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# Cooper World



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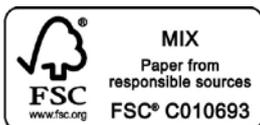


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## Cover Image

Suffolk Region's Steve Burch's Innocenti Cooper 1300 parked at the Ring of Beara at a stop off on the 2019 Minis to Ireland touring assembly.

**Photo:** Steve Burch

## Disclaimer

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

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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](mailto: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.

**January magazine – 1<sup>st</sup> December**

**February magazine – 1<sup>st</sup> January**

**March magazine – 1<sup>st</sup> February**

### Cooper disclaimer

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

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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](mailto:mcr@lavenhamgroup.co.uk)

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

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## 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](mailto: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.



Welcome to the last issue of **CooperWorld** of 2019 and which effectively rounds off a momentous year for the Mini - where did the year go? I have lost count of the number of events I attended over the year which celebrated the Mini's 60th anniversary to a greater or lesser extent, and we have covered quite a few of these events and shows over the months in **CooperWorld**.

But this year also marks another significant anniversary relating to the Mini and that is the 60th anniversary of the Cooper Car Company racing team winning its first Formula One Championship title in 1959. This significant anniversary was celebrated at the recent Goodwood Revival event as only Goodwood can put on such celebrations, with Mike and his son Charlie rightfully taking centre stage in the celebrations. David Hucker has kindly written an article by way of a tribute to the history of this now famous car company. David's article is illustrated with some great photographs and you can find it on page 28.

There is yet another anniversary with which the Mini is also inextricably linked with and that's a certain 1960s classic heist film called 'The Italian Job'. This year it is 50 years since it was first shown in cinemas and the Mini was immortalised in it as the cheeky little getaway car which ran circles around any police pursuing vehicles to bring the gold loot home. This was an anniversary not missed by Neil Burgess who had the idea of celebrating it by re-tracing a route through some of the places where the Italian Job Minis were filmed in Italy, but doing so by driving

in red, white and blue classic Minis. He was joined by Cliff Porter and Jeff Ruggles in their respective white and blue Minis to make up the correct number of cars. Cliff has written about their adventure of a life time in an article which you will find on page 24 of the magazine.

Talking of adventures of a life time, one of the last events of the year organised by the club was the Mini to Ireland touring assembly. The tour kicked off at the end of September when the weather was much warmer (if not drier) and the days were longer. I participated on my first ever Minis to... touring assembly in 2015 and that too was to Ireland. It was a great week of driving experiences with likeminded people in a beautiful country with hospitable folk. What's not to like? If you have been toying with the idea of going on one of these tours, (perhaps the one next year to the Alps?) then get a feel for what you can expect and read all about this year's tour in our Minis to Ireland feature article kindly written by Laurence and Annie Gandar. So I won't say anymore here about it but to urge you to turn to page 16 and read their article.

And now a request from our regular Technical Topics contributor Richard Pengelly for any advice or things you have learnt from experiencing electrical issues with your Mini, and in particular, any MPI electrical failures or MOT issues, as Richard is putting together a future article on Mini electrics. Email me if you have anything to recount and I will pass it on to Richard.

Finally, may I wish all our members a Merry Christmas and a happy New Year!

**Paul Sulma**



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# CHAIRMAN'S CHAT



As we head into winter and all that it throws at us, it's nice to look forward to the summer and to Beaulieu next June, which for your diaries is 14th June 2020. The theme this year will be 'Non Mini Cooper'. This will portray to the public that we are more than just about owning a Mini Cooper. We try hard to get the message across that you don't need to have a Mini Cooper to join us – I hope this will reinforce that message. We now have a very strong and growing Non Cooper Register, capably run by Malcolm Voss, who has the third

largest Register in the club behind that of the Rover Cooper and just a few behind the MINI and now even eclipsing the MkI Cooper S Register. So it is right that we make much of these cars within the MCR at our National Mini Day (as it is now called) and offer them the main arena display. It will be interesting to see what cars this large Register comes up with.

However, it is not all full steam ahead for our National Mini Day as, with Tony Salter now having stepped down from running the show, we do desperately need someone to fill his very capable shoes. At the recent Committee meeting this subject was discussed at some length as we really cannot afford both for our reputation nor financially to see this iconic show fall into the history books, simply through lack of someone to run it. As a way forward, Tony suggested that the numerous jobs that he does in advance and on the day, are divided up into separate tasks which could be assigned to a number of people rather than the burden falling to one person. So we are looking for people to step up and make this happen. Tony has agreed to co-ordinate all of this and guide those who have offered to help along the way. It is hoped that the following year someone may then take over that role from Tony and he can rest comfortably in his mind that all his past hard work at Beaulieu will now continue in safe hands. So we really do need a few willing volunteers to step forward now to ensure this all falls into place and Beaulieu is yet again another great success. Please, please, if you wish to help in the build up and on the day at Beaulieu, get in touch with Tony as a matter of urgency, as I fear without a few of the membership coming forward Beaulieu may well not happen.....your club needs you!

With our membership numbers ever growing, it is apparent that we do however have a large number of members who, shall we say, are not in the first flush of youth, of which I include myself and the majority of our hard working Committee! We don't know the age demographic of the club with any accuracy as, under GDPR rules, we can't ask any of you your age. What we are acutely aware of is that the future of this club (in common with most others) is dependent on younger people coming forward within the club to push it forward. This is the main reason that we have appointed a Youth Co-ordinator in the club to foster and encourage young people to join us and become active in what is a great club. We need and must supply

what young people want from the MCR but to do that we need to know actually what you want. To that end, Jack Ward, our Youth Co-ordinators would like any member who classes themselves as young, to get in touch with him and let him know your views and what you expect from the club. We desperately need to increase the number of younger members for the club to continue to grow in a positive way and take the place of us numerous senior members who won't be doing these jobs for ever. If you fit the bill, do get in touch with Jack and have your say – he's looking forward to hearing from you.....your club needs you!

Entries for Minis to the Alps 2020 are now open and a full page advert appears again this month in **CooperWorld** giving details of what will as always be a great event. The distances will be about 200 miles per day with a total of about 1,250 miles, slightly shorter than in the past. However, each day there will be opportunities to cut the route and stay on faster main roads to avoid some of the secondary roads planned. These cuts and where you can rejoin the route will be clearly marked in the comprehensive roadbook. This is being done to accommodate those who wish to follow a more leisurely schedule. We know some do prefer to take more time traversing the route and with that, 200 miles per day is for some, a little too far, so we have taken on board feedback received from previous events and tried to accommodate everyone whilst still providing a challenging and enjoyable route for those who wish to press on. It should be a brilliant week.

Finally, it is sad to report the passing of double British Rally Champion driver Russell Brookes who died at the age of just 74 at the end of October. Although more famous for his superb drives in Escorts, Vauxhall Chevettes, Sunbeam Lotus and Opel Mantas, mostly sponsored by Andrews Heat for Hire he, like so many, cut his teeth competing in Minis and was seen at the wheel of several Ex-Works Minis in his early days of stage rallying. It is worth remembering that the British Rally Championship in the 1970s was a high profile competition featuring drivers such as Björn Waldegård, Hannu Mikkola and Ari Vatanen and by 1976 Brookes was part of the Ford Works team running an Escort RS1800 in illustrious company. He took the title in 1977 and stayed with Ford until the end of 1979 when he moved for two seasons to Talbot, before switching to the Vauxhall Dealer Team to rally their Chevette HSR. This brought Brookes up against team-mate Jimmy McRae, their rivalry pushing both drivers to perform, McRae taking the British title in 1984 and Brookes taking his second crown a year later, when he had by now moved into a Group B Opel Manta 400. After a couple of seasons in uncompetitive machinery, Brookes was back with Ford for 1988 in their Sierra Cosworth, which was developed into the Sapphire Cosworth 4x4, where Brookes gave the model its first rally wins, until his virtual retirement in 1991. In retirement he still kept his hand in and was a regular attendee at the Race Retro rally stage where he would delight the crowds driving some of his old cars. A sad loss of a great British rally driver that started with the humble Mini.

**Robert Young**

## NEW MEMBERS

**We welcome the following new members who joined during October**

**Alan Purchase**, Kingsbridge, Devon

**Stuart Adams**, Groombridge, Kent

**Craig Morrow**, Nuneaton, Warwickshire

**Alan, Littlejohn**, Aberdeen, Aberdeenshire

**Gary Evans**, Exeter, Devon

**Paul & Beverley West**, Bembridge, Isle Of Wight

**Andrew Larcombe**, Bath, Somerset

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MONDAY-FRIDAY: 9am - 6pm  
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Phone for postage rates, it's CHEAPER than you think!

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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!



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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 repray. This will bring your Mini to it's former glory and give it at least another 15 years of life!



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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.

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**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
1275 / 1000 / BS0 Script	£17.10/£12.55/£10.32
Austin Cooper / 'S' Bonnet MK1	£15.23
Morris Cooper / 'S' Bonnet MK1	£39.59
Morris Cooper / 'S' Boot MK1	£31.44
Cooper 'S' MK2 Boot insert - Austin / Morris	£11.70
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	£11.80/£13.06
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
Dantron rocker cover plate	£10.21
MKI Horn push - Austin or Morris	£49.62 each
B.M.C. Rosettes, ST 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	£30.60/£6.90
B.M.C. green engine paint - Brush-on / 400ml Aerosol	£12.92/£12.24
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/£132.30
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	£171.07/£49.72 each
Black bumper (Non Genuine)	£49.94
S/V override kit x 4 - Undrilled / Drilled (including fixings)	£181.10/£81.98
Cornor bar kit x 4 (including fixings)	£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	£88.20
MK3 / Mayfair chrome grille - 11 slot	£45k
MKI Austin grille	£79.51
MKI Moustache / Moustache whisker	£92.70/£10.44
Clips for above	£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
Rear 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 seal	£15.32
Chrome - Winder / Release handle	£11.65/£16.80

**CARPETS & INTERIOR TRIM**

Standard carpet set - 9 piece (Black or Charcoal, L.H.D. add 10%)	£49.78
Deluxe carpet set - 9 piece top quality, bound edges, tailored to fit exhaust tunnel, heel mats and seat frame pads now 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	£132.48
Carpet mats top quality fully tailored set of 4	£48.98
Carpet underlay kit cut to fit floor	£37.34
Under bonnet soundproofing set cut to fit Mini / Clubman	£21.44/£25.52
Boot lid liner - Tidies frame of boot lid includes screws	£15.76
Door check straps MK1 & MK2 etc	£12.07 each
Dash liners either side of speedo	£19.80 pair
Bulkhead soundproofing pad - Early / Late	£16.02 each
Van/Pickup millboard door liners - Black	£41.94 pair
Dash shelf liner (black)	£17.49
Traveller wood set guaranteed to fit top quality English ash	£96.00
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	£132.68/£40.75
Sliding window channel - Upper / Lower	£9.54/£21.25 each
Clubman Estate (complete kit)	£45.60
Vertical draught excluders	Ask
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	£15.54/£10.74
Wash 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 rear floor (pressed integral grille)	£134.24 each
MKI saloon rear wing	£19.36
Van & Pickup front panel (pressed integral grille)	£88.09
Cooper 'S' front panel	£173.57
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

<b>We stock most genuine Rover and repair panels, examples below:</b>		
<b>GENUINE RESTORATION QUALITY</b>	<b>NON GENUINE</b>	
£116.03/£116.03	Front Wing MK1 / MK3	£61.25/£61.25
£213.72/£213.72	Front panel - Pre 76 or Post 76	£176.91/£66.42
£25.64	'A' panel (internal hinges)	£14.58
£201.52 each	Bonnet - MK3 & MK1	£169.04/NLS
£97.72 each	Door skin - Internal & External hinges	£43.85/£43.33
EN/A	Door frame repair (bottom) MK1/MK2 & 3	£39.16/£21.76
£45.80/£37.46	Narrow sill - Saloon / Estate	£19.62/£26.82
£62.82	Rear valence	£19.37
£487.31/£487.31	Rear subframe - Dry / Hydro	£248.59/EN/A
EN/A	Van / Estate fuel tank	£195.00
£34.91/£53.28	Rear subframe mounting panel - End / Full	EN/A
£79.52/£41.68	'A' panel (external hinges) - Inner / Outer	£29.88/£13.32

**CARBONS, FILTERS & INLETS**

Carburettor re-build kits	From £45.89
Reconditioned carburettors	From £150.00
H52 & H54 main jet	£17.84
H54 Wastaf main jet	£36.46
HIF 44 service kit	£40.79
Water heated inlet - H54, HIF 64/4	£33.06
S.U. Up-rated needles - Stage 1 & 2 998 / 1275 etc	£12.95
Choke cable - MK1 & MK2 / MK3	£13.80/£10.97
'S' Stainless caliper piston	£10.21
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 bowl	£54.10/£54.42
Glacier fluid - Filter / In-line regulator	£9.00/£27.27

**GOODRIDGE PERFORMANCE LINES**

Braided brake line set (4 lines)	£41.86
Raised 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 filter feed 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" 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	£162/£22.64
Timken front disc bearings - Genuine / Non Genuine	£613/£104.04
Timken front drum bearings - Genuine / Non Genuine	ASK/£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
CV joint (new including nut & boot) / Pet joint	£31.20/£33.13
Drive coupling rubber (Nylon / Nylon pair)	£35.70/£69.92
Single line master cylinder - Plastic / Tin / 'S'	£46.48/£80.64/£79.06
CV boot kit - Outer / Inner	£44.25/£26.26
Disc brake front hub (Genuine)	£52.13

**PERFORMANCE FILTERS**

<b>K+N</b>	<b>Pipercross</b>	
£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
£97.76	H54 cone filter	£46.94
EN/A	HIF 44 cone filter	£37.26
EN/A	STuff stacks	EN/A
EN/A	Filter cleaner - 1 litre	EN/A

**SUSPENSION & STEERING**

Spax/Koni gas adjustables (Std, Lowered or Estate)	£71.99/£70.98 each
Standard shocks / Gas-sprung each	£15.34/£33.94 each
Comp bump stop kit (front/rear) Hydro only	£23.48
Steering racks outright	£69.72
Reconditioned radius arms (exchange)	£94.80
Hydrostatic pipes - Nylon / Copper	£42.00/£33.78
Knuckle joint	£40.08 each
Swivel joint kit	£10.73 per hub
Rear rod ends (Genuine / Non Genuine)	£14.39/£5.40
Front rack boot kit (pair)	£5.94
Subframe - Front mount / Rear mount	£4.20/£5.94
Displacer dust cover	£9.64
Bottom arm bushes	£1.80 each
Tie rod bushes	£1.08 each
Front towing eye	£10.20
Negative camber bottom arms - 1.5 degrees	£53.76 pair
Adjustable tie rods (road use)	£21.60
Adjustable rear camber brackets	£48.64 pair
Adjustable suspension units - Standard / Competition	£26.40/£30.13 pair

**MANIFLOW EXHAUST SYSTEMS**  
The only exhaust system with a three year guarantee

Twin box - Side or Centre exit	£110.04
Single box - Side or Centre exit	£81.48
Maniflow stage 2 L.C.B. - Standard / Injection	£93.96/£26.84
Maniflow L.C.B. Standard / Big bore / Injection	£81.48/£19.92/£39.99
Maniflow freeflow suits 850 / 998 / 1098	£81.48
Van/Estate - Single box / Twin box	£115.92/£141.96
Catalyst back - Single / Twin box	£103.32/£130.20

**OTHER EXHAUST SYSTEMS**

RC40 - Twin box / Single box	£64.80/£51.24
Works replica rally system (S18807)	£213.36
Sportex rear box single tailpipe	Ask
Manifold gasket - Standard / Big bore	£118/£35.3

**ACCESSORIES**

Top quality car covers - Waterproof / Indoor / Dust	£100.50/£55.24/£43.16
Clear indicator lens kit including bulbs - Early / Late	£7.66/£8.68 pair
Clear rear lens kit including bulbs	£31.20
Stainless dipstick A+	£10.20
Chrome wiper bezels (including nut & gaskets)	£6.90 pair
Stainless wiper blanks	£5.62 pair
Chrome twin washer jets (no drilling required)	£6.48 pair
Deluxe gear knob (leather or wood)	£8.09 each
Steering column dropper bracket	£30.00
Seat adjuster kit	£4.39
Carb dashpot covers 125, 15, 175	£8.95 each
Grille buttons - Quick release (Black / Chrome)	£12.88/£6.56
Rocker cover buttons / T-Bars	£8.16/£6.96
Paddy Hopkirk accelerator pedal	£8.12
Bonnet straps - Leather / Rubber	£10.50/£5.40
Internal bonnet release kit	£22.68
Bonnet pins	£9.19
Stainless headlamp peaks	£15.26 pair
Quadroch Halogen headlamp kit - RHD/LHD	£47.59/£57.07
Wheel spacers - 3/8, 3/4 etc	£19.19/£23.32
Rear fog lamp	£17.40 each

£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
Superb quality, no painting required!	
W & P style arch kit - (includes piping & screws - concealed fixings)	£97.02
Superb quality, no painting required!	
Arch to body piping x 4	£11.40
Cooper Sports-pack arch kit (Genuine Rover)	£51.80

**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	<b>BLACK</b>	<b>MAGNOLIA</b>
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	£17.58	£24.23
Oil pressure gauge pipe - Nylon / Braided	£7.67	£2.18
Oil Temperature - Gauge / Adapter box	£40.45	£19.0

# EVENTS CO-ORDINATOR – Justin Ridyard



Another year nearly over and with some fantastic events attended during this special year for the Mini. I am looking forward to 2020 already and the Brooklands Mini Day which always signifies the start of the show season to me. Contact Ken Hunter at: [kenneth.hunter1@btinternet.com](mailto:kenneth.hunter1@btinternet.com) if you would like to show your car on the MCR club stand, which the Thames Valley Region are organising for the club one again.

We will hopefully be attending the London to Brighton run in May too. Space is very limited on Madeira Drive next year so we are awaiting confirmation of our ticket allocation. The MCR plan to pre-buy tickets to re-sell at face value to its members on a first come first served basis. Contact me via email to put your name down for this.

We have booked a visit to ProDrive for a tour on Wednesday 11th March 2020. We can take a maximum of 15 people in the morning and 15 in the afternoon. Tours will cost a flat rate of £30 per adult and £10 for children. Please contact me with your preferred AM or PM tour and hopefully we can fill both sessions.

The events season for 2020 is starting to take shape now as organisers are announcing dates. Please do keep me informed of any events you hear of, the list will no doubt grow in the coming months.

A big thanks again to Jack and Danielle Ward for organising the Off Peak Run in October. This was a fantastic tour in the Brecon Beacons, very well organised with fantastic roads and some interesting rally master questions. Fingers crossed they will arrange more going forward.

The Champagne Run will go ahead in July on the weekend 11th, 12th and 13th July. Please email us to take part and we will be opening registration on 1st December supplying full details on request.

That's all for now!

**Justin Ridyard**  
Tel: (01304) 330715  
[events@minicooper.org](mailto:events@minicooper.org)



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



## EVENTS CALENDAR



### Key

**Bold = National MCR event or Club stand.**

*Italics = Regional MCR event/attendance.*

### 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:** 24th-26th January  
**Location:** Bournemouth  
**Contact:** Josh Bromage [secretary@minicooper.org](mailto: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/>

**Event:** Goodwood Members Meeting  
**Date:** 28th-29th March  
**Location:** Goodwood  
**Contact:** <https://www.goodwood.com/flagship-events/members-meeting/>

### April 2020

**Event:** Blyton Park – MK1 Action Day  
**Date:** TBC April  
**Location:** Gainsborough, Lincolnshire. Track day at Blyton Park for MK1 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 - [jflor@talktalk.net](mailto:jflor@talktalk.net)

**Event:** DEWS Classic Car Show & Classic Run  
**Date:** May TBC  
**Location:** Brian Whitehead Sports Ground, Downton, Wilts  
**Contact:** [www.dewsc.org.uk](http://www.dewsc.org.uk)

**Event:** CMC Riveria 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](mailto:beaulieu@minicooper.org)

**Event:** Double Twelve Motorsport Festival  
**Date:** 20th-21st TBC June  
**Location:** Brooklands Motor Museum  
**Contact:** [www.brooklandsmuseum.com](http://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](mailto:events@minicooper.org)

**Event:** Festival of Speed  
**Date:** 9th-12th July  
**Location:** Goodwood  
**Contact:** [www.goodwood.co.uk](http://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](mailto:events@minicooper.org)

#### September 2020

**Event:** Minis to the Alps  
**Date:** 18th-25th September  
**Location:** France  
**Contact:** Lesley Young - [subscriptions@minicooper.org](mailto:subscriptions@minicooper.org)

**Event:** Goodwood Revival  
**Date:** 11th-13th September  
**Location:** Goodwood  
**Contact:** [www.goodwood.co.uk](http://www.goodwood.co.uk)

#### October 2020

**Event:** Off Peak Run  
**Date:** TBC October  
**Location:** TBC  
**Contact:** Jack Ward [youth@minicooper.org](mailto:youth@minicooper.org)

## Vacancy MkI Cooper Registrar

**Our current MkI Cooper Registrar, Barbara Alexander, has indicated her wish to step down from this role and so we are now looking for a suitable replace for her.**

**This is a significant role which requires the position holder to have a reasonably good in depth knowledge of MkI Coopers in order to be able to write regular and authoritative articles on them for inclusion in *CooperWorld*. Additionally, the position holder may be asked by members for advice on their cars too. Another important aspect of this role is that the Registrar will be required to provide insurance valuations of members' car when requested to do so.**

**If you think you might be able to fulfil this role then please contact the chairman Robert Young.**

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# THE MINI CLUBMAN JOHN COOPER WORKS 306 HP. FOR THE THRILL.

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Fuel economy and CO<sub>2</sub> results for the MINI Clubman John Cooper Works 306HP: Combined 32.1 – 34.4 mpg (8.8–8.2 l/100km). CO<sub>2</sub> Emissions 169-161 g/km. Figures are for comparison purposes and may not reflect real life driving results which depend on a number of factors including the accessories fitted (post registration), variations in weather, driving styles and vehicle load. All figures were determined according to a new test (WLTP). The CO<sub>2</sub> figures were translated back to the outgoing test (NEDC) and will be used to calculate vehicle tax on first registration. Only compare fuel consumption and CO<sub>2</sub> figures with other cars tested to the same technical procedure.



# Minis to the Alps



18th September to 25th September 2020

The Mini Cooper Register will be promoting a Touring Assembly to the French Alps in 2020. The event will run along similar lines to Minis to the Alps in 2018 crossing Northern France to the Vosges before heading southwards. The distances will be about 200 miles per day and there will be short cuts for those who want to make up time or don't enjoy too many twisty roads. We will be running the event from Friday to Friday as opposed to the Saturday-Saturday timetable used in previous years. As usual the route will be described in a fully detailed Tulip road book and the organisers will provide a service vehicle and a sweeper car.

This is the initial planned route which is subject to change:

**Day 1 - Friday 18th September late afternoon**

- Signing-on and night at Mercure Great Danes Hotel, Maidstone or similar in Kent with a welcome dinner.

**Day 2 - Saturday 19th September**

- **Maidstone to Reims** - Maidstone to Dover for an early crossing to France. Heading initially south from Calais into the countryside inland from Boulogne before joining the autoroute south to St Quentin. Then using country roads to Reims via the old motor racing circuit and to the overnight stop at the Novotel Tinqueux.

**Day 3 - Sunday 20th September**

- **Reims to Mulhouse** - Some main roads but when we get to the Vosges mountains there are several cols. Overnight stop at Mulhouse. The morning run is easy and fast.

**Day 4 - Monday 21st September**

- **Mulhouse to Aix-les-Bains** - South on autoroute and then skirting the Swiss border anti-clockwise to the valley of the Doubs. This is familiar territory but on some previously unused rural roads. Fast country roads after Pontarlier take us steadily southwards to Aix-les-Bains.

**Day 5 - Tuesday 22nd September**

- **Aix-les-Bains to Gap** - The traditional climb up Mont Revard In the morning continuing southwards on country roads using the 1964 Monte Carlo Rally route and over the Chamrousse. In the afternoon there are several cols to climb over scenic roads on the way down to Gap.

**Day 6 - Wednesday 23rd September**

- **Gap to Aix-les-Bains** - We now head back northwards initially using a current Monte Carlo Rally stage. Then more country roads alongside the Vercors mountains. After bypassing Grenoble, the route goes over the Col du Granier and then approaches Aix-les-Bains via the autoroute.

**Day 7 - Thursday 24th September**

- **Aix-les-Bains to Evian-les-Bains** - Although the start and finish points are the same as 2018, the route is almost entirely different. It is slightly shorter to enable weary entrants to reach the finish in good time for a leisurely stroll along the Lac Lemman waterfront in our final destination Evian-les-Bains.

**Day 8 - Friday 25th September**

- After breakfast make your own way back to Calais, a distance of 540 miles - bon voyage! With three clear days before the working week starts, you can take your time and break the journey.

The entry fee per car for two people will include a shared room, return ferry crossing, seven nights accommodation in good quality hotels with dinner and breakfast, fully detailed roadbook and rally plates. The entry fee has been set at £1895, including VAT. The entry is being restricted to 40 cars and holding deposits will be taken with the entry form to secure an entry. Payments will be by cheques or bank transfer only with two further stage payments being required at the end of March 2020 and June 2020.

Contact the Secretary of the Meeting, Lesley Young, by email - [subscriptions@minicooper.org](mailto:subscriptions@minicooper.org) or phone 01580 763975 to request an entry form and regulations. Entries opened on the 9th November 2019 when entry forms and regulations were sent out by email. Places will be allocated on receipt of completed entry form and deposit on a first come basis. You need to be a member of the Mini Cooper Register to take part.

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# Minis to Ireland 2019

By Laurence & Annie Gandar



Head gasket replacement in hotel car park



Mini in wall

## First time in a classic

We had previously taken part in five Minis to... events, but in a BMW MINI Roadster, and having enjoyed the experience, we decided to acquire a classic Mini. We thought that this might bring us forward from around 37 in the starting lineup. But as the Mini RSP we purchased was registered in 1990 and a large number of cars entered for this year's event were cars from the 60s, we only made it to car 29. So we were still toward the back of the pack.

This year also had a large number of new participants or 'Minis to Virgins', but taking part in a classic for the first time we also felt that we fell into this category. So, it was with a deal of trepidation that we set off for Fishguard to start the adventure.

## Day 1

Arrival at the ferry port all the cars bar one made it on time. Phil and Sue Dyson did not make it and so caught the overnight ferry in order to catch up with the rest of the group for breakfast in Enniscorthy. Three cars were already there and met us at the hotel that evening.

After registration, event sweatshirts were handed out in bags provided by Hagerty Insurance, one of the MCR's sponsors. Most recipients got the size they wanted, but this did provide an opportunity for later trading between participants.

The first call on the service van was before we left Fishguard - a broken throttle spring in Simon and Donella Arnett's Mini Mayfair on route to Fishguard.

Then the head gasket on John McIntosh's 1967 Austin Cooper S was replaced in the hotel car park after dinner with support from other teams using a spare gasket from Peter Calver's box of spares.

Although the road book warned of 'bumps' and 'air' we think this car (not one of ours) pictured in the wall required more!

Cars at ferry line up





Cars outside Killbritain Inn

Crews had come from far and wide - one crew had driven from Catalonia (Chris Geatrell & Remei Pareja), whilst two other crews had travelled from New Zealand. At dinner that evening the first award (a bottle of champagne kindly donated by Tony & Angela Jones) was presented to Allan & Mary Bull and John Harty & Anne Harman from New Zealand.



NZ &amp; Spanish Crews

## Day 2

We were rather surprised to be met in the hotel car park by the President of the Irish Mini Owners Club, who reported that their social media had been active with reports of our arrival. They were keen to know our route so that others in their membership could catch up with us as we made our way around the Country.

The planned route for the first full day was to leave Enniscorthy via Carrick-on-Suir and Clonmel over The Vee to Midleton. Once in Cork, we took a coastal tour taking in the Old Head of Kinsale and then following other Rally stages to take us to the Eccles Hotel at Glengarriff on Bantry Bay.



Cars leaving Enniscorthy

The day started dry and sunny but by the lunch stop in Killbritain the weather had started to deteriorate.

Parking 40 Minis in the rather narrow street outside the pub proved interesting but possible. However, starting in a controlled sequence after lunch was complicated by the passing traffic – nervous owners watching on as large tractors with trailers came through.

Petra and Sean Sullivan took the opportunity to investigate the nearby 'Magic Road'. They reported that they did indeed achieve 10mph in neutral going uphill pushed by 'the fairies'.



10mph in neutral uphill on Magic Road



Cars leaving Eccles hotel car park

The weather then progressively deteriorated, testing the windscreen wiper performance of classic Minis but with no reported failures. One failure was encountered by all the crews who duly stopped at the road book instruction for a routemaster question regarding the number of windmills. The visibility was so poor that you could not see the hill let alone any windmills!

### Day 3

The Eccles Hotel provided a super base to enable a circular day, taking in some of the glorious scenery of the Beara Peninsula with Cod's Head, Ardgroom and Kilmacillogue stages.



Cows are an additional hazard

The day dawned with a promise of great weather and we were not disappointed. During the course of the morning David Brazell, who is normally to be seen at high speed was spotted reversing out of a hedge after possibly stopping to pick Blackberries.

The coffee stop today was said in the road book to be at Teddy's Bar in Lauragh which now has the sign outside declaring it to be Helen's Bar which caused some amusement. Apparently Helen Moriarty the owner had wanted to change the name, but felt it was unlucky to do so. Good fortune intervened in one storm when part of the Teddy's Bar sign fell down so clearing the way for a replacement. We had stopped here on a previous Minis to Ireland and it was great to be back at this idyllic location.

Graham Juner and Lisa Crossley had decided to have a free day and went to Helen's bar for lunch. After they had finished their lunch Helen realised that they were part of the Mini group and insisted on them having coffee and biscuits because it had already been paid for by the MCR.



Car 32 in front of Helen's Bar

We then went on to the Ring of Kerry, via Kenmare, with glorious views of the coast and over Valencia Island.

From the Skelligs and Portmagee opposite Valencia we all made it to our lunch stop before a very scenic drive around Carragh Lake, and back through the very narrow and dramatic pass of Glencar to return to the hotel.



Coming through Glencar



Nearly at the top. Caution sheep



Approaching a tunnel

The view overlooking Valencia

We were concerned that Simon and Donella's car had failed to make it back to the hotel in the evening due to carburetor problems. But it was good to see them the next morning, after the carburetor problem had been fixed with phone support from Legs.

#### Day 4

Monday saw us heading east towards Tullow with a lunch stop at the stunning location of Newtown just south of Tipperary in the Glen of Aherlow. It was a very wet start to the day and to add interest to the route there was a reported road closure, which meant a deviation instruction had to be given to each car on departure.

The deviation given to us was difficult to follow because a truck had parked across the turning to the alternative route. A number of cars got lost. We grasped the chance of escape when we spotted Car 0 and followed it up a progressively narrowing road until our exhaust was running on the grass in the middle of what had turned into a farm track. So, as we were unable to keep up the pace they soon left us behind! With no phone reception and so no ability to search Google for our lunch stop hotel coordinates, we all finally regained the route using old fashioned map technology.

As we got closer to Glen Aherlow the rain stopped, the sun came out and we were treated to a wonderful rainbow.

In Glen Aherlow hotel car park



Mini RSP caught in a Rainbow



Tony Salter and John Littman in Car 2 were the next victims to suffer a head gasket failure. In this case a local came to their rescue and assisted with a tow to his 'garage' which turned out to be a barn with plenty of mud and gravel as a floor. However, it did provide Tony and John dry facilities to make the repair.

At the end of the day we were all pleased to arrive at the very comfortable Mount Wolseley Hotel - our base for three nights.

### Day 5

Spending three nights at the Mount Wolseley Golf & Spa Hotel gave the crews an opportunity to take a break. We took a rest day on the first loop day and explored Tullow and some local attractions including the Chocolate Factory. For those not taking a rest, the full day included the historic town of Thurles, the Slieve Felim Mountains, the Arra Mountains to Killaloe and Lough Derg (the last lake on the River Shannon), plus Roscrea, which is one of the oldest towns in Ireland.

However, it was not an incident free day for two cars in particular. Both Robert and Lesley Young and Richard Smyth and Declan Grogan sustained front suspension and steering damage in two separate events. Declan arranged for both cars to be recovered on a low loader and taken to his workshop for repairs late into the evening. By the next morning both cars were seen back at the hotel and ready to go again. As well as a large selection of spares (including ball joints) carried by the crews it was amazing to discover some of the tools available. Who would have thought to bring a ball joint splitter plus spanner and socket, but Tony Salter did and they were needed that evening, even though Richard Smyth described the tools as 'antiques'.

### Day 6

This day was another circular day giving crews a chance to take a more relaxed view of the local scenery. Some took a day off and drove up to



Johnnie Fox's pub in Glencullen, which is reported to be the highest pub in Ireland. The official route took in Blessington Lakes, a drive around the Poulaphouca Reservoir, then north for Dunshaughlin and the Hill of Tara. This was the seat of the high kings of Ireland and the most ancient relic in the country. Returning via Slane and Kells, the Curragh to Baltinglass and back to the Mount Wolseley.

Now it was the turn of the service car to need attention. Not seeing a big pothole filled with water they popped both nearside tyres and damaged a rim. Within a short time they had been assisted and were able to resume their support duties - you need a back up to the back up!

Today's tales of navigation hazards centered around three very hump backed bridges in close succession. Lots of potential opportunity for error



here, as we discovered once we ended up in the middle of a market town with the cattle market closing! Our Mini being dwarfed by very large tractors and trailers with large animals on board we had to resort to the sat nav to find ourselves back on the 'Gordon Bennett' route - a circuit famous in Ireland for hosting the 1903 Gordon Bennett cup. Certainly a good reason to revisit this part of Ireland to drive this route.

### Day 7

Our final full day leaving Tullow we enjoyed driving the Aghavanna rally stage to Laragh and then over the Wicklow Gap.

It was just as well Rob and Wendy Sharman's car had twin tanks. The fuel sender on the nearside tank started to leak filling the boot with petrol, the tank had to be emptied and isolated. As both tanks were nearly full there had to be some free fuel distribution! However, with much help and advice it was all sorted and ready in time for the start.



Fuel leak sorted

The road book is full of useful advice about the road ahead but also the Irish take some pride in warning motorists of upcoming dangers as these photos captured by Petra and Sean Sullivan show.



Dangerous bridge SLOW



Dangerous bridge SLOWER

The rain mostly held off and we enjoyed a lovely run over the Wicklow mountains and through the Sally Gap and Glen of the Downs with lunch in a delightful hotel at Glenmalur.

One amusing observation on the roads across the mountains was that the usual bumps in the road were in most cases bigger than the speed bumps placed there to slow down the traffic!

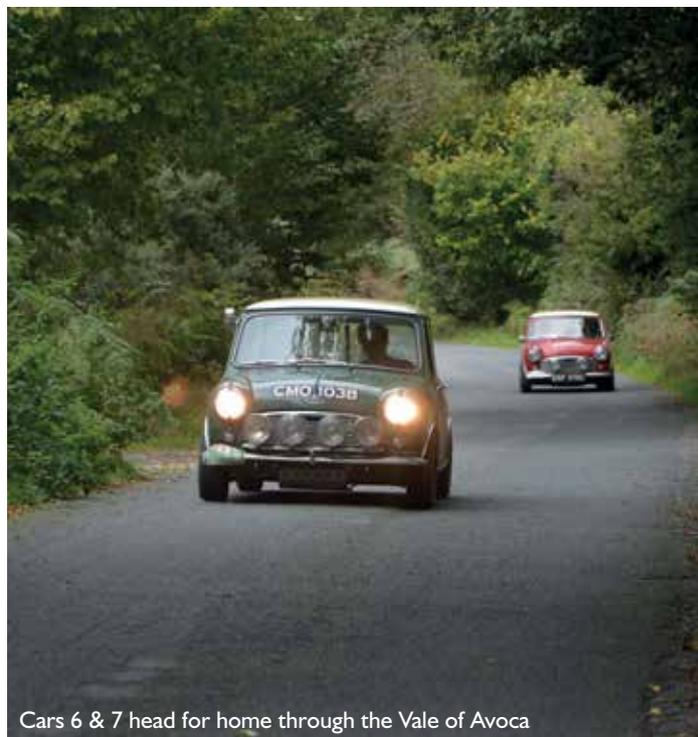
No-one got 'Brazelled' today as David missed an instruction and took a 30 mile detour! But he and Jo still made lunch in good time.



Work on Crankshaft pulley

Arriving at the lunch stop two cars had serious problems. A crankshaft pulley had come loose on Simon and Eve Joslin's car. To get at the pulley the radiator had to be removed, but even so, this was done and the car was fixed in the car park after lunch by Simon, Legs and Rod Taylor in an impressive 47mins.

Unfortunately, Ian and Carole Potter were left with an idler gear problem in their Mk I Cooper S. After some diagnosis and discussion it was decided that it should go no further for fear of further collateral damage and so arrangements were made to get the car back to the ferry port. Carole was given a lift by Martyn and Sally Shears in their JCW convertible, so Carole reported a rather comfortable ride to end the day.



Cars 6 & 7 head for home through the Vale of Avoca

For the last part of the trip we drove through the Vale of Avoca to Courtown and Castlebridge then onto The Ferrycarrig Hotel, Wexford for our last night.

The final instruction of the day (although not in the road book) missed by most was for the reserved parking at the hotel. Everyone was so relieved to be back they missed the sign!

Group photo



### Prize winners

The evening saw the presentation of prizes and a vote of thanks to the organisers for yet another super event. Ian and Carole Potter won the Routemaster quiz by one point despite not completing the afternoon session having left the car to be transported to the ferry port.

The Spirit of the Event award went to Declan Grogan for all his work on recovery and repairing the damaged cars and sorting out 'local arrangements'. The prizes were kindly donated by Mini Sport.

### Day 8

An early start to catch the ferry meant driving in the dark and in the rain, which being our first time in a classic Mini was a stark reminder of the modern improvements in headlight technology. Ian Potter's car

which had been taken to the port by Declan was then towed on and off the ferry by Phil Dyson, to be reunited with its trailer in Fishguard ready for the return home to Derbyshire.

In all, another brilliant event, with some wonderful roads and despite the typical Irish weather at times. As usual it is the spirit of camaraderie which makes these events such a success and the willingness of people to assist if there are any problems.

The organisation of these events is immense and sincere thanks go to the Wylie family and Robert and Lesley Young who put this event together. Not forgetting Kevin Donovan (aka Legs) and the support crew.

### Laurence and Annie Gandar Car 29



Prize winners Ian &amp; Carole Potter



Prize winner Declan Grogan

# Mini Cooper Register Bournemouth Weekend 24th January - 26th January 2020, Hinton Firs Hotel

How quick the year has gone, I hope you have all had fun with your Minis this year so far - as preparations are well under way for next year's Bournemouth event. So, I thought it a good time to remind all who have pre-booked from the 2019 event, if you haven't already been contacted by the hotel for your deposit, they should be in touch shortly or please make contact with Caroline at the hotel on 01202 555409 to pay your deposit. It will speed things up for the hotel and make the process easier for all. A deposit of £25 per person will be required.

This means for all those who haven't booked and are interested need to contact the hotel as any remaining rooms will be allocated on a first come first served basis from November 1st.

For those of you who haven't yet experienced this weekend event please try and join us - it is a great way to meet up with fellow members in lovely surroundings and a scenic location - it certainly makes a refreshing change during otherwise miserable winter months. I can guarantee you will enjoy it.

## Schedule for the Weekend:

**Friday evening** – Guest Speaker

**Saturday am** – Short road run to a place of local interest

**Saturday afternoon** – KWIZZ

**Saturday evening** – Pre dinner drinks followed by candlelit dinner during which a mammoth raffle with very generously donated raffle prizes is held raising funds for a nominated charity with after dinner entertainment

**Sunday am** – Time for a stroll before Sunday lunch

Dress code for Saturday evening is as announced at this year's event and it is the return of fancy dress and the theme is 'Sci-Fi'. As always this is not at all compulsory but just adds to the experience of the weekend!

## I am looking for somebody to run the KWIZZ – So if you are able to assist please contact me ASAP.

If you have any queries or would like to contribute towards the weekend in any way, or have any special requests then please contact me. I always appreciate any volunteers who come forward to help make the weekend great for all of us. So please of course contact me on either: 07950 753299 or 07910 901462.

**Josh Bromage**

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# Tourin' in Turin - "without the G" - Steve Wright, BBC Radio 2

By Cliff Porter

Read the following message on Neil Burgess' Facebook page at the end of August:

WANTED: "Looking for a white Mini and a blue Mini (reliable classics) for an adventure which is pretty much off the scale. I've got a big scale! Might not happen but getting the wheels in line... No stunts involved!"

The last time Neil and I did an event together was when we were entered for the 2006 Lombard Rally. Unfortunately, my 1997 Rover Cooper mpi was a non-starter due to electrical gremlins driving to the start and which could not be fixed before scrutineering. Neil is also a member of my former Herts & North London Region.

Team manager, Linda said "Why not?" I did not feel that I could drive to Italy and back on my own so I asked fellow Warwickshire region member, Derek Wilkins (*whose Mk3 S was registered on the same day as mine in 1971*) if he would like to join me. Within seconds it was a "YES" from him. "Team Olduns R us!" was launched.

A Mini adventure across France in red, white and blue Minis (*reliable classics*) to visit Turin and celebrate 50 years of the Italian Job film. Along with E-Type enthusiasts on a tour involving three nights at the Lingotto NH Hotel. Did I believe it? Not really!

The Italian Job was filmed in 1968 at many locations including Coventry where the sewer scenes were shot; on 18th October a plaque was installed at the site. *Not many people know this, but the sewers were built by building contractors I employed in London in the 1990's*. In 1969 when the film was launched I remember going to a Cinema in Leytonstone (*East London*) as a passenger in my late brother-in-law's 1969 blue Mini 1000.

In 1999, the 40th year Mini celebrations at Silverstone was my first encounter with the Italian Job Charity Run whose stand was very close to a display of red and white competition Mini Coopers. Sadly, I did not attend in a Mini as my son had 'never raced or rallied' his Mini City but has worn it out in less than 3 years; it was 'stored' on my drive awaiting repair! I had planned to do it in my son's Mini but a check by a very friendly AA vehicle inspector revealed an 8 page list of needs with the comment "it should not travel 3,000mm let alone 3,000 mile in 10 days." I was so disappointed but I soon got over it as I sourced a 1997 mpi which just happened to have had 2 owners, the first being John Cooper Garages. I entered the Millenium Run in 2000 with my son together with 2 other local teams. Team 73 received The Most Sponsorship award raising a lot of money by charging consultants to attend my project meeting and buy advertising space on my Mini.

In 2001, on our second run, my son and I were very disappointed that the organisers did not invite us to go to the Lingotto factory in Turin when the IJ Minis first went on the roof. But fast forward 19 years to 2019 with 60 years of Mini and 50 years of the Italian Job film celebrations. It was payback time for me and the chance of an experience of a lifetime

Neil had commented that he was going to add a triple lamp bar and leather straps on the bonnet of his car. A quick call to Huddersfield Minispares after looking at their website confirmed that they were able to supply an IJ lamp bar and 3 x 6" Wipac grill protected lamps (*they do Mk 1 & MK2 versions*). It was delivered within 24 hours and fitting was very straight forward, 2 nuts and bolts on the apron with a bracket using the bonnet catch nuts & bolts. The bar is also very stable with no vibration.

It's a long way to Turin and back in a Mini without the comfort of a support 'Croker' coach (*or trailer or mobile mechanic*) and mainly on Autoroutes with numerous Peages. Which spares should we take? The cars were Neil's red Mk 2 S (*previously owned by Graham Robinson*), my white Mk3 S and Jeff Ruggles blue Mini Sprite S. Although we had our own ideas on what to take, I did enjoy reading Robert Young's article in the October issue of **CooperWorld** which identified the emergency spares and tools carried by the Works cars on events. I soon learned that the Mini boot space was carefully designed to allow the packing of essential spares and tools not luggage; that should be carried in the rear footwell and on the back seat. Our boots were full!

Turin is, according to Michelin maps, from the ferry terminal in Calais via Troyes and Vienne; around 1,100 Km. Troyes and Vienne were selected overnight locations as we needed to be in Turin by Wednesday evening. Vienne was chosen because it is the home of Automobiles BMC and an opportunity not to be missed.

Most of the club members' treasured cars travel a very few miles in a year and are usually insured on a limited mileage basis. So, it was important that the cars were well serviced, spanner checked and prepared for a round trip of approximately 2,500 Km in 9 days. All three owners decided that, despite two of the cars being exempt from annual testing, that they should have an up to date MOT. So, all 3 cars were tested and passed. *Note for owners using directional tyres - you've got to get the tyres in line and rotating the correct way to pass an MOT*. Regular communication between the drivers revealed that a full service and spanner check would ensure a trouble free journey but with a Mini we all know - 'It's a Mini'. Derek was a great help with the spanner check and also my local MOT garage, who offered their support by



Troyes



Vienne

Switzerland



undertaking a very thorough MOT which it passed and also offering me tools for the trip, including a light weight trolley jack.

Excitement mounted in Warwickshire as the departure date got closer. Derek and I set off on Sunday afternoon and stayed in Kent on the Sunday night. On Monday 7th October I received a text message from Neil as we made our way down the M20 to the ferry terminal "Jeff is with us in Morrisons' car park, Dover." Response – "Where is that"? I should mention that Neil had been on Wales Rally GB duty, and had only had a few hours sleep before embarking on his journey, in the early hours of Monday morning, to avoid the M25, M20 congestion.

We soon arrived in the Morrisons' car park and met up with Neil, Jo and Jeff before taking a tour of Dover to top up with fuel, ready for our big drive to our overnight first stop. Secure parking for the Minis was our priority and Neil had found a suitable location within the historic town of Troyes. We managed to get an earlier ferry so were soon on our way from Calais on very smooth roads and did not lose the hour.

Troyes is a very beautiful old French town with lovely architecture and numerous restaurants offering local dishes, as Neil discovered!

After a very good night's sleep, followed by a very healthy continental breakfast, we were soon on our way again to our next destination – Automobiles BMC in Vienne and travelling in convoy, Red, blue and white. We hadn't quite got the order right.

Participants in an earlier Minis to Monte event will understand how difficult it is to put into words what the Automobiles BMC emporium is really like. Aladdin is a name which comes readily to mind. Francois was away serving on a historic rally, but his son and staff looked after us very well and showed us around the showroom and store rooms. Every picture tells a story. Jeff was very excited as he had been present at their opening a few years ago.

Hang on everyone, it is only day 2 and I have written so much already. After another healthy continental breakfast we set off on our last stage of our journey to Turin and the NH Hotel at the Lingotto complex.

Soon after going through the Frejus tunnel we stopped for lunch and a comfort break. Then our first encounter with the E-type group - an English voice asked "Are you on your way to Turin?" Our second encounter was a crew in a XK coupe who were not happy with the performance of the carbs on their car.



Troyes secure parking



Lunchtime in Val d'Isere

Jo Burgess



Jo &amp; Neil Burgess



Cliff &amp; Derek - ready for the roof

Jo Burgess

We arrived in Turin mid afternoon. Neil fitted his lamp bar and Cibie lamps plus leather bonnet straps. Our Mini service area in the outside car park was busy dressing the cars, and Derek was fully employed sorting out a badly adjusted clutch on my car that had been making gear selection very difficult as we entered Turin. The leather belts were fitted and the clutch worked well.

At the welcome dinner that evening we were allocated our own table with Lynn Thomas and her friend, in the only Mini on the tour. Lynn qualifies as a very new member of the Warwickshire region. Matthew Field interviewed David Salamone and both spent a long time signing copies of his latest book with a lot of selfies.

All the E- types on the tour were parked in the underground car park and were driven in convoy onto the Lingotto roof. One very special E-Type from the film, 848 CRY was among them. What we didn't expect was a film crew making a video and taking lots and lots of still photos. It reminded me of waiting around for wedding photos to be taken. We all drove around the banking and the morning was soon over. Nibbles and drinks were served before the E-types left. "Ok - now we would like to take more video of the Minis." I handed over to Derek as I had been driving earlier. David Salamone drove Neil's red car, as he was the driver of the red Mini in the film. Derek Wilkins and Matthew Field drove my white Mini. Jeff acted as chauffeur in his blue car.

In the afternoon we took our Minis to Galleria San Federica where we parked up in front of the Lux cinema, the site of the motorcycle accident which damaged the steps! You can still see the damage. The group went to the cinema to see a special showing of the film and another reception. Our pictures appeared in the local Italian press.

The plan for the next day was that the Minis followed the tour group on a local tour bus and park up for photos in front of the film locations. Jeff did not make the first venue at Torino Palavela as he was replacing a CV, but he was first to arrive at the Villa della Regina which has been refurbished. He parked in front of the steps before being moved to the lower gates where the red and white cars were also parked.

Our next stop was the wedding steps at Gran Madre Di Dio but we could not drive down the steps as metal railings have been installed at the bottom. We parked the 3 Minis at the bottom of the steps and the passing Carabinieri were more interested in stopping us taking photos of them and ignored our parking antics. We crossed the River Po, not by the weir I should add as we had forgotten to buy studded tyres at Automobili BMC.

As we arrived in the Palazzo Carignano piazza we met local police and security forces who were more interested in protecting a senior influential politician about to leave the square. But we were in Minis





Location, location

so there was NO Contest. I learned an Italian word, twice “Veloce, Veloce.” I responded – “we are parking here to load up the gold. Then it’s the old over-and-under routine. Ist we go over the traffic, through the museums and then under again.”

We returned to the hotel and polished 848 CRY which was travel stained ready to display it and the Minis in the Museo del Auto for the night. The group enjoyed a guided tour of the museum before a splendid meal followed by an auction of unique black & white photos taken by a local photographer which raised over €5,000 with proceeds going to a local charity.

We had planned to leave after breakfast on Saturday morning so that we could catch a Sunday afternoon ferry. We were invited to join the group at their next hotel in the Aosta Valley and given the road book for the day which would take us across the Col de l’Iseran and the Petit St Bernard pass. The roads really were like spaghetti and Derek had a good work out as I was navigating.



Long shadows on last day together

That evening we joined the group at their meal. The next morning we left a little later than intended as many of our new friends wanted to say goodbye to us. A great bunch of enthusiastic owners. We felt sad but looking forward to returning to England through Switzerland with an overnight stop in Troyes. Then through the St Bernard tunnel into Switzerland and back to the Autoroute. The scenery with its autumn colours and blue skies was breathtaking.

A week later and we were saying our goodbyes as we left the ferry at Dover. Little did we know that the white car was planning a new adventure. After filling up with fuel we said goodbye to Neil and Jo and started home using the A2/M2 and within minutes heavy rain started. It was dusk, wet and we were tired. We heard a squeak from the fan belt. Soon the charging light came on so we pulled into a layby and tightened the alternator, the charging light went out but before we reached the motorway it was on again. We turned towards the safety of Faversham and found a service station with a very large canopy to protect us from the rain. We soon identified the problem, the lower bolt had come out of the alternator so we replaced it with a bolt with a nyloc nut and were soon on our way again. Heavy mist was waiting for us in Warwickshire and tired eyes in the dark made the last bit a challenge.

Three Minis, red, white and blue had set off from Dover and travelled in convoy to Turin and back, almost 2,000 miles together at all times. Five people who had not met each other as a group before became a very close team enjoying their passion and enthusiasm for the Mini on a trip of a lifetime.

A BIG thank you to the key players, Neil and Jo Burgess, Philip and Julia Porter, Matthew Field and David Salamone. Not forgetting the film crew who were everywhere including on the road to the Aosta hotel. Unfortunately, a car ran into the back of Lynn’s car in France on the way home. She and Mary are OK but the car is damaged.

Finally, Matthew’s book won the Royal Automobile Club’s Book of the Year award on 30th October.

### Cliff Porter

PS. My very first article for the club magazine in 2001 was a report on my adventures on the Italian Job Millenium Run.

# Celebrating the Cooper Car Company

By David Hucker

As we reach the end of 2019 and remember those heady days of summer at events up and down the country celebrating the 60th anniversary of the Mini, there was another motor industry landmark to cherish and one very much linked to the Mini Cooper Register.

The story started in the late 1940s, when a family-run firm was founded in a small garage in Surrey. Little did that family know that the business would go on to be one of the most significant motor manufacturers in British history. John Cooper, along with his father Charles, started work in their



Mike and his son Charles Cooper being told that they had been made Fellows of the GRC Fellowship at Goodwood

Surbiton garage by building 500cc Formula Three cars. With the driver placed in front of the engine for practicality reasons, the seeds had been sewn for what would become the future of single seater motor racing.

The Cooper 500 soon drew the attention of the racing fraternity, and future stars such as Stirling Moss, Peter Collins, Ken Tyrrell and Bernie Ecclestone, all came knocking at the Cooper door. Cooper soon became the go-to specialist manufacturer for privateer racing teams, dominating the world of Formula 3 between 1951 and 1954. Fast forward just five years and the Cooper Works team, with Jack Brabham at the wheel of a Cooper T51, won the Formula One World Championship in both 1959 and 1960, the T51 becoming the first rear-engined car to do so. After a degree of success at the Indy 500, rival manufacturers overtook Cooper over the coming years. Following the death of Charles Cooper in 1964, the team departed the world of Formula 1 in 1969.

The most famous connection for Cooper, however, is arguably that with the Mini. John Cooper's development of the diminutive British saloon, originally built for the road, dominated saloon car racing and rallying throughout the 1960s, and took famous victories at the 1964, 1965 and 1967 Monte Carlo Rallies. The Cooper name is still very much involved with Mini to this day, and the company John Cooper Works, originally founded by John's son Michael in 2000, produces parts and accessories for the BMW MINI.

The historic Goodwood race circuit, set in the beautiful Sussex Downs, was the scene for a special celebration at its popular Revival, which this year attracted over 140,000 enthusiasts from all over the world.

Two race prepared Mini Cooper Car Company cars





Charlie Cooper receiving his Fellowship badge



Jackie Stewart in an F1 Cooper race car

Sixty years after the company's triumph in the Formula 1 World Championship, Goodwood paid homage to the Cooper Car Company with a jaw-dropping cavalcade of its best machines over the weekend of 13th and 15th September. "I was absolutely thrilled that Goodwood had decided to honour my father and the team 60 years on from securing its first World Championship," said Mike Cooper, the Mini Cooper Register's Honorary President.

"It was extra special that the celebration was held at Goodwood, as the Cooper family holds the distinction of being the only fourth-generation family to compete at Goodwood. My Grandfather, Charles, raced 500 F3s; my father raced 500 F3s and Formula 2 cars, whilst I and my son Charlie have both competed in the St Mary's Trophy in 2009 and 2018 respectively. It was a truly fitting occasion to look back on and celebrate the past 60 years of Cooper."

Goodwood went further when, in October, the GRRC Fellowship welcomed Mike and Charlie Cooper into their international motorsport community, helping to mark the second anniversary of the Fellowship's founding. "In 2019, Goodwood celebrated the Cooper name as

never before with the 60th anniversary of our first Formula 1 World Championship titles at the Revival," said Mike Cooper.

"Charlie and I, the family as a whole, have been left with indelible memories of the most magnificent gathering of Cooper racing cars and mementoes of our history, and the Fellowship means that we will stay close to the action throughout the years to come."

One of the principal benefits of the Fellowship is the opportunity to buy tickets to the celebrated Goodwood Members' Meeting, which opens the 2020 motorsport calendar on March 28th to 29th with a relaxed and informal weekend crammed full of historic racing action and crowned by the S.F. Edge Trophy for pre-1920 racing cars and the Gerry Marshall Trophy for Group 1 saloon cars. "There is a really impressive range of benefits for the Fellowship to enjoy that really bring you closer to the heart of the Motor Circuit and the Festival of Speed," Mike Cooper added. "Charlie and I will be delighted to wear our badges at every opportunity!"

**David Hucker**



A line up in the paddock of F1 Cooper racing cars



Homage to the Cooper Car Company Mini van on the grid

# Mini Boot Liner

By Richard Pengelly

## Mini Load Liner

Tailor made, robust liner. A practical solution to storing luggage while keeping the boot clean and tidy.



When I was at Beaulieu a few years ago looking at the concourse cars, it struck me that although they all had highly polished gleaming engine bays, at the rear, the interior of the boot often looked the worse for wear. This was in part due to stuff banging about in the boot and generally marking the paintwork.

At around the same time I found myself in much the same position as many owners, carrying a spare can of petrol (as the Mini petrol gauge is none too accurate), oil and tools, just in case the 50 year old car decides to give me some roadside trouble.

My car is a twin tanked S with a boot board so I thought it should not be too difficult to knock up a boot liner with the twin objectives to protect the boot interior paintwork and to hold fast those bulky items I always seem to carry about.

Boot liners are not a new thing for Minis and I include an illustration for the 1995 Mini accessory catalogue Figure 1. For this single tanked car without a boot board, Rover offered a plastic/fibre boot liner with recess that fitted snugly into the available space. In addition, they offered a 'much sought after' stainless steel tool box Figure 2. These single tank boot liners are still available from well known Mini retailers. However, the tool box seems to have been lost in the mists of time; has anybody got one?

## Mini Branded Tool Box

This stylish and much sought after polished stainless steel tool box with the distinctive Mini branding is ideal for those who like to tinker with their Mini. The kit is unique as it contains selected tools specially designed for servicing Mini parts.



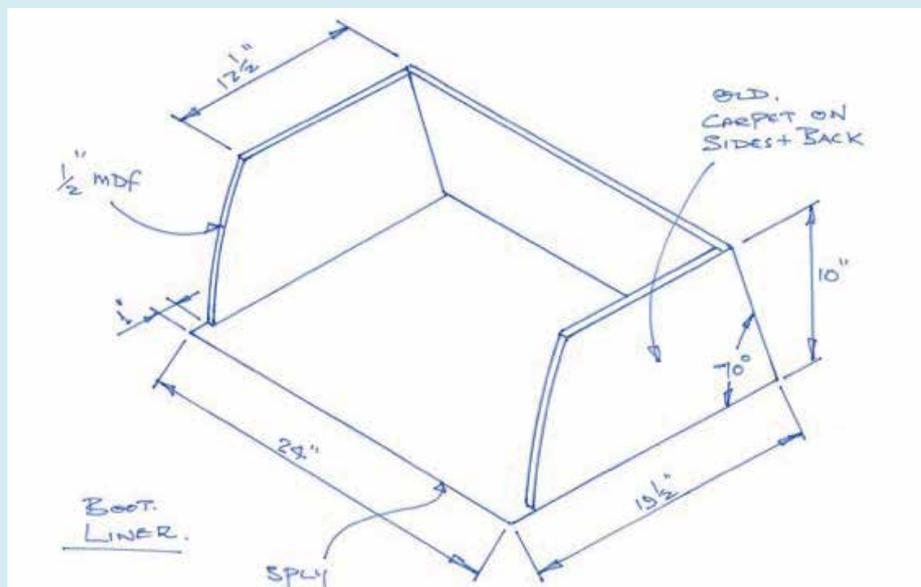
Now, whilst this Rover boot liner provided a base for stuff to be parked on the boot floor and stopped small items being lost under the petrol tank and spare wheel etc. it did not provide anchorage for those loose bulky items I always carry. So my solution was to construct something that was suited to my needs.

The three sided boot liner framework is made from 10mm/ 1/2" MDF with three ply for the floor. I stuck old carpet on the sides and rear to give the paintwork that extra protection Figure 3. This deeper liner design offers more protection for the boot area and is ridged enough to be hauled in and out fully loaded with all that essential equipment. This is not a definitive design by any means, but I offer it as a template for others to improve on Figure 4.

Fitting out the inside is a matter of personal preference and I have secured a spare litre of oil one side and a 5 litre fuel can on the other, the latter held in with a bungee strap. At the back a block holds eight spark plugs, with a plug spanner and a multi socket spanner are attached to the rear wall Figure 5.

This boot liner has been in my car for a few years now so I can confirm it works and is very practical. Being made of wood has let me modify it over the years to suit my changing needs, which included the metal 5 litre petrol can replacing the plastic one.

**Richard Pengelly**



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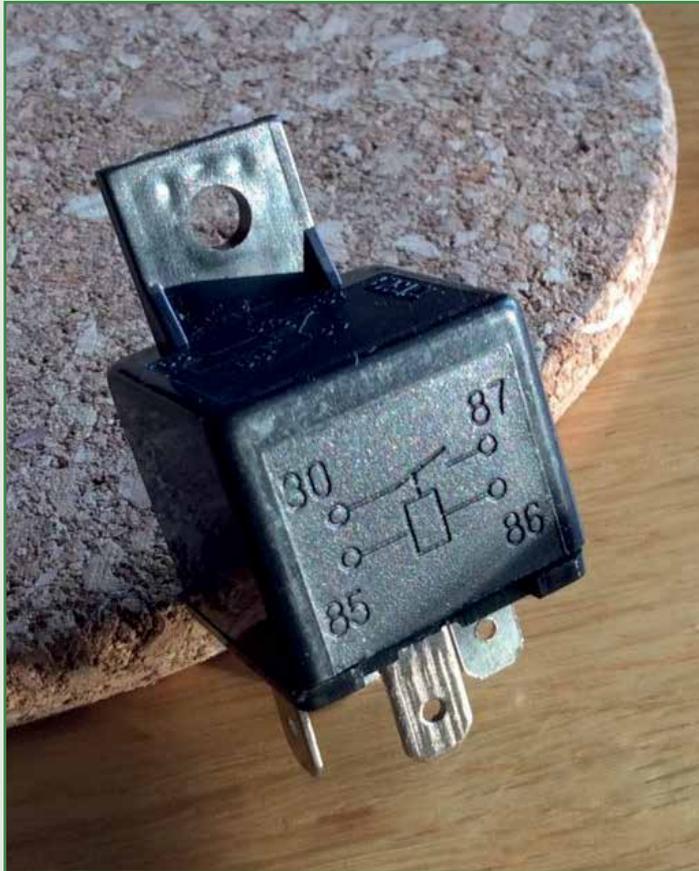
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# Warning - Fake automobile relays

By Peter Calver

I would like to share with other Mini owners a warning concerning automotive electrical relays that aren't what they seem. This type of relay is used in classic Minis from the late 1980s through to the end of production as well as many other car models. This is the type of relay in question.



When giving advice to a friend concerning fitting a relay to control spotlamps on a restoration project, I discovered that the connections on this relay did not match the diagram moulded into the cover. The connections to the coil and contacts were not as depicted on the case. As a result I opened up the relay and found this inside!



This is actually a relay for wiring into printed circuit boards. Note the low voltage D.C. current rating of 5A. The rating stated on the outside is 30A, which is normal for this type of relay.



It is interesting to see that the 'manufacturers' of this device have used a small piece of printed circuit board to adapt the relay to fit the case. This circuit board itself would not withstand high currents let alone the enclosed relay.

This type of relay would quickly fail if used to power high current items such as spotlamps, possibly welding the contacts shut.

But more importantly, depending on what this relay is attempting to operate, the incorrect connections to the blades could cause a short in the wiring loom and burn it out, potentially leading to a fire!

Sadly, I don't remember the source of this relay but now I will make sure that any I use are the correct specification and rating for their use. I checked those I fitted to my restored Mini Cooper and thankfully they were all OK.

Beware of cheap foreign imported parts they may not be what they seem.

**Peter Calver**

Mini owner for 52 years



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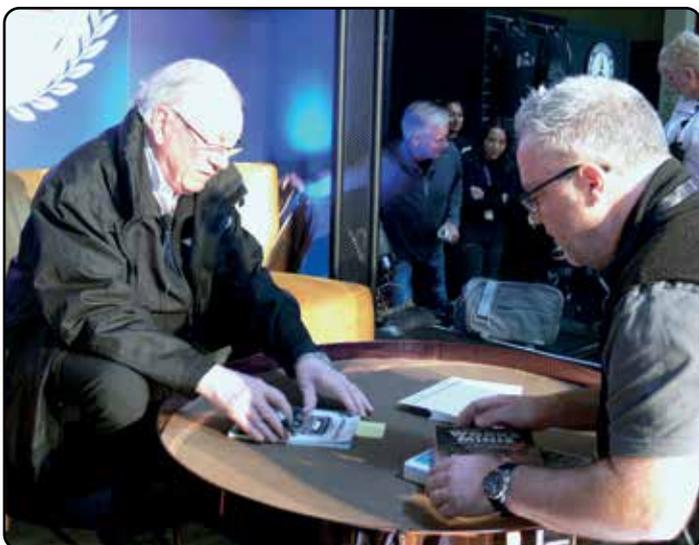
# OLD COOPER STUFF – Stephen Dalton

Motorclassica clocked up its 10th running at Melbourne's Exhibition Building over the 3 days of 11th -13th October and although it wasn't the first time Minis have had a presence at the event, it was certainly the most prominent for them this year.

These types of events are usually a long time in the planning stages and I was made aware at the 2018 event that for 2019 they'd be something special for Mini enthusiasts... and special it was. Although Mini's 60th anniversary just happened to be one of this year's event themes. Bentley and Citroen also had a major presence with both marques notching up their 100. There was also a celebration for Abarth's 70 years. In actual fact it was through my friend and Bentley owner, Phil Schudmak, that as early as February I was aware of plans afoot for Paddy Hopkirk to be part of the event.

But as mentioned, lengthy planning goes on and after initial contact there was a delay getting back to Paddy and as I understand he had another commitment set during the Motorclassica timeframe when they did. Not to let the Mini enthusiasts down, BMW Group Australia with their MINI brand had an equally talented rally and racing specialist fly down under to be part of the celebrations. That of course being special guest, Rauno Aaltonen and to book end the 1966 Bathurst-winning Cooper S combo, MINI also flew Bob Holden in from northern New South Wales.

Both of these motor sporting legends are still competing and busy as ever. By the time this hits your (UK) letterbox, Bob will have just turned 87 and of course Rauno as the younger of the two, turns 82 in the first week of January. Although the Bathurst win is what



Each day Rauno did an on stage interview with TV personality Glenn Ridge and afterwards enthusiasts queued for an autograph. Here Gavin Burbidge is about to get his Browning and Price tomes Aaltonen-ised



I first met Meaghan in 1997 at Roger Wall's in the UK, with her saying dad had recently purchased a Buckle Mini. It became a lengthy restoration that was bearing fruit as a beautifully painted shell in February 2015 when I visited Kevin and Sue Lucas. Unfortunately, bad health intervened and Kevin never got to see the finished product. Meaghan and James have done a beautiful job finishing this rare Aussie Mini special

The 'spare'... Jono Morris' ex BFM Broadspeed GTS raced mainly by Brian Foley Motors' business partner, Laurie Stewart because Brian was busy racing for the BMC (Australia) Works team. One day I'll work out how to get the book Jono has compiled for this car





Not the first race drivers pulled over for a chat by a Police Mini...  
Doug Jenkins genuine NSW Police Mk2 Cooper S with Rauno and Bob stopping by for a chat

they are probably best recalled for together, they aren't just a one trick pony because they've competed either together in events like 1991 Bathurst 1000, and if memory serves correct at Spa in Belgium. Or separately, but in the same events numerous times that include 1964 Sandown Six Hour, multiple Southern Cross rallies, London to Sydney's (1968 & 77) and Round Australia Trial. Both also have a million tales to tell! In fact Rauno had been to Australia during August for the Repco Reliability ReTrial (40th anniversary of the 1979 event he placed 3rd in). Then it was off to Goodwood in September and back to Australia for Motorclassica. Busy man!

It was a pretty big commitment for the Mini owners invited to have their cars inside the historic Melbourne landmark. I'm aware that several jumped at the opportunity, while some others took some convincing to take part. Be it because they thought their car wasn't good enough or simply the logistics involved. The thing was they weren't all about being BMC/Leyland/Rover- produced Minis. There were some rather special cars too and of course they aren't always plentiful in supply. So the broad approach meant cars were trying to be sourced from interstate and country Victoria, not just suburban Melbourne. That comes at an owner's cost to get the car there and



Not so 'Plain Jane' now (tongue planted firmly in cheek)...  
Genuine 'Works 850' as certified by Rauno signing the Crosthwaite 1961 850 sunvisor – Bob did too



Definitely Exported... 1974 Innocenti I 300 Export,  
first one I've ever seen on Australian soil

accommodation for a week. Given the 14 'chosen ones' placed on the mezzanine level had to be craned up on the Tuesday preceding and then craned back down the Monday after the 3 day event it was indeed a big commitment. Fortunately though, they were great examples for not only fellow Mini enthusiasts to enjoy but a crowd said to be 21,000 that filed through the doors to admire all the various cars presented this year.

As many of you will be aware by now, Jono Morris' 28C BMC (Australia) -Works 1967 Bathurst Cooper S shown in my September **CooperWorld** piece turned up at Goodwood Revival - now that's commitment! (Editor - Yes, I was amazed to see it there too!) So for



Martin Stone's November 1962 UK-built Morris Cooper 997 – exported to Australia the following month. With ownership known from around 1966 when Ken Bracken (refer September's feature) as a young bloke got it and drove it like young blokes do! Like so many Coopers modifying it with 1275-based engine along the way. Martin restored it back to original specs in the late 90s



Motorclassica's outdoors 'Club Sandwich' area also had Minis. I was able to give Andrew Taylor some history of his Aussie-built Osmond green/Saxon green roof 1963 Morris Cooper 997 going back to the mid 60s. That's when Irishman Declan O'Hara arrived in Oz and used it for daily duty and weekend motorsport. He was Mini Club president when I joined in 1981

Motorclassica he sent his 'spare' across from Adelaide in the form of the ex Brian Foley Motors Broadspeed GTS. To compliment it, Meaghan Lucas from northern NSW showed off her recently completed Buckle Monaco. A major restoration that was started by her dad, Kevin, but unfortunately he passed before it was completed. Then there was Steve Schmidt and his Mini Marcos, which is one of the two shipped to Australia by Mike Champion and Graham Howard in 1966.

The rest of the cars on the mezzanine were more in the body form as they were originally intended, although had come out of various factories within the BMC/Leyland/Rover empire and in various incarnations of the Mini theme. The earliest dated from 1961 and to book-end the sequence of classic Mini with the 2000 JCG. That earliest was Arthur and Margaret Crosthwaite's Chartreuse (light green) 1961 Morris 850 nicknamed 'Plain Jane' – this being from BMC (Australia) 1st year of production. Utilising the contents of the UK CKD kit it was put together in Sydney. When new it was sold by BMC dealer, Syd Mills Motors in Mildura - the citrus capital of Victoria and is within one of the first 2,400 built here.

The rest of the presentation included...  
 Antony Bird 1962 Morris Cooper rally tribute  
 Martin Stone 1962 Morris Cooper 997  
 Ron Walker 1963 Morris Mini Traveller  
 Shane Davies 1966 Morris Cooper S 1275  
 Graeme Urch 1967 BMC Works Austin Cooper S LRX 828E  
 Stuart Rigby 1968 Riley Elf MkIII  
 Doug Jenkins 1970 NSW Police Cooper S  
 Iain Rossiter 1971 Leyland Clubman GT  
 Olindo Paterno 1974 Innocenti Cooper 1300 Export  
 John Holloway 2000 JCG Rover Cooper

There were also several classic Minis scattered around downstairs, not least on MINI's own stand and outside in the 'Club Sandwich' section where the hope was to have 60 Minis.

Like so many classic car events an auction is often an integral part of the proceedings. This year at MC, Shannons ran a heritage numberplate auction on Saturday evening. Custom plates are a nice little earner for the various Australian Registration Authorities (not centralized like the UK) and there appeared to be enough money being splashed against one another in the hope to win the rights to display the various 'Victoria' 3, 4 and 5 numeric combinations on offer. Strangely enough many had 8 in their formation. VicRoads made a packet and I dare say Shannons did ok on the commission. Hammer prices ranging from Aus \$22k to \$181k for the plate that simply had 'Q'! Given the no nonsense effort compared to running a car auction, this was money for jam!

**Stephen Dalton**

# Competition Secretary

By Peter Barker

## Motorsport UK changes for 2020 and beyond

For the first time in as long as I can remember (and I started competing in a 998 Cooper as soon as I passed my driving test in 1981!) we have leadership at the UK's motorsport agency that understands the issues of modern day grassroots motorsport. Chairman David Richards has been out and about this summer and autumn, actually competing in club events and talking to motor club members.

The Mini Cooper Register is a registered club with Motorsport UK and so is able to promote motorsport events. Members of the MCR can also compete in other club's events if invited to do so.

For 2020 and beyond, Motorsports UK are promising new investment and some changes to the license structure for those wanting to compete in local, national or even international events. In order to entice new people into the sport entry level they have come up with what they have called Clubman's licenses and these will be free to obtain. This should enable MCR members for instance to compete in other club's events if the MCR is invited to participate. We are members of the Association of South West Car Clubs and the Association of North West Car Clubs which gets us invitations to a whole host of events.

Members over 45 years of age should find that the expensive medicals formerly required for some national and international licenses, are either reduced in cost or done away with altogether. For those of us who grew up with the early Mini Cooper this is of course good news. It will also benefit others in due course. I will let members know more as it is communicated to me, but overall these seem very positive steps. The only pity is the David Richards won the 1981 World Rally Championship in a Ford Escort rather than a Mini Cooper - but we won't hold that against him (much).

**Peter Barker**

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# The Mull Rally

By Clive King

Our story started months before the entries opened when my friends at Mini Sport suggested we enter the Mull rally. This is an event I have always wanted to do. It was the 50th anniversary of the first running of the event, and 60 years of the Mini. Sadly, I was told I probably would not be able to obtain any accommodation as people had booked 12 months in advance.

Luckily, Daniel from Mini Sport put the word out, and was offered an available flat if I needed it. This was quickly booked, so now I was committed. Entries opened and I quickly put the entry in, later finding that they had received over 170 entries in minutes. With the ferry to Mull booked it was all systems go.

We arrived a few days early to complete a recce of the stages to discover small, bumpy roads that looked difficult to master. We had decided to do our own thing, not get drawn into battles with other people. It was going to be a long rally.

The event started on Friday evening so with spot lights fitted it was off to the first stage. The rain was pouring down, but we set off into the night with the lights burning into the darkness. Within a mile the map reading light went out, meaning Anton could not read the pace notes. Anton frantically played with wires



James Officer

Off we go on a day stage

until the interior lights came on, now he had to find where we were on the stage and find his place in the notes - a very difficult job. The stage climbed up a large hill with many hairpin bends, blind crests etc. We knew we were losing time but pressed on as fast as we could.

The next stage was attacked with Anton using a torch which was okay until he tried to turn a page, and again he lost his place in the pace notes. With a run back to service the guys all fell on the car



Literally flying in the air on the day stage

Taking it cautiously on a night stage

James Officer



to try and find the problem. The solution was to run an extra wire to feed the map reading lights. Back out on the stages and the problem returned. So we just had to get through Friday evening as it was and suffer the loss of time.

I was also finding it difficult to read the twisting roads and thought the spot lights were not illuminating our way as they should. We finished well down the field when we came to the end of the first leg. We had at least got through the first night, which was more than you could say about lots of cars.

Saturday started well we could see! We started to try and get use to the roads and not make any silly mistakes, it is a long rally with 157 stage miles. We had a better run on Saturday even catching a Ford focus WRC and Subaru Impreza - this must have upset them. We gradually moved back up the field but were still way down following our problems the previous evening.

The last leg was again running through the night so I had tried to fix the map light, and was hopeful I had found the problem. I also decided to move the outer lights down to try and give me a better view of the road following my problems Friday evening. On the way to the start I discovered the centre spot lights were not working, no wonder I could not see Friday! With only one spare bulb it was '3 lights on my wagon'.

We decided not to do anything silly on the last night, with the lights a bit better and the map

light working without an issue, we continued to the finish with only one problem; the new bulb in the spot light gave out. We even managed to catch a car on the last stage.

To our surprise we discovered we had won our class which was an amalgamation of all historic classes. This is on the 50th anniversary event and 60 years of the Mini.

We also won the Mini Sport award for best Mini in class with a £500 bonus.

### Clive King



The Mini Sport team



## Ex-Works and Competition Car Register



Robert Young

### Works Tool Roll saga

Just when I thought we'd finished this subject, which I have written about for the last couple of months, our editor Paul Sulma, the owner of the RJB 327F produced the tool roll that was fitted to his car, which is quite different to the type we are familiar with. This tool roll is much deeper with additional pockets below the slots for the tools. These I would assume are for small bits and bobs that need to be ready at hand.



The very deep Works tool roll in RJB 327F



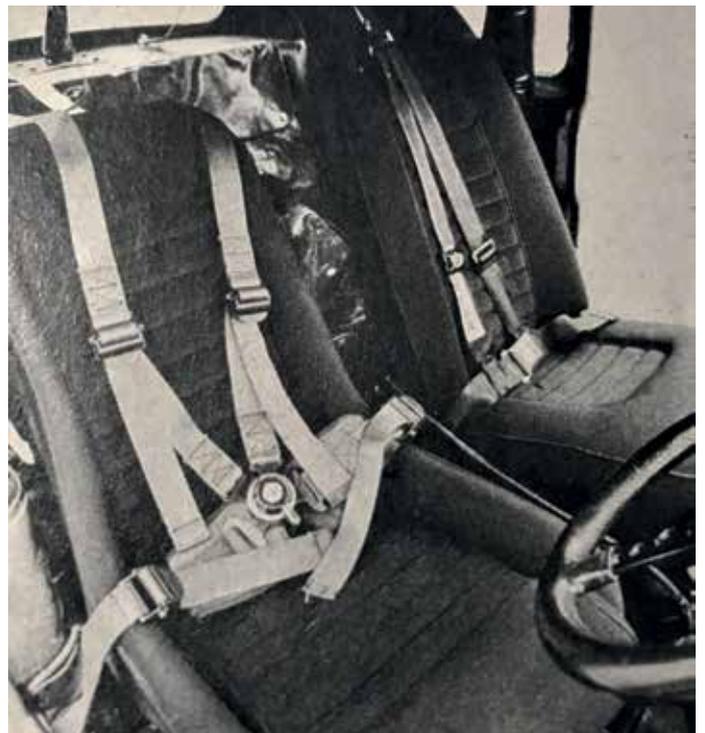
Further, he has shown two additional bags he tells me were secured below each side rear window. These, we are told were to house the crew's personal items rather than tools. Abingdon did produce tool bags which were exactly that – bags for extra tools and spares carried in the car. These were generally stowed in the boot and are of two types – those held securely shut with a zip and others with simple lift-a-dot. Getting back to the tool roll and crew bags that Paul has with RJB327F.

These I would think may well not have been crafted at Abingdon but were instead fabricated in Australia when the car was shipped to the other side of the world. This was after its days as a race car were



The crew bags or extra tools spares bag, secured below the side rear windows

over and the car was then used for the 1970 Southern Cross Rally for Brian Culcheth to drive in Australia. I say this simply because I've not seen any of this type of tool roll or crew bags before. My theory is that when the car was shipped to Australia, it was devoid of such equipment and so the BMC importers crafted these themselves. Who knows and if anyone does then let me know!

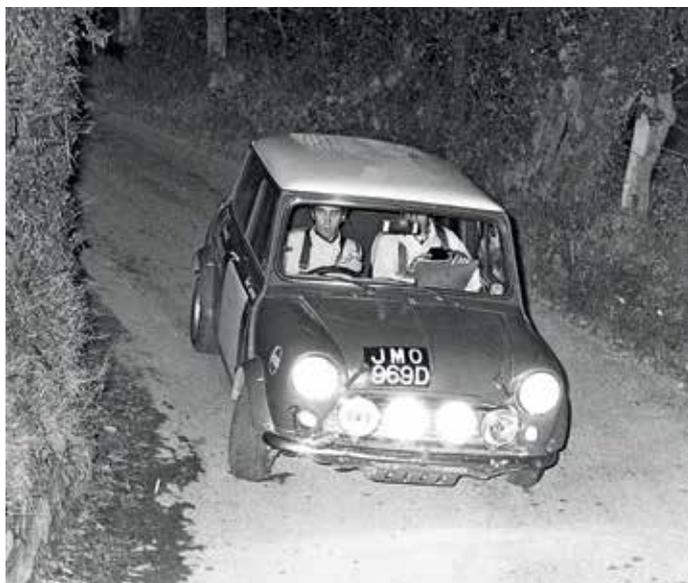


Interior shot of RJB 327F where you can just see that rather large tool roll over the rear seat

Still on the subject of those tools in the tool roll that I listed out previously, Guy Smith has been in contact and has expressed the view that the list of spanners is probable not totally correct. This is largely because it appears to be devoid of any Whitworth spanners needed for SU carburettor fittings and also for the Lucas 700 lamps. Those lamps I do know used a butchered ring spanner to adjust them which had a large gap cut out of it so would fit the nut over the cable. Guy is of the opinion that some of those spanners are simply nonexistent and may well have been listed incorrectly. He also feels other specialist tools are missing from the list. This list however has to be looked at as a moment in time, in that it was the list of the tools and equipment that was found by the author in the car when he wrote the article. Some items may well have been missed, were not there, or simply were listed in error. Either way, it shouldn't be looked at as definitive as I'm certain what was carried in the cars changed frequently. Let us remember these tools and spares were for the crew to use should they become stranded. They had the back up of a service crew to fettle the car at regular points along a route. I'm also sure weight became a serious consideration, as time went on, where Abingdon became more aware of all the extra weight they were carrying in the cars. As the opposition became faster and the Mini struggled to keep pace, anything to reduce weight was taken seriously. In any event I'm sure several of you have been scouring that well known on-line auction site for Superslim spanners and the prices have already started going up as a result.

### JMO 969D

After numerous false starts, David Brazell tells me he has at last got going again with the restoration of JMO 969D. Despite having the car for several years, David has been undecided on exactly how to proceed with the car, largely because of its long and distinguished post Abingdon career at the hands of clubman Rob Lawrence. The original idea was to build the car back to its Circuit of Ireland specification, which it will now basically be, but with a slant to how the car was when Rob Lawrence owned it.



Rob Lawrence with David Stephenson at the wheel of JMO 969D on the 1971 Dubonnet Rally, the opening round of the 1971 Motoring News Championship. They finished 7th overall

David has been in touch with Rob Lawrence who is both keen to help with advice and has helped with some period photos. David is also keen to get Rob back behind the wheel which will be great to see. The car will definitely not be presented as a concours car but will be a sympathetic restoration of the shell to reflect what the car is about. JMO 969D may not be the most original car around but David has found a good number of very suitable original Works parts, which will add greatly to the car and I'm sure the finished build will reflect well on the car. David is aiming to get the car finished it time to enter the club's Minis to the Alps run in September. So it will be great to see the car in the Alps in the late summer sunshine.

### RAC Rally of the Tests

As we went to press, Steve Entwistle and Mark Appleton in Paddy Hopkirk's car 6 EMO were in the lead after the early prologue test of this year's RAC Rally of the Tests. They lead the way for the 76 crews taking part in this year's event. With numerous Regularities, special tests and one a navigational Time Control Section to conquer, both drivers and navigators alike will need to be at their best right from the word go to repeat last year's win. Their entry is supported by one of our sponsors Mini Sport and our other sponsor, Hagerty Insurance; also have an entry in the shape of Tim Sawyer who is in an Escort. We wish them both well on this event which is a close enactment of how the RAC Rally once was before it became a special stage event.



Steve Entwistle about to start one of the night time tests

### Russell Brookes

You may have read in my Chairman's Chat a tribute to Russell Brookes who sadly passed away in late October. He was of course well known for driving top end machinery and achieved great things but he, like so many in their early years, got his experience in Minis. He was at the wheel of the ex-Works Mini OBL 45F during the RAC in 1972 accompanied by Mike Nicholson. Sadly, by 1972 the Cooper S was simply making up the numbers, and the records show they retired at half way when they broke two drive shafts in quick succession.



Russell Brookes in OBL 45F on the 1972 RAC Rally of Great Britain – back when it was a proper rally!

It would not be long however, before Russell Brookes found himself in more modern and powerful machinery, starting with Escort Mexicos. This was to be the start of his climb up the ladder to eventually win the British Rally Championship in 1977 when, by then, he was at the wheel of an Escort RS1600 – but it all started with learning his art in a Mini. A sad loss.

### Robert Young

## Cooper S Mk I Register



Simon Wheatcroft

Glass is something we normally look straight through although I do occasionally get questions about it. Someone was viewing a 1966 car recently and was concerned to see that there was a mixture of Triplex and Indestructo glass. Austin, Ford and Pressed Steel all owned a part of Indestructo at one time. It is far from unusual to find a mixture of both brands in one car; you can even find both in the same door as we shall see.

Both Indestructo and Triplex branded glass could be found in the Mini range until Triplex Safety Glass bought out

Indestructo in 1967 and shut the Indestructo factory, which was in Park Royal in North London, very shortly afterwards. So quickly in fact, that questions were asked in the House of commons.

Dating of mid 1960s Triplex glass is pretty straightforward, the location of the dot under one of the letters of 'Toughened' or 'Laminated' indicating the year of manufacture; a dot under T or L is 1961, O or A is 1962 U or M is 1963 etc.

For the quarter of the year one dot above one of the following letters is the clue

- T is Q1 i.e. January, February, March
- R is Q2
- E is Q3
- X is Q4

Indestructo really needs a Rain Man like memory or handy reference source. Below the 'I' of Indestructo you should find two letters, the first letter is the code for the quarter of the year of manufacture, the second letter indicates the year of manufacture.

The quarter is relatively straightforward using four letters of BRIT; B=Q1 R=Q2 I=Q3 and T=Q4.

The year is trickier, it uses the letters of INDESTRUCTO but there is a slight problem or two:

- 1) They didn't start with 'I' indicating a year ending in 1 but ending in 7 so 'I' is 1957 or 1967
- 2) As you may have noticed there are eleven letters in Indestructo of which two are T's. Usually they did not use the second T but in 1966



Indestructo glass in a July 1966 car but RT could actually be from Q2 1962 or 1966



Same dates – Q4 1966, same door – but different makes. Triplex markings are often rather more feint than Indestructo

someone seemed to forget about that for the first two quarters of the year with the result that BT could be Q1 1962 or Q2 1966 and RT could be Q2 1962 or Q2 1966. By Q3 they had reverted to their usual format with IO and TO being used for the last two quarters.

These days with our OCD we would probably expect the markings to be symmetrical and the correct way around but with Mini glass being flat you often end up with the markings on one side of the car being the wrong way around as is shown in the picture with the two makers markings.

In other news a rather tired and accident damaged but saveable 1275 Cooper S rolling shell of August 1965 vintage appeared on that well known auction website and, not surprisingly, provoked quite a bit of interest. Originally despatched to Baltimore in the States, the car had made its way to Ohio by the early 1970s before being taken off



The ebay listing pictures were not great but the accident damage is visible



A few pieces of the interior trim remain



The twin tank connecting pipe remains as do the tank breather pipes and right hand tank support bracket

the road presumably because of accident damage. Well stripped of most Cooper S parts at some point in the intervening years, a car like that, or what is left of it, is a pretty rare thing these days. Despite the lack of the S parts and the seller's apparent reluctance to confirm the presence of the original chassis plate, it was bid to over £5,500 before the almost inevitable early ending of the auction.

There was recently the unveiling of a plaque to recognise where the Italian Job Minis were lowered into the sewer system that was used in the making of the film. As you may well be aware, the sewer wasn't in Italy but on the outskirts of Coventry. Two of the people involved in the driving sequences in the film, David Salamone and Rémy Julienne, were both present as was Matthew Field author of the latest book about the film *The Self Preservation Society - 50 Years of The Italian Job*. Amongst the interesting facts that have emerged from his book are:

1. The film company was loaned six Mk I Cooper Ss by BMC and that after filming was completed the cars were returned to BMC.
2. Although all the cars wore Austin badges in the film, the two blue cars were actually Morris's according to the record cards still held by Paramount!
3. One of the white cars was, as suspected because of the seat colour, originally Tweed grey/OEW

When one thinks about it, it seems very logical that six cars would have been required because the last piece of filming to be completed was the sewer scene; the three cars that carried out the roof jump were not driveable afterwards so they would have needed a further set of vehicles. The red car used in the sewer sequence, although still driveable, had a damaged roof which means that probably only one blue and one white car returned to BMC in useable condition; as we know one of the white cars appears in *Vive Le Sport* bearing its real registration number NOC 74F along with another BMC owned car in the shape of Mk 2 Cooper S LOB 884F.



Italian Job replica Cooper Ss at the plaque unveiling in Coventry



Ex Italian Job NOC 74F makes a fleeting appearance in *Vive Le Sport*

This month's old competition car is one of a number of UK registered cars that were campaigned by Spanish drivers in the mid 1960s. Although UK registered, they were left hand drive and some had distinctive small number plates on the left side of the bonnet. The picture shows Jaime Sams in his Austin 1275 S on the 1966 Costa de la Massana hillclimb in Andorra; a car he also raced.



Jaime Sams pedals his UK registered 1275 S to a class win on the 1966 Costa de la Massana hillclimb in Andorra

That's all for this month

**Simon Wheatcroft**

## Cooper Mk I Register



*Barbara Alexander*

Just a brief update on register activity for this month, it has been quite quiet as is usual for this time of year as the days shorten and temperatures fall. However, Stephen Mann has been in touch regarding the restoration of JAY 55D. This Morris 998 was built in the 2nd quarter of 1966 and being road registered in July of the same year. JAY has been known to the register for some time having originally being added by the first registrar John Kelly. A restoration has been in progress and despite being lengthy it is nearing completion. JAY is a monotone Tartan red car and has been sprayed by Stephen's brother who is also a former owner. He recalled the car having a red roof rather than the more common black. Monotone painted cars were only available via special order and there are several on the register, not just red but other colours as well. It is



pleasing to see that time has been taken to source or repair the original Hydrolastic suspension, and Stephen is keen to keep the car as original as possible. Elements of the interior need completing but Stephen should have the car ready for next year's show calendar but promises some more photos of the project before that.

That's all for this month,

**Barbara Alexander**

## Cooper S Mk 2 Register



*Nick Hunter*

Hard to believe but here we are with the final report of what has been an incredible 60th anniversary year for our favourite little car. Highlights for me have been both of the Goodwood events, the Members Meeting in March with that race for 60 pre 1966 Minis and then the Revival in September with the huge Mini celebration, that book ended the celebrations nicely. In between there has seemed to be something going on every weekend for the Mini enthusiast including of course our big event at Beaulieu.

I thought I'd end the year with a round-up of Mk 2 S cars currently on the market to give a flavour of what's available and a rough idea of current values. Ebay and the 'Green top' CarandClassic websites continue to be the favoured sites here in the UK, so here are a few cars that caught my attention on sale as I write this at the end of October.

First up we have VKA 299H, a 1969 Austin finished in Almond green with a Snowberry white roof, offered by a Yorkshire classic car dealer. Those in the know will recognise the registration as coming from a very late batch of cars produced in early 1970 for the Liverpool Police force. This car is indeed one of those cars and whilst I do have it registered, I don't keep full details as these will be held by Dave Davies our Police car registrar. The details I do hold include the chassis and engine number which, as expected, run in close sequence to the other VKA cars listed. The colour recorded is Tartan red and black, it's not unusual for these cars to have had at least one colour change from their factory supplied Police white as there's no colour originality issue to consider. It appears that VKA has had a recent comprehensive restoration undertaken to a very high standard and it's good to see that the original Hydrolastic suspension has been retained. Under the bonnet all looks nicely finished off, the 'Harry Moss Maserati Air Horns' are a period extra and the bigger carbs top off a nice fast road engine spec atop a

straight cut gearbox. The front panel does not show the metal tape body number to the right of the bonnet lock so has been changed at some point. Inside the car is nicely finished with original factory recliner seats and aftermarket leather rimmed steering wheel and a dash mounted rev counter. The underneath of the car is in body colour and again is well finished off. Altogether then a very nice-looking car and priced at £28,500.



Lovely shot of VKA 299H with what looks like excellent paint



VKA displaying good door and boot fit



Very tidy engine bay for VKA, note larger carburetors and air horns



VKA's smart interior



VKA underside in great condition, Hydrolastic clearly still in place

Next up is a Tartan red and black Austin registered EYY 94H. Checking the register, this car is not listed, so it is not a car I can verify in any detail at this stage. It does however have a Heritage certificate which is encouraging, but obviously a full check over of the car would need to be made. From the photos you can see the chassis and commission plates are in the later position on the front



EYY 94H looking very smart, Lucas spot lamps adding to the period look

panel which is again a replacement. Noticeable departures from standard under the bonnet are the one and a half inch carburettors, and larger Mk3 type servo and alternator; it does though look like the Hydrolastic system is still in place. There's only one limited shot of the interior, but it does look to be good with just an aftermarket steering wheel added to the usual standard spec. Externally all seems



EYY side view, I'm hoping the driver's door is just off its latch



EYY engine bay, Mk 3 servo fitted and recent radiator, note position of commission and chassis plates, correct for a late car



EYY interior, looks good with sought after Britax harnesses, those 'Mini' branded floormats and nice Woodrim wheel incorporating original steering wheel badge

present and correct with just the addition of the Lucas Works style spot lamps and the later style driver's door mirror. One family owned since 1991 and a full restoration back in 2002 help fill in a little of the car's history, asking price for this one is £33,500.

Next we have a car which has featured many times in this column and will be familiar to most. CLM 791H is the famous, or should I say infamous, 1969 Snowberry white Morris Mk 2 S that was bought as



CLM 791H, a car that needs know introductions



CLM on 3.5j standard S rims, a real Q car



CLM engine bay, this is what a Downton No5 Touring conversion looks like

a 'getaway' car for a criminal gang in London, and has featured at a number of Mini shows over the years. Advertised on eBay, its back story makes for fascinating reading and helps explain its sub 8,000 miles covered from new. I've seen this car in the metal a number of times and it really is a gem and a great reference point for a standard spec. original car. Add to this the fact it had a Downton No5 Touring conversion fitted from new and this makes it a very desirable car. The price is POA, so I'm thinking it will not be cheap.



Interior of CLM, note the original carpets and factory reclining seats



Underside of CLM demonstrates the sub 8k mileage

Continuing the Snowberry theme, a well know Cambridgeshire Mini specialist has WPC 557G a 1968 Austin listed for sale. Despite the registration this is not a Police car (sorry I couldn't resist that) but it is currently on the register and registered a long time ago. Build date is not known but from the engine and chassis number this is a late three synchromesh gearbox car. The photos are promising and the car looks in very good shape, described by the vendor as in 'lovely

useable condition'. Under the bonnet all looks correct with just a few departures from standard such as the Oselli rocker cover and air horns. The front panel has clearly been replaced but it's again pleasing to see the Hydrolastic still in place. Being a 1968 car, the chassis plate is in the usual position on top of the radiator shroud and the commission plate under the servo on the inner wing. One thing I can't forgive though is the plastic replacement clutch master cylinder, oh dear! Inside, the interior looks in very good shape, with a very new looking set of reproduction Newton Commercial reclining front seats and smart Moto Lita wood rim steering wheel. The fitment of some distinctly modern ICE looks a little incongruous but could easily be removed. Outside the bodywork looks excellent, with good panel gaps and excellent paint even under the wheel arches suggesting perhaps recent work. Sitting on a set of the now almost obligatory Rosepetal wheels, this looks like a very nice car. Price for this one is £24,995.



WPC 557G, very smart looking car



Rear view of WPC, note the rare factory option heated rear screen



Boot of WPC, nicely detailed but looks like reproduction bootboard



WPC engine bay, needs to lose the plastic clutch master cylinder



Smart interior of WPC looks like Newton Commercial reclining seats, but the ICE looks a bit out of keeping

Just a small selection there then but I think it's fair to say that the market has slipped a bit this year with very good cars now looking to be in the £25-£30k price range. Of course cars with interesting history, and high levels of originality e.g. CLM above, will command a premium to reflect their history, condition and rarity. I hope this little glimpse into the market helps anyone looking to buy or sell a car. Remember if you are looking to buy it may be worth calling me to see if I can provide any information about your prospective purchase.

That just leaves me to thank everybody who has contributed to the Mk 2 Cooper S Register this year which is much appreciated, and to wish you all a very Merry Christmas and Happy New Year

That's all for this year

Until next time

**Nick Hunter**

## Cooper Mk 2 Register

*Graham Robinson*

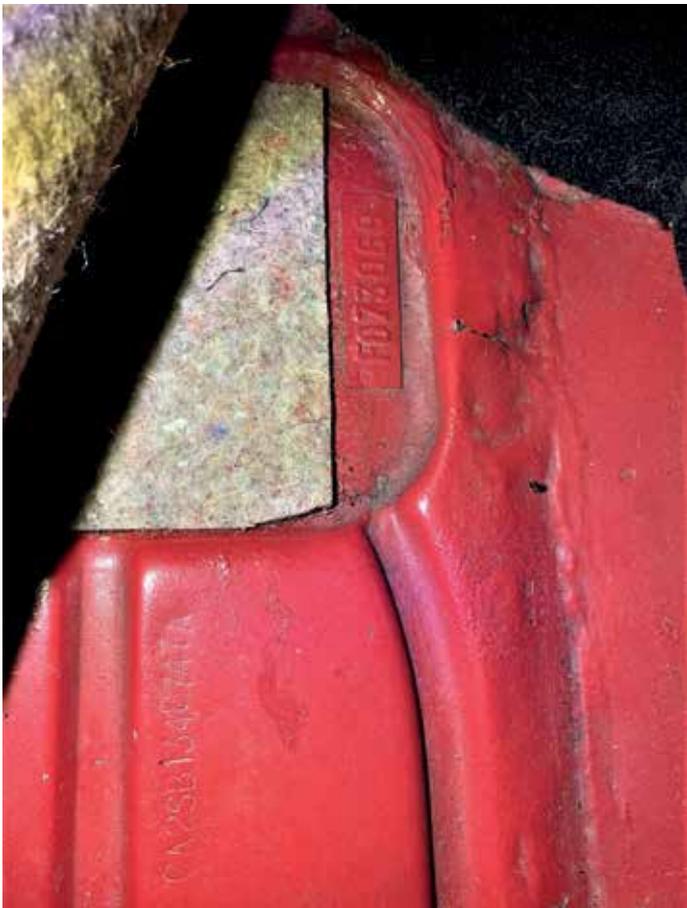
It's been quite a year for enquiries from abroad and we end the year as we started. Jonathan Hartop lives in Switzerland and contacted me with regards to the chassis number on his car Austin Cooper. According to the BMH Certificate the car is a September 1969 built car for export and it was first registered in Switzerland on 20th October 1969, so it is a very late Mk 2. Jonathan is fortunate to have the original Service Book which confirms the registration date. The chassis number on the Heritage certificate matches the one on the car but Jonathan queried why the 'L' export marker is missing from his chassis number prefix? The simple answer is I don't



Jonathan Hartop's Mk 2 Austin Cooper

know. However, in the years of Mk 2 production, export cars out numbered the home market. Is it possible that 'Home Market' cars were converted to LHD to meet demand? If anyone knows I would like to hear from you. I have checked the chassis numbers for French registered Mk 2s that I have and about half do not have the additional 'L' Export marker. The chassis number of last French car with the 'L' Export marker starts 1316 which is before Jonathan's. Checking the register, I have another UK registered Austin Cooper within the same group of 50 chassis numbers as his.

Jonathan mentions a second chassis number being present in the RHD passenger footwell and an FE number. I know FE numbers appear in the RHD footwell of Mk 3 Cooper Ss because I owned one for many years. It is a simple check to see if the floor has been replaced.



FE number tag welded to the floor in driver's side footwell

Not many restorers bother to chisel off the FE number and re-spot weld it to the new floor. I also had an Mk 2 Cooper and spent a lot of time in the driver's side footwell but I can't remember seeing one. That was a long time ago and the memory fades over time. Likewise, the long reverse stamped body number on the right hand side of the bonnet locking panel is discarded when the front panel is changed. Repair shops back in the 1960s/70s were not too bothered about heritage if the car was in for a front end repair. The location of the second chassis number is new to me. The only occasions I have seen a second chassis plate is on one or two French registered cars. These were riveted to the cross member under the passenger seat. A more likely place for them than stamped in the footwell under the carpet. But I'm sure the Swiss Authority was more stringent with its regulations and had a good reason for its location (see photo). Whether it was stamped in the factory or the importing dealership is a mystery in itself.



Duplicate chassis number stamped in the footwell too



Engine bay before restoration

Jonathan has owned the car for the past 26 years and is the third owner. When he bought it, he telephoned the supplying dealership which still existed at the time but run by the owner's son. He managed to speak to the father who still remembered selling the car when it was new. Jonathan says it was a lovely moment to talk with him. A good few years into his ownership, he decided the engine bay was looking very tatty and so started a full restoration of the car which at the time, had around 165,000 fully documented kilometres. As often happens with restoration projects, other priorities took over and it ground to a halt. However, the bodywork, subframes, suspension, brakes, engine and transmission rebuilt, etc. had been completed. About 5 years ago he started putting it back together and now that work is finished, with the car is running really well. Judging by the photos it is a credit to his labour. Sadly though, the time has come to part with it and hopefully by the time you read this, the car will be in new ownership. The car has spent all of its life in Switzerland and long may it continue.

Well that's about it for 2019. I would like to take this opportunity to thank Jonathan and everyone that has contributed to my reports during the year.

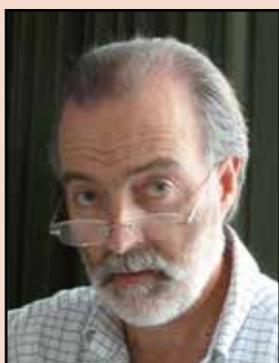
And lastly, I would also like to wish you and your families a very Merry Christmas.

Until next year

Happy Coopering!!

**Graham Robinson**

## Rover Cooper Register



*John Parnell*

the Autocar & Motor magazine dated 14th June 1989. Back issues can usually be found on the internet and at autojumbles.

### Too Good to Be True 2

Last month I highlighted a John Cooper Conversion SPi Rover Mini Cooper up for auction with H & H at Duxford. The car had 25,721 warranted miles on the clock, ticked all of the boxes for provenance, a comprehensive history file, complete owner's handbook wallet, and looked quite smart with a long MOT. The downside was its chequered MOT history with no fewer than five tickets across four months during 2008 including three fails, one of which had two counts of serious bodywork corrosion.

The guide price for the car was £10,000 - £14,000. The actual hammer price (including buyer's commission and VAT) was £11,812.50, showing that it only just crept over the line at the bottom end of expectations. I did not see the car in the flesh, but clearly others did. So, you have to wonder what the guide price would have been and what it might have finally fetched, had it not been for the glaring MOT history highlighting its many bodywork corrosion problems of the past.

Gosh! Where has 2019 gone? When the big story of the Millennium Bug in 1999 seems like only yesterday, then life is surely racing by. Still harder to believe, is the realisation that the Rover Mini Cooper story itself, started to gain traction here in the UK with the launch of the first Rover-backed John Cooper conversion in 1989 – a whole lifetime ago for many of our younger members, but still like yesterday to those of us of, how should I put it, more mature years. If you want to re-live, or indeed read all about it for the first time, you can do so in glorious print and full colour in

# AUTOCAR & Motor

95p 14 JUNE 1989



## YOUR COMPLETE GUIDE TO THE NEW ROVER

Autocar & Motor 14th June 1989 featured the launch of the first John Cooper Conversion



With a better MOT history this car could have fetched a higher price

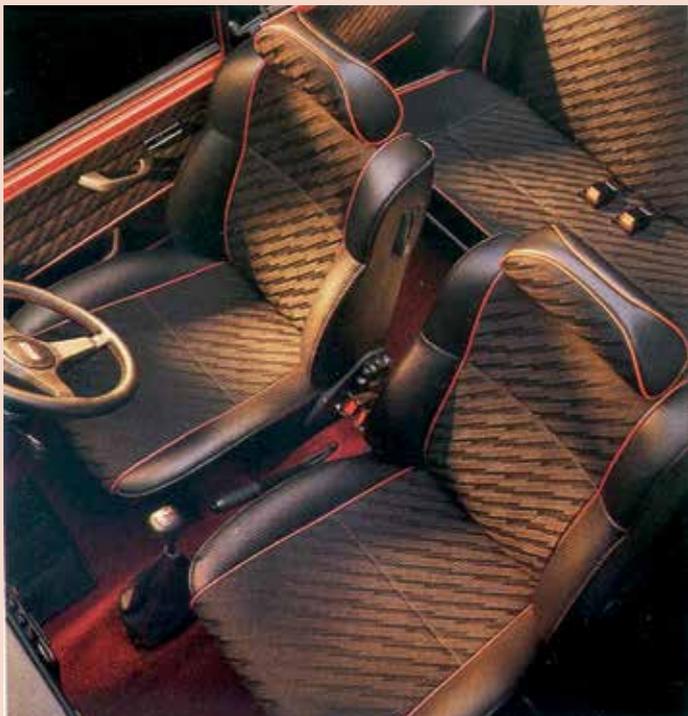
### Rover Mini Cooper Seats and Interior Trim- Part 2

November's report also featured the first part of a detailed look at the different interior styles that could be found in the various Rover Mini Cooper models. We ended with 1992, so, as promised, we will carry on with the rest of the decade.

### SPi Mini Cooper 1993 – 1994

From the Spring of 1993, Rover introduced a number of upgrade revisions. For the first time, buyers had the option of a full-width burr walnut dashboard fascia incorporating a glove box, radio/cassette and analogue clock. Quite why this was standard on Mayfair models but only optional for Rover Mini Coopers is, at first, not entirely clear,

given that the Mayfair lacked a number of features that were standard on the Cooper variants. Marketing was behind it all, of course, and this was an attempt at gauging how much more money could be squeezed out of Rover Mini Cooper buyers, who were eager to personalise their new purchase with added interior luxury.



New Metro style seats offered improved lateral support over the old design

Even as late as 1993, the standard of seating in Minis, with their lack of lateral support, had long been a criticism of vehicle testers, who always enjoyed putting new Mini models through their paces on twisty roads. At long last, Rover decided to do something about this shortcoming and installed contoured seats based on those fitted to Mini Metro models. In all other respects the seat material was the same Black Lightning with leather facings as before. Likewise, the matching interior door and rear quarter liners. The continuation of Burgundy Red carpets completed the look.

Previously, the standard radio/cassette was the Philips R652 model. The higher spec R682 model was available as an option. From the Spring of 1993, the latter was changed to the R750 with separate tone, balance and fader controls but was otherwise very similar to the R682. The radio aerial continued to be wing mounted.

Two other features that appeared as part of the Spring 1993 upgrades was the introduction of the perimetric anti-theft alarm system and an internal bonnet release.

### 1994 Mini Cooper Monte Carlo

Of the various Rover Mini Cooper interiors, possibly the most striking is that appointed to the Mini Cooper Monte Carlo LE models. For those of you who want to read more about these distinctive cars, I last did a detailed review of them in my April 2019 report. Prior to that I wrote about them in December 2011!

The unique interior of the Monte Carlo LE models featured two-tone seats with cream Monaco facings, with contrasting red vinyl side rolls and seat backs, and matching front seat head restraints. The door and rear quarter liners were colour coded in the same materials as the seats.

The preponderance of red continued with the colour-matched front and rear seatbelts, three-spoke steering wheel trimmed in red leather with a red 'Mini Monte Carlo' centre badge, the red leather gear knob, red leather-effect gearlever gaiter and red cut pile carpet.



Striking – The interior of the 1994 Mini Cooper Monte Carlo LE

Crucially, the Mini Cooper Monte Carlo was also the test bed for two other interior features that would eventually become standard in all Rover Mini Cooper models: a full-width burr walnut dashboard fascia incorporating a glove box, Philips R562 radio/cassette player and centre mounted analogue clock, together with all new ivory faces on the three main dials in the dashboard instrument pod.

### SPi Facelift 1995 - 1996

By June 1995, the Rover Mini Cooper as a marque was now five years old. Aside from the introduction of single point fuel injection in October 1991, and the brief colourful variation offered by the Monte Carlo LE, the appearance of the standard factory car had changed very little since it was launched in July 1990. That was all about to change...



Cream instrument dials and a wood veneer dashboard became standard on Rover Mini Coopers in August 1994

Under the heading of: 'Wide Ranging Improvements for Mini', Rover's press release dated 22nd June 1995, announced a more highly specified interior, including ivory 'Monaco' trim with vinyl side rolls, the option of black leather upholstery detailed with an embossed 'Cooper' logo on the front seat backrests, a wood veneer dashboard fascia with a lidded glove box, integral analogue clock, and cream instrument faces. A Philips R660 radio/cassette play was fitted as standard. Wider 165/60 x 12 tyres were also specified.

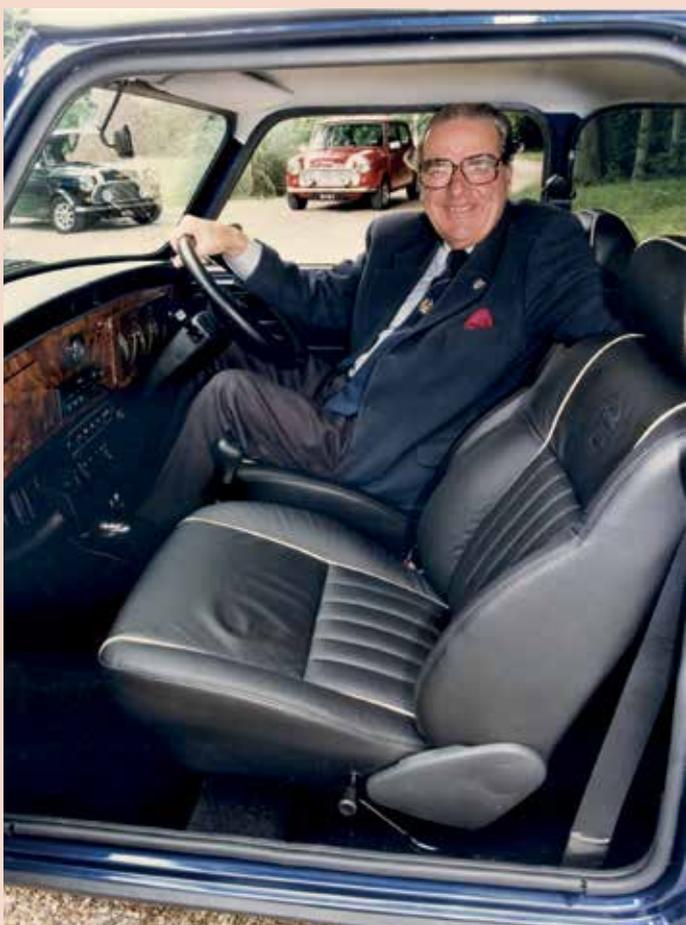
Although the press release made all of the interior changes sound like an overnight switch, the reality was somewhat more piecemeal. Wood veneer dashboards and cream instrument dials were phased in together on cars manufactured from August 1994 onwards, and I have logged a number of examples on the register that back this up. All of these cars retained the existing 'Lightning' seat interiors, door and quarter liners, and Burgundy red carpet.

Two-tone 'Monaco' seats made their first appearance in May 1995 along with another change that wasn't mentioned in the press release: the switch to black carpeting. The press release included a



Ivory and Black 'Monaco' seats were introduced in May 1995

photograph of John Cooper sitting in one of the revised Mini Coopers with the new optional full leather black seats. A new brochure (No. 4898) to publicise the changes was also issued featuring a black cover with the word 'Mini' written in orange script across the front. Some new exterior body colours were also introduced, but those I will save for a future report.



John Cooper showing the new range of black leather seats for the 1995 facelift Minis

Given that major changes to the Mini's power plant were just fifteen months away, the 1995 improvements can fairly be judged as a mere stop-gap measure.

### 1996 Mini Cooper 35

Following the sales success of the Mini Cooper Monte Carlo LE, Rover decided that the 35th anniversary of the launch of the original 997cc Mini Cooper in 1961, was deserving of a commemorative Mini Cooper LE of its own. I last profiled the Mini Cooper 35 LE in the January 2013 issue of **CooperWorld**. A re-visit for the benefit of our newer members is long overdue!

Announced in May 1996, the Mini Cooper 35 borrowed a number of exterior features from the earlier Monte Carlo LE (body-coloured wheel arch extensions and door mirrors, four auxiliary lights and charcoal painted alloy wheel rims) but was instead finished in Almond green with a white roof. The interior seating with matching front seat headrests was Porcelain green leather with white piping and the 'Cooper' logo embossed on the front seat uprights. The door and rear quarter liners were colour coded in vinyl to match the seats, as was the vinyl gear lever gaiter. The matching leather gear knob and leather steering wheel rim (with red 'Anniversary Edition' centre badge) add to the all-green theme. Only the black carpets and black seat belts break with this conformity and look out of place for doing so.



The standard interior of the Mini Cooper 35

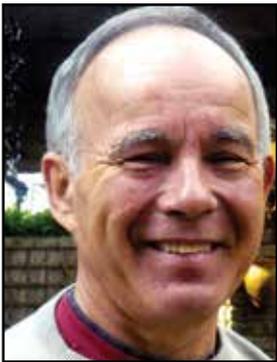
The wood veneer dashboard of the Mini Cooper 35 is identical to contemporary Rover Mini Coopers of the period, including the Philips R660 radio/cassette player. As a marketing exercise, the car was a resounding success, and opened the door to a new range of colours and interiors that would accompany the Mini's re-launch with its new MPi engine in October 1996. More about which I will report next month.

Until then...

I wish all of our members a Happy Christmas and a successful 2020.

**John Parnell**

## Coachbuilt Cooper and Cooper S Register



Steve Burkinshaw

### 1963 Morris Mini Cooper Grande Luxe HAR 1

Fellow registrar and Coachbuilt Cooper owner John Parnell loaned me a bound folder of Popular Motoring magazines covering 1963 which, while working my way through the many pages for interest's sake, I came across a monthly column called Tomorrow's Topics. In this column the writer reviewed a 1963 Morris Mini Cooper 997, with the registration number HAR 1, and titled it 'A millionaire's Mini. I should point out that at that time this particular

registration number was used on several Minis and other cars, and Harold Radford personally owned other appropriate number plates such as; HAR 11, HR 100 and R 1000. The first Radford Mini displayed at the 1962 Earls Court October Motor Show, which was painted in Rolls Royce Ivory white, and which was used later in promotional displays, displayed the R 1000 number plate. In Popular Motoring they write about the Mini Grande Luxe and that it was designed for the wealthy City director frustrated with weaving his limousine through town traffic. The picture in black and white shows the car with 'wicker work' on the doors but not the side panels, and although implying electric windows, this car had a wind-up window on the driver's door with the passenger door left with factory sliding glass. The Grande Luxe with all the trimmings was priced at just over a £1,000, whereas a standard unmodified Cooper was priced at £569 including a large amount of purchase tax - the early version of VAT. It's possible, but unlikely, that this Radford stills exists, but with the number plate transferred off the car we will never know its re-issued number and hence no link to it.

I met fellow member Michael Fisher late last year when we discussed his ownership of the Paul McCartney Radford Cooper S which he had owned twenty years ago when he lived in America. Amongst other topics we discussed, I was interested to hear that fifty five years ago he made regular visits to Harold Radford Coachbuilders at their premises in Hammersmith West London. He had accompanied his friend Vic Norman as they drove from their school in Somerset, since Vic had instructed Radfords to upgrade his new Morris 1275 S to Radford DeVille spec. After six weeks the converted car was ready for collection. The standard factory car would have cost £625 plus £130 purchase tax.



Photo taken by Michael Fisher in Florida in about 2000 when he owned the former Beatles band member Paul McCartney's Radford Mini Cooper



The car's Radford interior mostly as it was converted but with the exception of the fitting of an incorrect aftermarket steering wheel

Now cast our mind back to the 1960s, if you are of a certain age of course, and just imagine what it would have been like to have owned this brand new beauty at Vic's age at the time of just seventeen! However, Vic only kept the car for one year before he placed a classified advert in the Autocar magazine listing the car for sale in 1966. It makes interesting reading with its unique spec of extras that Vic had requested. Although not sold with the car, it first displayed his private plate, three letters followed by a number one. I only have an almost illegible copy of the advert so this is what is printed under the Morris Mini Cooper for sale section:

### RADFORD de VILLE

1965 Mini Cooper S 1275, silver with black roof, Taurus stage one head with progressive twin down draft Weber, full Radford conversion, inside full back leather trim including roof lining and side pillars, black lambswool carpets, electric windows and heated rear screen. Motorola radio and twin speakers, also hi-gear final drive ratio for 118 mph. Abarth exhaust system, lowered suspension and Koni short shocks, wide-rim Cosmic alloy wheels. Cost £1,500 would accept £965. Apply to V S E Norman.

Mini collector Nev Smyth informed me a couple of years ago that he had imported a 1965 Radford from the U.S. and that it had first been registered in the UK. Apart from a colour change over the years it still retained all of its early coach built extras. It's only in the last few months and with the aid of social media that Nev has tracked down Vic and confirmed this is Vic's original car so what a great discovery. I'm looking forward to seeing some up to date photos of the car from Nev and will report on the car very soon.

So, it just leaves me to say many thanks to all the members and numerous contacts who have helped with my reports over the last

LANKESTERS OF KINGSTON always have a large selection of Morris cars in stock, demonstrations given anytime, anywhere, anything taken in exchange. —Eden St., Kingston 3151. [N3101]

**MORRIS MINI-COOPER**  
RADFORD de VILLE

1965 Mini Coopers 1275, silver with black roof, Taurus stage one head with progressive twin choke down draft Weber, full Radford conversion, inside all black leather trim, included: roof lining and pillars, black lambswool carpets, electric windows and heated rear screen. Motorola radio, twin speakers, also high gear ratio final drive 16.9/1 for 118 m.p.h. Koni alloy wheels, Abarth exhaust system, cost over £1,500, short shocks, lowered suspension, wide rim Cosmic would accept £965; apply —V. S. E. Norman, tel. Hainault 2305. [1290]

**MOSKVITCH**  
THOMSON & TAYLOR (BROOKLANDS) Ltd.,  
Portsmouth Rd., Cobham Tel. Cobham 2848-9 [N4158/R]

Rather badly obscured advert in AutoCare

twelve months and look forward recounting another collection of coachbuilt stories in 2020.

Best Wishes to all our members for Christmas and a Happy New Year.

**Steve Burkinshaw**

## Mini Super Register



*Garry Dickens*

There has not been a great amount of 'Super' activity of late to report.

Mike Creek, who now has the Smoke grey Austin Super, previously owned by Steve Burkinshaw, has managed to buy a full set of very rare stainless wheel-arch trim, which his car had missing – what a lucky find!

Also the very original, low mileage red and black Austin Super from Oregon, has now found a new owner, after several years on and off for sale. This car has been on my 'in danger' list for some while but I am pleased to report its new owner intends to correctly restore the car to original condition.

In 1999, when I began my research into Supers and formed my own register, I visited the Gaydon Heritage Centre with a view to record all the Austin and Morris Super Minis built. What I thought would be a quick, easy task turned in to mammoth Job! I decided not just to count the cars built but to record build-dates, colours, export destinations and numbers. It took me many months, over a few years, to record all the Austin cars built, resulting in a reasonably comprehensive record. I started on the Morris ledgers then quickly gave up, partly due to available time, and partly because the Morris ledgers are quite different and not easy to follow.

Earlier this month, after several years of absence, I returned to Gaydon for three days, to resume my research. I have now covered all Morris production up to and including a few weeks into March 1962 – so roughly half way. Apart from becoming increasingly frustrated by the Cowley records I found some interesting facts. To begin with, numbers of Morris production was far greater than that of Austin.

I had always considered there had been a fairly equal number of Austin and Morris cars produced. Certainly the ratio of surviving cars suggested so and it would have been reasonable to assume, but build numbers for each during 1961 suggests differently and are as follows:

June - 2 Austin 3 Morris  
 July - 10 Austin 27 Morris  
 Aug - 25 Austin 105 Morris  
 Sept - 31 Austin 129 Morris  
 Oct - 136 Austin 253 Morris  
 Nov - 200 Austin 253 Morris

Then interestingly, the ratio of Morris to Austin production changed dramatically as can be seen from the following:

Dec - 732 Austin 379 Morris  
 Jan ('62) - 863 Austin 566 Morris  
 Feb - 749 Austin 366 Morris

Therefore, until I have reached the end of the Morris production records, it will be impossible to know how the numbers of Austin compares to Morris.

It should be noted that from November 1961 a very large number of the Austin Supers were in fact built at the Morris factory. Most of these cars but not all, had the letter 'M' (for Morris-built) stamped at the end of the chassis number. In fact during Feb, March, Aug, and September most Austin production was at Cowley, with May, June, July, and October seeing about half the Austin cars built there. So the drop in production of Morris-badged cars coincides with the start of the Austin-badged cars built at Cowley. This is presumably because of the

sudden and unexpected increase in production of the 997 Cooper at the Longbridge factory. It is going to be a fascinating study of the results as I continue to record the build details of Morris cars from the ledgers.

As mention earlier, the Morris records are very difficult to follow whereas, the Austin records list most of the Supers together in batches, the Morris cars are not in order at all. The chassis numbers are in order but many cars listed in sequence have a different month of production. Furthermore, those familiar with Austin records may know that the ledgers have two columns, start of production and the dispatch date. Usually these are around two days apart. The Morris ledger has three columns: a 'mounting' date, start of build, and despatch date. In the case of Deluxe cars, records show the period between mounting date through to despatch is roughly two days but a very large number of the Supers show a period of three weeks or more, or months in some cases. Might this suggest that cars were pulled from the production line at a certain point and finished separately as Supers? Unfortunately, the archivists were unable to explain what the Mounting date represented, so at this stage in my research it can only be a hunch.

The other, very disappointing, feature of the Morris ledgers is that they do not show the final destination of export cars. With Austin records, not only could I list how many cars were exported but also to which countries. The archivists advise me that there is no know way now of knowing where the exported Morris cars went.

One rather amusing entry in the ledger at dispatch date is of one Super having been stolen! So I am looking forward to revisiting Gaydon in the spring when it is possible I may finally complete the production records.

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. You are my main source of information!

**Garry Dickens**

## 1275GT Register



*Alan Clark*

Back in late September I was approached by Chris Randell, an independent automotive writer who contributes articles to a wide range of car publications. Chris informed me that his latest brief was to compose a 1275GT buyer's guide article for Classic Car Weekly and asked if I could assist with some input on the 1275GT world. This explained that a two page spread with photos could not go into a huge level of detail so we went over a few key points covering key features and model evaluations.



Classic Car Weekly 1275GT feature

The article appeared in the 23rd of October addition and hopefully some of our readership picked up a copy. A couple of factual errors managed to creep in during the editorial process, for which Chris offered me his apologies, but overall it was a good promotion for the GT and Mini.

The featured car in the main pictures was TGK 250M which I last came across at Stanford Hall in September 2015. The owner at the time I only knew as 'Johnno'. I was hoping I could make contact with the owner through Chris. However, he informed me that he had taken the images from a picture library he uses and had no contact with the owner. So, if anyone knows the current owner of TGK 250M it would be great to reach out to them and let them know about their GTs moment of fame!



TGK 250M at Stanford Hall 2015

Another GT due for a bit of celebrity status is Derek Bains' KNG 581L, which I last featured a year ago at the end of its restoration. Back in its original Black Tulip, Derek's GT came to mind when I was approached by John Lakey, who was representing Corgi models with a task to track down a Black Tulip GT and use it as the basis for a new Mini model they were planning. Derek was only too happy to help, with the added incentive that he had just undertaken the step to swap his interior to a Newton Commercial set and take out the custom cream vinyl he fitted previously. More news on this new Corgi model should be coming in 2020.



Watch out for a miniature version from Corgi



Custom interior now replaced



Fresh Newton Commercial Interior

Keeping on the subject of originality, a nice original looking late GT was recently acquired by Keith Haliday, in bright Snapdragon with the striped cloth interior and tinted glass. These late 12" GTs in original presentation are becoming increasingly popular and Keith reports that other than some minor tuning and requiring a new steering rack, his GT is ready for driving and enjoying.



Gleaming Snapdragon



Well preserved cloth interior

**Alan Clark**

## Modern MINI Cooper Register



*David Young*

Christmas is coming and the goose is getting fat (just like me!) Please put a penny in the old man's hat.

By the time you read this we shall be getting ready for the Christmas break. Lots of presents to buy, and the Amazon wish list to revise. House to decorate. Visit relatives on the annual road trip. Poor cars get stuck in the garage or on the drive. Harsh hard frosts, falling leaves in the air vents. Mud on the tyres and in the wheel arches. Do we give the car its weekly wash? A bit cold but the sun is out. You know where this going.

Clean one car and as you have the power wash out so do the wife's and daughter's cars too. The Karcher power washer is a must-have these days. A foam pre-wash eases the crud on your car prior to doing the usual two bucket wash. Several hours later and all the cars sparkly clean. Sunday morning out for a drive, roads are, as usual, full of earth, leaves and potholes. Why bother? A good coating of wax will mean a quick wash will get most of the crud off. I think the jury is still out on how long a good ceramic coat will last. But if your car is new it will be protected for the first year or so. Do we bother to reapply the coating? Does a clay bar remove the coating? I still enjoy cleaning my JCW and having a close look at the swirls and stone chips. Only two more years to go before the MOT or a car change.

Don't you just love my preamble? Electric cars are coming at us fast. Battery technology and charging points are all changing. So will my next car be the new MINI Cooper SE? MINI has been making a lot of noise about this little baby.

The North Loop of the Nürburgring, 20.8 kilometre former race circuit was once named the 'Green Hell' by three-times Formula 1 World Champion Jackie Stewart. It is still the regular venue for ultimate endurance tests even 43 years after the last Grand Prix race was held there. Every new model of the MINI brand has to put its performance characteristics to the test on the challenging circuit located in the Eifel Mountains. And the legendary circuit is just the right testing ground for the new MINI Cooper SE (combined fuel consumption: 0.0 l/100 km; combined electricity consumption: 16.8 – 14.8 kWh/100 km; combined CO2 emissions:

0 g/km). It really puts the car's qualities to the test. However, rather than hoping for lap records, the first all-electric vehicle from the British premium automobile manufacturer is looking for records of a very different nature.

The new MINI Cooper SE is the first fully electric model from BMW in which the driver can individually determine the extent of recuperation and the associated deceleration effect. Depending on the mode selected, the electric motor supplies more or less energy back to the high-voltage battery as soon as the driver takes their foot off the pedal. The braking effort associated with toggling the electric motor to engage generator operation is correspondingly high or low.



BMW Press Club MINI UK



BMW Press Club MINI UK



BMW Press Club MINI UK

The level of brake energy regeneration and hence also deceleration can thus be synchronised with the driving style of the individual driver and to suit the road or track conditions. The technology used allows for soft recuperation of energy ahead of extended bends and full energy recovery with corresponding deceleration ahead of tight curves without the driver's foot having to touch the brake pedal.

Model-specific displays in the cockpit of the new MINI Cooper SE also help during fast changeover between sharp and wide curves when selecting the most appropriate recuperation mode. A standard setting is the particularly intensive brake energy regeneration that results in negative deceleration of 0.19 g. The change to soft recuperation with a value of 0.11 g is confirmed by feedback in the digital instrument cluster of the car.

That's it from me for this month.

**David Young**

## Non-Cooper Register



Malcolm Voss

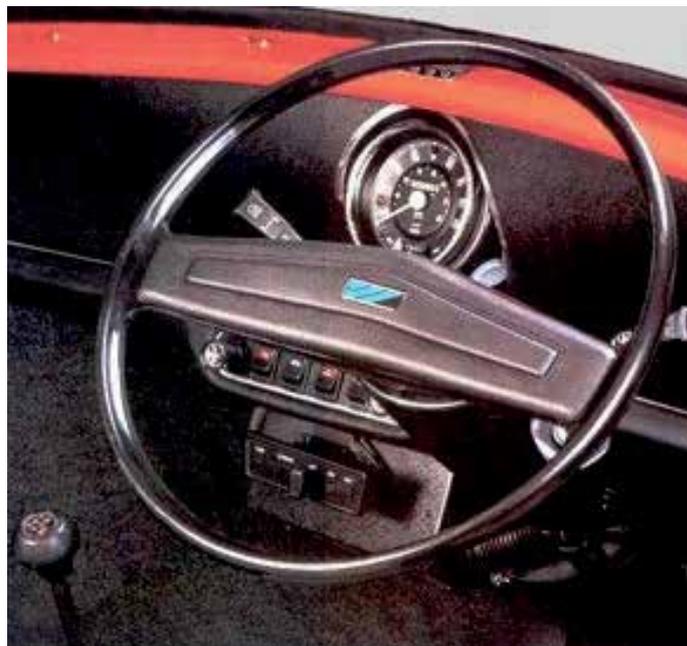
In the world of non-Cooper Minis it's easy to think that every car was a Special Edition and that's because just 10 years into its long production, the Mini became a marque in its own right. Originally badged as Austin or Morris it was now badged as 'Mini' so various models needed to be named (Mayfair, Sprite, etc.) and this got me wondering which were the most numerous models that were made and indeed what were they based on?



The Mini City 'E' was the base for so many more familiar models

I didn't come up with a definitive answer because it was while I was looking into this that I noticed many of the editions that we are familiar with seemed to be based on the Mini City. Now I don't know about you, but I see very few of Mini City's on the road these days and my guess is that the specification of the car was so baseline that people did not attach a value to them back in the day. So, as a model, not many of them have survived, or if they did, then they have been 're-imaged'. And if Mini City has become rare what about the City 'e', launched in 1983 as the 'economy' Mini presumably to boost sales which were flagging at the time.

To put this car in context we should consider what was going on in the 1970s. British Leyland were looking to produce a replacement for the Mini. The original Mini would be getting on for 20 years old by the time they could replace it, and although Minis had been produced in their millions, BL management wanted to produce an even better and more modern models to carry them through the 80s and 90s. Their final choice for the replacement was the Mini based Austin Metro, a car which was designed to compete with the then new format of small city cars with a hatchback configuration. History shows that the Metro was not the most loved of cars (with the possible exception of the 6R4) and although it certainly sold in good numbers, it came too late to be the financial savior that the company was looking for. Fortunately for all of us, the Mini did not go out of production and it continued to be built for many more years to come, but importantly, the focus had shifted from the sporting success of the Coopers, to the public demand for economical motoring so where the Metro had lead, the Mini had to follow. The Metro did pass something onto to its smaller sibling however, its engine.



The last of the iconic centre speedos were carried on these cars

Now, when we talk about economy these days, we tend to assume that the economy in question is that of minimal fuel consumption achieved by engines that can cut cylinders when not required, and which are fitted with various technological aids that recover the energy lost when braking. But back in the 80s none of this technology was available, so it had to be achieved with a new engine design. The City was one of the earliest recipients of the new A-Plus power units which had been designed for the Metro. This engine had been selected in preference to an overhead camshaft A-Series option (dubbed the A-OHC) as surprisingly the OHC arrangement did not produce any significant advantage over the A-Series but I can't help wondering 'what if'.

The A-Plus engine did have some significant changes over the earlier offering, not least the cylinder block which was revised together with the oil system. It is visually very similar to the original A Series but the internals benefited from a host of changes that I will not go into here. What this meant was a more robust block, more power and better fuel economy, the holy grail of the period. This engine then continued to be developed throughout the life of the Mini, the last units being fitted to the Mini in 2000 by which time the A series of engines had served for just shy of 50 years.

Back to the City 'e' and in 1982 we see the first of these cars replacing the Mini City which had been introduced in 1980 as the

base model, the 'e' actually standing for efficiency. The economy build for this car was flagged by several styling cues. It had a single black door mirror for the driver as well as black door handles, side seam covers, roof trim and wipers, all borrowed from the earlier City. Even the grille and bumpers were painted matt black thus giving a budget look to the car. The rear side windows were of the fixed variety rather than the more expensive opening type as used on the HLE.



The last of the iconic centre speedos were carried on these cars

The 'City' and 'e' logos were stickers rather than badges which were fitted to the lower doors and the boot-lid respectively, but on later cars the 'City' logos moved to the rear quarters where most other models had theirs located. They weren't completely Spartan though, the wipers were two speed and the rear window was heated. The front seats had a Houndstooth cloth insert and it had a passenger side sun visor with vanity mirror. It seems to be about the last model that had the iconic single centre speedo fitted to it, with other models all having moved onto the two and three instrument binnacle placed in front of the driver. More importantly though, the cars now had the Metro HLE high efficiency drive trains installed and, although only available in 998cc, they were claiming some pretty good figures for the era.

The cars advertising was pitched firmly at the economy sector with the brochure claiming that the City 'e' could achieve 60.5 miles per gallon at a steady 56mph, (something I would like to see confirmed by owners). But a Mini City 'e' had achieved the best overall fuel consumption in the Redex Economy Run with an amazing 63.94 mpg! This was presumably achieved with a manual gearbox (the car was available with an auto option) but

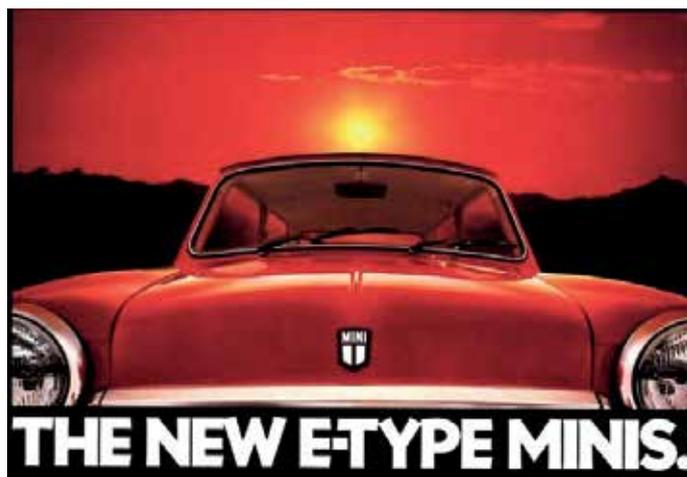


Impressive consumption claim. Also note the Houndstooth check panels on the seats

not bad for a car running on 10" wheels for this was one of the last cars to do so before 12" wheels and 8.4" disc brakes were fitted in 1984.

The advertising refers to the City 'e' and its plusher counterpart the HLE as the E-Type Minis which is quite clever advertising, but given the estimated 0-60 time of 17.6 seconds it could be seen as a little ambitious. The model continued as a staple of the range until 1992 when its termination coincides with the demise of the 998cc power plant.

It was developed of course over the years but the City 'e' remained arguably the closest model to the original aspirations of Mr Issigonis for a cheap economical and practical car, keep an eye out for them.



This advert must have slipped under the wire at Trading Standards

More up to date now, and you will have noted from the website that the date for the 2020 National Mini Day at Beaulieu has been set for Sunday 14th June. The theme for this event will be non-Coopers which means that the central display area will be given over to exhibition of as many different models and states of build as we can fit in. It's a little early yet to make arrangements, but please put the date in your diaries and consider if you would like to have your car displayed. The club will be looking for entries in the New Year once we have a better idea of numbers and models that we need.

Please also remember that if you would like your non-Cooper featured here, do get in touch using any of the contact details listed in the front of this magazine.

Lastly, I would like to wish all our Mini friends a peaceful Christmas and a rust free New Year.

**Malcolm Voss**





# 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
<b>Bristol, Glos and Somerset</b>	Meeting 7.30pm on Thursday 13th September	Beefeater, Emersons Green, Bristol	<b>David Dangerfield</b> 07974 089595 or <a href="mailto:bgsregion@minicooper.org">bgsregion@minicooper.org</a>
<b>Cheshire</b>	TBD	TBD	<b>TBD</b>
<b>Devon &amp; Cornwall</b>	TBD	TBD	<b>Steve Bonny</b> 01271 860328 <a href="mailto:s.bonny183@btinternet.com">s.bonny183@btinternet.com</a>
<b>Derbyshire, Lincolnshire &amp; Nottinghamshire</b>	last Monday of each month at 8:00pm	Arkwright Arms, Chesterfield Road, Duckmanton, Chesterfield, S44 5JG	<b>Phil Colledge</b> 07591443396 & 01245207665. <a href="mailto:phil.colledge@btinternet.com">phil.colledge@btinternet.com</a>
<b>Dorset</b>	2nd Wednesday of every month 8.00pm	Tyrrells Ford Country Inn, Ringwood Road, Avon, Christchurch. BH23 7BQ	<b>Nick Stansmore</b> 07788 646800 <a href="mailto:nickstansmore@live.co.uk">nickstansmore@live.co.uk</a>
<b>Essex</b>	1st Monday At 8:00pm	The Lodge Country Inn, Burnham Rd, Battlesbridge, Essex SS11 7QT 01245 320060	<b>Niki Halls</b> 07530 988788 <a href="mailto:nikihalls@gmail.com">nikihalls@gmail.com</a>
<b>Gwynedd</b>	Contact David Roberts	Members meet at local classic car shows throughout the show season. Please contact David Roberts for details of meetings and dates	<b>David Roberts</b> 01248 811109 <a href="mailto:davidr61@hotmail.co.uk">davidr61@hotmail.co.uk</a>
<b>Hampshire</b>	3rd Thursday At 8:00pm	The Queens Head, Portsmouth Road, Fishers Pond, Eastleigh SO50 7HF	<b>Sally Salter</b> 02380 560073 <a href="mailto:sallysalter@ntlworld.com">sallysalter@ntlworld.com</a>
<b>Herts &amp; London (N)</b>	2nd Wednesday At 8:00pm	The Duke of York, Ganwick Corner, Barnet Road, Barnet, Hertfordshire, EN5 4SG 0208 440 4674	<b>Rod Chilcot</b> 01707 650107
<b>Isle of Wight</b>	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	<b>Alan MacDougall</b> 07523 006483 <a href="mailto:admiow@me.com">admiow@me.com</a>
<b>Jersey</b>	3rd Tuesday	St Marys Country Pub, St Mary JE2 3PD	<b>Mark Le Gallais</b> 01534 858082 <a href="mailto:mk1leg@hotmail.co.uk">mk1leg@hotmail.co.uk</a>
<b>Kent</b>	2nd Wednesday of each month. 7.30pm	The Wagon & Horses, Faversham Rd, Charing, Ashford TN27 0NR	<b>Justin and Annmarie Ridyard</b> <a href="mailto:h13jkr@hotmail.co.uk">h13jkr@hotmail.co.uk</a> 01304 330715
<b>Lancashire</b>	Last Tuesday At 7.30pm	Hoghton Arms, Blackburn Road, Whithnell, Chorley, Lancashire, PR6 8BL	<b>Mick Cooke</b> 01282 866195/07976 932192 <a href="mailto:m.cooke1275s@gmail.com">m.cooke1275s@gmail.com</a>
<b>Midlands (West)</b>	1st Tuesday At 8:00pm	New Inns Public House, off the A451 Stourbridge DY8 3YQ	<b>Darren Carr</b> 01384 254311 <a href="mailto:daz.carr@blueyonder.co.uk">daz.carr@blueyonder.co.uk</a>
<b>Newcastle and Durham</b>	1st Monday At 7:30pm	Chilton Country Pub and Hotel, Black Boy Road, Fencehouses, Co. Durham DH4 6PY	<b>Niall Cook</b> 07881 302577 <a href="mailto:niallcook@tiscali.co.uk">niallcook@tiscali.co.uk</a>
<b>Norfolk</b>	1st Sunday At 1:00pm	The Bell Inn, Salhouse NRI3 6RW	<b>Jim Redburn</b> 01603 720049 <a href="mailto:jimredburn@hotmail.co.uk">jimredburn@hotmail.co.uk</a>
<b>Oxfordshire</b>	3rd Monday At 8:00pm	The Plough, Appleton, OX13 5JR	<b>Graham Carter</b> 07974 353726 <a href="mailto:grahamcarter13@btinternet.com">grahamcarter13@btinternet.com</a>
<b>Scotland</b>	Sunday 17th March 2019 11:00am	The Conservatory, Norton House Hotel, Ingliston, Edinburgh EH28 8LX	<b>Ben &amp; Patricia Webb</b> 07834 081667 <a href="mailto:ben_patricia_webb@hotmail.co.uk">ben_patricia_webb@hotmail.co.uk</a>
<b>Mid Staffs</b>	1st Monday, 7.30pm	The George and Dragon, Meaford, Stone ST15 0PX	<b>Pete Cresswell</b> 01785 760211 or <a href="mailto:pete.cresswell.t21@btinternet.com">pete.cresswell.t21@btinternet.com</a>
<b>Suffolk Region</b>	1st Tuesday At 7.30	The Cherry Tree, Woodbridge. IP12 4AG	<b>Ian MacPherson</b> 01728 831956 or 07749936274 <a href="mailto:ian@ianmacgolf.co.uk">ian@ianmacgolf.co.uk</a>
<b>Sussex</b>	2nd Tuesday At 8:00pm	The John Selden, Salvington Road, Worthing, BN132HN	<b>Mick Tully</b> 01273 883349 <a href="mailto:g-tully@sky.com">g-tully@sky.com</a>
<b>Thames Valley</b>	Last Wednesday At 8:00pm	The Crooked Billet, London Road, Hook, Hants, RG27 9EH	<b>Lorraine Hampson</b> 01428 712154 <a href="mailto:thames_valley@minicooper.org">thames_valley@minicooper.org</a> <b>Ken Hunter</b> 01344 772446
<b>Warwickshire Region</b>	4th Wednesday each month starting at 8:00pm	Hounhill Pub (now known as caffeine and machine a motoring Pub) <a href="http://caffeineandmachine.com">caffeineandmachine.com</a> as from January 2020 meeting and on the 4th Wednesday of the month	<b>Peter Machin</b> <a href="mailto:petermachin@aandmpartnership.co.uk">petermachin@aandmpartnership.co.uk</a> <b>Nick Wilkins</b>
<b>Worcestershire</b>	Every Monday At 7.30pm	The Blue Bell, 35 Upton Road, Callow End, Worcester, WR2 4TY	<b>Mick Rowley</b> 01905 428378/07791 624783 <a href="mailto:rminimick@aol.com">rminimick@aol.com</a>
<b>Yorkshire</b>	Last Wednesday of each month at 7.30pm	Acespeed, 111 Biggate, Windhill, Shipley, West Yorkshire, BD18 2BT	<b>Andy Ace Harrison</b> 01274 585803 <a href="mailto:acespeed@live.co.uk">acespeed@live.co.uk</a>
<b>Australia</b>		<a href="http://www.minicooper.org/australia">www.minicooper.org/australia</a>	<b>John Heselwood</b> <a href="mailto:minicooper@ozemail.com.au">minicooper@ozemail.com.au</a>
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# REGIONAL REPORTS

## Regional Coordinator - Richard Sign



Hello again all,

What a brilliant year we have had going by what I have just read in the November edition of **CooperWorld**. I really appreciate reading so many reports from around our regions about the events they have attended and are planning for Christmas and next year.

Looking back on October, Linda and I had a brilliant weekend in the Brecon Beacons doing the Off Peak Run. This

was brilliantly organised by our Youth Co-ordinator Jack Ward and Danielle Ward. The route was brilliantly planned, just about the right distances each day, challenging enough and with a great bunch of cars and people. You may have read that Linda and I (surprised and delighted) won the Routemaster award. We shall certainly enter this run again next year if it takes place. Jack is also keen to hear from any youth members (under the age of 30) from any of our regions.

I have excellent news about the Warwickshire Region. Following my plea in last month's **CooperWorld**, and by sending an email to all members of Warwickshire region, we now have two members who came forward jointly to run the Warwickshire Region. So, I would like to thank Peter Machin and Nick Wilkins for coming forward. Their plan is to have monthly meetings at the Hounshell Pub (now known as caffeine and machine a motoring pub) [caffeineandmachine.com](http://caffeineandmachine.com). Their first meeting will be held on the January 2020 meeting on the fourth Wednesday of the month and then monthly thereafter.

Peter and Nick plan to discuss what the region's members would like to do, including events such as trips, tours, treasure hunts etc, and invites to Redditch and District car club events, Autosolos etc. I am sure that Peter and Nick would also welcome members from other regions to their events. Please contact Peter and Nick if you are in or near the Warwickshire region and wish to be involved. I wish them every success and thank them for coming forward. Also my thanks go to Cliff Porter for running this region for many years.

I have also been having conversations about setting up a London (Greater London) Region as we have a good number of members living in central London.

My thoughts and the thoughts of some other members is that we could have another region in this area. A suggestion made to me for a meeting point could be Richmond Park. A wonderful place with fabulous views, a massive car park and a great little restaurant to boot. You may also have read the letter in last month's **CooperWorld** from Giuseppe Spoto who took his Mk I Cooper to the Belgravia Classic Car Show. This is one of many car events which take place in Central London and members could attend. If any members from Central London would fancy being involved in organising this region please contact me either at [regions@minicooper.org](mailto:regions@minicooper.org) or phone me on the number below.

This month I have also heard that the Essex region have a new venue for their monthly meetings starting in January. Look in the Regional Meetings page for details or contact Niki Halls for more details.

Also, I have just heard that the Yorkshire region have just had their second meeting organised by Andy Harrison which was very well attended. It is great to hear of so much interest in Yorkshire again.

That's all for now.

**Richard Sign**  
[regions@minicooper.org](mailto:regions@minicooper.org)  
07968 307689

## Bristol, Glos & Somerset Region

Hi all,

Welcome to our new members! October has seen a slowing in the Mini World after the frantic non-stop summer events.

This month I have been speaking with several members either buying or selling cars/projects. If you follow ebay you may have noticed a green 1965 Cooper S project for sale in Bristol, whilst a major project, it was one of the cheapest in the UK this year sold by one of our members. So, congratulations to the new owner who is also based in the BGS region. The same seller has an early Avonbar tuned Mk I Mini project for sale, it comes with a wealth of race history and documentation – if you are interested in it, please let me now and I will pass on his contact details. Another contact has a totally original 1979 Clubman Estate project, I think it's one owner, full-service history with every MoT for sale, 1098 engine, no rust, needs finishing for £2.5k located in Radstock. Please ask for details - see photo. I have also been busy and have recently acquired a Canadian Mk2 Cooper S and Mk2 Cooper projects. I just hope they survive the Atlantic crossing.

I attended the Malvern Mini show, it was very rain affected, but there were some bargains amongst the autojumble especially 3x 22G250 remotes for just £25 each.

Today I visited the Bristol Restoration Show at Shepton Mallet, it was quite well attended and the bargain of the day was an original Clubman steering wheel with centre badge for just £20. See photos.

Looking forward, the NEC Classic car show kicks-off on Friday 8th November for the weekend. The next regional meet-up will be in the spring, no date yet, but I will confirm one soon.





That's it from me.

**David Dangerfield**

## Dorset Region

Two of our Dorset members, Owen and Jill, participated in the Minis to Ireland event and here is their report.

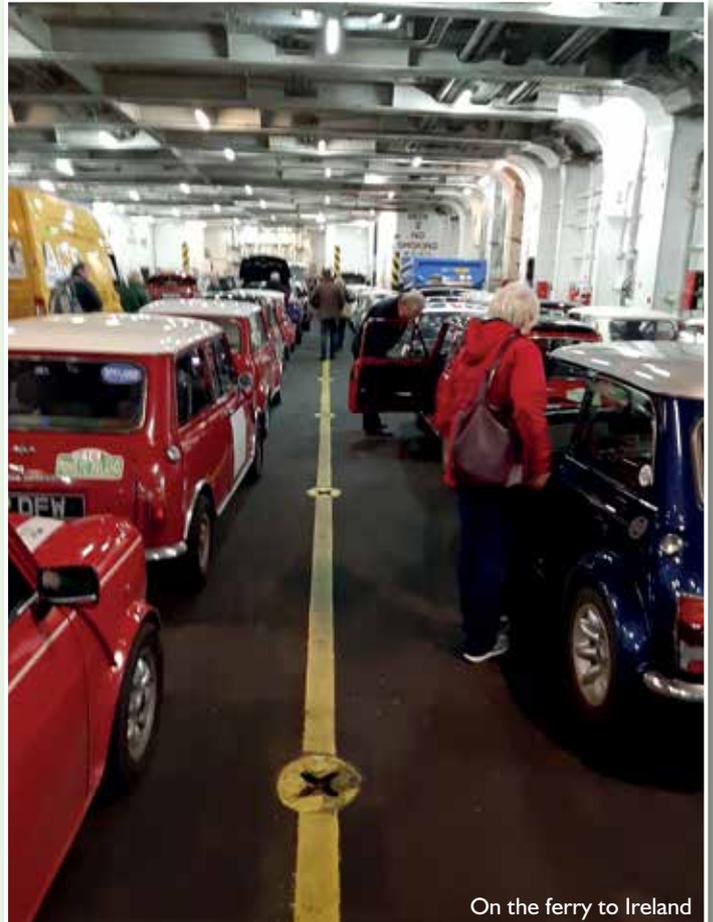
This was our first 'Minis to Ireland' trip and it was an excellent experience. However, our car, a 1965 Cooper S, decided to have a last minute overheating problem, so it was the Mini One to the rescue.

It was a calm days sailing and a short drive to our first hotel. Over the following days our road book directed us through some spectacular scenery (although some of it went passed rather fast!). From the West Atlantic Way and Bantry Bay, to the Wicklow Mountains, with plenty in between to see and admire.

The roads were many and varied with some very narrow bumpy lanes with plenty of twists and turns, up and down hills and mountains, to the sea and back again.

The camaraderie was great and there was always willing helpers with a spanner in hand when a problem arose on the odd late night or early start in the car park, or a quick fix at the side of the road.

We met some lovely people and had some interesting chats along the way. The organisation, hotels and support crew were all top notch and we hope to do it all again. We would recommend you give it a try!



On the ferry to Ireland



A nice presentation medal to remember the trip

**Nick Stanmore**

## Hampshire Region

We have been quite busy over the last couple of months or so. Our meetings at the Queens Head have been well attended and in July I challenged our members to come in a Mini for a change. There was a good take up with some interesting cars attending. Thankfully the weather was good to us.

In August we had a Sunday run out in August to Bill Rawles' premises, a classic car restorer, for a breakfast meet. This too was well attended and following a scenic run through the countryside, the breakfast rolls and tea were very welcome. We all spent a few hours wondering around the workshop area admiring the cars in for work, as well as those bought by other classic car owners. I would hope that this is something we can do again in 2020.



More recently several members of the region took part in the Minis to Ireland trip organised by the club. A good week of driving Minis, eating good food and partaking of the local beverages!

Our December meeting will be at the Farmer's Home in Durley where we have our annual Christmas meal.

**Tony Salter**

## Mid Staffs Region

As I write these notes we have just two months of 2019 left and two important events in the Region's calendar coming up, and you will be able to read more about them in future notes. Firstly, the November meeting will feature the annual Quiz and Pie night with a three round quiz with pies and peas during a break.

This will be followed by the Christmas dinner which will replace our regular meeting on December 2nd. Tickets have been selling fast and there are just a few left for a full house at the time of writing. Our guest this year will be Jeremy Rivers-Fletcher whose family has a long history in motorsport back to the 1920s when his father, A F Rivers-Fletcher (who was simply known as 'Rivers') bagged a riding mechanic place alongside Sir Malcolm Campbell at Brooklands. He was 14 at the time and his only qualification for the seat was that he fitted into the tight cockpit of Campbell's Delage. They won the race and he was hooked! Through a family contact called Woolf Banarto, he secured an apprenticeship with Bentley under the guidance of W O himself. Throughout his long career in motorsport Rivers worked alongside great drivers such as Raymond Mays, Woolf Barnato, Dr DJ Benjafield, Sammy Davis, Graham Hill, Stirling Moss, Jackie Stewart, Froilan Gonzalez and Richie Ginther. In the 1930s he started making documentary films which he used for talks about his life and motorsport generally. Jeremy grew up in this heady environment so inevitably he started racing, in circuit racing and hillclimbs. When he married his wife Yve, she also joined him racing and became a keen member of the British Women Racing Drivers Club, becoming their Treasurer for many years. These days, besides racing, Jeremy continues to provide talks and has brought the family story up to date with his own racing exploits. During the after the dinner talk, Jeremy will talk about his racing and that of his father. Entrhralling as this will be for the after dinner talk, 45 minutes is hardly enough and may lead to a further club night for the full talk. A report on the dinner will appear in the January issue - fingers crossed!

I recently managed to get to one of the Bicester Scrambles, and I must say it was an enjoyable day out with much to see, including cars I have never seen in the metal (or at least I can't remember seeing them!). A Lamborghini Espada for example is difficult to envisage how wide, long and low they are, how difficult access to the rear seats is. Athena Posters don't do them justice. If you haven't been to this event then do make the effort. It is worthwhile.

I have recently re-read an amusing book called 'The Motorists Bedside Book'. It consists of a series of essays by well know motoring writers about many aspects of motoring assembled by Anthony Harding. The fly sheet tells me I had paid a discounted 99p for my copy from W H Smith, and now people on ebay are asking around £10 for a copy, so not a bad investment! The penultimate chapter is titled 'Invest at your convenience' and deals with the investment potential of cars that were available at the time of writing. The Morgan +8, Lotus 7 and Ginetta G15 are singled out as together costing less than five grand but may become more valuable in the future - which they have! It also mentions cars that have 'character in abundance, but which fail as candidates for the collectors list'. Singled out here are the Fiat 128 and the Mini Cooper S as 'both have character in abundance, but one would hardly expect to find them in a connoisseur's collection in fifteen or twenty years' time! A recent visit to Brightwells Auction house, and there, an Austin Mini Cooper S looked resplendent in Tartan red and correct black roof. Restored by J D Classics it fetched £49,280. I wonder what Martyn Watkins, the author of the essay, would have thought of that.



Austin Cooper S at Brightwells

That's all for this month, except to wish anyone reading these notes a very happy Christmas and a prosperous New Year.

**Pete Cresswell**  
[pete.cresswell.t21@btinternet.com](mailto:pete.cresswell.t21@btinternet.com)

### Suffolk Region

Steve Burch and Jack Gray were full of enthusiasm after their first Minis to Ireland trip. We had our monthly meeting shortly after their return where the rest of us witnessed dash cam footage, Tulip maps and other details of their adventure. I am pretty sure next Minis to Ireland will have at least one car from Suffolk! Since then



Steve and Jack on the Minis to Ireland



At Dunwich Beach



Ready for fish & chips!

we have had one of our mystery Sunday runs, jointly lead by Terry Stendall and myself ending up at Dunwich Beach for their famous Fish & Chips. We were lucky to have one of the few sunny days of October. This year we are at the Crown Ufford for our Christmas dinner on Wed 4th December, and we are expecting a good turnout of members as usual.

**Ian MacPherson**

### Yorkshire Region

With the nights drawing in now that the clocks have changed, we decided that we will run special film nights with food and refreshments in our workshop, so that members are surrounded by Minis and race cars and have something inside our warm workshop of interest to see.

So, we ran a slide show of 1960s slides taken by David Lanfranchi whilst supporting Tony Lanfranchi his cousin, and Barry Maskell a successful Mini racer from Bradford. It was shown by my media partners Classic Yorkshire's Mike Cowlam.

Sarah Hammond my partner and Helen Jordan friend and Register member did some home baking and dealt with refreshments for a very good turnout of members and friends along with younger enthusiasts who we are encouraging to become members of the club too.

Slide show lasted around an hour with people interacting with David whilst he described each photo all of which had never been seen publicly before so was of great interest to those present.

Surprisingly a few Minis turned up despite the change in climate – a very hardy lot in Yorkshire! And it was great to see Paul Huntridge turn up to



his first meeting in his lovely Mini and who was really interested in the historic racing side of things. He was actually on route to the Portimao Classic in Portugal.

It was good to see members mingling with cars and chatting to one another. We announced our November evening plans which are as follows:

The next meeting on the 27th November 2019 we will have a screen showing of the Le Mans film starting at 7:15pm with a fish and chips super included. Another great Yorkshire Region meeting was had and



here's to next one!  
Cheers Ace

Andy Harrison

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## Cars for sale

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The interior is factory standard bar a more modern CD player which plays music from an SD card + USB connection. The engine is totally factory standard apart upgraded HT leads and a £263 Exhaust system by Play Mini Ltd. The car is garaged and viewing is available any day by appointment. £14,995. Contact Philip at: [philiptristram@hotmail.com](mailto:philiptristram@hotmail.com)



Morris Mini Cooper Mk I built 15th June 1965 registered 22nd June 1965 ('C' reg). Original home market RHD car and 4 owners. Tweed grey with white roof, 998cc engine, Hydrolastic suspension. MOT'd (for peace of mind). All standard - no modifications with all original period features. Restored about



10 years ago. Heritage certificate from 1989. Maintained to show standard. Reverse rims (genuine Dunlop LP 918's) with Dunlop SP Sport Aquajets. Original wheels and trims available. Maintained by well known local Mini specialist. £25,000. Please email Chris at: [fiddescs@btinternet.com](mailto:fiddescs@btinternet.com) or mobile: 07796 261278. East Lothian (outskirts of Edinburgh)

Austin Mini Metro GTA 1989 time warp car in immaculate condition and multiple MOC show winner. No rust, unmarked interior, 40,000 miles, detailed history file. 5 new tyres, exhaust, clutch plus rare spare decal set. 30 photos available. 4 only remain in the UK. Includes Reg no. G20 GTA (valued £950) Consider PX. £9,950 Tel: 07765 235204 (Chester)



2008 MINI Cooper S JCW. One owner from new. Pepper white with black roof. 63k documented miles. FSH by supplying dealership. Car comes with MINI extended warranty. Full JCW 192 BHP kit fitted from new. Large spec including heated lounge leather seats in Carbon black. If interested call for full spec. £5,495. Call 01702 219208 or 07777 692 022. Essex

## Parts for sale

Sir Alec Issigonis statuette certificated as 253 of 848. 7" high with 4" x 4" base. (Mini models not included!) Ideal Christmas present? £99 including P+P and insurance. And another ideal Christmas present Bill Sollis book - Building, Preparing and Racing Your Mini absolutely as new and signed. Pole again! Oulton Park 2004 - Bill Sollis £25 including P+P. Dick Robinson. Tel 01270 589882 or email [robinson\\_rl1@sky.com](mailto:robinson_rl1@sky.com)

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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.

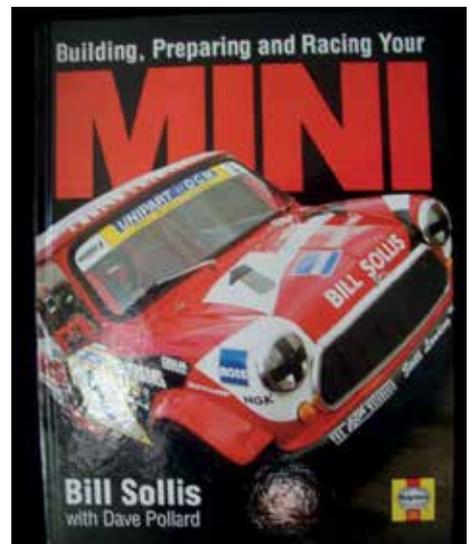
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Bilstein B4 Gas	Each £21
Bilstein B6 sport gas	Each £68

### Bottom Arms

Bottom arm - LH or RH	Each £40
Bottom arm shaft	Each £13
1.5" negative arms	Pair £38
2.0" negative arms	Pair £55
Adjustable, heavy duty	Pair £65
Adjustable rose jointed	Pair £80
Adj. heavy duty rose jointed	Pair £116
Uprated bush set, nylon	£15

### Negative Camber Rear Brackets

Perfectly tune the rear wheel alignment, for perfect handling & to suit your driving style!

Rear bracket kit **£53**

### Tie Rods

Standard tie rod	Each £14
Adjustable heavy duty	Pair £33
Group 'A' adjustable	Pair £57
Group 'A' rose jointed	Pair £143
Tie rod bush set, uprated	£4

### Negative Camber & Tracking Kit

1.5" negative camber bottom arms, Group A adjustable tie rods & rear brackets

Negative camber kit **From £113**

### Poly Bushes

We manufacture the full range of bushes, standard to competition.

### Mini Sport Ultimate Brakes

Mini Sport 4 Pot Alloy Calipers, the best brakes for your Mini. Ultimate stopping power.

**Kits From £346**

**Calipers From £275**

7.5" Alloy Calipers, Brakes & Kits	
7.5" 4 pot alloy calipers	Pair £275
7.5" Brake discs - cross drilled	Pair £72
7.5" 4 pot alloy caliper brake kits	£352
7.5" Brake disc assembly - drilled discs	£878

7.9" Vented Alloy Calipers, Brakes & Kits	
7.9" 4 pot alloy calipers	Pair £275
7.9" Brake discs - grooved	Pair £81
7.9" 4 pot alloy caliper brake kit	£363
7.9" Brake disc assembly - grooved discs	£901

8.4" Alloy Calipers, Brakes & Kits	
8.4" 4 pot alloy calipers	Pair £304
8.4" Brake discs (Mini '84 on)	Pair £42
8.4" 4 pot alloy caliper brake kit	£346
8.4" Brake disc assembly	£884

8.4" Vented Alloy Calipers, Brakes & Kits	
8.4" 4 Pot alloy calipers	Pair £304
8.4" Brake discs - grooved	Pair £81
8.4" 4 pot alloy caliper brake kit	£390
8.4" Brake disc assembly - grooved disc	£933

### Sure Stop Kits

Developed with performance in mind, these brake upgrade kits with EBC Green Stuff brake pads, great value performance.

Cooper 'S' (10" wheels, X/drilled discs)	£105
Mini '84 on (12" wheels, X/drilled & grooved discs)	£70

### Alloy Superfins

25% extra fins for better cooling! Lightweight alloy drum with 1" built in spacer, born from our competition pedigree.

Alloy superfins **Pair £113**

### Drum Brake Assemblies

Sold as pairs, assembled & ready to fit.

Rear Brake Assembly + Mintex shoes **Pair £124**

### Std. Disc Brake Assemblies

7.5" Cooper S Disc brake assembly	£675
8.4" '84on Disc brake assembly	£636
12" to 10" Disc brake conversion kit	£180

### Brake Disc & Drum

Disc Cooper S - 7.5"	Each £25
Disc Mini '84 on - 8.4"	Each £14
Drum standard	Each £12
Drum spacer type	Each £18

### Gift Ideas

60 Years of the Mini Scrapbook

**Only £20**

12" to 10" Brake Conversion Kit

**Only £180**

Paddy Hopkirk Indoor Cover

**Only £261**

50 Years of the Italian Job Book

**Only £45**

Mini Sport 2020 Calendar

**Only £10**

Mountney 3 Spoke Steering Wheel

**Only £49**

See our full range at [minisport.com](http://minisport.com)

## GENUINE COOPER CLASSIC MINI PARTS

<b>'MONZA' 13" STEERING WHEEL</b>  <b>ONLY £530</b>	<b>CHROME FUEL CAP</b>  <b>ONLY £37</b>	<b>LUXURY CARPET MAT SETS (AVAILABLE IN 5 DESIGNS)</b>  <b>FROM ONLY £41</b>	
<b>QUICKSHIFT GEARLEVER KIT</b>  <b>ONLY £75</b>	<b>'SILVERSTONE' 13" STEERING WHEEL</b>  <b>ONLY £530</b>	<b>ALLOY MPI AIR BOX PIPE</b>  <b>ONLY £150</b>	<b>52MM GAUGES (5 AVAILABLE)</b>  <b>FROM £57</b>
<b>METAL BONNET BADGE</b>  <b>ONLY £30</b>	<b>HANDBRAKE LEVER - SILVER</b>  <b>ONLY £39</b>	<b>INDOOR CAR COVER</b>  <b>ONLY £262</b>	
<b>DIPSTICK BLACK or SILVER</b>  <b>FROM £35</b>	<b>SIGNATURE BADGE</b>  <b>ONLY £19</b>	<b>MAGNOLIA DIAL KITS</b>  <b>FROM £28</b>	<b>SEAT EXTENSION BRACKETS</b>  <b>ONLY £21</b>
<b>2018 INTERIOR FURNITURE KIT BLACK or SILVER</b>  <b>ONLY £340</b>	<b>METAL WHEEL CENTRE BADGES</b>  <b>ONLY £38</b>	<b>8.4" VENTED BRAKE KIT</b>  <b>ONLY £759</b>	

COOPER CAR COMPANY in association with Mini Sport Ltd.

### THE PADDY HOPKIRK COLLECTION

<b>Monte-Carlo Mini Car Mat Set</b>  <b>ONLY £47</b>	<b>Quickshift Gearlever Kit</b>  <b>ONLY £56</b>	<b>Monte Carlo Alloy Gear Knob</b>  <b>ONLY £28</b>	<b>Alloy T-Bar Set Black or Red</b>  <b>ONLY £28</b>
<b>Rocker Cover Polished Finish</b>  <b>ONLY £54</b>	<b>Steel Jerry Can (3 Colours Available)</b>  <b>ONLY £28</b>	<b>8.4" Alloy Brake Caliper</b>  <b>ONLY £397</b>	<b>Indoor Fleece Mini Cover</b>  <b>ONLY £261</b>

The Full Paddy Hopkirk Collection is available online at minisport.com

### Mud Flaps

**Genuine Rear**  
 Mini logo Pair £35 Cooper logo Pair £35

### Mini Covers

**Indoor/outdoor car cover £60**  
**Indoor car cover £60**  
**Saloon indoor cover with zip door entry £124**  
**Saloon outdoor cover with zip door entry £180**  
**Traveller outdoor cover with zip door entry £352**  
**Cooper indoor fleece cover £262**  
**Paddy Hopkirk indoor fleece cover £261**

### Steering Wheels

**Moto-Lita Boss Kits Mk1, to76 or 76on**  
 Black with cap or horn control £62  
 Polished with cap or horn control £92

**Moto-Lita Steering Wheels**  
**Flat or dishd spokes**  
 13" Woodrim - polished spoke £168  
 12" Leather - polished or black spoke £168  
 13" Leather - polished or black spoke £168

### Other Steering Wheels

12", 13" Black vinyl 3 spoke **From £40**  
 12", 13" Black leather 3 spoke **From £51**  
 13.5" Woodrim 3 spoke **From £75**  
 13" Black vinyl, red stitching **From £49**  
 Boss fitting kit **From £18**

### Grilles

**Internal or External Bonnet Release type**

Cooper 8 blade (Internal)	£51
Cooper 8 blade (External)	£49
Cooper with lamp holes	£105
Mk5 wavy classic	£87
11 blade chrome	£86
Grille side surrounds	£11
Grille top surround	£18
Mk1 Austin wavy	£93
Mk1 Austin Cooper	£94
Mk1 Morris Cooper	£82
Mustache surround	£95
Mustache ends	Each £11
Clips mustache ends	Each £1
Internal bonnet release	£32
Cooper grille buttons	From £40

### Gift Vouchers

£5, £10, £20, £50

### Classic Interiors

**NEWTON**  
 Complete seat cover sets, either match to original or choose your own design. Leather or vinyl, coloured piping, your choice. Designed to fit your original seats, full matched interiors also available.

**Seat Cover Kits**

Full kit	From £670
Rear seats	From £381
Front base	From £95
Front squab	From £109
Seat foams	From £31
Rear squab frame	£157

**Interior Panel Kits**

Mk1 Saloon	From £407
Mk2 Saloon	From £407
Mk3 Saloon	From £316
Van Pickup	From £222
Estate	From £658
Monte Carlo	From £236

**Headlining Kits**

Mk1/2 2-piece	£115
Saloon '70-01	£115
Estate	From £127
MPI	£115
Sun visors	From £33

**Door and Rear Quarter Panels**

Mk1/2 Door	From £71
Mk1/2 Rear qtr	From £73
Mk3 Door	From £75
Mk3 Rear qtr	From £73
Parcel shelf	From £37

### Carpet Mat Sets

All season Mini Sport tailored mat set **£21**  
 Cooper deluxe carpet mat set **From £41**  
 Paddy Hopkirk luxury carpet mat set **£47**

### Lamp Kits

**Rover Cooper Lamp Kit**  
 4 lamps & 4 brackets

Full kit: 2 drive lamps & 2 fog lamps **£369**  
 Full kit: 4 drive lamps **£369**

**Works Lamp Bar Kit**  
 Lamp bar, wiring, 2 Drive & 2 Fog lamps

Works lamp bar kit **£160**  
 Works lamp bar **£62**

**Spot lights**

Cooper drive lamp (inc wiring)	£74
Cooper fog lamp (inc wiring)	£74
Classic Style 5.5" chrome drive or fog lamps	Pair From £29
Classic style chrome driving lamps	Pair £55
Classic Style 5" stainless steel drive lamps	Pair £65
Spot lamp s/steel	Pair £34
Fog lamp s/steel	Pair £34
Drive lamp kit - road runner	£22
Drive lamps rally giant	£43