe, clips, studs other combinations available - Single box / Twin box	£2412/£2710.00
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SYKES-PICKAVANT MINI SERVICE TOOLS

Flywheel puller (UNF/Metric)	£30.62
Suspension cone compressor (metric/UNF)	£75.60
Swivel/flywheel bolt socket	£19.76
Ball joint splitter (scissor type/heavy duty)	£24.94
Rear hub puller	£11.38
Valve spring compressor	£24.30
Cylinder honing tool	£45.86
Piston ring compressor (ratchet type)	£13.78
Compression tester	£49.88
One-man brake bleeder	£10.25
Oil filter remover (super heavy duty)	£24.26
Feeler gauge set (imperial 10 blade)	£4.20
Brake adjusting spanner	£5.94
Disc hub/steering wheel socket (inch & 5/16th)	£9.70
Windscreen filler tool	£23.93
Wheel cylinder circlip tool	£11.52

ORIGINAL SMITHS INSTRUMENTS

All gauges available with Black or Magnolia face	BLACK	MAGNOLIA
Speedo (90 or 130mph or 200kph)	£221.02	£224.46
Water temperature gauge (electrical)	£40.45	£43.86
Oil pressure gauge (mechanical)	£63.67	£68.06
Clock (analogue)	£77.40	£80.82
Ammeter (+60 +60)	£40.45	£43.66
Voltmeter	£40.45	£43.66
Fuel gauge	£40.45	£43.66
Dual oil pressure/temperature gauge	£13.30	£14.50
80mm settable tach (10,000 rpm)	£144.23	£199.68
Dash mounted tach pod - Black / Chrome	£16.70	£24.23
Oil pressure gauge pipe - Nylon / Braided	£7.67	£21.81
Oil Temperature - Gauge / Adapter box	£40.45	£19.08

We are Smiths distributors - other gauges in stock!

BURR WALNUT INTERIOR PARTS

Dashboards: Walnut, Maple, Alloy, etc.	£148.22 each
Door pull handles	£53.51 pair
Door release handles	£53.51 pair
Window winders	£55.38 pair
Walnut ashtray set (of 4)	£148.27 set
Walnut gearknob (original Rover specification)	£20.22
Walnut handbrake cover	£19.28
Walnut switch panel cover (various types)	£22.51

BODYSHELLS

Range includes MK4, SPI, MPI

We stock the ENTIRE Heritage bodyshell range. Please contact us with your requirements.
Sportsback (Body Shell - MK4) £125.47.08
Clubman Saloon (Body Shell - MK4 & Later) £8951.04
WHILE WE ENDEAVOUR TO SOURCE AND SELL THE BEST QUALITY PARTS AVAILABLE, WE REGRET WE DO NOT CATER FOR CONCOURSE CARS.

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CD ROM Over 12,500 parts listed!
Full of information and explanatory notes! Includes 40 exclusive video clips of the last ever Mini being built at Longbridge, UK. £4.08 incl. P&P. (Outside UK incl. P&P).

EVENTS CO-ORDINATOR – Justin Ridyard



I have just about recovered from the IMM at Bristol. The tent went in the bin, battered by the winds to the point of destruction! There were lots of complaints on social media about how long it took to get in, some of this was down to the site itself and perhaps giving out the packs could have been done once in. The weather and queues aside, it was a great weekend and on the whole fairly well organised in my view. Entertainment and the food stalls were good and plenty to see and do. Thanks to David Dangerfield for hosting locally and his hospitality. I did have

a few drinks with a few chaps from France which seemed to have gone to my head, I ended up falling out of a race trailer with a couple of bruises and a little dent in my pride, but it was all part of the IMM experience. Bring on Germany 2020! Watch this space we will book a club camping area.

Still to come this year is of course the always fantastic NEC Classic Motor Show. If you are a regular attendee you will understand my excitement - its pure classic car heaven! We will be there again this year with another fantastic display of Mini and Coopers, no doubt swamped by the general public to take a look at the finest examples we have and which are owned by our club members.

Don't forget that we hope to be able to take a stand for the London to Brighton run for 2020, and if so, we will pre purchase run tickets for our members to purchase at face value. Let me know via email if you are interested in one of these run tickets.

If you have any additions for the events list for 2020 then please let me know.

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.

Forward Notice Minis to the Alps 18th September to 25th September 2020

Proposed Itinerary:

Starting in Kent 18th September

Kent to Reims 19th

Reims to Mulhouse 20th

Mulhouse to Aix les Bains 21st

Aix les Bains to Gap 22nd

Gap back to Aix-les-Bains 23rd

Aix-les-Bains to Evian-les-Bains 24th September

Another stunning and interesting route is planned.

Entry fee, per car for two people, will include return ferry crossing, seven nights' dinner, bed and breakfast in excellent hotels, comprehensive roadbook and rally plates.

For all further details, including entry fee - see advert in November issue of **CooperWorld**. Entries will open on **9th November** - we expect entries to go quickly on a first come first served basis.

We will be seeking expressions of interest before that date and you will be placed on the email list to receive an entry form and regulations on 9th November.

Email Lesley Young - subscriptions@minicooper.org if you wish to go on the list.



EVENTS CALENDAR



Key

Bold = National MCR event or Club stand.

Italics = Regional MCR event/attendance.

October 2019

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

November 2019

Event: Essex Region Fireworks
Date: 2nd November 2019 7pm
Location: Wickford
Contact: Hosted by Niki Halls 07530 988788

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

Event: Northumberland Borders Rally
Date: 16th November
Location: Northumberland and Borders
Contact: <http://www.northumberlandbordersrally.co.uk/>

January 2020

Event: MINI FAIR BMC
Date: 26th January
Location: Bingley Hall, Staffordshire County Showground
Contact: <https://britishminiclub.co.uk/>

Event: MCR Hinton Firs Weekend
Date: 25th-26th January
Location: Bournemouth
Contact: Josh Bromage secretary@minicooper.org or telephone 07950 753299

February 2020

Event: London Classic Car Show
Date: 13th-16th February
Location: ExCeL London
Contact: <http://www.thelondonclassiccarshow.co.uk/>

March 2020

Event: Brooklands Mini Day
Date: 29th March
Location: Brooklands Museum Trust Ltd, Brooklands Road, Weybridge. KT13 0QN
Contact: <https://www.brooklandsmuseum.com/>

Event: Practical Classic's Restoration Show
Date: 27th – 29th March
Location: NEC, Birmingham
Contact: <http://www.practicalclassics.co.uk/>

April 2020

Event: Goodwood Members Meeting
Date: 4-5th April
Location: Goodwood
Contact: <https://www.goodwood.com/flagship-events/members-meeting/>

Event: Blyton Park – MKI Action Day
Date: TBC April
Location: Gainsborough, Lincolnshire. Track day at Blyton Park for MKI Mini's.
Contact: <http://mk1-performance-conversions.co.uk/action-day.htm>

May 2020

Event: Donington Historic Festival
Date: 1st-2nd May
Location: Donington
Contact: Jerry Filor - jfilor@talktalk.net

Event: DEWS Classic Car Show & Classic Run
Date: May TBC
Location: Brian Whitehead Sports Ground, Downton, Wilts
Contact: www.dewsc.org.uk

Event: CMC Riviera Run
Date: 1st - 3rd May
Location: Newquay, Devon
Contact: <https://cmcrivierarun.co.uk/>

Event: Himley Hall - BMC
Date: 10th May
Location: Nr Dudley, West Midlands, DY3 4DF
Contact: <https://britishminiclub.co.uk/>

Event: LSMOC London to Brighton Run
Date: 17th May
Location: London and Brighton
Contact: LSMOC <https://www.london-to-brighton.co.uk/>

June 2020

Event: IMM Germany
Date: 4th-8th June
Location: Bavaria
Contact: <https://imm2020.com/en/>

Event: MCR National Mini Cooper Day
Date: 14th June
Location: Beaulieu. Static show with trade stands and concours judging. Also includes an autojumble. It is open to all marques of Minis/MINI's.
Contact: beaulieu@minicooper.org

Event: Double Twelve Motorsport Festival
Date: 20th-21st TBC June
Location: Brooklands Motor Museum
Contact: www.brooklandsmuseum.com

July 2020

Event: Classic Le Mans
Date: 4th-5th July
Location: Le Mans, France
Contact: <http://www.lemansclassic.com/language/en/home/>

Event: Champagne Run
Date: 11th-12th July TBC
Location: France
Contact: Justin Ridyard events@minicooper.org

Event: Festival of Speed
Date: July TBC
Location: Goodwood
Contact: www.goodwood.co.uk

August 2020

Event: National Metro & Mini Show
Date: TBC
Location: Gaydon
Contact: <https://www.britishmotormuseum.co.uk/events/national-metro-and-mini-show>

Event: Ham Sandwich Run
Date: TBC
Location: Kent
Contact: events@minicooper.org

September 2020

Event: Minis to the Alps
Date: TBC September
Location: France
Contact: Lesley Young - membership@minicooper.org

October 2020

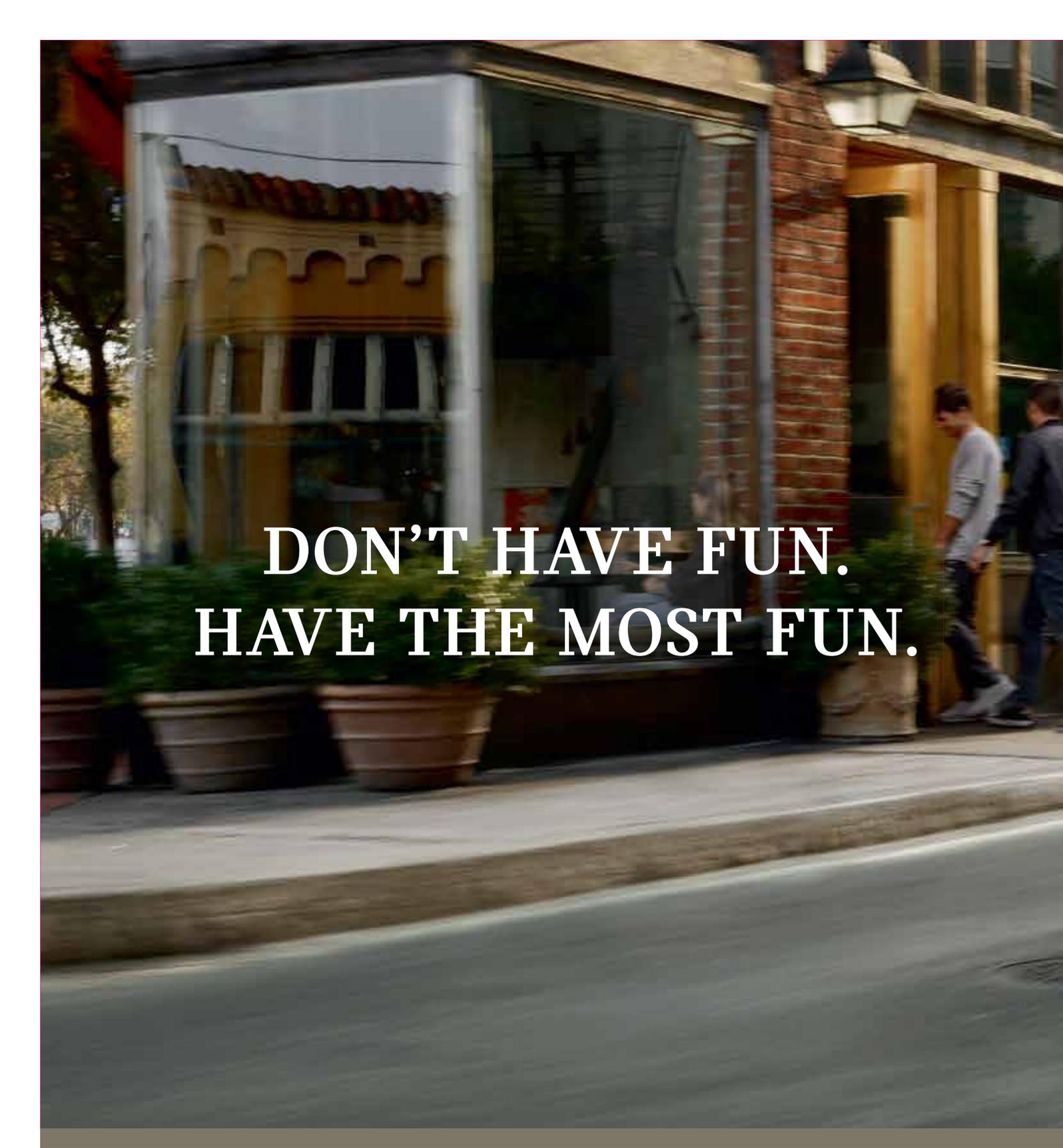
Event: Off Peak Run
Date: TBC October
Location: TBC
Contact: Jack Ward youth@minicooper.org

email: youth@minicooper.org

Brecon Beacons

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

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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.

Thames Valley Tour

By Melanie Brooks



Our 2nd Thames Valley Tour took place on July 28th. This year we were joined by the Windsor TR club and so the tour group consisted of 20 Minis and 10 TR's.

We started at Hook Garden Centre and after our briefing, breakfast bap and coffee, we started at 10am leaving at one-minute intervals. Thanks to Tim and Hannah Schraider with the help of their young son Blake.

Our first Mini away was Edward and Jill Tyson 1964 mini Cooper. 88 miles lay in front of them through the best and worst Hampshire, Berkshire and Oxfordshire roads. The first section took the tour through Mattingly, Arborfield, Winnersh, Waltham St Lawrence, and Wargrave. Our coffee break was at the Sea Cadet HQ at Henley where donations were given. We only had one late comer, Mike McQueen; he hit a large pothole turning off his fuel cut-off. Thanks to Andrew and Tracey Clark for their help in rescuing him and setting him back on his way.

The 2nd section took us through Henley, Aston Village, and Knoll Hill on to Holyport. Thanks to Terry and Helen for checking our route the week before because the cattle grids were being renewed at Eton Common and the road was closed. Meaning we had to enter our lunch stop through Eton Wick. Some missed this information at the briefing and were late for our lunch stop.

The lunch stop was at the History of Wheels Museum and I would highly recommend a visit to it. There's a collection of motors, both Military and Civilian plus remarkable displays. After enjoying our picnic in the large grass car park to the side of the museum we continued at 1-minute intervals for the 3rd part of the tour through the narrow streets of Eton, passing the college. Off to Windsor and down the Long Walk, this was part of the carriage route of the Duke and Duchess of Sussex on their wedding day. On through Windsor Great Park journeying on through Maidens Green, Binfield and Wokingham where everyone decided not to attempt the ford at Redlake Lane. We continued the route down Wellingtonia Avenue, an impressive avenue planted in honour of the Duke of Wellington. The stretch took us through Eversley, and Winchfield, then back to Hook at Raven Hotel for a well-earned meal.

Melanie Brooks





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Diamond Anniversary Tour and Shelsley Walsh Mini Day

By Cliff Porter and David Hucker

The Shelsley Walsh Speed Hill Climb in Worcestershire, England, organised by the Midland Automobile Club, is one of the oldest motorsport events in the world and the oldest to have events staged continuously on its original course, having been first run in 1905. At the outset, the course was 992 yards in length but, in 1907 it was standardised at 1,000 yards, the length it remains today.

It provided the destination for the Diamond Anniversary Mini Tour organised by club member Jim Partridge on Sunday 25th August, the day before the Mini's official 60th birthday. Although not able to attend the event, both our Club President, Mike Cooper and Paddy Hopkirk MBE sent messages of support. "2019 marks the 60th anniversary of our beloved Mini" said Mike. "The date is also particularly poignant for Cooper, as it is 60 years since Cooper won their first F1 championship". "Shelsley Walsh was instrumental in early days for my father and grandfather, and Cooper took their first 500 there in 1947. It was the start of something special".

Paddy had told us at the National Metro & Mini Show how sorry he was not to be able to be there to join with the veterans of the Abingdon Competition Team. "I was lucky to be behind the wheel during my racing and rally Mini wins but, unlike athletics, motor sport is very much a grand team effort, team managers, co-drivers, drivers, cars, mechanics and luck all play a major part in any success" he said. "I, therefore, feel very privileged to have been a "Works driver" during the years of our team victories."

So, on a gloriously sunny day, the National Motorcycle Museum saw 42 Minis and MINIs arrive to check in and receive instructions and their road



Car number 1 (120 MNP) ready to lead off

book. Whilst a motorcycle venue might seem a strange place to start a car event, we weren't alone as a car club from Coleshill were setting up in an adjacent car park. The motorcycle link continued as we set off, with an early part of the route taking us along what is known as The Triumph Mile where bikes from the Meriden Triumph factory were tested between 1942 and 1983. After a checkpoint in Knowle it was off to Longbridge Shopping Centre for a break. We parked outside the new Bournville College before another passage control in front of the old Rover factory gates which is now the base of MG Motor UK. But for all Mini enthusiasts, it is of course the home of the iconic car. Then it was on again to Shelsley Walsh to join the cars that had been arriving from the beginning of the day.

One of the highlights of the day was the interviews with Russell Brookes and ten members of the Abingdon Competition team, made up of Bill Price, Terry Hunter, John Wadsworth, John "Smokin" Rhodes, Den Green, Dudley Price, Mike Wood, Don Barrow, Chris Wood, Malcolm Plasman-Jones, plus Philip Ambrose (nephew of Tony Ambrose who, with Rauno Aaltonen, won the 1965 RAC Rally to become European Rally Champions in the only Mini ever to win the round Britain rally).

The venue is, of course, very close to the home of the late Barrie Williams who used to recall his exploits as it was just along the road from Bromyard. On arrival at the Motorcycle Museum, we had spotted Barrie's Mini Cooper S (120 MNP) in which he won the 1964 Welsh Rally. It had been sold at a Silverstone auction for £65,250 and sported number 1 for the run. It was being driven by Nick Skipworth. "Whizzo was a great family friend who, over the years, drove and raced a number of my father's cars" said Nick. "He was a larger-than-life personality who seemed to know everyone and be able to drive anything. He was always entertaining, whether behind the wheel of a 1930's ERA, or sliding a D-type or Tojeiro-Jaguar around Goodwood.

It was with great delight that we were lucky enough to acquire Barrie's Mini Cooper S 120 MNP in which myself and my son Robert had the most fantastic day out on the Tour. Robert drove the car and we immersed ourselves in what it would have been like to rally 120 MNP back on the Welsh Rally in 1964. We both had huge smiles on our faces all the way to Shelsley Walsh, up the hill three times and all the way home."

Nick assured us that, after the event, 120 MNP was safely in the garage at home surrounded by a number of photos of Whizzo and a few of his other favourite drives. Next outing for the Mini was planned to be Kop Hill, Princes Risborough in late September, where it was hoped that Paddy Hopkirk would lead a parade of Minis up the hill.

It was good to see a huge mix of Minis taking part, race, rally, hill climb, standard and modified, old and new. It was also good to see so many younger enthusiasts taking part too.

Cars gather at the National Motorcycle Museum



Rest stop at Longbridge shopping centre



Outside the factory gates

The national concours champions for the last three years turned up to enter a top quality show and shine contest. The judge had a really tough job to split the field with just single points separating the top three and the winners were:

- | | | |
|-------------|------------------------|--|
| 1. 518 LBH | Dave Rippard | A stunning 1959 Mk I completely restored |
| 2. BJ5100G | Sara & Dave MacDiarmid | A late Rover Mini with just 382 miles |
| 3. LHH 258D | Barry Chipman | A 1966 Cooper S |

The Abingdon Competition members showed everyone that they know about what makes a quality Mini. They also picked the first-place car as their favourite Mini in the Paddock!

Although the temperature was high, everyone enjoyed the friendly atmosphere and numerous untimed runs up the hill in the morning and afternoon. During the afternoon, every Mini that was in the paddock and the public car park was invited to fill the hill. An amazing feat it was and a tribute to the organisers and marshals from the Midland Automobile Club.

The event also made the BBC Midlands Today News programme. "To celebrate the 50th anniversary of the Mini 10 years ago we organised a charity display of five competition cars at the WRC Wales Rally GB in Cardiff" said Jim Partridge. "But, for the 60th we decided to do something a little bigger at Shelsley Walsh. We have been overwhelmed by the popularity and how well the day went, plus the many requests to do it again next year! I have been touched by the many Mini stories that the entrants have shared. How every Mini holds such a special memory and place in their owner's and the public's hearts. From the short clip shown on BBC news, I was tracked down and contacted by a gentleman from Worcester. He recognised the number plate on a Mini that was bought new by his primary school teacher. As she lived close to him he used to hang around hoping and often getting a lift home. That thrill and memory from 1960 is still with him today!"

The event was sponsored by Hagerty Insurance and Rybrook MINI Worcester and held in aid of Acorns Children's Hospice and Midlands Air Ambulance. The final amount raised was not known at the time of going to press, but a total over £2,000 will be confirmed and presented to the chosen charities.

Cliff Porter and David Hucker



In the paddock at Shelsley Walsh



Cars waiting to join the hill climb



A lively gathering under the Warwickshire region gazebo

Coopers at Castle Combe 2019

By Graham E Robinson



Philip Brent checks his tyre pressures



Graham Spratt's Mk 2 S



Relaxed

After last year's experience on the M25, I took the precaution of setting off a little bit earlier for the journey west to the MCR Coopers at Castle Combe Track Day. Unlike last year I was accompanied by my wife Jane for the first part of our very busy Mini weekend. Thankfully, the journey down was uneventful and we arrived at the circuit just before 8:00am.

The weather forecast for the day was slightly overcast but no rain, however, when we arrived, it was decidedly cloudy with the treat of rain. Not ideal but better than the week before. The west had been unsettled and quite wet which meant our traditional parking area on the grass behind the Tavern Cafe was too wet to use so we encamped like last year on the back row of the tarmac paddock. Five Minis were already parked and the contents of each were being emptied into shelters and onto groundsheets in preparation for the day. Next, it was signing-on, scrutineering (noise test) and finally the compulsory Drivers' Briefing. With the formalities complete, it was time to check the cars over before heading for the first session of the day.

At 9:00am sharp, ten cars were snaking into the circuit for the first track session of the day. In the meantime, Coopers at Castle Combe regulars Colin Woodage and Keith Barnes arrived and it was decided to wait until they had completed all the formalities before heading to the paddock for the first Mini session. The Bristol Pegasus Motor Club (BPMC) Paddock Marshals are really sympathetic to our desire to keep the Minis together but also to keep the session numbers at ten cars. When the next session started seven Minis followed three BPMC members onto the track. This being the first Mini session of the day it was quite relaxed and more of a familiarisation run. When they returned to the paddock, all were smiling except one. Keith's exhaust was blowing and in need of some attention. After a visit to the on-site Merlin Motorsport shop he returned with aluminium exhaust bandage to try and fashion a fix. So under the car went the jack and Keith was straight under wrapping the bandage all the way from the downpipe to the Cat. I had never seen the underside of a Rover Cooper and was amazed to see how tight it was. With the car back on the ground, the engine was fired up and the repair seemed to have done the trick. Keith suspected the flexible hose between the downpipe and the Cat was the cause because earlier in the week, while negotiating one of those dreaded speed humps, his nearside front wheel went into a pothole and he nearly beached the car on the exhaust, however, all seemed alright at the time so he did not think it necessary to investigate.

By mid morning, two members had not arrived so I was relieved when Philip Brent arrived just after 10:00am. That left only Gary Powell to come so I checked with my BPMC counterpart and he had not received a call. Then another check an hour later and still not a word from him. I later discovered that, on the journey up, Gary's trailer had suffered a wheel bearing failure at Amesbury. A call to the AA Recovery Service and six hours later he, car and trailer were back home. Undeterred, he is determined to come along to next year's event. Philip quickly unpacked his car, did all the necessaries and was soon on track, the sole Mini with a mixture of nine other cars from BPMC.



Special delivery



Graham Spratt and Philip Brent at Quarry



Combined knowledge

Once Philip had returned to the paddock and carried out the customary checks, it was time for eight Minis to line up for the second session of the day. While they were queuing, I headed off to take some photos from the bank on the approach to Camp Corner just before the start/finish line. As I approached my chosen spot, I noticed Kevin and Samantha Robinson standing by the fence taking photos. Kevin and Samantha are regulars and you may remember Kevin gave me that memorable ride last year in his MKII Cooper to get my puncture repaired. Ooh! I can still smell the interior. After a quick chat, the Minis were filing out onto the track. A few minutes later a gaggle of Minis appeared over the crest of Westway and past us and onto Camp Corner. This was only their out lap and the next time they came by it was getting more interesting. Lean angles through Camp Corner were beginning to get more pronounced and for some more than others. Graham Spratt's car was probably leaning the most. Graham's son Andrew was at the wheel and being the only car "2 up" was probably the reason why. All was going well until the last lap of the session when Keith's exhaust parted company with the car on "Hammer Down" on the approach to Tower Corner. Keith returned to the paddock with a rather loud car but the exhaust made its return in the back of the recovery vehicle. After a quick inspection Keith was very philosophical and headed off to Merlin Motorsport for some more bits.

While Keith was away I got chatting to Bob Oliver and noticed he had replaced his Minilites with 4½" 'S' rims with Yokohama Advans. Bob was very pleased with the new wheels, which had only taken him 48 years to acquire. When he ordered the car 48 years ago, he specified 4½" rims but what he ended up with was 3½" rims. He explained the handling characteristics of the car had changed with the addition of the Yokohamas but that he was getting to grips with it.

It is amazing how everyone helps out when problems arrive. One of the BPMC members offered Keith the use of their trailer so that it



Bob Oliver's new wheels



Nick Stansmore and Colin Woodage follow James Oliver through Quarry



Martin Charles' R3 S



Keith Barnes returns after his 2nd run

would be easier to access the underside of his car to attend to the exhaust. With the bits from Merlin Motorsport Keith was ready to work his magic. The lunch break was approaching so he was hoping the extra hour would enable him to get out in the next Mini session. Unfortunately, that was not to happen.

As the afternoon session began, the weather was brightening up and looked set in for the remainder of the day - an ideal time for the next Mini session. While they were queuing in the paddock, Keith and I were still busy under the car. With all the parts in place, I left him to finish off and was just able to catch the end of the Mini session. When the cars returned to the paddock though, one car was missing. Bob's car stopped out on circuit and had to be towed in behind the recovery vehicle. Immediately the bonnet went up and years of Mini knowledge went to work to try to find the cause. The conclusion was the coil and now it was Bob's turn to head off to Merlin Motorsport!

With the new coil fitted and a turn of the key, the engine fired up. Phew! Keith was not so lucky. When he drove his car back to our parking space, it sounded if the repair had cured the problem so it was time to put it to the test. As he pulled away to make his way to the track the exhaust separated and dropped to the ground. A lot of arm waving stopped him doing any more damage and it was back to square one. It was the end of his day and the priority was to fix the exhaust for the journey home.

Martin Charles had brought his modified R53 MINI Cooper 'S' and, when he invited me to join him for the last Mini session of the day, of course I accepted. When we lined up in the paddock the order was Bob, James, Nick, Graham, Colin, Martin and Philip. The light went green for us to join the track and I was looking forward to the next 20 minutes. As usual, the



Intense concentration

out lap was very steady but, as we crossed the start/finish line, the pace picked up. Colin was off like a scalded cat and it took until Quarry to be on his tail. Still line astern through the "Esses" it was not until "Hammer Down" that Martin was able to pass. Following us through was Philip right on our tail. Next up was Graham on the run down to Camp Corner and through. He was followed closely by Nick and his car is really quick. It was not until "Hammer Down" that the pass was completed. But there, still in Martin's rear view, was Philip's blue Mini. Some way ahead, James and Bob were swapping places but Martin was closing fast. It was only a matter of time and we were through and then to our surprise Philip swept by. Incredible! The session continued in the same vein for several more laps and what a treat it was. Great to watch everyone's driving style from the passenger seat at close quarters. It was no surprise smiles were on everyone's faces when we returned to the paddock. All agreed it had been an enjoyable day and it was time to pack up the cars and head for home. Keith had been busy and, with the exhaust holding together, he too was ready for the journey home.

That was the end of the Mini sessions for the day but I had one track ticket left. As I left the track at the end of the last session of the day, I thanked the Castle Combe Marshals for a very enjoyable day. They complimented all the drivers for their on track etiquette and said they particularly enjoyed the all-Mini sessions.

Many thanks to all the MCR members who came along to support the event. I would also like to thank John Kennedy and Kevin Robinson for the photos that accompany this report. And finally I would also like to thank Bristol Pegasus Motor Club for inviting us to share their day and special thanks to the BPMC Paddock Marshalls for organising our Mini track sessions.

Graham E Robinson

Final session Line Up



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The King's Road Chelsea Mini 60th Anniversary

By Richard Sign

Just a few days before this event was due to take place, I received an email from Robert Young our Chairman with details of this event.

The email included an invitation for our members to take part in what turned out to be a fun and colourful day spent in our Mini, and appreciating just how good and at home our original Mini is on the streets of London.

This event was one of a series of events organised as part of the King's Road celebrating 300 years of being in existence this year. The events have been taking place celebrating and keeping alive the memories and its links throughout the years with Fashion, the arts and pop music etc. The Mini has always been popular in Chelsea, especially during the 60s and 70s with many famous names such as Mary Quant, pop stars and members of the Royal Family seen driving Minis up and down the King's Road and nearby.

I sent an email out to our regions, especially those near to London. Only two days before the event Linda fancied a trip to London and thought it was a good idea to stretch the legs of our Rover Mini. So, I contacted Ian Foster the organiser who was very enthusiastic and gave me details of the event.

We drove up to London via the A3 on a perfect sunny day and across Putney Bridge to the King's Road and met the other cars and their owners taking part. Immediately, the convoy set off and in total there were 9 Minis keeping together, dodging the traffic and finding gaps in a way that only Minis can do.

As this was an organised event we had full use of bus lanes and felt smug parking on double yellow lines attracting attention. A particularly memorable event was when we were stopped at traffic lights in the bus lane and a shiny new black Rolls Royce from Saudi Arabia pulled up beside us; next thing was I realised that above me and to my right, slowly its side window was being lowered and a very wealthy looking gentleman and his young son were smiling down at us from the Rolls. Then I heard was him saying to me "nice Car Mate". I knew then that this was going to be an enjoyable day.

We drove twice up and down the King's Road in convoy and circled Sloane Square four times. At each set of traffic lights and crossings the crowds stopped, grabbed their phones and took photos and videos of the colourful parade of Minis passing.



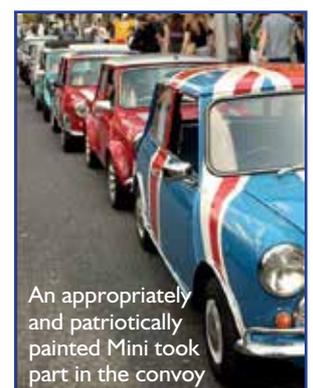
The King's Road Mini convoy



Lots of people interested in seeing the Minis



Prime parking for the Minis



An appropriately and patriotically painted Mini took part in the convoy



We parked up twice at the roadside, once near the market nearby the Saatchi Gallery and once right outside the Sloane Square Hotel on Sloane Square. Again, people stopped, chatted and took photos. The King's Road that day had a real upbeat atmosphere in the sun. A moment Linda particularly enjoyed was when a lady of older years being pushed in a wheelchair by her daughter stopped for a good 5 minutes reminiscing about Minis.

Whilst parked near the Saatchi Gallery we were joined by two other Minis. One was a very smart brand new MINI 60 which its owners had only picked up 2 hours before! I only got chance to speak a few words to them, congratulating and admiring their smart new purchase before they had to leave us. I hope we can ultimately get them to join MCR one day.

In total there were 9 Minis that took part. 7 classic Minis, including a converted Mini Pick-up which was one of the original Red Bull promotional Minis complete with fridges although the Red Bull Can was removed. 3 of the classic Minis were from a company called Small Car Big City that offers classic Mini Coopers for hire for private sightseeing events, wedding hire etc. A 2005 MINI JCW which took part was owned by new MCR Essex region members Neale Laird and Claire Lee. It was great to meet Neale and Claire who had only joined the MCR a couple of weeks before. You may have seen the YouTube video that Neale posted on the MCR Facebook page.

Following the main part of the day all participants were very fortunate to be able to park in the beautiful grounds of the Moravian Church just yards from the Kings Road. We were made very welcome, offered cake and tea by members of the church and safe free parking for our cars which enabled us to browse the shops of the King's Road.

A most enjoyable almost last minute day out and I would like to thank Ian Foster from Kings Road 300 for the invite and for organising the event. Our Mini enjoyed a 200 mile round trip that day.

Finally, here are some photos showing our Minis adding to the colour of the King's Road.

Richard Sign

Photos by Ian Foster of Kings Road 300

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2019 KENT REGION HAM SANDWICH RUN

By Justin Ridyard



This year's Ham Sandwich Run took place on the 18th August and the start of the run was hosted kindly again by Barretts MINI (previously named Broad Oak MINI) in Ashford. We were a bit lower on numbers due to holidays and a few drop outs from illness, but we still had a good 20 cars on the event. A nice number of participants to set off and keep an eye on.

The morning route took the team's cars through the countryside west of Ashford all on B roads, then doubling back through many of the villages east and cross country to Easterly then to St Margaret's along the cliff with stunning views of the channel and Dover Castle. We stopped for lunch at a venue we used as a start point on an earlier HSR from a few years back namely, The Dover Transport Museum. It was lovely to meet an Austrian MINI owner at the museum who was very pleased with the rally plate we presented. After being fed and watered the chaps did the traditional look under each other's bonnets and then onwards we pushed.

The teams made their way in the afternoon to the lanes south on Canterbury first east through Ham & Sandwich (the original reason for the name of the run), then west finally zig zagging the A28 between Canterbury and Ashford. The route then headed north of Wye to Charing. The finish was at our new monthly pub meeting place at the Wagon & Horses, a pint of shandy and presentation followed.

We had found again this year some roads we had never driven on before - some fantastic tarmac! We also thought we had asked some tricky questions on the Routemaster run quiz. A big well done to those who took part in the Routemaster quiz. We covered 100 miles over the day.

Prizes were presented for the Routemaster quiz and Spirit of the Event. All navigators were presented with the usual commemorative coffee mugs as a reminder of the day.

Massive thanks to Annie for her help with the event this year, she usually escapes getting too involved!

Justin Ridyard





Spirit of the Day award won by Tom Arthur & Liz Galvin



Overall winners of The Ham Sandwich Trophy for 2019 – Malcolm & Josie Voss



National Metro & Mini Show Sunday 4th August 2019

By Cliff Porter and David Hucker



Peter Gibson's early 1961 Mini Cooper



Paddy's signature on the roof of a Mini all the way from Chile

At first for the Mini Cooper Register, as the Warwickshire region were invited to take part in the National Metro & Mini Show held at the British Motor Museum on Sunday 4th August, and were out in force to help celebrate 60 years of the Mini. Located close to the Museum's main entrance, the MCR display showcased 25 cars spanning the years from 1961 to 2019 in celebration of 58 years of the Mini Cooper. In addition, 16 members' cars were also parked together close by.

The highlight of the display was one of a very few remaining 1961 Mk1 Coopers which attracted a lot of interest. Lovingly restored by Peter Gibson, it won both its class and the John White Cup for the most appealing car entered in the concours competition at the club's 2018 National Mini Day at Beaulieu. We were also pleased to welcome Nicolas Pinon from France with his 1969 Racing Marcos, plus a number of rally cars and a recently restored Mk 3s.

After production of the Mini Cooper S ceased in favour of the Clubman, two versions were on display. By 1989/90, the late John Cooper had been providing conversion kits for Minis and we had a 998cc Flame which had been converted. Unfortunately, we did not have an RSP due to heater hose failure, but we did have a number of Rover Minis, carburettor, spi and mpi versions.

For 2019, we had the latest MINI Cooper S-E Countryman with John Cooper S Works conversion. All engine sizes from production were on display plus a Honda V-Tec!

There was a constant stream of visitors during the day, including honorary member Paddy Hopkirk MBE, who spent over an hour looking at the cars and chatting to members and visitors. He was also very obliging with numerous requests for autographs. And he also signed the roof of a Mini which, along with three others, had been transported from Chile to attend this event and also the IMM in Bristol, much to the delight of its owner Roberto Parraguez who was still smiling as he drove away.

Hopefully, he sourced some lacquer to seal the autograph before taking the car to what turned out to be a very damp IMM the following weekend.

A good selection of cars on display



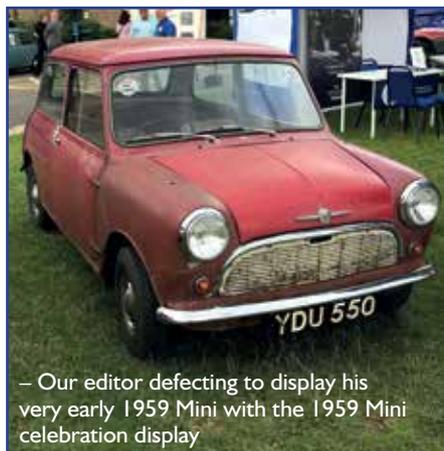


Bird's eye view of the MCR display stand

We also welcomed enthusiasts from all over the world, including Tony Maulder, whose story of a 1964 Morris Cooper exported to New Zealand was featured in the August issue of **CooperWorld**. He told us that the Mini scene is thriving in Auckland and the car was one of 50 Minis he has back home!

A group from the Florida Chapter of Classic Minis United also dropped by. Sponsored by Mini Sport USA, the club celebrates all types of Minis and variants, including Mini-based kit cars and will be holding their 60th birthday celebration from 9th to 13th October.

Cliff and David



– Our editor defecting to display his very early 1959 Mini with the 1959 Mini celebration display



Nicolas Pinon from France with his fantastic Mini Marcos race car



Paddy Hopkirk and Peter Gibson



Paddy signing the roof of a member's Mini

International Mini Meeting 8th - 12th August 2019

By David Dangerfield

The International Mini Meeting (IMM) comes to the UK every five years and, for 2019, the chosen venue was East Compton Farm on the outskirts of Bristol, right in the heart of the club's Bristol, Gloucester and Somerset Region.

People and cars came in their thousands, with some members reporting a four-hour queue to get in. This was no surprise as, with some 7,100 tickets sold, the IMM was one of the largest Mini events ever.

The club had a designated camping area with a communal 'Pop-up' club house hosting a variety of pub themed games to welcome visitors on the opening day. Justin Ridyard had been busy in the club shop producing IMM-themed shirts for members to wear at Friday's club shirt night, which we kicked off with welcome drinks and a BBQ in our MCR club house. Saturday night was the 80s disco and, on Sunday, the show was open to the public as we celebrated the Minis 60th birthday.

The weather forecast had not been good. For those following the news, the decision to postpone until Sunday the opening of the new bridge linking the two parts of Tintagel Castle in Cornwall because of the expected high winds in the region did not bode well. The winds and rain duly arrived, with one of my gazebos literally being blown away on Saturday!

Thankfully, the MCR gazebo, with a constant 4/5 members anchored to it, survived and acted as a welcome shelter on Sunday, which was mostly dry although we didn't escape entirely with some heavy rain showers during the day.

A large number of members dropped by the stand from across the UK, Ireland, Australia, New Zealand, Thailand and the USA but to name but a few countries. I spoke with a number of ex-members who will be renewing their subscriptions to **CooperWorld** and a number of others who will subscribe in the near future. So, hopefully, we can keep up



John Rhodes' Cooper S, registration GPH IC

the long lists of new people becoming members of the club that have appeared in recent editions.

One of the highlights of the event was the Mini Sport village, which hosted a BMC Abingdon veterans' reunion on Sunday afternoon, featuring Stuart Turner, Dudley Pike, Bill Price, Tommy Eales, Brian Culcheth, Mike Garton, Basil Wales, Alec Poole, Mike Wood, Den Green, Don Barrow, Paul Easter and of course Paddy Hopkirk.

Amongst the cars on display was John Rhodes' Cooper S, registration GPH IC, which had been raced by many notable drivers including John Rhodes, Paddy Hopkirk and John Handley, and winning both the 1000cc and 1300cc Class of the Touring Car Championships between 1965 and





1967. The car was also raced in America at the Sebring International Raceway in the 1960s.

“Thank you to all of the veterans who joined us for the day. The signing session was incredible and what a fascinating Q&A session in the Barn” said Mini Sport’s Cara Jackson. “We’d also like to thank everyone who brought their extraordinary Minis to display, that really set the backdrop for the week and garnered a lot of attention” added Cara.

So, IMM came to a soggy close but, as always, we didn’t let the weather spoil our enjoyment. Many thanks to all the club members who came and, especially, to those who helped with the arrangements, including hanging onto the gazebo at the crucial moments and to David Hucker for helping with this article.

It all starts again in Germany in 2020.

David Dangerfield



BMC Abingdon reunion Q&A session led by Clive King



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The Summer Tour 2019

By Pete Cresswell

The weather forecast for Friday 9th and Saturday 10th August 2019 stated "Heavy rain likely to cause localised flooding and unseasonable gale force winds likely to cause travel disruption especially to air travel, ferries and on high level roads. Drivers of high sided vehicles and caravans should avoid the high routes and the force of the wind is likely to bring down trees". Yes it was time for the Summer Tour!

This year was the 8th edition of the tour organised by the Stone Classic Car Group, which incorporates the MCR Mid Staffs Region, and a full entry of 40 cars (of which 7 declared themselves to be MCR members) was obtained by the end of May, more than two months before the Tour was due to run. On the day the weather forecast had been moderated to heavy showers and high winds gusting to 60 mph, which raised the prospect of the 1947 MG TC that was entered being blown backwards at 20 mph when going uphill on the most exposed part of the route! It was decided before the start that the use of the high level routes in the afternoon would be reviewed at the lunch stop. Thirty-seven cars took the start of the 2019 Summer Tour: one non-starter was because of the weather, another had suspension problems on the way to the start and the third did not attend through illness. Ahead lay a 165-mile route through East Cheshire, the Derbyshire Peak District and the Staffordshire Moorlands, with a dash of Shropshire thrown in.

After breakfast, Car No. 1 was waved off at 8.45am from the start and subsequent cars departed at 30 second intervals. Leaving the George and Dragon, our regular meeting pub, the route for the 40 mile Stage 1 headed west across Staffordshire, then into Shropshire and finally Cheshire for the Morning Coffee stop at Crewe Hall. A ford in this section had been planned but during the route survey it was deleted as being unsuitable, a wise decision given the rainfall immediately before the event would have made it too deep anyway. After about 18 miles of this stage, motorsport photographer Jeff Bloxham snapped the passage of the cars which were already showing signs of the mud and water lying along the country lanes. A few miles of main roads helped everyone to arrive at Crewe Hall in plenty of time for a half hour break with coffee or tea and biscuits.

Stage 2 was 46 miles long and ran wholly in East Cheshire. After travelling around Crewe the route headed through delightful country roads where most of the signposts were the old fashioned cast iron type, and the villages featured half-timbered buildings with thatched roofs in some cases. There was a lot of lying water on the roads to the north east of Crewe, including a substantial flood near Warmingham where the fields were flooded for as far as the eye could see. The road itself had about three inches of water on it for about 100m, and was followed by a very rough section of road. This saw the only retirement during the event when the BMW engined Ginetta G15 of HRCR member Dave Butler grounded and broke the oil feed to the cooler. Sadly this was the second year the little Ginetta had failed to proceed during a Summer Tour.

A major problem setting the route this year was the proximity of Crewe, Sandbach, Winsford, Middlewich and Northwich and to achieve a route through without going through any of the town centres proved problematic. Needless to say a route was found but there was a fairly long stretch of road into Davenham which had some vicious traffic calming! From here the route headed east towards Jodrell Bank Observatory passing through lots of Peovers (Upper, Lower and Over!). From Jodrell Bank a short cut was provided for anyone who arrived there after 12.30pm. This reduced the time to lunch by 8 miles but more importantly 20 minutes on the road. The full route went close

to Alderley Edge, including passing Sir Bobby Charlton's house although we didn't know it at the time! Lunch was at the Waggon and Horses just north of Congleton and where the North West Centre of the HRCR meet. Here the landlady, Carol, laid on a lavish buffet and selection of desserts to replenish the efforts to get there. The weather was still fairly benign with only some heavy showers to contend with, so it was decided over lunch that the high level routes in the afternoon were ON!

After lunch, Stage 3 was the longest of the day at almost 52 miles and it was important to get to the afternoon tea halt before 4.00pm as they closed at 4.30pm! In practice there were several miles of straight or main roads and everyone got their Afternoon Tea or coffee and scones with cream and jam!

Heading first towards Macclesfield the route then skirted around the eastern side of the town to pick up the Cat and Fiddle road towards Buxton for a couple of miles. Here the wind was picking up but not causing problems for the traffic and with the summit pub in the distance we turned off to travel down through part of the Macclesfield Forest to Wildboarclough. Another piece of open moorland road to Algreave didn't present any problems either, and the only disturbance of note in Flash was when a couple of builders stopped work to watch the cars go by! After Longnor the route went through the Butterton ford which had more water in it than when we have previously used it, but this just made it more picturesque. After a run along the Leek to Ashbourne road (A523) and some lanes through Blore it was a simple run from Mayfield to Denstone for Afternoon Tea and scones at Denstone Hall Farm Café.

The final stage was the shortest of the day, with just 27 miles to the finish. The first two miles though were along very narrow lanes leading from Denstone to the northern side of Ellastone. After passing through Wootton and Ramshaw, the route came to the Cotton cross roads. A left turn here led everyone down the later version of the original Oakamoor hillclimb road, which can't be used for the revival as it is an emergency access route for nearby Alton Towers. These days the road is a well surfaced B-road (the B5417) but in period it would have been a shale surfaced road and narrower. After about 1 mile, the route passed The Star pub which was the original finish line of the early 1 mile course and from here the road was noticeably steeper and twisty, descending into Oakamoor village and the start line on the bridge over the River Churnet. After Oakamoor the route led across country to Freehay and Upper Tean to join the 'old' A50 road which, since the modern A50 dual carriageway was built, has been declassified. The last few miles led through Spot Acre and Moddershall where the winds were now quite strong and just five miles from the finish we were halted by a large bough that had broken off an ash tree just by The Boar pub. Fortunately someone was on hand with a chainsaw and quickly dealt with the blockage, although some



Ian and Carol Potter in their Cooper S



Nick and Lyn Hunter



Neil and Jackie Preston



Fallen branch near the finish

who arrived earlier had to find an alternative route. A quick dip in the ford at Downs Bank left a mile to the finish at the George and Dragon.

Reporting to the final control involved putting a ticket for each car number in a 'Finishers Prize Draw', but first was the announcement of the 'Car of the Tour' which was chosen by one of the start marshals. The car he picked evoked many memories of his teenage years, and was a Ford Cortina GT belonging to Dave Blackhurst from Whitchurch. Dave also rallies the car in historic events and it is immaculately prepared for these events.

First out of the hat for the Finishers prizes was Dick Robinson, who was awarded an Asian cookery book kindly donated by Phil Bateman (HRCR). Second ticket won a bottle of Auto Glym Super Resin Polish for Chris Wilkins (MG RV8). Third ticket was for a bottle of Auto Glym Fast Wheels

cleaner, won by Nick Orchard's VW Karmann Ghia, and lastly a bottle of Auto Glym Fast Glass was won by John Smith's Suzuki Cappuccino.

In conclusion, the weather made the eighth edition of the Stone Classic Car Group's Tours the toughest yet, but it was equally an enjoyable route of two distinct parts. In the morning, the gentle Cheshire plain roads and beautiful villages, contrasting with the rugged moorlands of the Peak District National Park and Staffordshire Moorlands in the afternoon. Officially there were only two fords, but some people managed to count at least 10!

Pete Cresswell

Photos by Jeff Bloxham & Bryan Davies

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Mini to Menai - Diamond Jubilee Celebration

By John and Angela Kennedy



10 years ago my son David and I celebrated 50 years of the Mini by driving it from Lands End to John O' Groats in one hop. Some of you may remember reading about how we completed it in 18 hours and 45 minutes in the autumn of 2009 in the club magazine.

My wife Angela did not fancy a repeat so we came up with a venture we called 'Bridge to Bridge' where we would start at The Severn Bridge and finish at The Menai Bridge.

Monday morning and we left Highworth early and made for a road south of the Severn Bridge where we could take photographs. We then crossed the now toll free Severn Bridge and then the Wye bridge to take us into Wales.

Our aim was to make for the coast at Cardigan Bay. We took a wonderful B road from Chepstow to Usk. I say 'wonderful' because it was the first of many twisty roads we were to meet where we were able to enjoy the superb ability of the Mini to go around bends and very enjoyable it was.

At Usk we stopped for a coffee break and met the first of a common event. Whenever you park a Mini, somebody will come up to you and want to talk – "I used to have one of those." This time it was the coffee shop lady, a great Mini fan, who came out and took photographs and proceeded to send them to family and friends. She had passed her test in one.

Suitably refreshed we then made for Abergavenny, Brecon, Llandovery and met the sea at Aberaeron where we had a late picnic lunch. Once again it happened, "a mate of mine had one of those when we were kids, ten of us got in it one day." That was a new one on me!

Following a look around the town we resumed our journey, driving up the coast to our first overnight stop in Aberystwyth. An evening walk along the seafront with the sun setting proved very relaxing.

Tuesday morning saw us setting out to hug the coast as much as possible to Snowdonia. We went to Borth and then up the south side of the Dyfi estuary to Machynlleth and then returning down the north side of





the estuary to Aberdyfi and Tywyn. This was a particularly spectacular part of the trip. Now we went up the south side of the Mawddach estuary, crossing to the north side via a small and rickety privately owned toll bridge before Dolgellau. This road then took us up the coast via Barmouth and Harlech to Porthmadog. North of Barmouth we had hoped to call in at the hotel where we had spent our honeymoon forty nine years ago (in a Riley 1.5), but unfortunately it was now closed down.

Following a brief refreshment stop in Porthmadog, we now entered the heart of Snowdonia. The little car loved the bends and twists, and so did the driver. It was great fun leaving the bigger cars which were tailgating us behind when we hit a series of bends. We had been down the Llanberis pass before but it seemed to take on an even greater magnificence in the tiny car.

We soon arrived at the Menai Bridge. Mission accomplished! The two bridges are so different. They are both suspension bridges but there the similarity ends. The 1966 Severn Bridge is so sleek and slender that it almost disappears into the sky from a distance. The Thomas Telford designed bridge which opened 140 years earlier in 1826, is the complete opposite. Huge stone towers and massive chains. Both bridges have their part in civil engineering history and both are beautiful in their own way.

We must mention the car. 'Andrew Thomas' is a Rover Mini John Cooper LE, one of only 300 released in late 1999 to commemorate the 40th anniversary of John Cooper winning the Formula One Championship. One of the last Minis produced, it is a little bit more luxurious than the original, but it still has only four gears, you wind the windows down manually and it has NO air conditioning unless you count opening the windows. It is in regular use and can be seen around Highworth where we live. It will come as no surprise to members that many people come up to me and say, "I used to have one of those! My first car. Passed my test in it."

John and Angela Kennedy



HONORARY MEMBERS' COLUMN

Tony Ambrose

By Stuart Turner

Reading Tony Ambrose's autobiography, so rightly praised in the review in last month's *CooperWorld*, made me wonder if amidst all the nostalgic chat about the days when Minis won Montes, we give enough credit to the co-drivers of the day. As in effect the 'office managers' of the cars, people like Tony played a major role.

Most co-drivers were British like Tony, but that was not part of a master nationalistic plan, it was just how things happened, although it helped re team spirit by keeping English as the team's language. And in some cases a background in British Restricted and National rallies did no harm, not least because of the precision encouraged by the Ordnance Survey maps used. In fact if you went into rally territory when there was a rally-free weekend, you might meet people putting extra info onto their maps - as an example, a line on the map indicating a gate would have an arrow added to show which way it opened. Pernickety? Not if it saved a few seconds per gate because the co-driver immediately ran to the right side of the gate.

And if there was a lane with several offshoots, one of which had a grass triangle, the map would be marked accordingly so that it was easier to identify the junction on the night.

Looking back, maybe such attention to detail played a small part in getting the team disqualified on the '66 Monte. How? Well, on many of the special stages one series of bends would be typical of the whole stage so choose the right tyres for that and you'd got them right for the stage. I'm not sure if other team co-drivers suggested, as ours did, that we put out garden thermometers for a night or two before the rally so that we had an inkling of what road temperatures would probably be like, and could choose tyres accordingly. That helped to give us an edge and gave us fast times which perhaps made the organisers think we'd cheated in some way, hence the Monte disqualification.

My lasting memory of that incident will be getting a call from one of BMC's top brass after the cars and crews had appeared on national TV and swamped the print media. I was confused by his call until it dawned on me that he was congratulating me on deliberately fiddling things so that we got excluded. Not so! But it indicated just how massive and sympathetic the media coverage was.

The attention to detail by the co-drivers came even more to the fore over pace notes in order to help cover stages quickly. Tony was a pioneer of them and of ice notes intended to help do the stages in relative safety. That was another area where having a common language helped.

It helped too if co-drivers had a degree of courage. Had there ever been a medal for bravery, my nomination would have been Christabel Carlisle. As a change from her sterling race efforts in Minis, she did the '64 Monte with a Finn who was relatively unknown at the time. He assured me after the event that on a downhill stage, on snow and ice and with a sheer drop on one side, she had urged him to go faster. That's perhaps why they blitzed the GT Category. The driver? Timo Makinen. The car? An Austin Healey 3000; not everyone's choice as a Monte car perhaps but maybe Christabel knew that Timo raced a D Type Jaguar in Finland. On ice. No, that's not a misprint: on ice.

On one of my trips to Helsinki, my driver commented as we passed a frozen lake deep in snow "That's where they'll be racing at the weekend". And so they were. I don't know if they gave the snow plough driver a glass or two of something strong, but it was certainly an interesting course. No wonder the Finns were so useful to have in the team when it came to developing studded tyres.

But I'm wandering (it's an age thing). Just one final memory of Tony. He was not slow to speak his mind and one or two well-known names may wince if they read the book. But Tony could also be tactfully diplomatic. We marshalled together on the London to Sydney Marathon and flew to Afghanistan to run the control in Kabul. Yes, there were problems but we got through them, not least because of the working relationship Tony - as one of the key event organisers - had built up with the locals.

Great bloke. Great book.

Stuart Turner



LETTERS



The Ham Sandwich Run

We have just completed the Ham Sandwich Run courtesy of the Kent Region and for us a 480 mile round trip including the run. I have to complement the organisers Justin and Anne Marie. They both spend a lot of their valuable time putting not only this run together, but other events abroad. Their dedication should be acknowledged and the club are fortunate in having such enthusiastic members.

Just a foot note on the run. It was good to see classic Minis being used rather than polished in a field together with newer brothers. For our Mini, KMB 348G, it leads a hard life with track days and rallies - getting dirty and not always polished, but we enjoy it and it seems to bring a smile. Lynn my wife now wears ear defenders - drop gears etc are noisy after four hours. It is a remarkably quick too!

You have excellent committee members working down from Robert Young who puts so much into the club, and without them I am not sure how well the club would be run, let alone the remarkable *CooperWorld* would get to print.

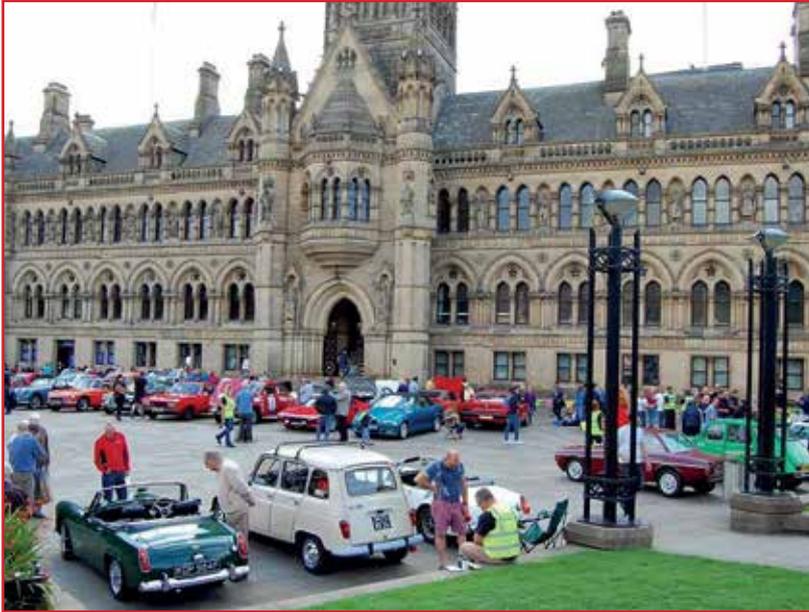
Best wishes to all.

John Fielder

HONORARY MEMBERS' COLUMN

Minis take centre stage at The Bradford Classic 2019

By Andy Ace Harrison



As part of the nations celebrations of the 60th anniversary of the Mini, The Bradford Classic put the Mini centre stage in its annual classic car show.

The show opened with a cinema showing of the Italian Job which was well attended by nearly 100 enthusiasts. It was a joy to see the film on the big screen after so many years watching it on TV. The level of detail you could see made it a completely different viewing experience.

Acespeed are great supporters of this show and took along a great selection of cars which included the Acespeed Works van and special appearance of DJB 93B, the 1965 Rauno Aaltonen/Tony Ambrose RAC Rally winning Works Mini. Special guest, Mike Wood and Works Navigator spent time on the stand talking to people about his outstanding career as a Works navigator in the heyday of the Mini in competition.

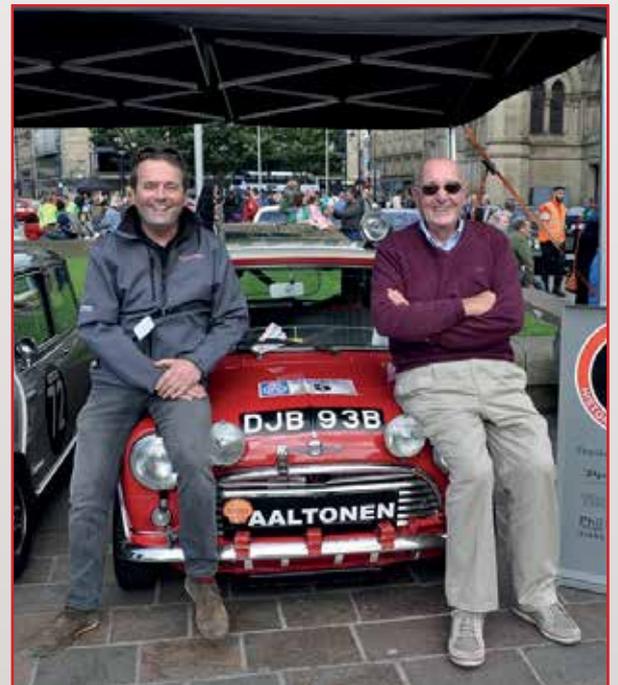
The classic car show featured 115 cars of which there were a dozen Minis or Mini derivatives. A special award was made for the best Mini, and this was won by an Oyler, coach built Mini Clubman which also won best in show.

The event closed with the Acespeed Historic Motorsport dinner which was hosted by the Lord Mayor of Bradford. Our special guest Mike Wood gave a wonderful speech about his experiences as an international co-driver, many of them with local hero Tony Fall. The dinner raised £250 for The Lord Mayors Appeal supporting local charities that do so much good work.

This is a very special event for us as it not only showcases our business, but our city too. As a local business, with local employees and customers, we believe it is important for us to give something back to the city.

Next year's event will take place on 14/15/16th August 2020 and anyone wanting to show their car should email bradfordclassic@gmail.com to be put on the mailing list.

Andy Ace Harrison



OLD COOPER STUFF – Stephen Dalton

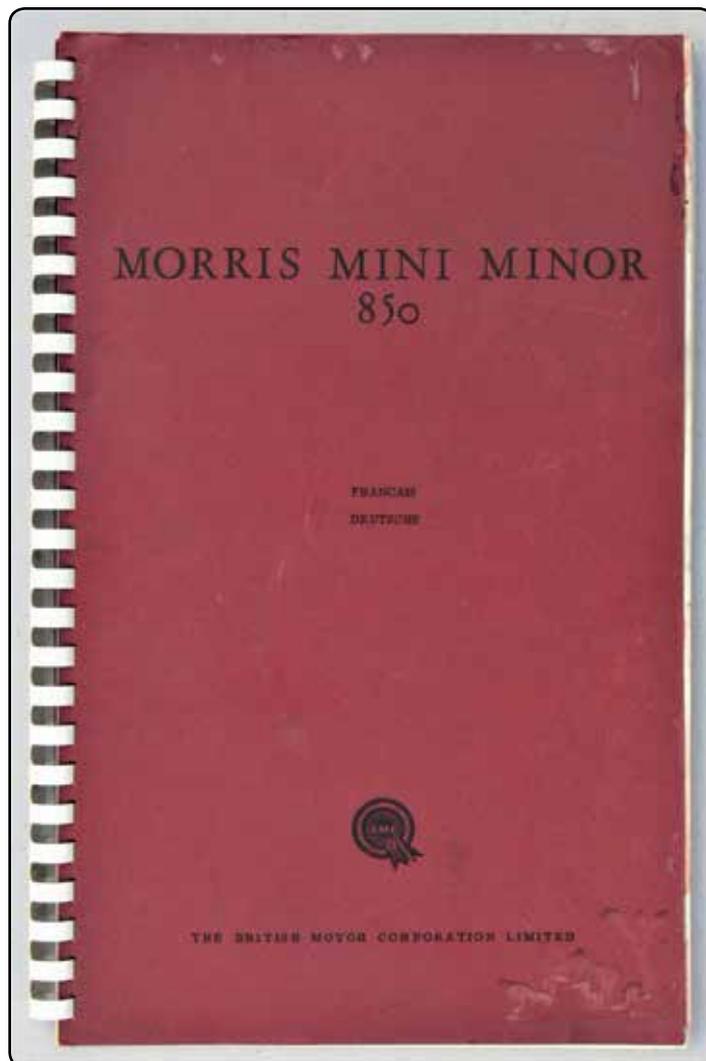
There is no doubt that the Mini made an impression on the world stage very early on, although not necessarily correlating into massive sales during the early days, it did however, cross class and cultural barriers along the way. Something it continues to do as we pass the 60 year mark, and given that the Mini has also broken the generational barrier, it will no doubt continue to do so for a long time to come.

The other thing that 60 years of the Mini brings to us is that despite the ravages of time, as Mini enthusiasts we can (if we want to) understand the early goings on of the Mini better than ever before. That being in some instances because not everybody is prepared to accept that all Mini folklore is set in stone. With another point being that the (for many years) forgotten about early 848cc Mini from the first year of production, now enjoys a bit of a cult like following (despite their limited survival rate) and again for those that wish to, a better understanding of the variations that make a 1959 Mini different to their, not necessarily much younger siblings. Despite what I've just mentioned, this is about to continue the look back over the shoulder to a few trinkets of very early Austin Se7en and Morris Mini-Minor history.

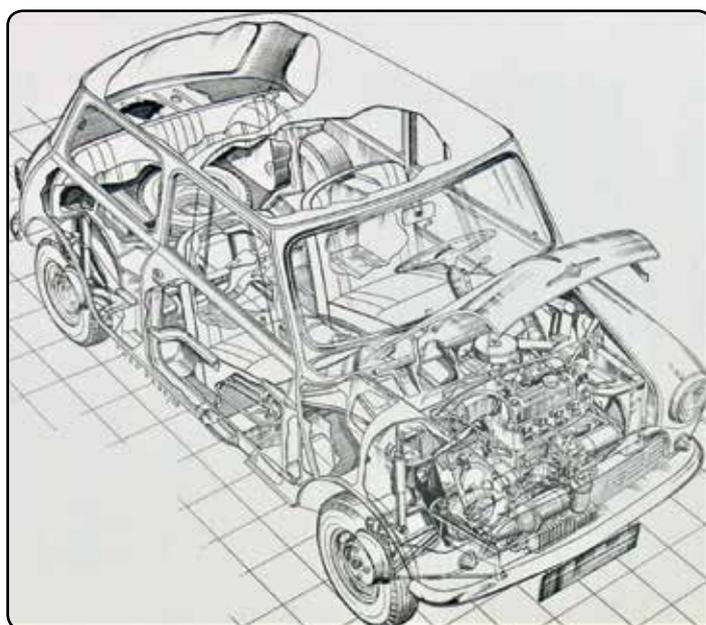
There are times that I wish I could be as one-eyed as my Sprite friend, Ray English – also based here in Australia. He has, for many decades now, had his focus set firmly on the original Mk1 Austin Healey Sprite. Absolutely anything and everything to do with the 1958 – 61 cars and a large collection of 'stuff' has been gathered and turned into a private Sprite museum. Comparatively, my focus can, and sometimes does, change daily depending on 'the hunt'. Generally, that means spreading the pocket money pretty thin. Although I have over time managed to find a number of early Mini pieces of 'stuff'.

So here's a few items relative to the 1959 Mini I've plucked out that were in their day 'confidential' to fill these pages. First up is the Consolidated Technical Data for the Morris Mini-Minor. This document was part of the details published for the press visiting BMC's Chobham ADO15 release over the 2 days of 18th & 19th August 1959, and as far as I'm aware, motoring journalist Laurence Pomeroy, played a major part in the production of these CTDs. This particular original foolscap copy shown here for the Morris carries Reference No. TRL15 – whereas the Austin version carries TRL14. Although I've come across the Austin variant (and balked at the price), I only have the Morris one and it happens to be the foreign press edition published in mainly Francais and Deutsche. So, not exactly that plentiful to find – not that any particular version is.

Back in the March 2017 issue of *CooperWorld* I discussed the ADO50 997 Consolidated Technical Data TRL10/61 (*can be viewed on the club's website members section, sign in and read or save several years of the CooperWorld back catalogue*) <https://www.minicooper.org/read-cooperworld/> and earlier again in April 2013 very briefly covered the ADO50S 1071 item. But the CTD documents aren't the exclusive brethren of Mini. BMC's Central Publicity Department sanctioned others for the likes of Farina series cars, MG Midget and the ADO16 Morris 1100 to name a few. They usually have an embargo date attached – so unsurprisingly TRL15 quotes 'Announcement Date 26th August, 1959' and often within their pages they quote were printed by Susan Tully Limited, 9 Blenheim Street, London, W1 - why is not completely known by me especially when BMC had their own Nuffield Press. However, I have two trains of thought. Maybe that



Spiral bound Consolidated Technical Data TRL15 for the Foreign Press at Chobham



Theo Page Morris TRL15 cutaway



Illustration from TRL15 helping show Minis ventilation system



One of 7 Russell Brockbank TRL15 cartoons, in this case a quirky message on the virtues of Mini storage

was originally instigated by necessity with the related print strikes of that era? Although I'm thinking the Tully operation may have had a close connection to Laurence Pomeroy (see later).

The formula for most CTD's is quite often similar, but not all get Russell Brockbank's often quirky cartoons. The ADO15 and ADO50 items do. They also both get master illustrator, Theo Page's cutaway drawings showing the see through view workings of the new fangled BMC baby car and mechanicals. Theo's regular gig was with Autosport magazine at that time and so it is that his mechanical package shown in TRL15 is also published in Autosport's 28th August 1959 Mini release issue. Although a Theo Page, Autosport specific Mini cutaway of a different perspective to that of TRL15 is published in that issue.

TRL15 also gets many technical and scale drawings that would have come from draughts people and illustrators from within the vast BMC empire. The associated items showing the likes of the new car's separate front and rear subframes, front hub/drive shaft assembly and overhead view of the mechanics of the car to mention some. There are also numerous pages devoted to graphs and specifications.

With this copy aimed for the French and German motoring press I'm 'up the creek without a paddle' on this just like the l'auto journal mentioned in the July and August features. But if you were the intended receiver of one of these items at Chobham, then there was more than enough information and specifications to go with the previously mentioned visuals to pad out the feature BMC would have been expecting the journalists would be writing for their magazine or newspaper's readership – regardless of country and language. This is a well thought out document for what was, in 1959, a technically new concept for many of the journalists to grasp, and allow their readers to also understand what would ultimately make many car manufacturers change their engineering thoughts as they developed new cars in year's that followed.

Another point worth touching on is that of the TRL Reference meaning. For some time this has been something for me to procrastinate over and finally I think I may have an answer to what TRL stands for... Technical Relations Ltd. That just happened to be Laurence Pomeroy's London W1 based business name. So quite possibly near Tully's printworks!

Next item is what may very well be an item handed out to the press before the Chobham event took place. Could it be from the early August 1959 gathering at Cowley, or even earlier than that? I honestly don't know. Again, it's the popular in its day foolscap size information sheet of just one page printed both sides – "THE INCREDIBLE NEW AUSTIN SEVEN" with smaller case writing stating 'CONFIDENTIAL UNTIL OFFICIAL RELEASE' (that's also repeated on the reverse) with illustration on the front and GENERAL SPECIFICATIONS on the reverse covering ENGINE, CHASSIS, ELECTRICAL, INSTRUMENTS and COACHWORK details, the bottom of which states THE AUSTIN MOTOR COMPANY LIMITED, LONGBRIDGE BIRMINGHAM'. But it has nothing that constitutes what I would call an official publication number other than a printed number 00002. I've never seen another Mini one like it, although Ray English has a near identically formatted pre-May 1958 Sprite release item that obviously precedes this particular Austin Se7en item.

Many of us will be already familiar with Alec Issigonis being on hand at the Chobham gathering to soak up the plaudits of the event and to be filmed and photographed

with his new creation. However, I'd like to show a couple of original stamped (what I believe are both) Chobham related photos from within my collection, not with Issi. Given I'm also a bit of a sucker for old, original, sometimes ruffled and scribbled upon, period photos that help tell a story. The first of the 2 shown here is from London-based photographer, A G Goodchild. As far as I can establish, he had a regular gig taking photos for at least the Nuffield Publicity side of things throughout the 1950s. The problem is though, like many photographers out doing their craft, they were rarely credited when it came to publication. Hence it is difficult to attribute their work, unless it's a stamped original like this early Morris Mini-Minor one is.

The second photo is from the New York-based Keystone Press Agency Inc of an Austin Seven on the Chobham test hill. This particular photo has a typed and pasted short essay on the reverse spruiking the virtues of the BMC baby cars and starts of with 'NOT FOR PUBLICATION BEFORE AUGUST 26th.' So even in the USA they wanted to keep a lid on things.

For those interested, there are two short period Chobham news footage available here...

British Movietone / AP "Mini-cars on show"

https://www.youtube.com/watch?v=tfouM_V1RA0

British Pathe 'Motor News' – with YOK 250 the car that would become the car that John Cooper had Ginger Devlin modify to begin the Mini Cooper journey shown early in the scenes.

<https://www.youtube.com/watch?v=r3K5leaQhX0&feature=youtu.be>

Before closing, can I add my appreciation to Belgian MCR member, Alain Deffrennes for helping transcribe some of the l'auto journal focussed upon these pages in the July and August issues of **CooperWorld**. As a young lad he read those editions!

l'Auto-Journal 15th July 1959 n°226

Published on 1st and 15th every month

A revolution in England: front wheel drive on the Morris!

All details on page 3 World exclusivity

The first English front wheel drive car.

The minimum dimensions.

Farina making-up.

Popular cars in Great-Britain.

Little Morris will grow up.

Jean MISTRAL

l'Auto-Journal 15th August 1959 n°228 Published on 1st

and 15th every month

Exclusivity of l'Auto-Journal

The first picture of the new B.M.C. '850' (*Alain comments - 3 VWs and 1 Opel: must have been shot in Germany*)

One month ago, we unveiled the shape of the first real British little car, the front wheel drive BMC 850 that will be simultaneously sold by Morris and Austin. This duality is as surprising as the originality of the adopted techniques, if one remembers the crazy classicism dictated until now by the English manufacturers.

This 'Seven', 'Baby' or 'Mini-Minor' will constitute the big surprise of the year.

Let's remember that her 850cc engine, four cylinders in line, is mounted transversally above the front axle, to win room. The suspension is built on rubber spheres, without springs.

As will be exposed further, this car represents a most serious threat for the (Renault) Dauphine

Stephen Dalton



Front of the 2 page confidential Austin Se7en information sheet



Goodchild photo – I'm not 100% certain, but suspect this is a pipe smoking Jack Daniels driving. No number plate visible, but appears to have a tax disc



New York-based Keystone Agency photo from the top of the Chobham test hill. Steeper than this photo appears – refer youtube links to see

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MINI CHALLENGE - At Croft 17th /18th August 2019

By David Young

Qualifying

After the wet weather on Friday, the Saturday morning's session, which included all the Coopers, Pro and S cars, was the first opportunity for drivers to set up their cars for dry running and work out dry lines. For most, this was their first time at Croft, an amazing circuit located just outside Darlington. The sun was shining too!

Robbie Dagleish, the class leader, made the most of it this being a local circuit for him. P1 was his in the Pro Class, his first pole of the season, and he was closely followed by Lydia Walmsley in P2 and Dominic Wheatley P3 with less than 0.5 of a second splitting the first 8 cars.



Robbie Dagleish claiming Pro Class Pole

In Cooper Class Lee Pearce, still excited about being World Stock Car Champion, put his car on pole. Paul Manning, the current class leader, was close behind in P2 with Josh Porter in P3. Michael Paul started off what was to be a great weekend with P4.



Lee Pearce claiming Cooper class Pole

The 'S' class cars, few in number but highly competitive, had a great battle for P1, chopping and changing throughout the session, keeping the pit crews on their toes constantly changing pit board numbers. Rob Austin finely made P1 in his R56, 0.03sec ahead of guest driver Oli Mortimer in his Scottish Mini R53. Class leader Daniel Butcher-Lord had to settle for P3. Sami "Jaffa" Bowler was pleased to get P4 from a disgruntled Stuart McLaren in P5.



Rob Austin Claiming 'S' class pole

Cooper Race 1

In the Pro Class, Robbie Dagleish had a superb start: off he went into the first bend, Clervaux, and he stayed out in front for the whole race. Behind him, Lydia Walmsley stayed firmly in P2 while the rest of the class were having a great race. Morgan Wroot, Toby Goodman and James Hillery were changing places all the time. You get a great tow on the long straights, so slipstreaming was the order of the day. Hannah Chapman started P6 and ended P5; suggesting more was to come in Race 2. Dominic Wheatley set the lap record and managed to stay on the track for a P8. Alex Nevill had a great fight but had to retire with a tyre going flat.

The Cooper class was equally as exciting. Paul Manning, Michael Paul, Josh Martin, Lee Pearce and Archie O'Brien were all chopping and changing throughout the race with Paul Manning eventually setting the lap record on his way to the chequered flag and class win. Michael Paul was in P2 for his first trip to the podium and Josh Martin joined him in P3. Lee Pearce had to settle for P4, prior to going stock car racing in the evening!



P1 and P2 in Pro Class

The Cooper class pack start



S Class Race 1

There were only seven cars on the grid, but tons of talent. The unknown was the performance of Oli Mortimer, a past MINI CHALLENGE class winner in 2009, driving with 15" wheels and a Scottish MINIs specification R53 car. He was being joined with Angus Tosh in a freshly built Scottish R53. Sami 'Jaffa' Bowler was hoping to get another podium starting in front of Stuart McLaren.

The start had Oli quickly away but not as fast as Rob Austin. Very determined, he lost the lead after the first corner but took it back on the second corner and just pulled away. The race was centred around Oli and Daniel both in R53s: Daniel had P2 until the last lap when Oli took him after a wide entrance into Sunny In. Oli said afterwards "I am happy with P2!". Lots of smiles on the podium. Stuart got the better of Sami, whilst Keir McConomy got a 5 second penalty for exceeding track limits.



The small competitive S grid

Cooper Race 2

Nineteen Coopers all lined up for the start and a reverse grid mixed the front runners up in both classes.

In the Pro class, Toby Goodman and Morgan Wroot had a great battle, Toby leading from the front and Morgan out in front from the third lap only to lose it on the eighth lap. Lydia was having a rough time in the gravel. Robbie was not having things his way either with the front of his car covered in grass and gravel. Alex Nevill stormed through the field from the back to finish in P6. However, Dominic Wheatley was the star of the class, climbing through the field to take a well-deserved P2 from P8. Morgan Wroot started in P2 and finished in P3. Robbie had to be content with P4. Still a great haul of points.



Toby Goodman on his way to a win

In the Cooper Class, Michael Paul had a moment and went from hero to zero on the first lap, though he did recover to take P13 and fifth in class. Josh Porter was on fire, making up five places in the first couple of laps to finish out in front for the class win. Lee Pearce also had a great run, leading the class until the last lap when Josh took him. Archie O'Brien had a great battle and kept his head to secure his first trip to the podium in P3. Josh Martin finished in P4 and a recovering Paul Manning in P5. There were four retirements: James

Hilary, Adrian Norman, Andy Ringland and Mark Cornell. At the end of a great race, there was lots of cheering, hugging and back-slapping. Robbie picked up the Sunoco fastest driver of the weekend. Cadwell Park, here we come!



Lee Pearce and Josh Martin had a great battle

S Class Race 2

And then there were six. Due to a blown engine, Keir McConomy did not start. The reverse grid basically turned the whole field around. Rob Austin was determined to make a race of it with Oli not scoring any points as a guest driver and Daniel Butcher-Lord wanting the top step of the podium back. Lights out and Oli raced off into the lead. Sami was content to let Daniel, Oli and Rob go off into the sunset. Oli had a battle with Daniel until he overcooked a bend, braking too late, and ended up doing autocross at Tower Bend. Unfortunately, he snapped a belt and was forced to retire leaving Rob to take his time and pass Oli for the lead. Sami and Stuart McLaren were having a great race until Stuart's car broke a driveshaft to end his race. Angus Tosh was happy to pick up the pieces with P4. So Rob was P1, Oli P2 and Sami P3. Top-quality racing on one of the best circuits in England for spectating and racing.

David Young

Sami Bowler on another trip to the Podium



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Ex-Works and Competition Car Register



Robert Young

120 MNP in use

It was good to hear that the new owner of Barrie 'Whizzo' Williams' old rally car, 120 MNP, fully intends to use the car and is keen that it should be seen on events. The new owner, Nick Skipworth, was a friend of Barrie's so it is fitting that he is now custodian of this historically significant car. The car was recently used on the Diamond Anniversary Mini Tour organised by club member Jim Partridge on Sunday 25th August, which was part of the Mini 60 celebrations. This event started at the National Motorcycle

Museum and finished at Shelsley Walsh and indeed the route provided Nick and his son with lots of fun driving the Mini over typical Mini roads. Hopefully, we will see the car again and I'm pleased that it has gone to an owner who is keen to use the car. Barrie would have approved!

Works spares and tools

For those who follow the words that I write here may recall that this is a subject that I have covered before but it was many years ago, so it's probably worth a repeat. The subject was brought to my attention recently when I had questions from two crews who had entered the club's Minis to Ireland event, and were asking my advice on spares to take along. My advice is always to take as much as you are capable of changing or repairing at the side of the road to get you going again.

Many of us therefore carry the spares we think we will need to keep the car going. There is of course a limit to this. How many spares do you carry in the car and even if a part failed, is it realistic to replace it by the road side? Some parts also often need specialist tools to effect the replacement. It should therefore come as no surprise that Abingdon thought long and hard before equipping their Works rallycars with loads of spares and tools as they set off on a rally. Weight, I'm sure, was a consideration as well as the practicalities of what spares to cart around. Bearing in mind that a service barge would often be at the end of a stage or control, the spares carried had to be the 'get you going again' type rather than effecting major road side repairs, which hopefully the service crew would carry out.

I have to say that having assembled nearly all of the same equipment for my own cars, the weight of this lot is not inconsiderable. However, the list of spares was obviously compiled with the



Some of the tools and spares carried in a Works Mini

emergency repairs in mind that the crews could quickly fix when stranded away from the comfort of the BMC service barges. The spares were also selected, I would imagine, in light of recorded failures. There is nothing worse than a Works car being sidelined because of the failure of an inexpensive but easily replaced part (a rotor arm springs to mind!).

Having religiously carried most, if not all, of this lot whenever I venture out in the car, and especially when the car is used in anger, there has only been one occasion where I was unable to get the car going again from what I carried in the car. That one time was when the front tie rod came adrift and tore the ball joint apart, bending the lower arm pin in the subframe that holds the camber arm. I had a ball joint but no lower arm pin – it wasn't on the list (I do carry one now though!). So, despite the weight disadvantage, the comfort of having enough tools and sensible spares in the car to get going again, must give piece of mind. Have a look at the list and see what you'd be comfortable leaving at home.

We are fortunate that in the 25th May 1967 issue of Autocar magazine they published a road test on LRX 829E, the Works car that had just won the 1967 Alpine Rally in the hands of Rauno Aaltonen. In that report, they published a list of tools and spares carried in the car, in the tool roll and tool bag carried. Many will have seen the tool roll that fits over the back seat on Works cars and Works replicas, and this clearly holds most, if not all, of the hand tools carried. The spares are then carried in the black leather cloth tool bag that is bunged down in the boot, along with a fuel bag.

AUTOCAR, 25 May 1967

RALLY EQUIPMENT

Tool bag	Schrader valve kit
Tool roll	Barnacle mirror
1 D.E. spanner $1 \times \frac{1}{2}$ in.	Holts screen wash
1 " " $1 \times \frac{1}{2}$ in.	4 qts. Castrol XL oil
1 " " $1 \times \frac{1}{2}$ in.	Ball pins and shims
1 " " $1 \times \frac{1}{2}$ in.	2ft plastic tubing and clips
1 " " $1 \times \frac{1}{2}$ in.	4in. adjustable spanner
1 " " $1 \times \frac{1}{2}$ in.	Chisel
1 ring spanner, A.F. $1 \times \frac{1}{2}$ in.	Sparking plugs
Foglamp spanner	Top water hose
Mole wrench	Bottom water hose
Adjustable spanner	Fan belt
Screwdriver, medium	Molyalip E
" electrical	Accel. spring
" medium (Phillips)	Rad cap
" small (Phillips)	Distributor, complete
Plug spanner	Nuts, bolts and washers
Pair pliers	Bleeder tube
Ball peen hammer, 1lb.	Rubber bands
Tyre gauge	Set of bulbs
Wheel brace	35 amp fuses
Jack, modified	50 amp fuses
Length locking wire	Wiper arms
Length electrical wire	Wiper blades
Roll insulating tape	Speedo cable
Tow rope	Halda cable
Fire extinguisher	Brake pads DS11 (faded)
First aid kit	Caliper pins
Triangle sign	Front brake hoses
Torch	Rear brake hoses
Acc. cable (special)	Set brake shoe springs
Hand cream and wiper	Brake fluid—Disc
Roll masking tape, 1in.	Tins Rad Weld, large
Carb. repair kit	Tins Gun Gum Bandage
Carpenter	Tins Gun Gum
Wheel nuts	Petrol bag
Inner tubes	Set fuel pipes
Sponge	Clutch hose
Leather } in plastic bag	WD-40 silicone spray

The tools carried, as you can see from the list is not massive but sufficient. A close look at the spares list clearly shows these are first aid spares, but because the list is so extensive they also cover more heavy work, such as a complete distributor (yes, I do carry one too) and a set of disc pads (yep, them too). I notice the absence of any wheel bearings or ball joints and hence no tools to split ball joints or undo hub nuts. I guess such repairs were best left to the service crew and with luck wouldn't stop the car carrying on, even with these parts severely worn. Certainly, anyone contemplating an event of any sort could do no worse with this selection of spares and tools as a starting point. Hopefully, carrying all of this lot will ensure that none of it is ever needed!

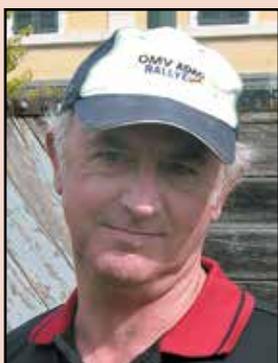


Period shot of the boot of LRX 829E showing the tool bag and other spare parts etc carried in the car

The other question is what manufacture of tools were they. I have no definitive answer to this other than seeing several old tools engraved with the BMC Competitions Department on them and assume they would be either items from an Abingdon mechanic's work bench or from a Works tool roll. In any event, the spanners were Williams Super Slim and also King Dick. From memory, the Williams Super Slim spanners were chromed but the King Dick spanners were black. The screw drives I have seen were all made by Footprint, some with wooden handles, painted black with a yellow band, others with yellowish see through plastic handles. No doubt there will be a surge of interest on that well known auction site as people try to buy these old hand tools. From my experience, if you are after some of these original pattern tools, Autojumbles are a good place to source quality second hand tools such as these.

Robert Young

Cooper S Mk I Register



You may have previously read elsewhere as it was extensively publicised, that Mike Brewer, the cheeky chappy from Wheeler Dealers and other motoring programmes has purchased, apparently with his own money, one of his dream cars in the shape of a Mk I 1275 S. The car in question, registered 300 NOH, started life as a June 1964 built car in Almond green/OEW. The car had been added to the Register many, many years ago when it was recorded as being black.

Simon Wheatcroft

Having been off the radar for many years, NOH reappeared at an Anglia Car

Auctions sale last year in a high seat belt mounting (i.e. pre June 1963) shell with Riley Elf/Wolseley Hornet front seats, Elf wood dashboard, Mk 3 S servo, non S front wiring loom and brake master cylinder, reverse rims; in reality there was not a lot of Cooper S to be seen. Despite all that it sold for £21,200 including buyer's premium. It re-appeared at an H J Pugh auction in July this year looking exactly the same as the previous auction and once again sold for a very similar amount.

For the first time in many years, I attended the Mini in the Park event as it had moved to a new venue namely, Mallory Park. There on display



The interior of 300 NOH as it appeared in the Anglia Car Auctions catalogue...



... and at MITP complete with its own superfluous security guard!

was 300 NOH complete with its very own security guard! I don't know what the organisers thought might happen to the car as there were far better and more valuable cars in the public car park let alone on display. Mr Brewer, having failed to follow his own often dished out advice "to do your homework" before buying a car, apparently now realises he hasn't bought the most original of base units so it is reported that he plans to restore it with a new Heritage bodysell.

Now let's have a look at chassis plates. You may be surprised to discover that there were a couple of changes during Mk I S production; one being the format of the stamping and the other the actual style of the plate itself, both of which happened around the same time. So, getting back to basics to start, the actual plates for UK and export cars were the same. If a car was for export to a left hand drive market an 'L' immediately followed the C-A2S7 or K-A2S4.

The change to the stamping was the introduction of the 'A' suffix which denotes a car was built at Longbridge. Although some non-Cooper chassis plates had featured an 'A' suffix intermittently from several years before (and this was not just for Morris saloons built at Longbridge), this became a permanent feature from late April 1967 along with the introduction of a different style of chassis plate.

What? A different style of chassis plate? Most people who are aware of such minutiae seem to think that the style of chassis plate changed with the introduction of the Mk 2 range in September 1967. But actually, like the suffix, the new style chassis plate was also introduced in April 1967, whether both changes occurred at exactly the same time is still unclear but it was certainly very close together. The space for the engine number, which on Minis always contained



Chassis plate for a right hand drive Morris



Chassis plate for a left hand drive Austin



Chassis plate of a non-Cooper Austin built at Longbridge in July 1963 showing an A suffix



Not just for a Mk 2, April 1967 onwards chassis plate with A suffix

the pre-printed 'SEE ENGINE', was replaced with the reassuring statement that the 'Front seat belt anchorages comply with specn BS.AU.48-1965'.

I had phone call from a member asking about an inlet manifold that was on ebay – purporting to be for a 1071S. The original 1071 Cooper S inlet manifold was part number AEG 179. The 179 was really a late 997 Cooper manifold with the casting number filed off and the boss drilled for the servo take off.

This inlet manifold was actually used on all capacities of Cooper S engines before the positive crankcase ventilation (PCV) system was introduced in early June 1964. Some four hundred 1275 S and, in theory at least, three 970 S engines were built before the introduction of the PCV system. About two hundred and fifty 1071 Ss were fitted with PCV equipped engines meaning they were fitted with the 12A



An original AEG 179 – original part number quite deeply filed off and new one deeply stamped...



... the same typeface on both of these...

Cooper Mk I Register



... unlike this one with shallow filing and poorly defined stamping of the AEG 179

661/AEG 347 inlet manifold. The reality is that there isn't a specific manifold for an engine size, the engine build date/number determines the type of manifold a particular car should have.

Anyway, after that data sharing diversion, back to the one on ebay; it had suspiciously shallow and poor filing off of the original 12A 309 and super wonky stamping of the AEG 179 with a different typeface to an original. Now if it was £50 that would probably be OK, but when the asking price was £185? That is definitely a price where you would both expect and want it to be genuine. As always with ebay - caveat emptor.

Finally, this month's old competition car is something a little different. 550 EN 89 was the first Austin 1071 S exported to France, leaving these shores in early July 1963. It was originally red/black and acquired by Jean-Louis Marnat who used it extensively in competition. Marnat was very well known as a Mini pilot in France and was one of the drivers of the Mini Marcos that competed at Le Mans in 1966. He is pictured at the start of the Urcy hillclimb in August 1963. Although relatively short at about 1500 metres, the Urcy course is said to be difficult to learn and very unforgiving if you have an off. By the time you read this the car should have been part of the Goodwood Revival Meeting Mini Parade. However, these days it is dark green with a white roof but still has red/grey/gold brocade trim. Thanks to Enguerrand Lecesne for the picture.

That's all for this month.

Simon Wheatcroft



Jean-Louis Marnat in August 1963 on the start line of the Urcy hillclimb in his nearly new Mk I 1071 S



Barbara Alexander

Welcome to this month's report, a bit quiet for the register this month, I guess lots of members are enjoying Mini 60 or just on holiday.

Whilst at our national show at Beaulieu this year, I caught up with Dorset stalwart, Nick Stansmore, who was keen to show me his latest acquisition registered EOL 902C. This Austin 998 Cooper was built in early 1965 and had previously formed part of a private collection of cars. The car has been painted in a rather nice non-standard dark blue metallic with a white roof and is quite well presented. Nick is

keen to use the car for track days and other club activities. Having looked over the car it appears Nick has got a bargain albeit EOL has some later Mini accessories, the important early distinctive Cooper items are still there. EOL has now been added to the register; close by it is another Austin 998 also with the same prefix but registered EOL 510C. There is limited information available on this car as it was added a long time ago when John Kelly was the MKI registrar. So please, if anyone has any details or perhaps owns this car it would be great to have some more information on it; a colour would do for a start.

Here are 3 more cars that have not been seen or heard of for some time. Can anyone provide us with an update on the following 998 Coopers?

DOE 842C
GDL 262C
FDH 583C

Any information on these cars, including current photos, would be great.

That's all for this month,

Barbara Alexander



Cooper S Mk 2 Register



Nick Hunter

Time flies doesn't it? It dawned on me recently that it is 9 years since I had the engine rebuilt on my car and therefore, a similar length of time since it was last on the rolling road following its initial bedding in. Admittedly, I've only covered 7,000 miles since then, but with the head and carbs off last year and a noticeable drop off in performance and 'fluffy' idle, it was clearly in need of a bit of a fettle.

A phone call to Southam Metro Mini Centre (SMMC) had the car booked in and on one of those blisteringly hot days we had in August I headed south

for the appointment. A slight detour via Mini Spares Birmingham had me stocked up with essential spares including, a new pair of 'thin' paper element air filters for the filter box as I'm ashamed to say these were also 9 years old! Thankfully, there was just a couple of short traffic jams on the M42 and M40 as EWA does get quite hot if stuck in a queue for long. I must admit to feeling increasingly vulnerable on these new 'smart' motorways in a Mini, the lack of a hard shoulder makes me nervous in case of a 'fail to proceed' moment.

Arriving safely at Southam and following a cup of tea and chin wag with Rod, Colin and Simon, EWA was strapped to the rollers. A few visual checks revealed slightly out of balance carbs, these were adjusted on the first run and a slight hint of 'pinking' under load which needed a tweak to the distributor. The points were in good shape (yep, nine years old but original Lucas) so were not changed. With adjustments made, the car was run up again which revealed a slightly weak mixture which Colin then adjusted. All set for the power run then, albeit I normally I can't bear to watch, however all was well as I watched through my fingers! With the new filters installed the car was run up again as a final check. Then for my favourite part, the road test. Immediately the car felt smoother with better throttle response and the all important top gear mid range of 40-70mph feeling much stronger, plus the tick-over restored to a steady Morris Minor like 850rpm. My final test required me to revert to being 17 year old Nick and just check that the car will break traction when changing from first to second gear. I'm happy to report EWA passed this test with a fine 'chirrup'; not bad on a dry road with a new set of Blockleys! Thanks then to Colin and the team at SMMC, the car is back to its best. I can highly recommend treating your pride and joy to a rolling road session, it's time and money well spent. I will try not to leave it so long next time.



Early morning stop for supplies at Mini Spares, Oldbury near Birmingham



Colin Taylor works his magic on the rollers at SMMC



General underbonnet shot of a nearly correct Mk 2 S (paint that bonnet catch Nick!) Note the position of the body number, chassis and commission plates.

Following last month's revisit of the Mk 2 Cooper S interior features, I thought we'd follow up this month with a re-run of the engine compartment. Whilst this will be familiar territory for some, this may be of use to others who are looking to get the final detailing sorted as Longbridge intended. As last month, I've used my car as a reference for this, which is pretty much as it should be.

In no particular order then, some key points of interest are:

1. The car is still wired 'positive earth' and still has its factory dynamo. Note the original position of the regulator on the inner wing and fuse box on the bulk head.
2. The radiator is the original and has 'Coventry Radiator and Presswork Co Ltd' embossed into the header tank, out of site it has a brass winged drain tap at the bottom.



Original waterslide transfer just visible



Good view of the servo, heater trunking, heater tap, servo bracket, control and fuse box, it's all a tight fit.



Rapidly disintegrating underbonnet soundproofing



The car's original Coventry radiator

3. Heater tap is the correct angled 'square' type, not the later 'cylindrical' type which is often fitted. These are still available new.
4. The airbox is the fully rounded type and still has the remains of its original water slide 'Coopers Filter' transfer. Most airboxes are restored with the reproduced 'Coopers Filter' sticker, the waterslide version can be found occasionally on e-bay. Remember you will need the 'thin' type paper elements for this box.
5. Heater pipe and reducers are original; these have been very difficult to find in the past but are now being reproduced to a good standard, visit www.catmint.biz for details.
6. Oil cooler has the correct 'Smith Petroflex' branded rubber covered cooler pipes with brass unions. These occasionally come up second hand, but I personally wouldn't want to use them, you never know what 'crud' might be lurking in there ready to destroy a newly rebuilt engine. Same goes for the cooler itself, I would always opt for new or new old stock (NOS).
7. Starter solenoid bracket is the triangular type screwed to the transfer gear housing.
8. Servo is the original, note the mounting position.
9. Original bonnet soundproofing is the glass fibre type, difficult to find an original in good condition now.
10. The bonnet catch mechanism should be painted in body colour.

So, just a few random pointers there, hopefully the pictures will help with other items you maybe not sure about, feel free to contact me if you need any more information.

That's all for this month

Until next time

Nick Hunter

Cooper Mk 2 Register

Graham Robinson

It is always good to hear from owners abroad. So I was pleased to hear from Paolo Arbizzani from Italy. He bought his Mk 2 Morris Cooper over two years ago from the son of a car collector in Florence. Sadly, the father had passed away and the son was selling his collection. Paolo bought the car without a registration/number plate and it has taken him all this time to persuade the licensing authority to give him one. Without a number plate it was difficult to trace the previous owner and the cars history. However, he had the chassis plate C-A2S6L (export model LHD) and contacted British Motor Heritage who were able to advise Paolo that the car was dispatched to Switzerland on the 14th February 1968. It was immediately exported to Italy as shown on documents in Paolo's possession.

I am fortunate to have some details of European registered cars and found a car with a chassis number just 15 cars later than Paolo's car. Paolo says the car looks in good condition but shows signs that some restoration work had been carried out some years ago. He was concerned that the boot board was the wrong colour being grey, but going by the commission number it is correct. With his car's commission number the spare wheel securing bracket should also be present which he confirmed that it was. All he has had to do to the car is clean it up, go through everything and give it a good service. The engine though is not the original. It has been replaced by a 1071 S engine and Paolo has no intention of changing it even though he has several spare 998 units. The car was still on its original 3½" rims but these have been change for wider period Cosmic alloy wheels. The only other item he has changed is the steering wheel. It came fitted with a steering wheel for a 1300GT but this too has been changed for



Paolo Arbizzani's Mk 2 Morris Cooper



Neat and tidy interior



Early Boot Board

a period aftermarket example. Now that he has a registration plate, Paolo intends to use it in turn with his other Coopers. So, if you live in Italy and see a Tartan red and black Mk 2 Cooper, it could be Paolo's.

David Griffiths spent many years restoring his car and much of the restoration was featured in my reports. David contacted me recently with some information that might be of use to owners of cars with Hydrolastic suspension. Sometime after completion David noticed the car was listing on the NSF corner. After several pump

up attempts and some investigation he noticed fluid on top of the displacer unit. He made several inquiries about a replacement and discovered they were hard to find and expensive. He contacted a Mini retailer he had used in the past and they gave him the name of a company that repairs the units. He spoke to the company and they said more often than not, it was the hose and not the displacer that was the problem. Without hesitation he sent the unit off and two days later it returned with a new hose at the cost of £85. Now fitted, the car is riding as it should.

Well, that's it for this month. Many thanks to Paolo and David for their contributions. And don't forget, I am always interested to hear of your Mk 2 experiences.

Until next time.

Happy Coopering.

Graham Robinson

Cooper S Mk 3 Register



Simon Wheatcroft

As mentioned last month, I did finally manage to get a look at BJB 618J and it seems to have had an interesting past, probably with a motorsport connection although nothing definite has come to light as yet – unless you know better? All being well, it should have been to Stanford Hall by the time you read this.

Some people got quite excited by the appearance of NFK 306K on ebay where it appeared looking every inch the garage find. Strictly speaking it isn't a Mk 3 S as it started life as a rebuilt vehicle in a Mk 2 shell back in June 1972, being used as rally car in



BJB was probably originally Blaze but looks very smart in its current red/black colour scheme



There has definitely been some strange goings on in the back end of BJB



NFB 306K must have been nearly new when this picture was taken on the 1972 Bath Festival Rally



NFB after some twenty five years in the garage

the Bath area. It is registered as a Morris Mini Cooper S and it did win a number of concours awards in the early 1990s. There was no engine bay picture on the listing but I seem to recall that it was super tidy with concealed wiring, and with a Ferrari style slick gear shift gate still present to help you select the right cog on the Jack Knight five speed gearbox. If that sort of thing butters your muffin it could all be yours for £20,000.

Bob Oliver, who has owned his Glacier white Mk 3 S from new, dropped me a line to say that after a mere forty eight years his car now has the 4½" rims it was originally ordered with. For some reason Bob's car arrived at the Stewart and Ardern Southend premises on the standard 3½" S rims. YJN has also reached the milestone of 100,000 miles although the odometer was a little reluctant to drag itself round the clock sticking on 99999.9 for some ten miles on its way to Castle Combe for this year's MCR Coopers at Combe track day.

YJN suffered a rare failure while on the track and had to be towed in and as Bob recalls "I've never been towed back before. Everyone gathered round to assist and inside ten minutes had identified the problem as a failed coil – there was no previous hint that it was on its way out. A twenty second walk to the Merlin Motorsport shop next to the paddock and they obliged with a new one off the shelf so I was back out for session 4 as though nothing had happened."

Good news about another Glacier white car; Wiebe Meyer's restoration of his car is complete or as complete as any restoration ever is because there is always a little something to do. Wiebe's car was originally sold in Geneva, Switzerland but now resides in Canada. He has certainly not wasted any time on the restoration which has



Neat gear shift gate



YJN heads out on to the Castle Combe track



YJN at the 100k milestone



Wiebe's car was a major restoration case only two years ago...



...and after less than a year looked like this



The relatively unusual large indicators are a common sight in Canada on later Minis

been completed in two years despite a few issues with parts along the way. The car looks great and is now Canadian registered, Wiebe tells me it is running well and is a pleasure to drive.

That is all for this month.

Simon Wheatcroft

Mini Super Register



Garry Dickens

I have been a Mini fan since my first sighting of one when just a young boy in the 1960s. They were so different to anything seen on the road before them and they made such a lovely noise! I am often asked though, why I have such an interest in the Super.

When I was twelve years of age my father brought home a sales catalogue of a 'Morris Super Mini'. He explained that this car would be the replacement for mum's trusty old side-valve Morris Minor which was now becoming a little tired. I was beyond excitement especially as the main picture in the catalogue showed the car sporting white-wall tyres. It would be many months before the very pretty little Surf blue with white roof Morris Super arrived home. It was delivered in the spring of 1962, but to be honest, I was disappointed as it was without white-wall tyres! I soon got over this initial disappointment. It was so different to the old Morris Minor; the car was adorned so many features and detail and the interior had an amazingly wonderful smell. It was fast and quiet (how standards have changed, as it would now be considered slow and noisy!). In 1962 Minis were still not that plentiful, one as outstanding as 380 PYA, resplendent in her Surf blue and white paintwork, drew admiration wherever she was parked.

My sister's fiancé had also been impressed by Mum's Super. It did not take long before he too bought one to replace his Morris 1000. Smoke grey with a white roof, 74 RYA arrived a few months later during the summer of 1962. This car, being owned by a young man in his early twenties, was soon to be without hubcaps, have a 'Peco' sports exhaust silencer fitted, headlamp hoods and various other after-market items. In the early 1960s, there was a huge market developing, just for Mini accessories alone.

So, the Mini Super was very much a large part of my life when growing up. So much so, that a few months before my seventeenth birthday I bought a lovely Old English white with black roof Morris Super registered 372 RYC, which was a late production car. I partly dismantled it, carefully cleaning every possible item, even removing and scrubbing the inside of the rear light lenses!



My sister with Fiancé's Super in 1962



Me with my first Super taken in 1966

My Super was very well cared for. But when I was eighteen I sold it to a friend's mother, who kept it for many years. I replaced it with an MG TF which I rebuilt. I have had many cars over the years, including a few exotic models, but it is both my first Super and the TF which I regret selling above all others.

However, my beloved white and black Super was not to be my last. In the mid-1970s, from my office window, I often observed a green and white Austin Super passing by, being driven by an elderly lady. During the following few years I noticed that, although in very good condition for a Mini well over ten years old, the paintwork was beginning to fade.

I moved to a new work place so no longer saw the Mini, although very occasionally I would catch sight of it, with its paintwork becoming more faded and with a little rust beginning to show.

Then in the mid-1980s I received a phone call from a friend in the motor trade who new of my interest in Minis. "Did I want to buy an old Mini?" he asked. He went on to tell me it was green with a white roof and had Cooper trim! Yes, it was the same car I had observed years earlier. I immediately agreed to buy it without first asking the price. He was very fair and a deal was done.

It is of course the Super I currently own and too many members in this club, well known. Its history and account of restoration has been the subject of an article I had written in this column in 2011, one of the first after starting the Club's register that year.



My second Super before restoration



My second and current Super

My own Super register began in 1999, wholly because of this car, so had I not made its purchase those many years ago, it is unlikely there would be a Super register in our club – in fact it is the only Super register that I am aware of.

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

Garry Dickens

I275GT Register



Alan Clark

Over two years have passed since I first featured Colin Siklodi's 1974 GT registered in June 2017, so I was pleased to receive an update from Colin with news of the completed restoration.

Back in 2017 when Colin acquired his project, his dilemma was how to approach this restoration in the light of a number of period features that suggested a W&P history. Colin's final approach was to retain the vinyl and sun roof features and the rear washer/wiper along with the supplementary instruments, but other than that, he

went for an original presentation.



VUC 562M in as found condition in 2017

Blaze was the chosen colour for the final finish along with a set of 10" Rostyle wheels, replacing the white alloys and white paint on the GT as found. A set of HS2 carbs and a late type S air box have enhanced the under bonnet view with the sound and performance Colin felt his GT deserved. The final results strike a happy balance of retaining the history and the period feel of a 1970s GT.

From a GT at the end of its restoration story to one at the start, in the form of Ian Vickers 1979 GT that he acquired in May this year.



Strip down in progress



Engine back in ready for final finishing



Back on Rostyles and resplendent in Blaze



Ready to drive and show with historic features

Proving that 'barn find' examples are still out there, Ian's GT was rolled out after 29 years of hibernation and appears to be 99% complete with no modifications. Without a V5, engine and chassis numbers cannot be cross referenced, but are appropriate for a GT of this year. So Ian is confident he has the basis for a successful restoration.

I look forward to receiving progress reports and the final results once Ian has the project underway.

Alan Clark



Classic barn find after 29 years



Perhaps just a wash and polish is all that's needed

Modern MINI Cooper Register



David Young

60 years later and still going strong. It has changed quite a bit from the early affordable A Series 848cc BMC car with a wheel in each corner, to the now 2,000cc 310bhp MINI JCW Clubman. In order to mark this milestone a celebration took place at the MINI production plant in Oxford and to herald the 60th anniversary of the British brand the MINI 60 Years Edition was launched.

It also marked the production of the 10 millionth vehicle produced at the plant where the classic Mini was manufactured from 1959 onwards.

The MINI 60 Years Edition anniversary car rolled off the production line whereupon it then came face to face with one of the brand's first ever car's manufactured, the classic Mini from 1959 registered 621 AOK. And so, the Edition model from 2019 then joined forces with 60 other Minis, each of them from one of the production years, to take part in a road trip travelling to Bristol in convoy, with 621 AOK at the head of the convoy, followed in chronological order by the other Minis with the 10 millionth car bringing up in the rear. The convey then joined the thousands of fans from all over the world in Bristol to be part of the world's biggest birthday party for the British icon at the International Mini Meeting on Sunday 11th August.

The production anniversary to celebrate 60 years of the brand's existence, bears witness to the enduring popularity of the MINI and Mini in the 21st century. In 1959 Alec Issigonis laid down a definitive milestone in automobile history with his concept of mounting the engine transversely at the front of the car with the gearbox beneath the engine, and the wheels positioned at the corners of the car. The purpose of this was to provide maximum interior space on a



minimum 10 foot footprint. The design also ensured amazingly agile driving characteristics and so it became the blueprint for modern small and compact cars. Around 5.3 million classic Minis were sold worldwide up until 2000 when production of the classic Mini finally ceased. But just one year later, the global success story of the brand was continued.

Since the relaunch of the marque, the modern MINI is a reinterpretation of the inimitable design. And the next chapter in the continuing story of the MINI is about to be launched by BMW. In November 2019, production of the all-electric powered MINI Cooper SE will commence in Oxford. In the previous year, almost 400,000 MINIs were sold in 110 countries. This means that the sales figures for the modern MINI are following hot on the heels of its historic predecessor. The models MINI 3-door, MINI 5-door and MINI Clubman are currently being produced at the MINI Plant Oxford. Up to 1,000 vehicles are manufactured there every day. The MINI Convertible and the MINI Countryman roll off the assembly line at the Dutch production partner VDL NedCar.

"Seeing the ten millionth vehicle of our brand come off the production line here in Oxford was a moment of pride for all the



employees. Some of them have family members who were already producing the classic Mini at this site,” explained Peter Weber, Head of the MINI Plant Oxford. “This is a wonderful chapter in the history of MINI and proof of the passion that our customers have for this very special British motor car.”

In the run-up to the production anniversary, MINI put out posts on social media asking the brand’s British community to share their personal stories from 60 years of MINI/Mini with other fans. The huge response made it possible to bring together cars from each production year between 1959 and 2019, and which was the showpiece for the anniversary celebration at the MINI Plant Oxford.

David Young

Non-Cooper Register



Malcolm Voss

It’s unlikely to have escaped your notice that the Mini celebrated its 60th birthday in August and, of course, this is particularly relevant to this register as the first models produced were Austin Se7ens and Morris Mini Minors. The Coopers followed a little later as they were not put into production until 1961 but the Mini legend had now begun and a host of different editions were set to follow the lead of those original two models. They were produced not only by the factory and coachwork specialists, but also by individual owners who wanted to stamp their identity on their car.



The car as purchased. Note the original positive camber. The period door mirror makes a huge practical difference to these cars but I’m unsure about the experimental racing wiper setup.

One such early Mini owner is Jack Ward. Jack is a member of the MCR and earlier on this year he took on the role of Youth Co-Ordinator within the club. Like so many enthusiasts, Jack owns both a classic and modern MINI, but we will concentrate on the classic, a beautiful early Austin Se7en which now resides with Jack and his family in Kent. They had owned a ‘Jet Black’ for many years and it had done sterling work, both as a family daily, and as an events car, but Jack had a dream. He had long wanted to find an early Mk1 that could be used regularly, reliably and which would not involve a great deal of restoration work.

It was after some searching then that Jack found ‘the little blue Mini’ tucked away in a Cambridgeshire Mini specialist. First registered

in 1962 as an 850 Austin Se7en, this little car had undergone various changes over the years. It was first sold in Norfolk, close to where Jack found it and where it was bought by its first owner in its original colour of Surf Blue. The 848 cc motor pumped out 33 brake horsepower which, although tiny by current standards, was more than enough to provide some fun in such a light car. The engine had been refreshed in 2005 and between 2007 and 2018 it had only covered about 3,000 miles, borne out by the MOT history. Like so many other cars from that period one of many changes had been the colour. The car’s latest livery is Speedwell blue with an Old English white roof which was how it looked when Jack bought it, but Jack has added the lateral bonnet stripe and white number roundels on the doors and you will see why in a moment. This was supposed to be the end of the story; the car was intended to be driven to shows and events in a sedate fashion as befits a car of this age. But it wasn’t long before Jack, who often enjoyed a weekend run out with a nearby Mk2 Cooper S, began to feel the need for something a little more lively, something a little special to add spice to the events.



The standard interior features the ‘Magic Wand’ gearstick, floor starter and foot operated dip switch

I should say here and now that whilst I understand why many people want to return their cars to replicas of how they left the showroom, I also believe that these cars screamed out for change. Indeed, the ability to individualise a Mini has probably been a major factor in its long life and its enduring popularity. For many the urge to customise is limited to cosmetic enhancements, but for some, it means a trip to the tuners to have the engine ‘breathed on’. Jack’s view is similar but whilst this car was being updated for performance, he did not want to destroy the original charm of the car. He wanted more power, and who wouldn’t, and he wanted to be able to stop the car once it had got more power. But he also wanted to retain as much of the standard look as possible. The solution was not simple but worth the effort. Firstly, the car has been fitted with an uprated power unit. It’s a 1293cc engine based on an over-bored Metro turbo block which has now been fitted with a Stage 2 cylinder head and a Swifton SW5 fast-road camshaft. With the addition of twin 1 1/4” SUs the power output is expected to be in the region of 90-100 bhp at the flywheel which makes for a fairly exciting ride. The engine retains as many period parts as practical, heater tap etc., to help maintain the engines appearance. The transmission is via a Metro gearbox casing but with the internals of the magic wand original box installed and transmitting through a 3.1:1 differential. This means that the gearstick remains in the expected ‘magic wand’ position adding much to the original feel. The inside of the car therefore looks extremely standard but it now has the sort of performance that would surprise many modern cars drivers. It also means that the car can be converted back to original spec relatively easily if required.

The resulting power is matched by the fitment of more modern brakes. The front now sports the Cooper S disc setup and a Mk1 servo whilst the rear has Minifin drums. The car will remain on its 10” wheels of course. The future addition of a rear roll cage and some seat belts is also under consideration (and I do hope the belts at least get the green light).



The 'little blue Mini' at Brands Hatch. The car sits well on the track and looks purposeful without being overdone.



The 'little blue Mini' at Brands Hatch. The car sits well on the track and looks purposeful without being overdone.



Lateral bonnet stripe and door roundels add to the 60s feel

The result is a car which produces a lot of fun without losing any of its charm. Something of a wolf in sheep's clothing with the only real giveaway being the slightly wider wheels, and this car epitomizes the spirit of the Mini for me. It's an everyday looking car with bags of character and with something of a sting in the tail.

I will try to feature another member's car next month but that will depend on you, dear reader. If you would like to tell us a little about the car that puts a smile on your face, then get in touch (the details are at the front of the magazine in the Registers section). It doesn't have to be a racer or a special although these are very welcome. If it's got an interesting history or maybe no history at all, if you've owned it forever or bought it yesterday we don't mind, just tell me why it's a great little car and we will try and feature it.

Malcolm Voss

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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	Last Wednesday of each month at 7.30pm	Acespeed, 111 Biggate, Windhill, Shipley, West Yorkshire, BD18 2BT	Andy Ace Harrison 01274 585803 acespeed@live.co.uk
Australia		www.minicooper.org/australia	John Heselwood minicooper@ozemail.com.au
BeNeLux		(Belgium, Netherlands and Luxembourg)	Bart Theelen benelux@minicooper.org
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REGIONAL REPORTS

Regional Coordinator - Richard Sign



Hello all,

I hope you have had a good summer getting out and about and enjoying your cars during the Mini's 60th year.

I have some great news for those in the Yorkshire region. Andy Ace Harrison, one of our honorary members, has come forward to take on the role of Yorkshire Region contact. I am particularly grateful to Andy as since before I took on my role, we haven't

had anyone as regional contact for Yorkshire.

Andy is certainly well known to the Mini Cooper Register both for his racing exploits and also for his business Acespeed through which he sells, restores and prepares Minis for road and racing.

Andy is opening a Mini Themed Cafe at his premises at Acespeed in Shipley and is inviting members to meet at his premises on the last Wednesday of each month. For more information, please contact Andy at Acespeed on 01274 585803 or by email at acespeed@live.co.uk. We have a good number of Yorkshire members so it would be great to see lots going on in this region. Once again, my thanks go to Andy for coming forwards for this role.

On a different note, at the time of writing this report, we are still very much looking for someone to take up the reins as Regional contact for the Warwickshire region. Cliff Porter has been running the Warwickshire region for some time now and has decided to step down in the next few months. His region is a good active one, attending events and organising events and is centrally based in the heart of England. I sincerely hope that someone comes forward to continue running and developing this region.

I would like to thank Cliff for running Warwickshire for us. If anyone could take on this role, please do not hesitate to let me know by emailing me at regions@minicooper.org. It would be a great shame to lose Warwickshire from our regions list.

Finally, you might like to read my separate report in this month's **CooperWorld** about the Kings Road 300 event which also celebrated 60 years of our beloved Minis. This was a small event with a great atmosphere that Linda and I in our Mini took part in.

Until next time

Richard Sign
regions@minicooper.org
07968 307689

BeNeLux Region

My dad and I visited the National Metro and Mini Show in Gaydon as an intermediate stop on our journey to the International Mini Meeting in Bristol. We spotted some very nice early cars and even two 1959 Minis for sale. A beautiful Belgian registered Mini just

passed us when they left the event, preventing me from getting my camera out quick enough for taking a picture of the car. Hence, I have made up a small photo collage of some of the cars at I saw at the show instead.



Some interesting Minis and details at the National Metro and Mini Show

While the weather at the National Metro and Mini Show was splendid, it really let us down in Bristol during the International Mini Meeting. The strong winds and rain resulted in many gazebos and tents being destroyed, and even a temporary closure of a trader area for the safety risk of a very big tent being ready to fly away (which fortunately did not happen). When disregard the bad weather and some organisational related aspects, we actually had a very enjoyable event in chatting with old and new friends while fuelling the Mini spirit all the way. We bought many goodies for my dad's 1962 Mini and I also spotted a few bits that I couldn't resist taking home. As it was likely to be his last International Mini Meeting as a trader, we enjoyed helping our friend, Nick Rogers of Min-e-Bitz, with selling lots of original Mini parts.



Nick Rogers' last International Mini Meeting as a trader

While taking a (long) walk over the camp fields, I spotted many Mini's from the BeNeLux. I selected a few pictures of Mini's from Belgium and Luxembourg to share in **CooperWorld**. It was unavoidable to spot the Chilean Mini team who also visited the National Metro & Mini Show. A big applause for bringing over such a remarkable number of cars across half the globe to celebrate the 60th birthday of our beloved car!



Beautiful Austin Cooper
Mk I registered in Belgium



A selection of Belgian Minis at
the International Mini Meeting



A pair of Minis from Luxembourg



Some of the Chilean Mini's at the camp site

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

Bristol, Glos & Somerset Region

August has been a busy month; it started for me with a week at the IMM. As you may know the weather was wet and windy and at times conditions were quite challenging. However, a good number of members attended from our region and from around the world. I spoke with members from Australia, Canada, New Zealand, Thailand, USA and from across Europe. The best part of an IMM is the networking, knowledge-base and social entertainment. I have certainly made a number of new friends and I am tempted to go to the next IMM in





Germany <https://imm2020.com/en/> in early June. Photos attached. More details can be found on the MCR Facebook page.

I have been contacted this month by number of people selling their cars and projects eg: Mk1 1959 part restored in Wiltshire, Mk1 61 850 restored in Thornbury, Mk1 1071S project in Bristol, Mk1 65 Cooper project in Germany, Mk1 65 1275S project in Somerset, Mk2 Cooper 68 project in Gloucester, 2000 28k mile Cooper Sport in Wiltshire - so if any members are looking for their next car/project, please contact me.

This month I treated my Mk 3 S to a new binnacle from Nippy Cars in Somerset as my old Rokee wooden dash was very tired. Wow what a transformation it was! (See photo). If you are interested in a new binnacle please contact: nippycars@hotmail.com



Looking forward September which is packed with events starting on the 31st Aug with the showing of the Italian Job at Hall Estate Bradford-on-Avon, 1st Sept White Horse show in Westbury, 8th Sept Cirencester Classic Show, 14th Sept Minis in Cardiff Bay and the big one is on 28th Sept Castle Combe Mini Action Day. Half of the free tickets for this event have already gone so if you want to show your car please let me know ASAP.

The next regional meet up is scheduled for Thursday 12th September at 7.30pm in the Beef Eater pub Emersons Green, Bristol. BS16 7AN. Let me know if you are planning to attend, or if we are all going to Castle Combe anyway, we could do it there. That's it from me.

David Dangerfield

Dorset Region

The Dorset Group attended the Breamore Classic Car Show on Sunday 11th August. Despite many shows being cancelled that weekend due to high winds, the show went ahead, which proved quite interesting when erecting our gazebo! Extra pegs and guide ropes helped keep it in place!

The show is always very well attended with a wide range of classics attend the show. We had 6 members' cars on our stand, with numerous other Minis dotted around the show ground. There were plenty of autojumble and trade stands to browse around looking for that elusive part.

We departed mid afternoon before the weather changed for the worse. It was a most enjoyable day and thank you to all those who attended and visited us during the day.



The Dorset MCR display at the Breamore Classic Car Show



Fancy another bacon butty?

Then I and seven other Mini owners enjoyed a fun packed day at Coopers at Combe on the 17th August, kindly organised by Graham Robinson of the Essex Region. We had four Mini only track sessions of approximately 8 laps each and fantastic fun it was!



Ready for track action at Castle Combe



It is the only time I can really drive my Mini as it should be driven, 110mph, braking for Quarry, nothing quite like it. Super fun, great company and I recommend you give it a go. I am already looking forward to next year's event.

Nick Stanmore

Herts & North London Region

Although our articles are a rarity, we are an active region and enjoy our monthly socialising at The Duke of York pub on the A1000 near Potters Bar. Come and join us if you can and please see the regional meetings page for details.

Sunday 18th August was our fifth visit to The Tewin Classic Car and Craft Show, an event which attracts about 400 cars and yet maintains



a village fete atmosphere. Being nearby, we like to promote the MCR there and support the organiser's charitable aims. We had 9 cars lined up, the largest one model group. Despite some showers it cleared up and the chamois leathers and their handlers were soon busy. The weather forecast predicted a sunny day but as Ann's uncle Joe used to say, "That's the trouble with the weather forecast, you can never be sure it's going to be wrong". He was right.

To mark the 60th anniversary of the Mini's launch, I made a symbolic birthday cake, complete with a card, as we were only a week away from that memorable day in 1959. I was 15 at the time and knew very little about cars as my father Will, never owned one. Of course the newspaper headlines that day were ecstatic about the Mini and dad's Daily Mail was no different to the rest. Their reporter christened it Minnie. Strange as it seems dad spread out his copy under the lounge lino and this was not discovered until central heating was installed about 45 years later. My son Ian has the copy in his archives. The news said that 2000 had already been distributed to dealers in 100 countries for launch day. Built by BMC, both Austin and Morris models were available. They cost £537 including taxes of £158. Originally 848cc, top speed was 72 mph and 0-60 took 27.1 seconds. It was possible to travel 43.5 miles on a gallon of petrol which cost about four shillings and six pence, 23p today. When production ceased in 2000, 5,387,862 had been built, both at Longbridge and Cowley, a number I believe, only previously exceeded by 15 million of Fords model T. The final model, a Sport 500 cost £10,995.



It's uncanny the way my dad used that copy and that we found it, but I know that newspapers and brown paper could be used as draught preventers on top of the floorboards. Dad was a master tailor, pattern maker and cutter, so there was plenty of brown paper in our house where he had his upstairs craft room. Thanks dad.



As said in the opening paragraph, we look forward to welcoming members to our meetings, where new friendships are made and knowledge and experience are shared.

Rod Chilcot

Kent Region

Justin and Annemarie Ridyard

Hi from Kent,

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

The Ham Sandwich Run was again a great success, full report elsewhere in **CooperWorld**.

We are taking deposits of £10 each for the Christmas meal at the Wagon & Horses on the on the 11th of December. Menu details to follow.

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 9th October 2019 See you there!

Join the Facebook Group for Kent at

<http://www.facebook.com/groups/472768396103194/>

All the best!

Justin & Annmarie Ridyard

01304 330715

h13jkr@hotmail.co.uk

Mid Staffs Region

The main event during August was our Summer Tour held on the 10th August. The main feature of it was the weather – distinctly un-summery! A full report should be found elsewhere in this month's **CooperWorld**, so here I'll confine the notes to a brief report on the other event held in August.

A week later, on the 17th August we put on a display for Katharine House Hospices at their Norton Bridge Recycling Centre and Big Shop. The display was part of their annual Family Fun Day and judging by the reaction of the public to the 40 cars assembled, we



Graham Harper's Wolseley Hornet at Katharine House



1927 Citroen with XK120



Don Mitchell brought son James' XK120 to the Katharine House display

helped to boost their fund raising on the day. Although only one Mini (a Wolseley Hornet) attended, there were a few MCR members present but in other cars. Don Mitchell attended in James' Jaguar XK120 which featured in Octane magazine back in the spring. The car has become something of a local celebrity with its patinated bodywork which covers a nicely modified chassis and mechanicals. It sounds glorious too! The oldest car in the display, and also the rarest, was a 1927 Citroen 12/24 built at Slough and thought to be one of only 3 built and 2 survivors, having 2 seats and a 'Dickie'. The car is owned by Peter Harvey who also has in his garage the first Cooper 500, T2.

That's all for this month, except for a reminder that the Mid Staffs Region meets on the first Monday of each month at the George and Dragon, Meaford Road, Stone ST15 0PX. Meetings start at around 7.30pm.

Pete Cresswell

pete.cresswell.t21@btinternet.com

Suffolk Region

August has seen a good turnout of members and their cars on three consecutive Sundays starting with the Helmingham Hall Classic Cars, Alde Valley Classics and the Stoneham Car Show, with a lot of interest shown in the Minis. As I write this report, Steve Burch and

Jack Gray are eagerly preparing for their first Minis to Ireland trip, Steve is taking his Innocent and Jack will be in charge of preparation and navigation. The envious of us left behind wish them a trouble free run and good weather.

One correction in that Ted Sparrows new contact details should be teamcraicing2019@outlook.com or 07510 710315

Ian MacPherson
07749936274



Chris Munnings' 59 Mini at Helmingham



Club stand at Helmingham



At Stoneham barns



Alde valley



FOR SALE AND WANTED



Cars for sale

Austin Mini de-Luxe 1961 smoke grey 850 magic-wand. Just been through an 18 months restoration process, full engine and gearbox rebuild, new electrics, rubbers, carpets etc - only the seats, headlining and rear door cards are unrestored to keep some of the 58 year old patina. Viewing welcome located Bristol. £14,995 M: 07974089595



Parts for sale

Various classic Mini van and Estate body side panels and rear light units and all new old stock. Please telephone if further information is required. Martin 07445 675443

Parts Wanted

After some major welding to my Cooper Sport LE it now requires some rear panels to be sprayed and the unique rear quarter decals cannot be saved! I want to source replacements or identify a specialist graphics company that would make them as a bespoke commission. Help and recommendations from members would be most welcome. Contact Phil on philiptristram@hotmail.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.

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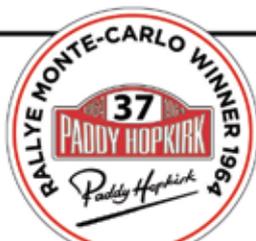
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Paddy Hopkirk MBE

1964 Rallye Monte-Carlo Winner in a Mini Cooper S, 33 EJB.
President of the BRDC (British Racing Drivers' Club).
Honorary Member of the Mini Cooper Register.

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