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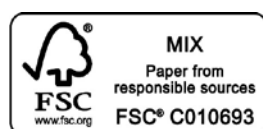


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Mini Cooper Register formed as a Club in 1986



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Club**



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Cover Image

Paula and Alan Willey on the Off Peak Run in the Brecon Beacons

Photo: Jack Ward

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

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

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Cooper disclaimer

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HONORARY PRESIDENT

Mike Cooper



HONORARY MEMBERS

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

Chairman

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

Vice Chairman

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

Treasurer

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

General Secretary

Kim Bromage
31 Coraline Close, Chelmsley Wood,
Birmingham, B37 7NE
07910 901462
secretary@minicooper.org

Webmaster

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

Magazine Editor

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

Subscriptions Administration

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

Subscriptions Information

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

Events Co-Ordinator

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

Competition Secretary

Peter Barker
competition@minicooper.org

Club Shop

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

Regional Co-ordinator

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

Public Relations

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

Car Registrar

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

Youth Co-ordinator

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

Non Designated Committee Members

Position vacant

OTHER CONTACTS

Archivist

Position vacant
archivist@minicooper.org

Heritage Liaison

Peter Moss
heritage@minicooper.org

DVLA V765 Contact (Vehicle Registration Recovery)

Paul Sulma, 0208 898 9476
v765@minicooper.org

REGISTRARS

Ex-Works and Competition Cars Register

Robert Young - See Chairman
exworks@minicooper.org

Appendix K Register

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

Cooper S MK I Register

Simon Wheatcroft
392 Nuneaton Road, Bulkington, Nuneaton,
Warwickshire, CV12 9RR 01827 830539
mk1Sregistrar@minicooper.org

Cooper MK I Register

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

Cooper S MK II Register

Nick Hunter
01785 813693
mk2Sregistrar@minicooper.org

Cooper MK II Register

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

Cooper S MK III Register

Simon Wheatcroft
See Cooper S MK I Registrar
mk3Sregistrar@minicooper.org

RSP Cooper Register

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

Rover Cooper Register

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

Coachbuilt Cooper & Cooper S Register

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

Ex-Police Cooper & Cooper S Register

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

Innocenti Cooper Register

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

Mini Super Register

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

I275GT Register

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

Modern MINI Cooper Register

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

Non Cooper Register

Malcolm Voss
31 Smallhythe Road, Tenterden, Kent, TN30 7LH
01580 765126
noncooper@minicooper.org

Please avoid phoning Committee Members and Contacts after 9pm.

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

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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

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

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The Lavenham Press administer our Subscriptions -

see details on page 4.

GDPR Policy Document

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

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

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

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

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

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

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

EDITORIAL



Let me start my editorial by wishing all our club members a happy, healthy and prosperous New Year!

But what a vintage year 2019 was for all of us Mini enthusiasts with so many events and shows to choose from which were devoted to celebrating the Mini's 60th anniversary to a greater or lesser extent. It certainly was an unforgettable year and one which I am going to remember for a long time to come that's for sure.

And although 2020 may not be as a significant year as 2019 was for the Mini, it will still be a year with a number of significant Mini anniversaries to celebrate, including the 60th anniversary of Mini Estates and Vans and the 50th anniversary of the 1275GT going into production. So I am really looking forward to the year unfolding.

However, before I get too carried away looking ahead to 2020, let's just wrap up a momentous 2019 which actually came to a end in a really fitting way, with Steve Entwistle and his navigator Mark Appleton, winning the HERO 2019 RAC Rally of the Tests outright, driving none other than Paddy Hopkirk's Cooper S after a number of attempts to win the rally in previous years. This is no mean feat as this rally is a gruelling three-day event and, given the time of year at which it takes place, the weather conditions can often be atrocious and 2019 was no exception. So, in recognition of this fantastic result, we have no less than three articles on the rally - one article written rather aptly by Steve Entwistle himself. Then Cara Jackson covers the rally from Steve's team's

perspective which was behind him all the way, our club sponsors Mini Sport. Finally, Neil Johnston's article takes a look at the team that made it happen. You will find their articles on pages 32 and 36 respectively.

Moving on to what else we have for you in this issue of **CooperWorld** and there is an article written by Jack Ward, our club Youth Co-ordinator, on what must be one of the last assembly runs of the year and that is the Off Peak Run. This relatively newly introduced event was the brain child of our first ever Youth Co-ordinator Sarah Voss. The premise of the run was to give our younger members the opportunity to go on a club organised weekend run, and to make it as affordable as possible but it was, nonetheless, also open to people of all ages to participate in too. Jack's account of the weekend appears on page 18 so do have a read of his article as it may inspire you to go on the next run.

And to finish with, we have a good number of our popular register reports which I always find interesting and enjoyable to read. Not only that, but you can also pick up some real gems of advice and information, often applicable to all Minis from our own 'in house' Mini experts.

Paul Sulma



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CHAIRMAN'S CHAT



Hopefully, when this issue of **CooperWorld** hits your doormat, it will be just a few days before Christmas, so it gives me just enough time to wish you all a Happy Christmas. For those further afield, where the post takes a little longer, I wish you a Happy New Year! This year, of course, has been a big celebration year for the Mini, being its 60th year. I hope that you all had an opportunity to participate in some of the many special events put on for this special birthday. It is remarkable that the Mini is still so popular and that it is admired by a great

number of people. The car is of course a bit out of place in modern traffic, although with the average speeds achieved on our roads these days being so low, that statement is probably a bit misplaced. But get the car into its own environment around country lanes, and it can still hold its own. The upsurge in interest in Mini racing is also a revelation. I'm sure not many people thought the Mini would still be racing and rallying, albeit in historic classes, sixty years after it first hit the streets. The cars are still easy to maintain with simple DIY equipment and replacement parts are in plentiful supply. So I'm sure the Mini will go on and on for many years to come, until perhaps the dark day dawns when the environmental issues deem the little car too polluting to be tolerated on the roads. Hopefully, that day if it ever comes, is still a long way off and we can all continue to enjoy our cars without restrictions for many more years to come. Long may it continue.

The Classic Motor Show held at the NEC in early November was another success for the club and once again Justin Ridyard and his small team must be congratulated for putting on the show for us yet again. Sally Salter, ever attentive, kept the Club Shop sales ticking over and between the team they signed up a useful number of new members over the three days. It is also a good meeting point for the numerous club members who attend this massive three day show. I for my part only attended the show for one day but the Saturday that I spent on the stand was indeed very enjoyable, even if it was very tiring on my old legs.

Situated as we were, right in front of the entrance to the Silverstone Auction, which increased our footfall at peak times, it also allowed us to witness the sales and see the perhaps more sensible prices on the hammer. There were a number of Minis up for sale in the auction, one very nice, two quite nice, one not good at all and a rally car. They all sold. The lovely 997 red and black Mini Cooper had been reshelled into an Australian CKD shell

and had been updated in certain areas but was a beautiful car and made a whopping £32,000. A lovely Mini 30 (my favourite of the limited editions) with only 24 miles on the clock and still unregistered, made £25,000 but with that mileage will likely stay as a garage queen. Shame. A rather 'in your face' Union Jack emblazoned Jubilee Mini from 1978 made £8,000 but was not for me. The rally car was a very presentable red and white Jersey registered car that had done the Monte Historique and made just over £20,000, so was a good buy if you wanted to go and have a play. The last car, in what I can only describe as painted in washing machine white, was a 997 Cooper which made a remarkable £23,000, which I thought was a lot of money for what it was. Clearly, Mini prices are still relatively buoyant and seem to be bucking the trend of downward prices in many classic cars over the last year or so. Perhaps after our election on December 12th, things will pick up in 2020. Time will tell.

Entries for Minis to the Alps in September have opened and are going well. As I write we have filled 32 places, so just eight places remain for what will, I know, be a great event. If you are interested, don't delay. A full page advert of the event appears in this issue of **CooperWorld** and as mentioned last month; we have taken on board feedback from previous years and have put in place, each day, short cuts for those who wish to take a more leisurely tour. So if you have a modern MINI or a classic Mini, all are welcome. You don't need any experience and certainly not a thoroughbred competition car. The comprehensive roadbook is easy to follow and for those new to this sort of venture, there will be plenty of opportunity to master the simple navigation before you set foot in France. It's also great value, it being all inclusive – except for your fuel bill!

Looking ahead to 2020, we have the AGM scheduled for Sunday March 8th at 11am. This will be at The Banbury House Hotel in Banbury. We will again be supplying a sandwich lunch for those who attend. The AGM is an opportunity for you to listen and quiz the Committee on the year's business. We do have vacancies on the Committee and it would be nice to see these positions filled. So if you are interested in coming onto the Committee do get in touch. All positions on the Committee are subject to re-election at the AGM. Any matters that you wish to have placed on the agenda should be put in writing to me at least 7 days before the AGM. It would be nice to see a healthy number attend, so do come along and have your say.

Until next month

Robert Young

NEW MEMBERS

We welcome the following new members who joined during November

Simon Dray, Walsham-Le-Willows, Suffolk

Steven Yates, Doncaster, South Yorkshire

Euan Laidlaw, Morpeth, Northumberland

Richard Clarke, Durham City, County Durham

Josh Willis, Ashford, Kent

Daniel & Ian Leverett, Norwich, Norfolk

Martin Weston, Eastbourne, East Sussex

Michael Bevan & Sharon Tomlinson, Wakefield, West Yorkshire

Gilles Lengard, Versonnex, Haute-savoie, France

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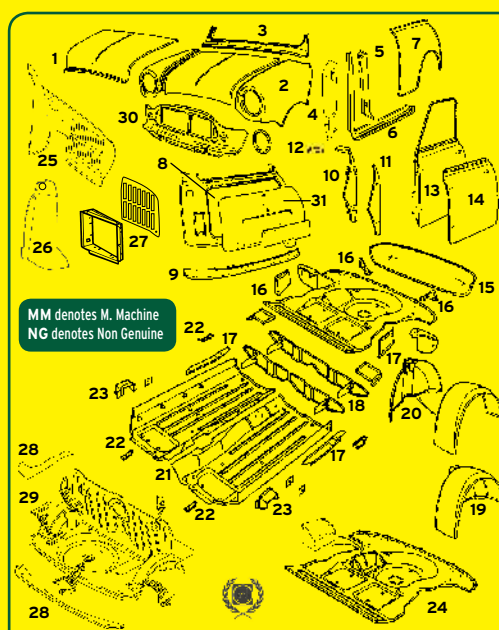


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4 A post stiffener - internal hinges only	£30.13
5 A post boxing plate - MK1 & 2 (MM) / MK3	£14.29/£34.24
6 A post step repair - internal hinges	£96.19
7 Rear wing MK3 / MK1 & 2 (MM)	£134.65/£88.09
8 Back panel - Screen down/Gutter down	£244.26/£329.76
9 Full boot hinge panel	£224.52
10 Inner 'A' panel (including scuttle closing panel)	£79.52
11 Outer 'A' panel MK1 & 2 / MK3	£41.68/£25.64
12 Scuttle closing plate	£15.38
13 Door - MK1 & 2 / MK3	£67.12/£59.06
14 Door skin - MK1 & 2 / MK3	£97.72/£97.72
15 Rear valance / closing plate (Partial/Full)	£62.82/£32.93/£43.84
16 Stiffener-boot floor to arch / Rear bulkhead	£23.09/£14.95
17 Companion bin closing plate / Inner sill stiffener	£16.30/£6.87
18 Heelboard - Full / Half	£85.92/£41.68
19 Full wheel housing	£103.87
20 Rear turret repair / Mudguard	£59.63/£43.60
21 Full floor pan / Half floor (rod change)	£262.88/£121.82
22 Floor sling shoe	£8.78
23 Jacking point / Seat belt anchor	£19.04/£8.87
24 Boot floor / Seat pan skin	£224.41
25 Inner wing bare / comes with A post & 'A' panel	£185.94/£237.24
26 MK1 & MK2 van pickup inner wings	£137.22
27 Flitch repair panel (NG)	£23.76
28 Radiator cowl / Vent panel	£70.54/£54.83
29 Boot floor side repair / Rear repair (MM)	£24.30/£8.34
30 RHD tank stand	£16.87
31 Front panel Pre 1976 / Post 1976 (rubber mounted)	£213.72 each
32 Boot lid MK3 / MK1	£225.95/£366.40
33 Waist rail (below 1/4 light) Pre 70 / Post 70	£25.54/£54.36
34 Clubman wings / Front panel	£105.90/£104.33
35 Clubman bonnet / Inner wing	£195.26/£225.71
36 Mini under wing liners (helps prevent corrosion)	£88.74

SUBFRAMES & COMPONENTS

1 Non Genuine rear subframe - Wet/Dry	£251.56/£248.58
2 Genuine rear subframe Wet or Dry	£487.31 each
3 Genuine front subframe, Pre '76/MPI	£546.31/£519.35
4 Front subframe assembly includes all running gear, suspension, brakes, etc.	£1826.74
5 Rear subframe assembly includes all running gear, suspension, brakes, etc.	£1793.42
6 Rear subframe mount kit - bushes, pins, bolts, etc.	£57.84
7 MK1 front subframes	£546.31



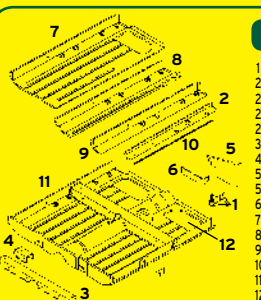
VAN/ESTATE REAR VALANCE PANELS

1 Rear number plate backing	£11.75
2 Rear number plate bracket	£8.52
3 1/4 valance seam capping	£8.82
4 Rear 1/4 valance Genuine/Non Genuine	£25.84/£11.88
5 Rear 1/4 valance closing plate	£5.58
6 Centre valance Genuine/Non Genuine	£44.99/£19.62
7 Centre rear valance closing plate	£29.84
8 Van or Estate - Fuel tank / Fitting kit	£270.07/£6.13
9 Rear valance seam capping	£7.48



FLOORING PANELS

1 Radius arm nipple shroud	£7.20
2 Saloon outer sill - MK1 & 2, 4 flute (MM)	£19.36
3 Saloon outer sill - MK3 Genuine / Non Genuine	£45.80/£19.62
4 Van & Estate outer sill MK1 & 2, 4 flute (MM)	£20.81
5 Van & Estate outer sill - MK3 Genuine / Non Genuine	£37.46/£26.82
6 Seat cross member - Pre 1974 / Post 1974	£56.17/£61.12
7 Seat cross member end repair	£19.86
8 Companion bin - Saloon MK1,2,3 / Clubman Estate	£31.98/£82.66 each
9 Genuine companion bin MK3 onwards	£43.84
10 Lower companion bin repair Saloon MK1,2,3/Club Estate	£20.70/£18.72
11 Wide front to rear floor c/w outer sill and jacking point	£39.38
12 Narrow front to rear floor c/w outer sill and jacking point	£28.36/£28.80
13 Full length inner sill - Saloon / Estate	£28.36/£28.80
14 Battery cable cover	£21.36
15 Complete floor assembly Heritage	£737.36
16 Front foot well repair - Budget / Restoration	£26.10/£35.93



BRAKES

M. Cyl - single line (plastic tank) / Dual line	£46.48/£80.08
Wheel cylinder - all types in stock	From £8.28
M. Cyl seating gaskets - Large / Small	£1.61/£1.13
Brake flexi hose - Front / Rear	£7.02/£7.80
Rear brake Adjuster / Wedge	£22.12/£4.27 each
Handbrake bellows	£2.28 each
Brake backplate - Front / Rear	£42.98/£34.12
Brake shoes - Front / Rear	£14.98/£13.88
Handbrake cables - Twin / Front / Rear to rear	£47.5/£4.32/£4.74
Brake drum - Standard / Spaced	£13.19/£14.58
Brake disc - 8.4" / 7.5" / Vented	£10.20/£19.80/£14.40
Brake disc 997 / 998 Cooper	£48.72 each
Brake pads - 'S' / Late / Vented	£23.27/£14.84/£19.30
Complete brake pipe kit (copper/brass unions)	From £9.62
Individual brake pipes	From £8.58
Brake servo MK1 & MK2 / Brake servo kit MK3	£356.70/£203.28

CARBURATION

Air filter - HS2 / HS4 / Injection Cooper	£8.34/£6.30/£8.77
Carb rebuild kit - HS2 / HS4 std / HIF44	£42.88/£60.54/£59.03
Carb jets - Standard / Waxstat	£20.76/£43.90
Heat shield kit - HS2 / HS4 Stainless	£12.72
Throttle cable - HS / HIF	£4.74/£5.99
Choke cable - MK1 & 'S' / 1969 & 1989	£13.80/£15.00/£10.97
Carb Needle / Spring	£15.07/£7.40
Twin carb link pipe	£10.08
Fuel pump - Manual NGen/Manual Gen/Electric NGen	£21.60/£78.00/£61.78
Electric fuel pump mounting Bracket / Clamp	£8.34/£7.91
S.U. pump banjo union	£5.51
Fuel filter in-line (replaceable element)	£9.00
Fuel hose - Rubber / Braided (per metre)	£5.06/£8.77
Front/rear copper fuel pipe - Saloon / Van & Estate	£19.20/£31.98
Carb return spring - Standard / Twin carb	£3.54/£2.56
Twin carb linkage kit	£18.26
Fuel pump blanking plate	£4.03

CLUTCH

Clutch kit - Diaphragm / Verto / Injection	£58.55/£135.83/£85.50
Slave cylinder - Diaphragm NGen/Verbo Gen/NGen	£30.16/£11.44/£45.44/£25.91
Flexi hose - Diaphragm / Verto	£8.68/£4.74
Clutch cover - Standard / Orange / Grey	£31.55/£40.20/£47.10
Master cylinder - Plastic tank / Tin tank	£54.48/£71.82
Release bearing - Diaphragm / Verto	£6.00/£7.07
Return spring	£2.34

GENERAL RESTORATION PARTS & NEW PRODUCTS

Radiator cowl upper & lower - '60-'74 / Cooper & 'S' '61-'74 £77.71 each

Service Parts and Owners Manual DVD (All Models) £29.99

COOLING

Standard Radiator - 3 Row/Comp 2 Row/MPI	£60.29/£75.18/£71.94
Oil cooler - 13 row	£42.62
Braided pipe kit - Mini / Clubman	£34.88/£39.36
Thermostat / Blanking sleeve / Housing	£3.48/£9.40/£8.10
Radiator cowl rubber	£5.82
Radiator hoses to 1990 - Top / Bottom	£3.30/£8.64
Top hose 'S' / GT	£4.20/£6.74
Heater control valve MK1 / MK3 / MK4	£19.98/£17.56/£28.27
Water pump	£16.20
Cooling fan - 2 Blade / 6 Blade	£37.88/£47.54
Top radiator bracket - 'S' or GT	£9.54/£8.99
Heater hose	£3.82 per metre
1275 fan spacer	£9.38
Heater cable - MK1 / MK2 & MK3	£13.80/£12.90

ELECTRICAL

Fuel sender Saloon/Estate	£25.54/£25.54
Indicator switch MK1 / MK2 / MK3	£56.03/£30.60/£39.06
Fuse box - 2 Fuse / 4 Fuse	£10.08/£8.82
Floor starter switch	£29.58
Solenoid - Standard / Push button	£10.20/£23.50
Floor mounted dip switch	£19.92
Headlamp switch - MK1 / MK2 / MK3	£12.18/£8.83/£9.00
Battery cable - front to rear	£43.92
Battery - Clamp / Rod	£8.10/£2.34
Dynamo - Outright	£63.52
Alternator - Outright	From £53.94
Voltage regulator	£22.07
Starter motor - Outright - Inertia/Pre-engaged	£75.60/£80.04
Complete wiring looms	From £227.05
Wiper wheelbox - MK1 / MK3	£51.66/£19.00
Washer pump - Electric / Manual	£11.94/£22.92
Wiper park switch / Multi plug	£13.14/£8.92
Wiper motor - twin speed	£44.24
Indicator flasher unit MK1 / MK2 & 3 / 1991 onwards	£5.99/£4.68/£10.79

IGNITION

H.T. leads & plug caps - Period MK1	£33.19 set
H.T. lead set - Various colours / MPI	£12.25/£15.32
Electronic ignition kits - Aldon / Lumenition	£132.30/£95.12

Aldon competition dizzy	£176.17
Ignition switch MK1 & 2 / MK3 & MK4	£10.36/£54.82

LIGHTING

Clubman side indicator unit	£68.74
Rear light - MK1 / MK2 / MK3	£40.02/£55.68/£49.12
Rear lens MK1 - Red / Amber / Screw kit	£8.10/£7.09/£8.52
Rear lens MK2 & MK3	£24.19
Headlamp sealed beam unit	£11.51
Quadruplex halogen headlamp kit RHD/LHD	£47.59/£57.07
Steel headlamp - Bowl / Rubber gasket	£10.80/£4.20
Plastic headlamp bowl (including rim, gasket & adjuster)	£13.50
Headlamp bezel - Genuine / Non Genuine	£19.91/£7.30
Front indicator unit - Genuine / Non Genuine	£15.32/£7.74
'Works' chrome bolt mounted spot lamp	£101.81
'e' driving lamp set - Black / Chrome	£33.17/£26.68
Stainless spotlight bracket	£2.20
Pickup rear light - 1976 onwards	£29.09
Rear number plate MK1 & 2 - Genuine / Non Genuine	£29.58/£8.21
MK3 Interior light / Interior light switch	£9.90/£5.94

PLUGS/CONTACTS/CONDENSERS

(All types in stock)

Standard coil/Ballast/Electronic/Sports	£19.14/£19.67/£19.30/£26.10
Low tension lead (MK1 / MK2 250)	£5.34
Distributor vacuum unit 250 / 450	£18.90
Engine splash guard kit (includes clips, etc)	£35.75
Standard battery / Heavy duty	£59.15/£81.40
Metal vacuum advance pipe with fuel trap	£28.46

RUBBER BUSHES/MOUNTINGS

Rear subframe mounting - Large / Small	£3.53/£1.14
Rear sub mounting pin	£9.00
Tie bar - Standard / Heavy duty	£1.08 each/£7.80 set of 4
Bottom arm - Standard / Heavy duty	£1.80 each/£6.00 set of 4
Rear shock top cap	£4.08
Top arm rebound buffer	£3.00
Front bump stop (not hydro) - 1 Bolt / 2 Bolt	£7.15/£7.80
Bump stop (hydro) - Front / Rear	£8.40/£6.60
Shock absorber - Front / Rear, top	£2.98/£1.44

Front subframe - Front mount / Rear mount	£42.00/£5.94
Rubber suspension cone - Genuine	£52.92
Rod change mount	£3.54
Remote housing mount	£4.92
Engine mount manual	£3.54
Engine mount auto - RHD / LHD	£16.80/£12.34
Engine tie bar kit - Standard / Up-rated	£33.38/£7.66
Remote to gearbox - Front	£3.54

SUSPENSION/STEERING

Radius arm rebuild kit	£14.29 each
Knuckle joint	£4.08 each
Swivel pin kit (service one hub)	£10.73
Track rod end - Genuine / Non Genuine	£14.39/£5.40
Steering rack (new) RHD / LHD	£69.72/£74.30
Sports pack limited travel rack (Non Genuine)	£81.35
Nylon steering column bush - Upper / Lower	£0.33/£0.74
Timken front disc bearings - Genuine / Non Genuine	£51.13/£14.04
Timken front drum bearings - Genuine / Non Genuine	£68.26/£12.42
Timken rear bearings - Genuine / Non Genuine	£33.56/£11.34
Drive flange 'S' / 8.4" / Drum	£27.85/£30.48/£34.80
Shock absorber - Front & Rear	£15.34 each
Hydro pipe - Nylon / Copper	£42.00/£33.78
Displacer dust cover	£9.64
Top arm rebuild kit	£11.70 per arm
Front towing eye	£10.20

MASSIVE SELECTION OF NUTS, BOLTS AND BODY HARDWARE

BODYSHELLS

(Range includes MK4, SPi, MPi)

Sportspack	£8951.04 each
Clubman Saloon	£2927.54 each

WE STOCK THE ENTIRE HERITAGE BODYSHELL RANGE. PLEASE CONTACT US WITH YOUR REQUIREMENTS.

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CATALOGUES

For your **FREE** copy of the **Body Panel** and/or **Classic Mini Accessories** Catalogue, please phone us on **01249 721421** or email: spares@somerfordmini.co.uk



EVENTS CO-ORDINATOR – Justin Ridyard



We have arranged a factory visit to Prodrive for 2020. The tour will take place at the Banbury facility on the 11th March, one tour in the morning and the other in the afternoon (15 people per session). Prodrive is one of the world's leading motorsport businesses. For 30 years, they have been running race and rallying programmes for some of the biggest names in the sport, including MINI, Aston Martin, Subaru, Ford, Porsche, Honda and BMW. At the same time they provide race and rally cars for private teams. Tickets are available to members

at face value, and cost £30 per adult and £10 for a child. Cheques to be made payable to Mini Cooper Register and sent to Justin Ridyard, 2 Carlsden Close, Dover, CT17 0SD. Space is limited so bookings taken on a first come, first served basis!

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

The Champagne Run will take place in July on the weekend 11th-12th and 13th July, please email us for further details.

That's all for now!

Justin Ridyard

Tel: (01304) 330715

events@minicooper.org



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



EVENTS CALENDAR



Key

Bold = National MCR event or Club stand.

Italics = Regional MCR event/attendance.

January 2020

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

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

February 2020

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

March 2020

Event: Brooklands Mini Day
Date: 22nd March
Location: Brooklands Museum Trust Ltd, Brooklands Road, Weybridge. KT13 0QN
Contact: <https://www.brooklandsmuseum.com/> or MCR Lorraine Hampson 01428 712154 thames_valley@minicooper.org

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

May 2020

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

Event: Blyton Park – MKI Action Day
Date: 3rd May
Location: Gainsborough, Lincolnshire. Track day at Blyton Park for MKI Mini's.
Contact: <http://mk1-performance-conversions.co.uk/action-day.htm>

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

Event: National Metro & Mini Show
Date: 21st June
Location: Gaydon
Contact: <https://www.britishmotormuseum.co.uk/events/national-metro-and-mini-show>

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

July 2020

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

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

Event: Festival of Speed
Date: 9th-12th July
Location: Goodwood
Contact: www.goodwood.co.uk

August 2020

Event: Ham Sandwich Run
Date: 23rd August
Location: Kent
Contact: events@minicooper.org

September 2020

Event: Minis to the Alps
Date: 18th-25th September
Location: France
Contact: Lesley Young - membership@minicooper.org

Event: Goodwood Revival
Date: 11th-13th September
Location: Goodwood
Contact: www.goodwood.co.uk

October 2020

Event: Off Peak Run
Date: TBC October
Location: TBC
Contact: Jack Ward 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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What is an adventure?

It's beginning, packing everything
that you need and more into the boot.

Passing the time by singing
the songs that everyone knows.
(Or almost knows.)

Seeing the city change, as trees
replace lamp posts and the streets
become fields.

It's arriving, and the feeling
of soft earth beneath the tyres.
Frost on the grass, twinkling in the
mid-morning sun. Silence broken
by the crack of twigs underfoot.

Hot breath escaping into the cold
air as the whole family excitedly
get out and the games can begin.

It's returning and pulling off
muddy wellies and putting them
on old newspaper.

Piling back in and turning up the
heating. The day changing to dusk,
an exciting journey home along
ever darkening country lanes.

Tired but happy about the promise
of a hot bath followed by a warm bed.

IT'S TIME TO GO EXPLORING.



THE MINI COUNTRYMAN.

SEARCH MINI 48 HOUR TEST DRIVE.

Official Fuel Economy Figures for the new MINI Countryman range excl PHEV: Combined 32.1 – 56.5 mpg (8.8 – 5.0 l/100km).

Figures are for comparison purposes and may not reflect real life driving results which depend on a number of factors including the accessories fitted (post registration), variations in weather, driving styles. Only compare fuel consumption and CO₂ figures with other cars tested to the same technical procedure.



CO₂ Emissions 166 – 111 g/km.

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



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 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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**Dunlop
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145R10**



**Camac
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**Dunlop
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165/70R10**



**Michelin
XXZ
145/70R12**



**Dunlop
R7
165/70R10**



**Avon
CR6ZZ
165/70R10**



**Dunlop Race
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500L10**



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Mini Cooper Register Annual General Meeting



Sunday 8th March 2020



Notice is hereby given that the Annual General Meeting of the Mini Cooper Register will take place at the Best Western Hotel Oxford Road Banbury Oxfordshire OX16 9AH. Directions can be found on www.bestwestern.co.uk.

Please arrive at the Hotel for 10.45 a.m.

The Meeting starts promptly at 11:00 a.m.

There will be a free buffet lunch for members after the AGM.

Nominations Wanted

The Committee shall be elected at the Annual General Meeting. The current Chairman should receive nominations of candidates for election to the Committee not less than seven days before the Annual General Meeting.

All posts are open for nomination any member may apply.

All positions will all become vacant at the Annual General Meeting. Posts which you can be nominated for are Competition Secretary, Editor, Events Co-Ordinator, Public Relations, Regalia Secretary, Regional Organiser, Secretary and Treasurer. It is vital and urgent that someone volunteers for each position to allow the continued smooth running of the Club. Your Club needs you!

Please contact Robert Young if you want to discuss any position.

The Chairman and Vice-Chairman will be elected by ballot between the newly elected members at the next Committee meeting following this Annual General Meeting.

Please include the following in a nomination: Committee Post, the nominee's name and club membership number, the proposer's name and club membership number and signatures of both people. Please include your reasons for applying and detail any relevant qualities, experience and qualifications. This is your chance to make a difference to the running of the Club.

Agenda Proposals Wanted

Any member wishing to have an item included on the agenda of the meeting must submit it, in writing, to the current Chairman not less than seven days before the Annual General Meeting.

The Submission needs to include the name and membership number of the person submitting the item a proposer's name and membership number and the signatures of both people.

Note

Admission to the Annual General Meeting will be strictly limited to current members only. Please bring your membership card in order to gain admittance to the meeting.

The Committee does not recommend this meeting as a suitable place for children or pets.

Please address nominations and agenda proposals to:

Robert Young, MCR AGM, Spring Cottage, Small Hythe, Tenterden, Kent. TN30 7NE

Nominations and agenda proposals to arrive no later than Monday 2nd March 2020.

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The Off-Peak Run

By Jack Ward



This year's Off-Peak Run had a change of location to the Brecon Beacons with two days and almost 250 miles of driving through the National Park. In the days running up to the event, we watched the weather religiously as October events can often be hit or miss with the weather. In the recesses up to the event we had already been hit with flood warnings, making a few of the roads un-drivable and rather wet.

With 29 cars signed on for the event, we started our run on a cold grey morning in Merthyr Tydfil a few miles outside of the Brecon National Park. With the 29 cars all set off, they made their way through winding roads following Tulip diagrams and answering questions in the run Roadbook along the way to the first stop of the day. With one Mini unfortunately breaking down in the first part of the morning, only 28 cars remained and arrived at the National Park Visitors Centre for a coffee, a Welsh cake and a well needed leg stretch.

On leaving the Visitor Centre we headed north through the town of Brecon and outside the National Park up to the Epynt Ranges. However, as this was also where the Sennybridge Military Training Area was located and a live shooting range we were restricted on road usage. But we were allowed to follow the public road through the middle, crossing over cattle grids with a red flag flying high and with plenty of warning signs around as a constant reminder if we left the cars we could be killed by exploding debris! Leaving the ranges we continued down to our lunch break of the day in Beulah at The Trout Inn. The Trout Inn is a lovely fish restaurant with extremely friendly and welcoming owners (maybe friendly because not only did they own the restaurant but also the petrol garage next door with this being one of the few fuel stops on the route), who have a constant traffic of car clubs week in week out with rally plates all over the place from past car runs.

After filling our stomachs we left for my favourite road of the whole event, Devil's Staircase. Devil's Staircase is a single track road where





you will hardly see any other cars; it has a 25% incline and what seems like an endless amount of hairpin turns with amazing scenery the whole way. Sitting at the bottom taking pictures the one car I was worried about the most passed me; a Mini Traveller with an 850cc engine. Having an 850cc Mini myself previously I knew the struggle he would have getting up that hill. The engine screams in first gear could be heard for miles. But he made it with ease, even having to stop on one of the hairpin turns to let another car pass him coming in the other direction. After Devils Staircase was the drive back to the hotel through dense conifer forests and then onto the main road through a series of small villages to keep the mileage down and a more relaxing drive before dinner.





On day two we had a much shorter day of driving. After breakfast we set off again this time heading to the north east of Brecon. On route a majority of cars stopped at a coffee break to take a picture of a big rock in the middle of a muddy field for points to win the Routemaster award. Our coffee break was at the gorgeous Llangorse Lake. On leaving the lake we headed to our final stop of the day and the end of the event, The Big Pit. Heading over Crickhowell Bridge and, despite a slight mistake in

the route book, most people found themselves on route to the high road, a beautiful single track road with sheer drops and amazing scenery. On arrival at The Big Pit we had the chance to go 90 metres down into the coal mine and learn all about the mine and how coal was mined.

The scores were calculated of the Routemaster questions and we had some amazing prizes to give out thanks to DrawnByMatt who specialises





in custom drawings of classic cars (drawnbymatt.co.uk) and LogoThatPolo who specialises in clothing embroidery (logothatpolo.co.uk).

Runners up with some Brecon beer and some locally sourced liqueur were Mr & Mrs Mattingly (Bob and Ray). Winners of the Route Master



award with 100% correct answers were Richard and Linda Sign. They received a trophy, a bottle of local whiskey and a painting of their car by DrawnByMatt.

Jack Ward



60 MINI FACTS

By Lesley Young

As we start 2020, we bring to an end 2019, which was a very big year for the Mini, being its 60th birthday. There was so much going on during the year it was difficult to fit it all in. So just to prolong the birthday celebrations a little longer, here are 60 facts about the Mini - some I am sure you will know and others may be new to you. A little light hearted reading to while away the long January evenings while you finish up the turkey and mince pies.

1 - Over 5.3 million - the number of Minis produced between 1959 and 2000, though the exact figure is disputed.

2 - 10 x 4 x 4 feet - the size of the box into which Leonard Lord, the head of BMC, insisted the Mini should fit. It ultimately exceeded the prescribed length by a quarter of an inch!

3 - The generous door pockets were sized to accommodate the ingredients of designer Issigonis' favourite drink of dry martini - bottles of Gordon's gin and vermouth.

4 - 27 - the world record for the number of people crammed into a classic Mini.

5 - £182,000 - the most paid for a Mini at auction, the Radford de Ville Cooper S once owned by Paul McCartney.

6 - Early prototypes employed the company's existing 948cc version of the A Series engine, but the capacity was reduced to 848cc for production models.

7 - 'SLW 287R' - the registration of the Citron Green 1977 MK IV Mini complete with driver's door padlock first seen in 'The Curse of Mr Bean'.

8 - UK Minis were produced at Cowley, Oxford and Longbridge, Birmingham - Longbridge examples were originally marketed under the name Austin Se7en (the 7 was a nod to the famous Austin of the '20s/'30s) and the former as the Morris Mini-Minor.

9 - BMC's decision to build so small and economical a car was inspired by the Suez fuel crisis of 1956.

10 - The famous scene from the Italian Job movie of Mini Coopers apparently out running police Alfa Romeos through the sewers of Turin, was filmed in Coventry.

11 - Cooper Cars built a Twini Mini, with an engine at either end. It met its doom on the Kingston Bypass in 1964 when it inexplicably rolled, leaving its driver/maker John Cooper fighting for his life.

12 - The Mini spawned numerous weird and wonderful marketing vehicles, the most famous of which were arguably the three Outspan oranges.

13 - When launched, the basic version of the Mini cost a princely £497.

14 - The miniskirt was reputedly named after the Mini, Mary Quant's favourite car - a fact about which she commented, "neither is any longer than necessary".

15 - Though clearly aimed at the lower end of the market, the Mini has often been described as 'classless', having found favour with royalty, pop icons, film stars and sports idols alike.

16 - Initially only Morris versions had Mini in their name - they were called Morris Mini-Minors as they were smaller than the Morris Minor, also styled by Alec Issigonis. But the Mini moniker caught on and by 1969 was a brand in its own right.

17 - The Riley Elf and Wolseley Hornet were upmarket versions produced by BMC itself, while still more luxurious variants were offered by such specialist coachbuilders as Radford and Hooper.

18 - Early Minis were not without their problems, the most common being leaking floors and drowned distributors - canny owners soon learned to keep a tin of WD40 in the door pocket.

19 - Mini Coopers won the Monte Carlo Rally from 1964 to 1967 inclusive but, weary of their premiere event being dominated by the British, the French found a way of disqualifying Makinen's car from the 1966 results!

20 - '621 AOK', the first production Mini, still exists and is on display in the British Motor Museum, Gaydon - as are the last of the line, the Cooper Sport 500 'X411 JOP' and '33 EJB', the Mini Cooper in which Paddy Hopkirk won the 1964 Monte Carlo Rally.

21 - There were more variants of the Mini than any other British model - saloons, hot saloons (Cooper), very hot saloons (Cooper S), superheated saloons (ERA Turbo), extended boot saloons (Elf, Hornet), extended nose saloons (1275 GT, Clubman), estates (Traveller, Countryman), convertibles, vans, pick-ups and jeep-like buggies (Moke).

22 - The CV joints on the drive shafts were adapted from a Czech design used in submarine periscopes.

23 - Following their win in the 1964 Monte Carlo Rally, Paddy Hopkirk, co-driver Henry Liddon and their Mini starred on the blockbuster TV show Sunday Night at the London Palladium.

24 - The first prototype Mini was nicknamed the 'Orange Box' owing to its lurid paint scheme. Like the second more sedately finished one, its camouflage included an Austin A35 grille.

25 - If all the classic Minis made were placed end to end they'd stretch twice around the UK's coastline.

26 - There are reputedly a staggering 469 Mini clubs in the UK, and a further 260 throughout the rest of the world - and obviously the Mini Cooper Register is the best!

27 - No less than 3,016 bolts, screws and nuts were involved in the construction of each Mini.

28 - Car production was a lot slower in 1959 and each Mini took 30 hours to construct.

29 - Minis sold in Denmark were badged Morris Mascot.

30 - In 1999, 133 motoring journalists voted the Mini 'The 2nd Most Influential Car of the 20th Century'. Only the Model T Ford scored higher marks.

31 - The go-faster Mini Cooper brand resulted from a collaboration between BMC and John Cooper of Formula One fame.

32 - The Mini was never equipped with conventional suspension. Early and late examples featured a rubber cone set-up, while interim versions sported an interconnected so-called Hydrolastic system.

33 - Issigonis' decision to place the engine across the Mini's nose was pretty revolutionary (though DKW had pioneered it many years earlier) and set the pattern for most ensuing small cars. It allowed 80 percent of the interior to be allocated to passenger and luggage space.

34 - Though produced for 41 consecutive years, the Mini was never a truly profitable model for its maker.

35 - To optimise the Mini's cabin space and simplify production, the Mini featured external panel seams, while the hinges for the doors and bootlid were initially also positioned outside the car.

36 - The Mini's designer, Alec Issigonis, was an avid smoker, which probably explains why the car initially had no less than three ashtrays.

37 - The Austin version of the Mini was originally suggested to be called the Newmarket, in the vein of the existing Westminster and Cambridge models.

38 - In order to optimise storage space, the Mini featured sliding windows, allowing the doors to be single skinned and large storage bins built into their bases.

39 - The Mini is the best selling single model of British car in history.

40 - The Mini's designer, Sir Alexander Arnold Constantine Issigonis was born in 1906 in Smyrna, Asia Minor of a Greek father and German mother. He was a first cousin of Bernd Pischetsrieder, one time director of BMW and then Volkswagen.

41 - In addition to the UK, Minis were manufactured or assembled in : Australia, Belgium, Chile, Italy, Malaysia, Malta, New Zealand, Portugal, South Africa, Spain, Uruguay, Venezuela and Yugoslavia.

42 - Entries for the London Design Museum's 1999 Celebrity Design Contest included a mirror-plated Mini courtesy of pop icon David Bowie.

43 - Over half of all UK-produced Minis were exported.

44 - In 1991 Autocar magazine voted the Mini 'The Greatest Car of All Time'.

45 - 34 centimetres - the distance between Alastair Moffat's classic Mini and those ahead and behind that won the Guinness World Record for reverse parallel parking.

46 - The Mini's tiny design team consisted of just Alec Issigonis, Jack Daniels, Chris Kingham, two engineering students and four draughtsmen.

47 - The Mini's project code was ADO15, where ADO stood for Austin Drawing Office.

48 - Issigonis initially wanted the Mini to run on 8 inch wheels but this was rejected by Dunlop who settled for 10 inch ones - still tiny by general standards.

49 - Early Minis were sold with the option of wicker baskets to fit under the rear seats.

50 - In the 1970s the Italian company Innocenti produced a Bertone-designed hatchback on the Mini platform that proved very popular in its home country.

51 - Asked about the crashworthiness of the Mini, Issigonis reportedly said "I make my cars with such good brakes and steering that if people get into a crash it's their own fault. I don't design my cars to have accidents".

52 - Readily available and (for many years) cheap to buy, the Mini is the perfect basis for all types of special and at one stage 120 Mini-based car kits were on offer.

53 - All told VII marks of classic Mini were produced.

54 - Over the span of production, the Mini was powered by no less than seven sizes of the A Series engine - 848cc, 970cc, 997cc, 998cc, 1071cc, 1098cc and 1275cc.

55 - One of the designer's, Issigonis', many space-saving decisions was to mount the Mini's transmission in the engine's sump, as opposed to in tandem, as with most other makes of car.

56 - The utilitarian Mini Moke was meant to have been a four-wheel drive army vehicle, but was ultimately built in two-wheel drive form for civilian use - some 50,000 were made between 1964 and 1968.

57 - Minis proved to be motorsport marvels and among their many successes were: 5 British Saloon Car Championships, 2 European Touring Car Championships, 3 British Rally Championships and 2 European Rally ones.

58 - A 50th anniversary party for the Mini at Silverstone was attended by 25,000 people and 10,000 cars.

59 - The last classic Mini made, a Solar Red Cooper Sport 500 built on 4th October 2000, was driven off the Longbridge production line by 60s popstar Lulu.

60 - 26.5 seconds - the time required to accelerate an 850cc Mini from rest to 60mph.

To those still awake I wish you a very peaceful and healthy New Year.

Lesley Young

Period Adverts

by Richard Pengelly

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The HERO 2019 RAC Rally of The Tests

By Steve Entwistle

This year was my fifth time on this event. The first time in 2013 was supposed to be a one off! For the last three years I have been very lucky to have the use of Paddy Hopkirk's owned 1990 Pirelli Marathon winning Morris Cooper S, 6 EMO. And this year I was lucky to have the car again which, while owned by Paddy, is maintained by the guys at Mini Sport of Padiham.

Previously we have had good results in EMO on this event, a class win in 2016 partnered by Henry Carr, a feat repeated in 2017 with Ali Proctor, finishing second overall on the road, but unfortunately the car was too young to be eligible for an overall result. A change in the regulations for 2018 meant that we were eligible for an outright win, and we did very well, partnered by Ali again. But we slipped back on the last day for a variety of reasons, however, we were still very happy to be on the podium with a third overall and a hat trick of class wins.

Not long before the event we had a bit of a drama when Ali had to drop out, and I was very lucky to get five time winner of the event Mark Appleton to partner me. The last time Mark and I did an event was in 2015 so we agreed to do the Andy Mort Tour together in EMO which brought Paddy out as guest speaker and

Tony Jardine and the HERO rally media team. Paddy piled the pressure on asking us to win the event, second or third not being good enough!

This year the event started in Torquay, in order to run through Exmoor and North Devon on Thursday night and Friday with an overnight in Bristol. Saturday morning we would continue north up through the Cotswolds and the Midlands and into Derbyshire with an overnight stop in Stone. Sunday saw us into North Wales finishing in Chester.

Rally HQ was the Imperial hotel in Torquay where noise and scrutineering passed with no dramas and we were left with checking that the trip was accurate and checking the route and tests. Thursday afternoon we drove out to Exeter racecourse where the rally proper started, with a start from the rally arch straight onto the first test round the tarmac perimeter roads which were very slippery and 'green'. This was followed by two regularities with plenty of forest roads, tougher than previous years. We also did another test using some farm roads. We had started car one in honour of Mark's previous win and we returned to rally HQ leading the event.





Friday morning we left for two more tests at Exeter racecourse and a slippery farm test, the finish line was the start of the first of the day's regularities. The day continued across North Devon with regularities and tests including two at the famous Porlock toll road and a brace of tests around a closed for the season holiday park where we had a couple of FTD's. We then moved onto a time control section at RAF Chivenor, which was very fast and frantic, followed by a special test. The remainder of the day saw more regularities using what seemed like every white road possible, and being very muddy and slippery, before a long run up the M5 to the overnight halt at the Holiday Inn in Bristol, which saw us hanging onto our lead.

Saturday morning dawned freezing, literally. Straight out to Castle Coombe race circuit for two very icy tests and onto Kemble airfield where it was minus 3.5 degrees and two fast flowing tests. Another three tough regularities and tests at a rally school before a first, a live indoor test at the NEC Classic Motor Show, with live commentary, which was good fun.

The afternoon started with another test at Curborough sprint circuit where I managed to spin the car through 360 degrees within sight of the finish line! We then moved into Derbyshire for some Regularities which were really tough, virtually all on unsurfaced whites and farm roads with lots of controls, standing water, sleet, rain and mud. We struggled a little here with a slipping fan belt that Ken Davis adjusted for us in the dark and driving sleet. If that wasn't enough before the night halt we had the famous Swynnerton time control section, 34 minutes long, with junction after junction on every sort of surface and a control or passage check every 90 seconds or so, frantic!

Sunday and the last day, we left for the first test of the day at Market Drayton, still leading, now by over two minutes. Heading into Wales we had snow and ice covered roads which made things very tricky. Two tests at Rednal karting showed there was no grip at all with cars sliding off all over. An afternoon of more tests and muddy slippery roads saw us arrive into the finish at the Crowne Plaza hotel in Chester,

maintaining our lead, in a very muddy little Mini. I had spent the whole of Sunday wondering when it was going to go wrong after coming so close the previous year. It's safe to say I was a bit in shock at the finish not quite believing we had done what I had always wanted to do, and of course followed through Mr Hopkirk's wishes!

It was a brilliant tough event, well organised and marshalled. As always the marshals standing out in horrible weather for the competitors benefit. Mark Appleton was superb in and out of the car and I thoroughly enjoyed his company. It goes without saying he is brilliant at what he does, no matter what the situation, he always remains supremely calm. My thanks also go to Chris Harper and Mick Anderson of Mini Sport. As always they gave me a superbly reliable, quick little Mini. Massive thanks to the legend who is Paddy Hopkirk for trusting me with his car yet again, a big honour from one of my hero's. Blockley tyres provided us with their latest tyre which proved a good all round tyre; we didn't have a single puncture. They proved excellent when the going became loose and muddy. Only the second time a Mini has won the 'RAC', so it's fair to say I'm proud of this one, and, of all the people that helped me to achieve it.

Steve Entwistle





LETTERS



Works tool rolls/bags

I read Robert Young's Ex-Works and Competition Register article about the tool rolls/bags.

These items in Works Minis were made in the trim shop at Abingdon. I don't remember the bags with a zip, only the fasteners. The tool rolls I recall were the type hung from the parcel shelf by lift-a-dot fasteners. I don't think there were any of the extended length type.

I suggest the type fitted to RJB 327F, which came back from Australia, were made over there and not at Abingdon.

Bill Price

Quiz Corner

Just for fun to while away the long dark evenings so no prizes but the person who finds the most words will get a mention in next month's issue

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
A	L	S	E	D	O	H	R	L	O	R	T	S	A	C	K	R	T	P	A
B	E	U	O	W	I	N	P	O	L	N	U	D	G	R	E	U	R	U	B
C	N	N	C	O	O	P	E	R	I	M	L	N	I	H	D	O	I	O	C
D	S	B	B	A	M	O	O	R	E	A	I	K	A	O	H	F	P	R	D
E	U	C	O	N	R	O	D	X	H	N	P	M	R	C	O	L	L	G	E
F	N	O	D	D	I	L	N	S	U	D	F	L	A	G	M	E	E	I	F
G	E	B	A	R	G	E	I	T	H	D	O	T	B	H	O	T	X	R	G
H	N	I	V	R	I	D	L	S	C	O	T	T	I	S	H	I	L	L	H
I	O	D	I	F	F	A	L	L	L	A	U	E	N	I	P	L	A	I	I
J	T	M	A	K	I	N	E	N	U	E	R	E	G	D	T	I	L	N	J
K	L	S	D	C	N	I	R	L	C	T	N	L	D	E	O	N	O	G	K
L	A	I	E	H	N	E	C	O	A	A	E	S	O	W	P	I	G	O	L
M	A	P	T	A	I	L	I	D	S	P	R	U	N	S	P	M	O	D	M
N	S	H	A	I	S	S	I	G	O	N	I	S	T	M	A	P	A	O	N
O	M	O	G	R	H	T	E	E	T	O	E	U	A	Y	L	L	A	R	O
P	G	N	I	R	B	R	E	T	T	Y	D	H	E	L	M	E	T	E	P
Q	B	A	A	S	E	N	E	R	Y	P	C	S	R	E	W	O	L	F	Q
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	

Public relations - An end of term update

By David Hucker

In the August edition of **CooperWorld**, I reported on what had been happening with the club's public relations activities and I thought it would be of interest to readers, to give a brief overview of how we have done over the second half of the year. So, this is both an update and an end-of-term report for me, as I will not be standing for re-election at the Annual General Meeting in March.

With Mini60 very much in the forefront, there was an incredible range of events in which the club was involved in 2019. Starting with the Thames Valley Region's presence at the Brooklands Mini Day back in March and going through to the club stand at the Lancaster Insurance Classic Motor Show at the NEC in November.

The International Mini Meeting in Bristol, the National Metro and Mini Show at Gaydon and numerous regional events all provided plenty to report on for **CooperWorld** and the national magazines. Part of my role is to keep the club's name and activities on the pages of the magazines and our National Mini Day, which escaped the rain in early June and attracted around 3,000 people, was given great coverage by MiniWorld, Mini Magazine and Performance MINI.

We have a relatively small advertising budget which needs to be spent wisely and I complemented the regular ¼ page adverts which appear in MiniWorld and Mini Magazine with two full-page ones in Performance MINI, one prior to Beaulieu and the other when we featured as club of the month.

Whilst there is inevitable comment on social media when I use photographs with modern cars in, the club's membership is broad-based and we should reflect that in our advertising and stories. We now have a new range of advert designs and the one for Beaulieu 2020, featuring the Thames Valley stand, seems to have been favourably received.

Our presence on social media continues to grow, with over 17,000 followers on Facebook. A video posted by youth co-ordinator Jack Ward of cars parked up at the end of the Off Peak Run in October reached some 41,000 people, the highest of the year.

The events calendar also has a big following, with 62,600 views for National Mini Day and 42,500 for Castle Combe Mini Action Day in September, where David Dangerfield headed up the club's presence. There is already considerable interest in next year's events and, although only a small proportion of those who visit our Facebook page will actually go to them, we are attracting people to the site and raising the club's profile, which is important for our sponsors.

We are approaching 3,000 followers on Twitter and our website now has over 10,000 hits a month, both of which we can be pleased with. I have worked with webmaster Mike Bennett to update and harmonise all the website regional pages, some of which were out-of-date or lacking in helpful information. I have enjoyed my time working with Mike, as we shared a common interest in making the website better and more attractive to visitors, so that we featured higher on people's Google search.

We are steadily increasing the number of visitors to the private club Facebook page, which I use to break news before it goes in front of a wider audience. We have seen an encouraging increase in stories from individuals and regions and the bulletins on Minis to Ireland were regularly looked at.

It just leaves me to thank Editor Paul Sulma for his help with my contributions to **CooperWorld** and wish my successor every success in 2020 and beyond.

David Hucker

prodrive



MCR visit to PRODRIVE 11th March 2020

Prodrive is one of the world's leading motorsport businesses. For 30 years, they have been running race and rallying programmes for some of the biggest names in the sport, including MINI, Aston Martin, Subaru, Ford, Porsche, Honda and BMW. At the same time they provide race and rally cars for private teams.

The tour will take place at the Banbury facility on the **11th March 2020 one tour AM and the other PM.**

£30 per adult, £10 for a child, cheques payable to Mini Cooper Register and send to Justin Ridyard, 2 Carlsden Close, Dover, CT17 0SD. Space is limited so booked on a first come, first served basis!

Contact: Justin Ridyard, 01304 330715 (evenings) or events@minicooper.org

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MINI LTD

The Rise of Somerford Mini

His parents were not car oriented, but the Mini was in its heyday during his youth and was his model of choice. An attempt to persuade his mother to purchase one failed when she opted for a Metro instead but as soon as he was old enough, he acquired the first of many examples - a relative wreck that he lovingly rebuilt and customised to taste. In 1990 he founded Somerford Mini on just £2,000 of savings, support from the Prince's Trust, Enterprise Allowance Scheme and a Cantilever toolbox.

SOMERFORD MINI'S first home was among the wooden buildings of a farm in Great Somerford, Wiltshire, the vacancy of which resulted from the salmonella scare. Having spent three months resurrecting the dilapidated sheds, Pete then devoted the next 36, to the servicing and repair of Issigonis's baby masterpieces. Then, completely out of the blue, he was offered a hoard of BMC and Special Tuning Spares that filled two houses, a pair of lock-up garages and a barn. Within no time he'd not only purchased all the items and amassed enough vehicles to move them the 175 miles from Merseyside to Wiltshire but sold 50 percent to Japan. A new strand to an already successful business had been created.

In 2015 all aspects of Somerford Mini were rehoused in a smart 12,000 sq.ft. industrial unit in Calne. As Pete

says, 'the business may have lost its rustic charm, but it's now neatly organised under one roof, complete with a proper shop'. The stockholding currently runs to over 10,000 parts with a further 5,000 itemised on the company's highly informative website (www.somerfordmini.co.uk) and spares are distributed to just about every country in the world. The move to Calne provided an opportunity to set up the workshop from scratch, something the skilled team of restorers and mechanics relished. The new facilities include ramps, spray and sand blasting booths and four custom work bays, this means that everything is carried out in-house (with the expectation of engine machining) hence the 12-15 month waiting list for Somerford Mini's much vaunted restorations, and whether a customer's requirement is for a service, minor repair or complete refurbishment, the eight-strong firm's watchword remains the same "Quality".

Somerford Mini's impressive parts stock has been built over the last 30 years, this ensures that whilst working on the refurbishments and restorations we have access to just about every component imaginable. The aim is to provide every part for every model ever made. This means that there is an ever-growing list of parts that need to be re-made, an area where Somerford Mini are very pro-active and can boast a range of several hundred parts that they have tooled-up for.

As well as stocking all the smaller 'hard to find' parts the company hold stocks of performance parts and accessories for all models. They also have one of the largest ranges of body panels in the world as well as stocking the entire range of Heritage body shells.



Pete Hines believes the future for Classic Minis is long and bright, it remains good for Triumph's and MG's which are 10 years ahead of the Mini. Five years ago, customisation of the model was still popular, and nobody wanted 850 MK1's. Now demand for the early cars is huge and values are rocketing, a new breed of enthusiast insists on them being as original as humanly possible.

Somerford Mini Limited has really grown over the years and currently under development is a brand-new website, built with the customer in mind, it will still offer the unique interactive drawings but have also integrated with 'conventional' shopping experience and links to social media (Facebook, Twitter, Instagram and LinkedIn) where we share restoration stories, special offers, and much more.



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Mini Specialists win The HERO RAC Rally of Tests 2019!

By Cara Jackson



As the chequered flag is set to wave the passing of the 60th anniversary of the Mini, it was somewhat fitting for Mini specialists that a Cooper S won the 2019 HERO RAC Rally of the Tests – and not just *any* Cooper S either. We are thrilled to report that Mini Sport's Steve Entwistle piloted Paddy Hopkirk's 6 EMO to victory over three days – plus a Thursday evening Prologue to determine the start order. This was from Torquay to Chester, through rain, mud and snow; with only Paddy's kind words ("They better win!") and the sharing of humbugs and cherry menthol sweets with co-driver Mark Appleton, to help!

Here's how the event unfolded:

Mini Specialists take on The HERO 2019 Rally of Tests

Maintained and prepared by us here at Mini Sport, Paddy's Morris Cooper S already had





a vast amount of pedigree; it's been 55 years since Paddy first competed in the Rally of the Tests with the same car. In 1990, Paddy and Alec Poole (who built the 6 EMO) won the ERA Pirelli Marathon whilst piloting it and Paddy even lent it to rally greats Rauno Aaltonen and Roger Clark, who competed in the Rally of the Tests in it themselves. However, only Paddy Hopkirk and Steve Entwistle have won in 6 EMO!

The Prologue

Speaking of pedigree, Steve already has it in bucket loads and particularly in 6 EMO, he finished 2nd (overall) in 2017 and with a 3rd place finish last year. Hoping for that elusive top spot on the podium, navigator Mark Appleton (who has won the event five times previously) was recruited to assist Steve around the stages.

That winning experience was needed. With rain and recent high winds causing extra leaves to bury parts of the course on the Prologue, Steve and Mark made a great start, holding off a challenge from Dutch crew, Alexander Leurs and Bas de Rijk, in their Opel Ascona, to grab top billing. *"It was green, it didn't help that we were the first car in, I had one big moment in there!"* - Steve, on the Prologue.

Days one and two

Seedings sorted, day one of the Rally started from the slick surfaces of Porlock Hill through



the rough grounds on the way to Bristol. Steve and Mark still led the pack by 20 seconds at the end of the stage – a tough one for all crews. Mark commented that although they were 'pleased' with the lead, they were aware that it could be gone within 'a blink of an eye' – the next day's NEC showcase test would suit the Mini best.

He wasn't wrong! Day two saw the crews navigate from Bristol towards Swynnerton, Staffordshire. This stage was the first-ever live rallying competition to happen at The Lancaster Insurance Classic Motor Show at the NEC in Birmingham, with crews taking on an indoor course, testing their speed and agility in front of a huge crowd.

With their car's low-centre-of-gravity being perfect for such tests, our Mini specialists ended up increasing their lead during this stage – now up to two minutes going into the final leg. *"Frantic in there, good fun though, I've worked up a thirst"*. – Steve, on the 'live rallying' tests

Day three

Like any great rallying event, the final stage should offer the toughest challenge – and boy, didn't we get that during the final day as crews travelled from Stoke to Chester! Day Three caused navigational challenges, especially in North Wales, as the remnants of overnight snow slowed down the field – as did the uphill sections with its mix of mud and ice in parts.

When thinking about a Paddy Hopkirk car ploughing through snow and mud, the thoughts of Mini specialists won't be too far from that famous Monte Carlo Rally win in 1964 (just substitute the 'inclines in North Wales' for the 'Col de Turini'!) Just like that famous moment, the leading Mini crew held on to their lead, despite the weather conditions, to win the Rally of Tests 2019.

After his previous podium finishes left him just short of the top spot, Steve was understandably delighted with the finish, commenting: *"I've been rallying for 30 years and this is the best thing that has happened to me. It's also a win on the Mini 60th Anniversary plus 54 years since a Mini won the RAC Rally!"*.

On the win in Paddy's 6 EMO, the RAC Rally of the Tests winner 2019, continued: *"We called to interrupt him [Paddy Hopkirk] on his cruise to tell him, he seemed pretty pleased!"*

Speaking to Mini Sport, two rallying legends were particularly pleased at the news too: *"Wonderful, wonderful news! Please pass on our congratulations to crew, preparation & service teams at Mini Sport and everyone else involved"* - Paddy Hopkirk, rally legend

"Massive well done to all involved! I bet Paddy is delighted with the result!" - Bill Price, Former BMC Competitions Department's Deputy Manager - We think it's safe to say that he was, Bill!

Be a part of our Classic Mini community

So, a massive well done to Steve and Mark for their fantastic win! Throughout the year, our stable of drivers compete in many events up-and-down the country, as well as overseas – we even have our own Mini rallying competition 'The Mini Sport Cup', as part of the HRCR Old Stager Championship.

If you'd like to learn more about our events and/or join our ever-growing Mini community, why not be a part of it by liking our Facebook page?

Cara Jackson



Brooklands Mini Day

22nd March
2020

The Mini Cooper Register will be attending this event and has arranged space for 15 cars.

If you would like to represent the club and are willing to display your car then please contact Ken Hunter, Thames Valley Region



Contact: Lorraine Hampson
Email: thames_valley@minicooper.org
Tel: 01428 712154

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Mini Sport and the business of winning

By Neil Johnson

Robert Clayson



Success is the lifeblood of any motorsport business.

The phrase 'Win on Sunday, Sell on Monday' was coined in the 1960s as a theory to get manufacturers interested. And 60 years on, that theory still holds true, as Mini Sport will testify following their win on the 2019 RAC Rally of the Tests.

In a series of firsts, Mini Sport's driver and navigator, Steve Entwistle and Mark Appleton, emerged victorious in Paddy Hopkirk's Mini Cooper S, 6 EMO. It was the first time a Mini had won the rally, and the first time any crew had led from start to finish over four gruelling days and 750 miles. For Mini Sport's managing director, Chris Harper, it was the culmination of a project that began in 2016. "The RAC Rally of the Tests is acknowledged as the one of the toughest regularity rallies in Europe, and a lot of people said it couldn't be done in a Mini. We were determined to prove them wrong."

"We came close last year when Steve led the event right up until the Sunday morning before finishing third. It was a great result, but this year's was so much better. There is no substitute for winning in a business like ours, as it establishes our credentials to existing and would-be customers across the globe."

"Our long-standing partnership with Paddy has allowed us to grow the business in new areas, with the added bonus of Mini Sport preparing and maintaining 6 EMO and his 1964 Monte Carlo Rally-winning replica 33 EJB. "Paddy is a born winner, as his results over many years prove.

But seconds and thirds mean little. For him, finishing first is the only thing that matters."

"Mini Sport has a long and illustrious history of rallying in Minis, and we've won many events and championships along the way. This is another important milestone for us, and we are already making plans for 2020 and the next one."

Neil Johnson



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Ex-Works and Competition Car Register



Robert Young

Winter rebuild

The time has come, after having been built over 27 years ago, to rebuild my Works Replica. BFX 404B has given me superb service, having been ragged incessantly over many thousands of hard driven miles, mostly in Ireland, revving away on a short 4.1 final drive too. Other than routine stuff, it's never really missed a beat. It had a new clutch in Ireland, courtesy of Ray Cunningham, when it cried "enough" on one of Hugh Wyllie's Ireland runs. It also broke a cam follower, on the motorway back

from another trip to Ireland, which fortunately caused no damage to anything. The head has also been on and off a few times for valve attention and other than that it's been a very well behaved car.



BFX 404B on one of its numerous hard driven outings, out in all weathers

Back in 1992 I built the engine and gearbox slowly and carefully myself, in my home workshop and although I could rebuild it myself, I've decided to get Philip Anning to do it at Annings Race & Restorations. Perhaps I'm getting too old and lazy. I'm hoping that the block will go again, as it's already out to +060". If not, that may be an issue to overcome. Oil consumption however has been its only issue, never doing better than 200 miles per pint, but original forged



BFX 404B's engine has done sterling service

Powermax pistons, I'm told, were never great in that department. So a change to something more modern may solve that issue, always assuming the block with a hone, will go again. The gearbox, I'm also hoping should need little work, as this too has always behaved itself (helped no doubt by always double declutching down the box). It was a brand new proper Special Tuning gear kit, bought over the counter at Main Dealer Stewart & Arden in Sheppard's Bush many years prior.

The engine is due to get hiked out (for the first time in 27 years) and will be at Annings at the end of January when he returns from building and servicing Rauno Aaltonen's entry on the Monte Historique.

This entry is being sponsored by Mini Spares and run by Söderqvist Engineering from Sweden. It will be great to see Rauno out again on the Monte – we wish them all well. I will report on the findings of my engine rebuild and progress once work is underway and of course how Rauno goes on the Monte Historique.

Monte Carlo Rally 1966

As it's the Monte time of year, I thought I'd write about the 1966 event when Abingdon won the rally but history shows that they didn't! Run from the 14th to 20th January, the 1966 Monte Carlo Rally was, for the first time for many years, virtually uncompetitive from the nine starting points down to Monte Carlo. No stages were scheduled; this with the hope of getting as many competitors to the principality as possible unscathed - after pressure from the hoteliers when in 1965 only 28 cars made it to Monaco! BMC were looking for their hat-trick and Mäkinen was keen to repeat his 1965 success and started from Lisbon. Stuart Turner selected four different starting points for his Minis, as a hedge against one or other having bad weather. As it was, their westerly route was easy, apart from a good deal of rain through Spain. Paul Easter reported that Mäkinen slept for 27 hours on the journey whilst he did most of the driving. 171 cars made it to Monte on the Sunday evening, within time, from the 192 hopefuls who set off during Friday. The meat of the rally started Monday morning with a 900 mile loop up to Chambéry and back, which included six stages. Just 88 crews made it back and of those, the first 60 were selected for the Mountain Circuit starting on Wednesday evening. This entailed a 380 mile high speed dash over the ice covered mountains, with another six stages to undertake, before heading back to Monte Carlo Thursday morning.



Mäkinen and Easter were dominant in the snow and ice

Mäkinen soon threw down his marker on the Chambéry loop, known as the 'Route Commun', where he was putting up fast times and despite the snow covered ground, was leading on the road even before Castellane. He took on new tyres at Laborel and during the freezing night, when the temperature dropped to -25°C, he consolidated his lead. He was fastest on the very quick and dangerous stage into Gap, which was covered in ice and also fastest on the Col du Granier/Col de Porte stage where packed snow prevailed and saw him take a clear two minute lead over Aaltonen. It was here on this 47km stage, which he covered in just over 37 minutes, where the event was won. The two minute lead that he took back to Monte Carlo, the next morning, was never lost.



GRX 555D comes under scrutiny over the headlights

However, all was not well come Tuesday evening when a notice was posted by the officials concerning the legality of the light dipping used on numerous cars, including all of the Works Minis. Undaunted Makinen set off on the Mountain Circuit, as rally leader, Wednesday evening, leaving the arguments behind him. They were greeted with light snow on the short Sospel stage and on the Col du Turini they found packed snow, as were all of the remaining mountain stages. BMC's refuelling plans were now in full swing, with the cars being topped up from jerry bags at regular intervals and with high consumption, their range was only safe for around 70 miles (single fuel tank!). By St Sauveur Makinen had nine minutes in hand on the road and took on new tyres and four gallons of fuel. Back at the same service again later that night, Makinen had managed to pull a 15 minute buffer and again took on new tyres and fuel. His stage times had been equally impressive, being fastest over the first of the three trips over the Col du Turini and second and third over the other two visits. Makinen cruised back into Monte, just after dawn on Thursday, with a comfortable lead of just over two minutes on Aaltonen.



Makinen and Easter celebrate their 'win' before it was taken away from them

Come Thursday evening, a second notice was posted, again concerning the lights of the Minis. And so to the post event Scutineering which took place on the Friday. All of the Minis were taken apart, literally piece by piece, even down to counting gear teeth, such was the thoroughness, but nothing against the regulations could be found (they had missed the non homologated Hardy Spicer drive couplings). The organisers were still intent however on finding something and after much debate, concluded, to the amazement and disgust of all present, that the Minis' head lights were illegal. This, in the end, was upheld under appeal that the Minis' headlight bulbs had contravened the Group 1 regulations. This stated, albeit not clearly in the English translation, that headlights system must be the same as manufacture. This, as they were using single filament bulbs, did not comply as production Minis

should be fitted with twin filament bulbs (which would also allow them to dip). History was to show that BMC and the Minis received far more publicity from their disqualification than they could ever have hoped for, even for a hat-trick of wins. Citroen were awarded the winner's laurels but their driver, Pauli Toivonen, refused to go to the Saturday prize giving and never drove for them again. The repercussions for that exclusion reverberate even to today.

Abingdon Comps & Special Tuning celebration

2nd August is the proposed date for a celebration of the Abingdon Competition Department and also of Special Tuning. It is planned that the outdoor display will feature as many Ex-Works and Ex-Special Tuning cars as the joint organisers can muster. This display was the idea of Paul Sulma and with the help of John McIntosh they will no doubt ensure that Works Minis and Special Tuning Minis will form the bulk of the show. Obviously, it is hoped our cars will be joined by the three Monte winners in the Gaydon museum. The display will also feature Triumphs of various types, Austin Healeys, MGs and anything else that passed through the hallowed gates of Abingdon at one time or another.



The superb line up at Abingdon in 2017 will be hard to beat

One or two of the BMC transporters should also be there as indeed will be as many team members as possible along with those who ran the show and those who put the cars together. It may well be that suitable Works replicas may also be called upon to display too. Sponsorship is being sought and it is hoped that MiniSport, Heritage Panels and of course suppliers of MG, Healey and Triumph will also contribute. Hopefully, this show will be well supported and the show will be a success. No doubt Paul and John will contact those with suitable cars, once things are on a firm financial footing. Watch this space and put the date in your diary.

Robert Young

Cooper S Mk I Register



Simon Wheatcroft

This month a short discourse on the voltage stabiliser and changes associated with its introduction. The stabilised fuel and temperature gauges were introduced to the Cooper range in mid-September 1964. That does of course mean that all 1071 S types should have the 12 volt instant read fuel and temperature gauges.

The job of the voltage stabiliser is to reduce the voltage at the gauges to 10 volts which it did by giving a pulsed supply with an average of 10 volts.

The gauges have an internal damper which disguises the pulsing behaviour. The original Mini stabiliser was a Smiths item with their part number BR1305/00. It has two pairs of dual blade male terminals; these are identified as 'B' and 'I', B being



There are two versions of the BRI305/00 stabiliser, the early one is on the left



Same part number, different designs. Both have two male dual blade terminals



The rear of an SN4479 speedometer



The rear of an SN4417 speedometer. The voltage regulator sits where the top bulb holder was located

for the 12 volt power supply to the stabiliser and I for power out to the instruments.

The stabiliser is attached to the rear of the speedometer at the top. That required the bulb holder that was present (but unused on Cooper Mini speedometers) to be removed. At the same time Smiths added two additional orange jewels to the speedometer face and two bulb holders to the reverse and deleted two external bulb holders that were part of the mounting brackets. The top jewel was deleted from the speedometer face and the speed calibration increased to 130mph even though the highest speed number remained at 120. On the 200 kph speedometers the same changes took place. The speedometer designation was changed from SN4479 to SN4417. There are other Smiths stabilisers that look very similar such as the BRI310/00 which was fitted to Mk 2 Minis but that has a twin blade female terminal for the instrument connection and the fixing hole is on the opposite side.

There are now modern electronic versions available that perform the same function and are much more reliable but, unlike the originals, they are polarity sensitive. It is possible to have the internals of your existing unit updated if the patina on your stabiliser nicely matches the speedometer. Whichever type you have it does need to be well earthed.



A pair of BRI310/00 stabilisers – note the 'I' female terminal connections



Another view of the BRI310/00's. The one on the right is a modern diode controlled unit



4479/32 speedometer. Blank top 'jewel', 60mph at the top and calibrated to 120mph dead. Early fuel gauge easily distinguished from the later type by the thin needle



4417/18 speedometer. An orange jewel either side, 70mph at the top and calibration continues to 130mph



The 970S of Richard Tilley at a control point on the 1965 Monte Carlo Rally

This month's old competition car is on the Monte theme as it is nearly that time of year. This is the Austin 970 S of Richard Tilley/Ch P Williams on the 1965 event. Starting from Paris they, like many other crews that year, failed to finish thanks to the weather. The car has a rare early Benelite grille as fitted to some of the Radford coachbuilt cars. Richard was a fairly regular Monte competitor in the 1960s starting with an 850 in 1961 and working his way through the Mini range finishing with a 1275 S in 1967.

A Happy New Year to the Mk I S aficionados out there.

Simon Wheatcroft

Cooper Mk I Register



Barbara Alexander

Welcome to this month's report and whilst pondering on what to include as an opener for the New Year 2020, which is a scary thought in its own right! Anyway, I thought I would talk about logbooks; this topic came to mind as I had been in contact with a member about the legitimate existence of a car that had a '5' in the chassis number where it should have been an 'S'. I used to believe that this was the well known and common error of transposition of information from the old original buff or green type logbooks, to the new computerised

V5c type of registration document. But this is not the first time that this subject has been mentioned.

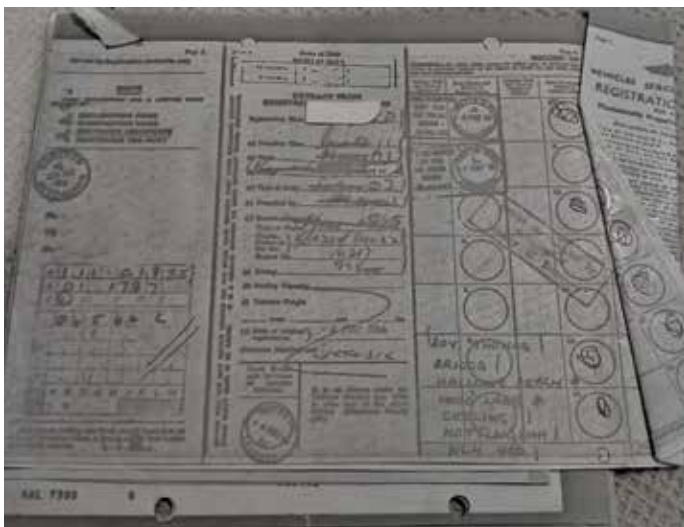
With view to keeping the subject within the timeline of the Mk I Cooper, we start with the original buff logbook the RF60 which, not surprisingly, was buff in colour and made of card. This was issued by a local authority and was either completely handwritten or had the registration number stamped onto it with varying typefaces. The logbook was just that, used to log or record all changes of



Photo showing the incorrect '5' instead of an 'S' in the chassis number. Also last digit of the chassis number is lost in the fold of the document. Note the engine number is illegible too



Old type green coloured logbook



Poor copies previously provided by the DVLA of documents held by them on microfiche now not available due to GDPR regulations

ownership and the purchase of road tax. If the number of new keepers exceeded that of the space for new owners in the logbook, then a 'continuation' RF60 was issued. In 1962 new logbooks were phased in now in a green and from 1966ish they were known as the VE60. Then in 1967 the recording of road tax purchases in the logbooks was phased out.

1965 saw the creation of the DVLC in Swansea and from here on gradually the administration of vehicle registration logbooks was taken from local licensing offices. The first issue of a V5 registration document came in 1974 looking much more 'official' with a uniform typeface and not too dissimilar to the modern day V5c document. As computers were available by then there was a gradual phasing in of the new registration documents by the DVLC starting from the 1970s. You could 'upgrade' your RF60 or VE60 to the new V5 right up to 1983. Sounds simple but this is where some errors were made; as previously mentioned, the older logbooks were hand written, usually handled and worn a lot as every new road tax stamp or new keeper was added, they faded, got wet, and eventually were stuck together with Sellotape etc. So it is not surprising that mistakes crept in as the DVLC staff had difficulties reading some of the handwritten information in the logbooks and thus entered incorrect information or they simply misinterpreted the information when transferred details to the new V5 document. Therefore common errors were made such as inputting a '5' instead of an 'S' for the chassis number prefix and the last digit of the chassis number missing as it had been worn off because it was too close to the fold in the card. Also of note for early 998cc Coopers is that the RF60 had 997cc for the engine capacity. But after all, in the day it was only an increase of 1cc and the salesman probably forgot to adjust the entry in the logbook for that!

Whereas the original RF60 and VE60 when sent off to DVLC were destroyed after being upgraded, DVLC did store the information on microfiche and were available to be copied upon request. Now sadly because of GDPR rules this information is no longer being released. But up to this point they would copy all the information they held for a car albeit usually in a format on barely legible spirit copier paper.

There are photos accompanying this report of old logbooks which are from my own cars and which do exist, so copy at your peril!

Have a great New Year!

Barbara Alexander

Cooper S Mk 2 Register



Nick Hunter

Although I wished you all Happy New Year in last months report, I'm guessing you'll have received this magazine before the end of the year so, Happy New Year again if that's the case!

Here we are then January 2020 and straight into the register with a new addition. Arthur Forrest has been in contact to register his recent purchase, a Tartan red and black Austin registered NNB 378G. The car was bought as a finished restoration project and has an interesting mechanical spec. The engine is a Swiftune built unit with their now legendary SW5 camshaft and a head modified by Vmaxxcart. Add to this a Quaife limited slip differential and 5 speed gearbox and you have a rather tasty road set up. The exterior of the car is pretty much standard, with the addition of Minilites, Aston style fuel fillers and neatly fitted door glass mounted mirrors. The interior is nicely fitted out with what look like Newton Commercial recliners, with additional rev counter and voltage gauge plus a nice leather rimmed steering wheel. The Heritage certificate lists the car as a right-hand drive export model, but frustratingly does not give its original country destination. Arthur knows the car was



Arthur Forrest's very smart Tartan red Austin, NNB 378G



Front end shot of NNB, note grill 'buttons' and halogen headlamp upgrade



Rear three quarter shot of NNB, the unmistakable 'rolled end' of a Maniflow exhaust just visible



The business end of NNB, there's no mistaking the engine builder



Comfortable looking and nicely finished interior of NNB

imported to the UK from the USA but is puzzled as to why it is right hand drive; presumably it was originally exported to a country where they drive on the left. If you have any information as to where this well-travelled car may have been, please let me know and I'll pass it on. A nice addition to the register, thanks for making contact Arthur.

Next we have a car that is known to the register and has just come out of an exhaustive restoration. EWA 198H is a Sandy beige and

Snowberry white Austin built in February 1969 and registered for the road in April 1970. You may have clocked the registration is very close to my own car EWA 172H, they are both indeed Sheffield cars registered around the same time but to different dealers. Gary has kindly written up the full restoration, so grab a mince pie, put your feet up and enjoy the story in Gary's own words.....

'Whilst visiting Tony and Fred at Nippy Cars discussing my ongoing project, Fred asked if I'd like to purchase an Austin Cooper S Mk 2. Several minutes later I'm outside in their yard looking at EWA 198H on a trailer, it looking somewhat worse for wear (that's an understatement). My reply to Fred was "of course I would but doubt that I could afford one"

After a very intense look at the car, with Fred pointing out all the good points of originality; correctly dated glass, wiper motors, wheels, body number and chassis number and so on, I sat down on the wheel arch of the trailer waiting for Fred to tell me the asking price.

After what seemed like an eternity we were shaking hands. I had been visiting Tony and Fred on a regular basis for the past 6 months, likewise they had visited my workshop in Bridgewater to discuss my now previous project, but we'd not actually done any business together as I was waiting in line for work to be commence on my car. Fred said "as it's on the trailer you might as well take it home" no money had changed hands, the deal was done on a handshake, proper old school style which was right up my street.



Gary Collins's EWA 198H as bought, doesn't look too bad does it?



Not too much missing under the bonnet of EWA

This was the beginning of a two-way trustworthy business and friendship relationship. Then came the bomb shell... how do I pay for it? A massive sale of all my previous projects ensued, including a Mini Mayfair, Mini City, and my 21k miles Mini Sprite, KTM motor cross bikes, Honda motor cross bikes the list goes on. I must admit it was quite a pull on the heart strings to let go of some of the bikes as they were all in absolutely mint condition. Hey ho, bite the bullet and press on.



EWA floor before work commences



The extent of work required for EWA becomes apparent



More gruesome EWA rot

The S back at my workshop, deposit paid, the balance was paid up shortly afterwards. With an all but empty workshop, it was time to get stuck in. First things first, as with everything I've done in the past, I take the all-important photos. This time though I thought of something different, I'll make a video too. My mate Ron Barclay (an ex workshop foreman for Bridgewater BLMC and a man who is greatly respected for his knowledge and skills) in the unit next to mine kindly let me use his ramp. With the car up in the air, my van backed up to the front of his workshop with the rear doors open, Pink Floyd Dark Side Of The Moon CD, Track 1 'Money' playing as loud as I could, the video began. Little did I know how much of the hard earned would leave my wallet.

So began the strip out, boxing, labelling, photographing, carefully storing etc. With that done Tony, Fred and Danny arrived at my workshop at 06.45am one cold and dark winter's morning. We manually lifted the shell into the back of the van and of it went on the whole 3-mile journey to the Highbridge home of Nippy cars. Once unloaded the shell was braced before all the necessary rotten panels were removed/cut out. This included the whole front end, back to the bulkhead, the complete floor section from and including the toe board to the rear valance, the Jewson lot as they say.

All the floor panels and associated panels, wheel arches, companion boxes, strengthening brackets, boot floor etc. were purchased from M-Machine. The complete floor section was assembled and welded (spot welded) together into one piece before being fitted to the shell. Then time to marry up the floor section to the shell, which I can only describe as a 'complete work of art' or in the words of the famous Sargent in the Platoon film 'Outstanding'. This had the car looking like we were making progress. The shell now on the jig (with temporary sub frames fitted) then it underwent further surgery, with repairs to the bulk head sub frame mounting brackets, scuttle corner panels, a complete new n/s rear quarter panel, a bottom half rear panel, extensive repairs to the gutter channels (at one stage a new complete roof panel had been considered) this particular repair an absolute credit to Tony's fabrication and welding skills. The boot lid had gone past its sell by date even beyond Tony's skills so a second hand one was sourced and dry fitted. Further repairs to the o/s rear quarter panel, a second-hand passenger door was also sourced and fitted along with new door hinges on both sides. Tony and Fred spending many hours getting what is known as the 'Nippy car door fit & shut' - seeing is believing.

A complete (as in complete from the bulkhead forward) new front end was fitted and modified to Mk 2 specification. All these panels were supplied by Somerford Mini now based in their new premises at Calne. The original bonnet was again past saving but luckily Fred had a fairly decent one in stock. However, it had been undersealed inside which seemed like an inch thick, once removed though it was usable. With the car now turned over, all the remaining strengthening



No turning back now for EWA

brackets were welded into place along with the rear valance, it was now looking like a proper shell. Next was the trip to the paint shop, just before the Christmas break.

While all of this was going on, back at my workshop I purchased new front and rear 'dry' sub frames along with 90% of all of the suspension parts. This included a new pair of radius arms, Minispares green spot rubber cones and adjustable suspension parts. All components were powder coated or painted black as required. I stripped the heavily corroded rear backplates; I wanted to keep the original plates as they are handed with the locating hole for the wheel cylinders. However, the dust/water shields that go around the outside of the back plate were heavily corroded and beyond repair. So I ground them off and purchased a pair of new complete back plates, drilled the spot welds from the back plate shields and re-welded them back onto the old back plates. KAD adjustable rear brackets were fitted to the rear radius arms to allow for proper alignment and castor angles to be set up at a later date. Minifin rear drums along with braided brake hoses front and rear were also fitted.

All the original Hydrolastic parts have been kept and boxed up. The displacers carefully wrapped up and stored, both sub frames were in decent condition so they too were treated to power coating to help preserve them. The radius arms are yet to be overhauled, along with the front top arms, all to be kept should a future owner wish to convert the car back to a 'wet' set up.

The front and rear hubs were completely stripped and refitted with new Timken bearings, top and bottom ball joints replaced and shimmed accordingly. Once the hubs were complete the front sub frame started to take shape. New Koni adjustable dampers were sourced front and rear, complete S disc brakes and AP callipers fitted together with new CV joints. Drive shafts were stripped, blasted and powder coated with new UJ's fitted. Unfortunately, unlike the rear, I did not fit adjustable suspension to the front as this stage; I did though retro fit later. This time the Mini Spares adjustable suspension kit, powder coated of course, was fitted, as this makes it easier to align the cars geometry as close as the factory settings as I wanted. (A god send for Colin at Southam Metro and Mini Centre when setting up the cars ride height etc.). The speedo, temp & oil pressure gauges were sent off to Richfield's for complete refurbishment and calibration. The pedal box for some strange reason looked slightly the worse for wear so went through the overhaul process, replacing the mounting studs, bushes, return spring and of course a trip to the powder coaters.

After trying to find a cleaning solution for the fuel tanks (they had been empty for the last 20 odd years) I purchased 6 gallons of white vinegar. With the transfer hose connection blanked off, I filled one at a time to the top of the neck and left to soak for 7 days. Before draining I set up my steam cleaner, then turned the tank on its side and poured out the vinegar into a large clean tub through an old towel. This separates all the nasty rusty bits and leaves you with reusable vinegar for the other tank. As soon as the tank was empty I quickly pointed a short lance from my steam cleaner into the tank turning it in different directions at the same time filling up the tank with very hot high-pressure water. I have done the very same thing many times with motor bike fuel tanks and it has worked a treat every time, although the tank is too hot to hold without some sort of glove (I use welding gloves). I then turn it over to let out all the water, with the tank being hot it dries the inside leaving a perfectly clean fuel tank. Once everything has cooled down I poured ½ gall of petrol in, swirled it around, result. The secret is not to leave the tank out in the cold, so the next day with the tank cleaned a trip back to the powder coaters, then into our utility room to keep warm and dry'

Thanks Gary, we'll leave it there for this month and pick up the next instalment in February's report.

Until next time

Nick Hunter

Cooper Mk 2 Register

Graham Robinson

Happy New Year to you all!

I would like to start the New Year where I left off in 2019 with a follow up on Jonathan Hartop's Austin Cooper. In my December report I said the car had spent all its life in Switzerland but that is not so as you are about to hear from Jonathan. Take it away Jonathan:-

The car was sold new in Switzerland to Mr Alfred Kohli of Thun and first registered on 20.10.1969 with the number BE 252 438. Mr Kohli and his wife travelled through Northern Italy in 1972. Then for their honeymoon in 1973 they drove to Vienna in Austria, Budapest in Hungary, Romania, and the Danube Delta to the Black Sea, Yugoslavia and back to Switzerland via the Po Valley. Later in 1973 they drove down to Madrid through France. 1974 saw them drive to Scotland loaded with enough gear for their one year stay in Edinburgh. In 1975 they drove round England for a holiday before driving back to Switzerland with Alfred's parents in the back! In 1977 they moved to the UK and settled in Stedham near Midhurst West Sussex. In 1982 their 13 year ownership came to an end when they sold the car to Steven Carpenter who lived not far away in Chichester. The car was converted to RHD, although leaving the original speedo, door locks, etc in place. The car was registered in the UK with ITR 441P, then in 1988 Mr Carpenter changed the number to NOX 4G. His wife used it as an everyday car, school runs, shopping, etc. until putting it away in 1991 and finally selling it to Jonathan in November 1993, but he didn't



Jonathan Hartop's Mk 2 Austin Cooper



Back in Switzerland and Swiss registered again too

collect the car until January 1994. The reason for the delay was that Mr Carpenter converted the car back to LHD for Jonathan's journey home. With his girl friend they drove the car back to Switzerland, going through Central London, crossing Tower Bridge and passing Big Ben and up to Felixstowe where they took a ferry night crossing to Zeebrugge, driving back down to Nyon by Lake Geneva. A journey of 1,100 km in total with no issues. Back in Switzerland the car was re-registered in his name and given the number plate VD 142 514. Restoration was started in 1997 but was put aside for many years until finally being completed around 2015. In October 2019 at a British car meeting in Morges on the shores of Lake Geneva, he was asked if the car was for sale. After a lot of thought he finally decided that it was, (having 3 other Minis helped the decision!). So it is now going to its fourth owner who amusingly lives around 30km from where Mr & Mrs Kohli lived, (and he believes still do), after moving back to Switzerland from the UK! Jonathan says it's a lovely little car and drives superbly, and has that lovely classic smell inside, original owner's handbook, service book, bills, MOT certificates, etc. By the time you read this, the car will be with its new owners and Jonathan is confident they will look after her very well and hopefully enjoy her as much as he did. Thanks Jonathan.

Well, that's about it for this month. A good start to the New Year and if you have a similar story I would like to hear from you.

Until next time

Happy Coopering!

Graham Robinson

Cooper S Mk 3 Register



Simon Wheatcroft

The last time I mentioned HLU 483K, a Blaze example that was in an ongoing auction being at £6,700 when I wrote my piece. Well, having been bid to £13,950 the auction was ended ahead of schedule and all bids cancelled so presumably an off ebay deal was done. One person contacted me about the car and he did go to look at it. But he reported that it was looking very tired and needed plenty of work, although none of that could be seen in the few poor photographs on the auction listing.

I had an enquiry about the dashboard switchgear which had a surprising number of variations given the short production time of the Mk 3 S. So, below is a list of the five versions:

Version 1 – Early Mk 3 cars had the same panel with toggle switches and ignition switch between as fitted to the Mk 2.

Version 2 – During autumn 1970 rocker switches were introduced which are the same as fitted to the MG Midget of the time. However, the ignition switch remained between the light and wiper switches.

Version 3 – By the end of 1970 the ignition switch moved to the steering column and a blanking plug filled the ignition switch hole.

Version 4 – Late January 1971 saw the screen washer pump relocated from under the dash to between the switches.

Version 5 – From late March 1971 the screen washer moved back under the dash and the panel was plain between the switches.

I was sad to read of the recent passing of Andrew Cowan. Less famous for his Mini outings than many of his other exploits, but Andrew drove the Works prepared Mk 3 S registered YMO 881H on a couple of occasions in Australia. His first outing with YMO was on the 1970 Southern Cross Rally where he was



Early Mk 3 Ss had the same switch panel as the Mk 2 Mini range



Then rocker switches with the central ignition switch



Followed by rocker switches with central blanking plug



Rocker switches with screen washer pump between



Final spec was just rocker switches and plain panel between the switches



Rare colour picture of YMO 881H prior to the start of the 1970 Southern Cross Rally



Andrew at the wheel with navigator Bob Forsyth as YMO and crew rush through the night



1970 Rally Of The Hills with Australian spec arches now fitted



1971 Heatway Rally and a new colour scheme. Andrew Cowan in the background at the door of the other Mini

paired with Bob Forsyth. The next outing was on the Rally Of The Hills when he was paired with Brian Hope and running as car number one. For this event YMO had acquired a set of Australian specification arches in place of the Special Tuning ones. By the time of the first running of the 1971 Heatway International Rally, YMO had been repainted in the Australian Works team blue with white stripes colour scheme adopted in line with the re-branding of BMC to the British Leyland Motor Corporation following the merger of BMC with Leyland



Jack Inwood collection

Andrew Cowan and his navigator Jim Scott on their way to an outright win of the Heatway Rally in 1972 following the disappointment of not winning the rally the year before because of mechanical issues in RJB 327F/BLA 532 and despite winning more stages than any other driver



Jack Inwood collection

Andrew and Jim enjoying some desert at a break in the rally

vehicles. Although Andrew wasn't driving YMO on this event, he did win it the next year in a 1275 GT Mini Clubman, one of two Mini 1275GT Clubmans plus two Morris Marina 1800TCs, all of which were prepared at Abingdon and exported to New Zealand specifically for the New Zealand Motor Corporation to compete the cars on a 'home turf' rally. Andrew had actually been contracted to drive one of the untried Morris Marinas, but wisely swapped to the proven Mini just days before the rally.

A Happy New Year to all those reading this.

Simon Wheatcroft

Rover Cooper Register



John Parnell

Happy New Year!

For the MCR, 2020 marks three memorable anniversaries: thirty years since the rebirth of the Cooper name on a Mini; twenty years since the Mini itself bowed out after forty-one continuous years of production, and the twentieth anniversary of the passing of John Cooper.

Although the youngest Rover Mini and Mini Coopers will soon be twenty years old, you still see them being used as an everyday car, be it nowhere near

as frequently as we once did. Less than half a mile from where I live there is an August 1998 Cooper that has never been garaged and yet it still looks smart and is in daily use. And that is the thing with these later cars; they start on the button, can hold their own in modern traffic, are a joy to drive and park, relatively cheap to maintain, and they have yet to acquire that status where owners' are frightened to leave them anywhere for fear that badges and trim will disappear, or the whole car itself.

Corrosion Woes

Usable as they still are, the Achilles heel of these later cars is their propensity to succumb to major corrosion, even in the hands of the most caring owners. Minis have always had a bad name for rusting in well documented areas, but 1990s models have added some new places to rot where 1960s cars rarely had a problem. The main cause is down to a combination of the thinner gauge steel used in the body shell construction, indifferent rust-proofing, plus almost non-existent paint coverage in the areas that the eye does not see. The ominous bubbling that is frequently seen erupting from under the front windscreen rubber of 1990s Minis also has a partner in crime in the form of the later windscreen rubber that is flatter and wider than its predecessor and does not sit properly in the recess of the screen surround like the older ones used to.



Spot the difference I: The wider front windscreen weatherstrip introduced in early 1993

As far back as late 1985, the front screen rubber (officially called a 'weatherstrip') was listed under the part number (for standard laminated glass application) JPC 4834. This became NLA (No Longer Available) at the end of 1992 and was replaced by a new part number, CCB 10011. There was then a production change point in February 1993 and with it a new part number, CCB 100130, and it is this that I believe is the new design I am referring to. There was no corresponding change to the part number of the laminated windscreen glass or the windscreen panel assembly. If your car is fitted with one of these, the application of clear rubberised

windscreen sealer will prevent damaging water ingress. Alternatively, you might prefer to remove the windscreen first to examine what corrosion might already be lurking beneath.



Spot the difference 2: The earlier type of weatherstrip. Note how it neatly fits into the recess to form a good seal

Unlike the front screen weatherstrip, the one for the rear windscreen kept the same part number - JRC 2674 - from at least 1985 until the end of production in 2000. While afflicted by the same basic bodywork deficiencies as the front screen, the source of some of the corrosion that can emerge from under the rear windscreen rubber has been attributed to the overzealous use of the production line trimmer's Stanley knife while installing the interior roof and rear



Many corrosion breakouts around the rear windscreen have been attributed to the overzealous use of the production line trimmer's Stanley knife

screen lining material prior to fitting the glass. I thought someone was having a laugh when they first told me about this...until they actually showed me the score marks in the paintwork under the edge of the weatherstrip. Once bare metal is exposed, it will corrode.

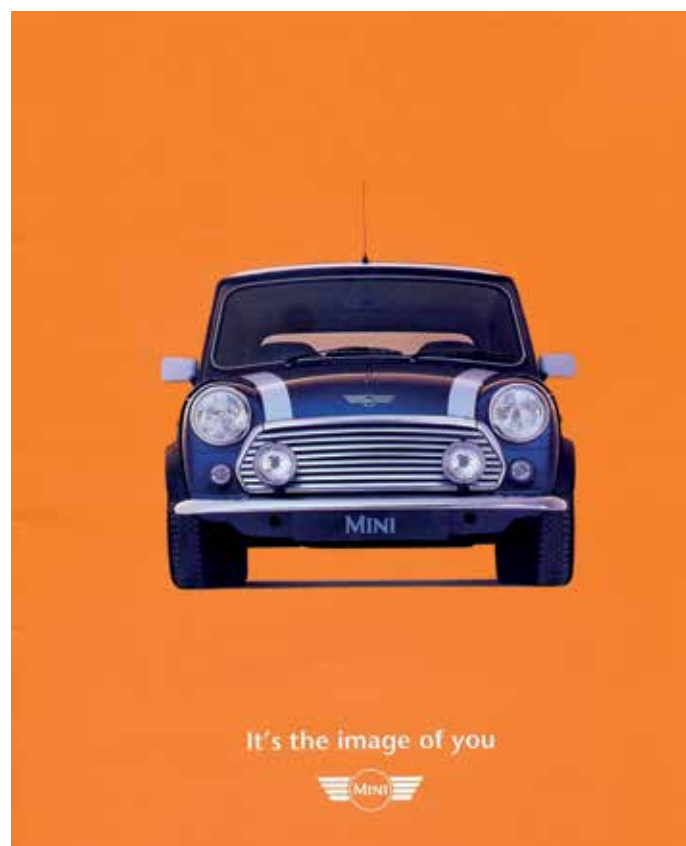
Rover Mini Cooper Seats and Interior Trim – Part 3

In my previous two reports I have detailed the interior specification of the Rover Mini Cooper models from 1990 to the end of SPi production in the autumn of 1996. In this next part I examine the interior features and choices for MPi models from October 1996 to March 2000.

MPi Mini Cooper 1996 - 2000

The launch of the Mpi Mini models on 1st October 1996 was a response to the reality that the car's replacement, the new 'E50' MINI (re-designated the 'R50' in May 1996), would not be ready until 2000. As history records, even that timetable was optimistic. Due to its non conformity to new EU emissions, safety and noise regulations, the existing Mini was expected to cease production in October 1996. If the car was dropped altogether, the customer base would have disappeared with it and BMW was anxious to retain them as potential buyers for its planned new MINI.

The facelift that followed was the most dramatic in the Minis thirty-seven year history. The 44-page 'It's the image for you' brochure (Publication No. 5267) with its striking orange cover was also like nothing seen before. A new engine and bold exterior colour schemes (fifteen in all) were very much the theme. Even the owner's handbook was 96 pages thick.



Bold re-launch: The 44 page 1996 MPi Mini sales brochure Pub. No. 5267

During the previous six years of Rover Mini and Mini Cooper production another valuable lesson had been learnt: the power of personalisation and individuality. Owners' liked add-ons that made their car look bespoke. Nothing sells like added luxury and what better way to sell it than to give the customer a menu from which to stylise their new car with factory or dealer fitted accessory options. It is for this reason that no two MPi Minis are likely to look exactly the same.

In standard interior trim form, MPi Mini Coopers were fitted with 'Monaco' seats in black with light stone beige fabric inserts, black vinyl door and rear quarter liners and black carpeting throughout. Black leather seats with cream piping was the basic alternative option at extra cost, but customers could now also choose 'Optional Classic' leather seats in Cumulus grey (with red piping) Porcelain green (with dark green piping), Tartan red (with grey piping) and Horizon blue (with white piping) each with matching door and rear quarter liners in vinyl. The colour-keyed carpets were also part of the same package in black, green, red or blue according to the seat colour. In October 1997 a further seat colour option of Stone beige leather with black piping was added as an alternative to black leather.



Stone beige leather seating became a Mini Cooper option in October 1997. Note the optional polished wooden door cappings, door furniture and gear knob

For buyers who wanted to take the leather seat option to the next level, Rover offered a 'Colour-keyed Leather Accessory Pack' in Tartan red, Horizon blue or Porcelain green. This consisted of a matching gear knob, handbrake grip, steering wheel, header rail and parcel shelf finisher. Standard seat belts had bronze webbing with the exception of cars fitted with the optional grey, green, red or blue leather seats where the seatbelt webbing was black.

The use of the term 'colour-keyed' was not quite as bespoke as it appears. The optional colour of seats was determined by the exterior colour of the car, grey seats having the greatest choice of applications; Porcelain green and Tartan red seats the fewest. And there was no mixing of seat and carpet colours beyond the four choices on offer, namely: Porcelain green seats had green carpet, Horizon blue seats had blue carpet and Cumulus grey and Tartan red seats were only available with red carpet. It is worth pointing out that the style of stitching pattern and padding on the different leather seats also varied as you can see from the images shown here.

Pic 6 – Tartan red leather seats with red carpet. Note the different stitching pattern and padding from the Stone beige seats above

The standard dashboard was burr walnut with an analogue clock at the centre. The radio was a Philips R660 incorporating a stereo



Tartan red leather seats with red carpet. Note the different stitching pattern and padding from the Stone beige seats above

cassette player (yes, that is what we had in those days) with a roof-mounted aerial and twin speakers mounted on the rear parcel shelf. I am not sure how necessary an electronic headlamp levelling control was but one was provided as standard with four settings from 0 – 3. Buyers who went for the Sports Option Pack also benefitted from two additional instruments: an oil temperature and battery condition (Volts) gauge. For a short period after the MPi Minis were first launched the sales brochure also listed a turned alloy dashboard fascia with the same additional gauges. Within months, this interesting option was dropped making it quite a rarity as a factory fitted item on early MPi cars.



Early casualty: The option of a turned alloy dashboard fascia was dropped in 1997

The standard factory-fitted door furniture was finished in black plastic. An alloy accessory pack offered window winders, door pulls and door releases in polished aluminium. For those who preferred something more traditional, the wood accessory pack offered door furniture finished in polished wood including cappings to the doors and rear quarter windows. As a separate option, the factory-fitted beige leather gear knob could also be replaced with one in either polished alloy or wood.

In conjunction with the MPi Mini's launch, Rover also published a lilac-covered approved accessories brochure, AKM 647 offering more than 130 add-ons as either part of the initial purchase order for the car or as an aftermarket choice. In the first edition dated 1996



Optional Horizon blue interior with matching carpet. Note blue leather on steering wheel, gear knob and handbrake grip

some thirty items were still listed as 'TBA' in the price column, but the listing did include colour-keyed leather steering wheels to match the alternative coloured leather interiors, an electric glass sunroof for £470 and an electric fabric sunroof for £817. I have a number of dated approved accessories brochures, the contents of which I will cover in a separate report.



The full list of MPi Mini approved accessories was published in the AKM 647 brochure

Registrar's Comments

With the launch of the MPi Mini range, the Mini marque itself had reached a level of maturity and sophistication that effectively put the standard factory Cooper models into a coach-built class in everything but name. Optional extras were expensive and yet almost every new owner wanted to add something above the basic factory package. Almost twenty years after the last MPi Mini rolled off the Longbridge production line, Sports Option Pack models are more sought after than non Sports Pack models, and even more so if the car is finished in one of the rarer body colours. But it is what is inside the car that can also add to its desirability. Where some buyers gravitate to a racing car cockpit theme with a turned alloy dashboard fascia, alloy gear knob and alloy door furniture, others favour the more traditional look and smell of wood and leather. MPi Minis cater for both sets of buyers. Whatever your choice, remember that wood veneer can crack and fade if exposed to too much heat and direct sunlight. It is expensive to replace or get restored. Light coloured carpets show dirt and exposed carpet areas will fade in sunlight. Leather, on the other hand, is much more durable and easier to maintain than factory standard light stone beige seat fabric. Just remember to regularly apply leather conditioning cream to all leatherwork to keep it supple.

Next month I will conclude my examination of MPi Mini Cooper interiors with a review of the limited editions including the final run-out models.

Until then...

I wish all of our members and their families a happy and successful 2020.

John Parne

RSP Cooper Register



Roger Hunt

Apologies for not doing an RSP Register report for several months. A lot has happened since my last report and I, with my wife Von, have just returned from taking part in the 30th year of the Italian Job event in her newly restored RSP S registered as H16 VON. It's been a long restoration and apart from a few snagging problems it ran the 4,000 mile journey really well. My red RSP S registered G808 KJW, has also been well used, attending several shows this year.

There were RSP Register stands at MITP at Mallory, Kimbolton Country Fayre, Beaulieu and Stanford Hall. G808 KJW also had some paintwork attended to



H106 MOF the prototype RSP belonging to Al Vines. We met for a pub lunch and chat

with wheel arches, sills and floor repainted and a heat damaged bonnet re-sprayed. For the first time since we have owned H110 MOF, the prototype S and the red and green RSPs, they were all roadworthy and ready for next year's RSP30 events from 1990 to 2020, representing nearly half of the classic Mini's history. I am



At Pistons & Props Sywell in September



H16 VON at the NEC Italian Job stand a week after doing 3,700 miles on the Italian Job run



RSP Register stand at MITP Mallory Park in August



RSPs at Kimbolton Country Fayre and Classic Car show in July



H16 VON my wife's RSP S's newly restored engine bay

planning to organise display stands, meets and runs at a number of events. Several people have sold their RSPs in the last 12 months taking advantage of the high values, and although they have stabilised for standard cars now, the rarer John Cooper S conversions still commanding top money. I have added many unknown RSPs to the Register and many new owners of RSPs have contacted me too and their details have been added too. There are a number of RSPs also in the process of restoration at this point in time with many owners hoping to finish sometime next year. The actual RSP Register is now in a digital data base form, with a versatile search format which has been designed by a friend and old work colleague. It will be a great help in the future for keeping RSP information up to date. With a massive contribution from fellow RSP owner and friend Sean Heath, the number of RSPs on the Register is now around 800 with over 400 containing owners' details and car history. In the summer I met with Al Vines and over lunch we chatted about his involvement with the RSP project while he worked for Rover Special Products. He has a huge file of paperwork with his prototype RSP H106 MOF, and a real mine of information. Next month I will have a plan for RSP30 events and will hopefully meet a lot more RSP owners next year.

Merry Christmas and Happy a 2020.

Roger Hunt

Coachbuilt Cooper and Cooper S Register



Steve Burkinshaw

1965 Austin Cooper Mk1 Mini Sprint registered CRD 594C

I thought I'd start the New Year off with an appraisal of a beautifully home constructed reincarnation of a Mini Sprint by amateur constructor Peter Henry. I first met Peter at the Mk1 Performance Day at Blyton Park race track in Lincolnshire in May 2016. His Mini Sprint replica was displayed within a few months of completion of its build. From my memory and knowledge of these special versions of Minis, I was drawn not just to the superb workmanship and correct

proportions of the car, but that the body still retained its side seams. Historically, from the '60s, both Rob Walker and then Stewart and Arden, removed the four seams as a symbol of streamlining and improving the smooth look after sectioning a Mini body shell. Some of these Mini Sprints received a further reduction in body height when the roof gutter was removed as well..... at this point losing



Quality detailing with reformed Innocenti quarter lights



At Blyton Park, nicely fitted cut down tanks, and the illusion of being wider



With lowered frames, the Microcell Contour seats complement the Mini Sprint perfectly



The bonnet's cross frame has been reduced to clear the rocker cover, note no servo

the horizontal layered appearance of the production car. Peter's concept of a Mini Sprint was to trick the observer that his Mini was subtly different from the rest. Over the years, a number of people have commented that my S & A Sprint looks wider than a standard car, an illusion of the lowering effect even with or without the seams removed.

Before CRD could be 'sprinted' the rusty body needed extensive renovation. Peter enjoys welding, with several projects under his belt. So before the shell morphed into a Sprint silhouette it required the following panels, supplied by M-Machine: A full floor, boot floor, front panel, A-panels, both wings and rear quarter panels. Careful measuring resulted in two inch wide horizontal sections being cut out above and below the waistband, with reinforcement metal added where needed. To further stiffen and strengthen the body, a full roll cage was fabricated after the shell was painted. Despite a plan to completely change the factory colours, Peter kept the car Tweed grey/OEW roof. He painted the inside and underside and a local body shop the outside of the car, the factory livery also disguising its unique fabrication.

Being an electrician, Peter quickly adapted the extra instruments to his home-made centre binnacle, a new loom was added in the process. It was a tight squeeze for the binnacle as the bottom screen rail is two inches closer to the parcel shelf. The runners had to be lowered on the period Microcell Contour seats to account for the reduced headroom. The rare Springalex steering wheel was also lowered using a stylish bracket made by Tom Kidd. To add

to its sporty look and feel, a KAD internal gear linkage was bolted above the grey carpet round tunnel. I'd be interested to try such a mechanism out one day to experience the difference over the stock rod change item.

From the outside, it was easy to appreciate the tight body gaps and straight panels, most of us will agree that when these Mk1 -2 Coopers left the factory, their doors, bonnet and boot never looked well



Sporty look with painted number plate, Morris grille replaced the incorrect Morris grille when first displayed



Immaculate cockpit, custom made full roll cage was difficult to fit



Classic horizontal layers albeit with four inches removed above and below waistband

aligned. The stainless steel mouldings around the door frames were shortened and reshaped. Skilful shaping and polishing was achieved on the rear opening quarter light window frames adapted from an Innocenti Mini which are also made of stainless steel and not brass/chrome. The front and rear screens were cut down from new laminated glass. Creating a Mini Sprint isn't just about the external body, another headache to tackle is the hidden cutting and seam welding, namely the inner front wings, the front bulkhead and the front of the bonnet and it's framework, the rear firewall and the boot lid and it's cross frame. And lastly, due to the reduced boot space height, both tanks have to be cut down as well. None of this work is for the fainthearted and just imagine the total number of hours involved doing all this work!

Compared with the above it can be clearly seen that restoring the subframes, brakes and suspension is relatively straightforward. Peter opted for rebuilt S-brakes, no servo, Hi-Lo suspension and adjustable dampers, tie bars and camber etc. The wheels are restored Speedwell alloys (now changed to Rosepetals) fitted with Yokohama AO32R tyres. A rebuilt A-plus 1275 engine with a modified S head and SW 5 cam was included and attached to a four synchro A-plus gearbox. All this produced around 90 bhp when adjusted on a local rolling road and lived up to its name when 'sprinting' around Blyton on its inaugural flight.

Steve Burkinshaw

Innocenti Register



Foster Charlton

First off, I'd like to wish a Happy New Year to everyone.

Hope you all had a nice festive break and Santa Claus brought you lots of nice rare Innocenti spares?

Going back a couple of reports, I mentioned owner Ray Howells' lovely (Bluette) light blue Cooper 1300 Export. If you recall, Ray's car was built during the month of June 1974 and it's the first car on the register in the UK, to come with complete cloth faced seats as opposed to the standard issue vinyl seats with cloth centre inserts.

Ray sent his seats away to Newton Commercial for a full re-trim and around a month later, received his freshly re-trimmed seats.

Again, Newton have made a lovely job of these after using Ray's original seats to take templates from. Please see the photo's of Ray's interior and the finishing touch to complete Ray's restoration.

As if by coincidence, just after the report on Ray's car, I had an email from one of our Australian members Olindo Paterno. In a bizarre coincidence, Olindo also owns a Cooper 1300 Export built in the same month as Ray's car. Olindo's car is 852 chassis numbers later than Ray's and also has the full cloth faced seats. As you can see by the photos of Olindo's (Rosso) red Cooper 1300 Export it's a little beauty!

Wearing aftermarket 5x10 Firsat steel wheels instead of the standard fitment 4.5 x 10 makes a massive difference to the appearance of the car, helping fill out the plastic wheel arches to just the right amount.

The official Italian press photos I've seen of the Cooper 1300 Export models with full cloth faced seats also show satin black bumpers and a black fuel filler cap fitted. The black bumpers certainly give a different look, but they are not to everyone's taste. As mentioned in the previous report, an official Italian type approval document lists the fitment of 165 x 10 tyres (instead of the standard 145 SR 10) and plastic wheel arch extensions to Cooper 1300 Export models built after chassis number 560000.



Ray Howells Sept '74 built Leyland Innocenti Cooper with re-trimmed cloth faced seats

After speaking to lots of Innocenti experts, they all seem to agree that this full cloth faced interior was mainly for the Italian home market due to the hot seats in the summer. Olindo's car originally came from Trieste in Italy, so maybe I can find out a bit about its past life through friends who live there. Who would have thought that a car built in Milan, then used in Trieste would eventually end up in Australia?!



Rear shot of Olindo's Sept '74 built Leyland Innocenti Cooper 1300 Export



A nicely restored Innocenti Cooper

Just to end this report, it would appear that classic car theft seems to be almost weekly news on the various classic car pages or on the internet. The majority of these cars end up overseas with a new identity, or are stripped for parts in the UK. Although car theft in general is bad enough, having a classic car stolen must be ten times worse for the owner. All those years collecting rare and expensive parts and after restoring the car, it becomes part of the family, usually for a very long period. And when it is stolen, it's like losing a loved pet. Bearing in mind the cost of restoration and sentimental value, I am amazed that owners don't fit any sort of tracking device, or even immobilizers.

Most stolen classic cars now are stolen and then driven into the back of a covered truck for cover, as they generally a rare sight on the roads and attract attention. Hidden GPS tracking devices can be bought and fitted for a reasonable amount of money these days and what might seem like a lot of money at the time, will seem like the cheapest and best thing you'd ever done if you're most prized possession is stolen.

Another thing that amazes me each spring and summer is all of the classic cars that come out of hibernation for their first drive out and suffer from some form of fire at the roadside. Usually, it's one of two things. Electrical, due to dodgy wiring, or fuel related due to perished fuel hoses or ill fitting fuel hose clamps. My advice is to visually inspect your fuel hoses and clamps regularly and if fuses are blowing, get an auto electrician to check why if you can't do it yourself.

Always carry a fire extinguisher and a spanner to disconnect the battery cable. Car fires rarely happen like in James Bond movies, where the thing explodes into a giant fireball. Usually there is some form of early warning. It may be hesitation in running due to a leakage, or worse still smoke. Usually there is still sufficient time to pull out the ignition key, open the boot and disconnect the battery to at least stop power to an electrical fault. Obviously, the fuel pump will stop working as the ignition is switched off. This still gives you time to pop the bonnet and use your bargain fire extinguisher to hopefully smother any flames, rather than watch your pride and joy burn to a bare shell at the side of the road.

On that happy note, that's all for this month.

Foster Charlton

Mini Super Register



Garry Dickens

A late but sincere season's greetings to all!

It has been a very active 'Mini' year, as we all are aware. There have been events celebrating the 60th birthday of our favourite little car, throughout the country. Alas, I had time to attend only just a few. My favourites were of course Beaulieu in June and The Goodwood Revival meeting.

Beaulieu arranged a display of 60 Minis, of varying models, which included my green/white Austin Super and Ray Cheever's rather interesting

electric blue metallic 'Super-Sprint' freshly back on the road from a full rebuild by his son, Spencer.

There were 3 other Supers in attendance, the lovely red/black Morris Super of Guy Smith, Mike Creek's grey/white Austin Super Mini and Rob McShanes red/black Austin Super Seven. I was fortunate to be parked next to the superb 1961 Austin Cooper of Peter Gibson. His Cooper and my Super, also 1961 and the same colour made an interesting comparison. To look at, the two cars, built just a few weeks apart, are absolutely identical apart from the grille and badging (also to the keen-eyed, the size of the exhaust pipe!).

The three-day Goodwood Revival meeting was simply wonderful. 150 pre-1966 Minis were displayed (my Cooper S was allowed to attend as it is a very early 66!). Included were 3 Supers, all Austin. My Super Seven, Rob McShanes's Super Seven and Mike Creek's Super Mini. To see and be a part of the two-lap parade which took place each day was an experience never to be forgotten. The first lap each day began at a leisurely pace but as Alex Kinsman's well tuned Riley Elf pace-car picked up speed, the second lap became much more spirited! To top it all, the weather could not have been better.

Usually a little earlier than this time of year I provide an up-to-date number of Supers on my register with a breakdown of colours of the surviving vehicles. It was in 2011 that I was asked by Robert Young to form a Register within the club because of the Super's very close connection with the Cooper. The two models are exactly the same except that the Super has the standard Mini 850 mechanicals. The Super and Cooper were launched together in September 1961, with the Cooper being described in some BMC publicity as being 'the sports version of the Super'. Although the Super register is a fairly recent addition to the club, I started my own research and register in 1999. Over the years, through magazine articles, websites and word of mouth, I receive information of a Super when one comes to light.

I have so far recorded details of seventy five Austin and eighty three Morris cars world-wide, around 1% of production. Sadly, only around half of those cars survive and in various state of repair. I have been able to add during the past year three more surviving Supers, two needing restoration, and one restored some years ago. This is very pleasing as additions to my register are now rare making me wonder if there are likely to be many more Supers to be discovered. There is one Super, however, which I have changed from surviving to simply just a logbook. I have now seen photos of the car which as well as being very rough is really not a Super at all, just the registration plates and chassis number survive.

The breakdown of surviving Supers is as follows:
Austin, 47; Morris, 38. In addition to this number there are four more cars that have been re-shelled in to Mk3/4 bodies and have little to no Super features. They have Super log books but I have not included them in my list of survivors. Of those 85 cars 58 are registered in the UK, and only 33 in full working order; 18 Austin, 15 Morris. Of those cars overseas ten are known to be in working order; 8 Austin, 2 Morris. The remainder are being either restored, awaiting restoration or some other fate rather too terrible to contemplate!

Colours of surviving cars are:

Tartan red & black	13.	-	10 Austin; 3 Morris
Almond green & O.E white	21.	-	12 Austin; 9 Morris
O.E. white & black	12.	-	7 Austin; 5 Morris
Surf blue & O.E white	14.	-	5 Austin; 9 Morris
Smoke grey & O.E white	14.	-	6 Austin; 8 Morris
Fiesta Yellow & O.E white	9.	-	5 Austin; 4 Morris

In addition there is an Austin in the USA painted pink, its original colour is unknown.

Of the 33 cars in the UK in working order:

T Red	Austin 2	Morris 3
A Green	Austin 7	Morris 2
O.E White	Austin 2	Morris 1 + Sprint in blue metallic.
S Blue	Austin 3	Morris 5
S Grey	Austin 3	Morris 2
F Yellow	Austin 1	Morris 1

This is an increase of 3 cars over last year. They are the recently discovered Almond green Austin (owner unknown), Mike Creek's Austin, restoration completed early this year by our own Steve Burkinshaw and purchased from him, then finally, also finished early this year, the Morris Sprint. Clearly Fiesta yellow still remains the rarest of colours but several are under restoration, so watch this space!

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. This is my main source of information!

Garry Dickens

1275GT Register



Alan Clark

With 2019 being the 50th anniversary of the launch of the 1275GT, it was a bumper year for contributions and contact from the **CooperWorld** readership.

New project cars are still being discovered and the standard of restorations continues to rise along with the values of GTs. This year's consistent flow of reader input can mean a delay in including updates on project cars; a case in point being the completed restoration of Peter Smith's Antelope GT, TRD 164H.

First featured early in 2018 when the shell was close to complete, Peter finally put this rare coloured '69 GT back on the road in June 2019. The comprehensive history Peter holds indicate that his GT is the second oldest documented on our register and has unique features, like the left hand bonnet stay that mark out the first year of GT production.

The 23rd of October 1969 has been confirmed as the build date at Longbridge, with immediate dispatch to Morris Garages Oxford. The following 50 years saw 5 owners enjoy GT motoring with a prolonged period in storage from 1995 to 2018 when the work commenced.

Peter was successful in retaining a good degree of originality in the restoration, including subframes and hydrolastic suspension. The



Completed shell in original Antelope



Comprehensive history file



Interior paint as good as the exterior



Original Subframes refurbished



High standard engine bay



Newton seat covers and mint steering wheel



Purposeful stance on pricy Dunlops

interior was treated to new front seat covers and a thorough clean to bring back a factory fresh finish.

Engine wise, Peter retained the original block with a +020 re-bore but added an 11 stud Mk3 S 12G1805 head, along with twin HS4s and a close ratio S spec gearbox. A quality restoration demands those final touches and the period Dunlop Aquajets were an expense Peter felt was fully justified to get the full authentic look he sort.

Sadly, Peter was too late in completing the last stages in time for Beaulieu 2019 but I am sure we can expect to see this rare GT at events in 2020.

Thanks once again to all my contributors in 2019. Please keep it coming and we can continue to raise the profile and status of the GT to even higher levels!

Alan Clark

Modern MINI Register



David Young

As you read this all the Christmas activities will be over and we look forward to 2020. Where did the time go? Attending a multitude of 60th birthday celebrations, celebrating the life span of the little car we all love.

For me, the best part of the year was the MCR's National Mini day at Beaulieu, Show and Shine with love of the MINIs, and The MINI bash run by Luxwork was another highlight. The best part was the convoy from the Motorway services to the Plant. What a sight! I should have been leaning out of the window taking pictures, but not an option as I was on my own.

What will 2020 bring? The GP3 is now available to order for delivery next year; you will need about £34,000 to buy one! The Electric MINI also goes on sale. Although I think the country needs to roll out more fast charging points. HMG could ask the industry to assist. A 150-mile range does not seem enough. Bigger, better and cleaner batteries are needed. I wonder if we shall see an F56 JCW 'E'. The delivery of power from the electric motor could be improved too - just look at Tesla! And will we see the production F56 JCW get the JCW Clubman/GP3 engine?

The MINI CHALLENGE next year joins the BTCC circus and will be on free to the air live TV. The organisers have nearly filled all the available grid places. Back in 2005/6 you had to qualify to actually race. The Cooper S and Cooper Class races will continue, the plan is to add F56 JCWs that do not want to compete in the BTCC rounds. Could also be a good training ground for new drivers? We shall see how this rolls out.

The press release of the JCW GP3.

The new MINI John Cooper Works GP3 has been revealed at the Los Angeles Motor Show and is the brand's fastest model ever approved for road use. Accelerating from 0 to 62mph in 5.2 seconds it has a top speed of 164mph with no artificial limit. The model-specific exhaust system generates a powerful sound. It will have the most powerful engine MINI has ever used, finely tuned suspension and a lightweight body with torsional stiffness and aerodynamics. Following the success of the two previous MINI GP model generations, it will be built in Plant Oxford in a limited run of 3,000 vehicles to be sold globally, with 575 being earmarked for UK customers.

The 2.0-litre, 4-cylinder engine is designed for maximum performance and features the latest generation of MINI TwinPower Turbo technology as well as precisely modified details that set it apart from the engine of the MINI John Cooper Works. Modifications include a reinforced crankshaft with enlarged main bearing diameter, specific pistons, bushless connecting rods and a new torsional vibration damper with optimised cooling.

In addition, the much enhanced performance of the engine is achieved with a newly developed turbocharger. It is integrated into the exhaust manifold and fitted with a divert-air valve that helps optimise its response. The compression ratio of the engine in the MINI John Cooper Works has been reduced from 10.2 to 9.5 in line with the



increased boost pressure provided by the system. The intake air duct has also been developed with enlarged inlet and flow cross-sections increasing the capacity of the noise damper for maximum de-throttling.

The 4-cylinder engine develops its maximum torque of 450 Nm at a speed of 1,750 rpm, maintaining this torque up into the 4,500 rpm range. The maximum output of 225 kW/306 hp is available between 5,000 and 6,250 rpm. The transmission is precisely geared towards maximum performance, giving the new MINI John Cooper Works GP its own unique performance characteristics with sharper brake downshifts and direct multiple downshifts during heavy acceleration. Additionally, increased engine speed level, direct feedback on shift commands and a further increase in shift dynamics are also noticeable in automatic sports mode (DS transmission mode).

The mechanical differential lock integrated in the transmission ensures that the drive torque is distributed between the right and left front wheels to promote traction during particularly dynamic cornering. It is networked with the DSC (Dynamic Stability Control) system and acts as a transverse lock to reduce the speed difference between the front wheels. Under load demand, it is possible to generate a locking effect of up to 31 per cent. The mechanical lock counteracts any loss of traction, both in the case of differing friction coefficients and where there is a difference in speed between the right and left drive wheels. For this purpose, it directs a higher proportion of the drive torque to the wheel, using the better grip of the wheel that is turning more slowly, ensuring that any tendency to understeer or oversteer is prevented early on. This makes for particularly agile steering and enables the MINI John Cooper Works GP to accelerate even more dynamically out of corners.

That's it from me.

David Young



Non-Cooper Register



Malcolm Voss

Well, that's another year over and done with and, as always, it was crammed with all sorts of Mini based adventures. But fear not, because following hard on its heels is yet another year which promises to be just as good as, or possibly even better than the last.

One reason for this optimism is that as I mentioned in last month's article, the featured cars for the 2020 National Mini day at Beaulieu are to be non-Coopers. The MCR is an inclusive club that welcomes all Mini enthusiasts which is why we have such a large number of people in this register and

it's also why they will take centre stage in next year. This means that we will soon be looking for members' cars to feature in the central display arena and why we want to celebrate as many different models, years

and conditions as possible. We would love to see cars that are fully restored and cars that have just been discovered. We want to see a range of engine sizes from any period, in any body style. We would like to see standard cars, modified cars, cars with boots, cars that compete and cars that do the school run. In short, if it's not a Cooper, we will be interested so make sure that you put the 14th June 2020 in your diaries and watch the magazine and website for further details.

In the meantime, I would like to share with you a beautiful Mini that belongs to Matthew Jones. Matthew sent me an e-mail with pictures describing the car and its history, so I called Matthew and found out more.



Not only a great car, but a great photograph too. A well composed picture with threatening Welsh skies setting the car off perfectly

Matthew, who falls into our younger age range, is in his 20s and has been a member of the club for 10 years. His love of Minis appears to have been inherited from his father and so it was no great surprise when 5 years ago Matthew took the leap and acquired this car. His father, Ken Jones, has a Mk2 Cooper S and Matthew made it clear how grateful he was for all of his father's help and advice when it came to building his own car. It had no doubt took a while to find the right one but this 1963 Mini 850cc Super Deluxe would certainly have been well worth the wait. It had been with the same family in the north of England for most of its life and it had been kept fairly original. Finished in Old English white, the only obvious change had been to the roof which had been painted black. It had obviously been cared for too as the floor pans, front panels and boot floor are all original (you will note the early type lower front panel without cut outs for accessing the tie bars) which is remarkable given the tendency for these areas to corrode.



A very neat and tidy engine bay containing a 1293cc motor. The space on the left of the picture is soon to be filled with a servo which will complete the braking upgrade

Matthew had already had some previous stage rally experience (he is a member of the Historic Car Register) and whilst he didn't intend to use the Mini as an out-and-out competition car, he did want to use it for navigational road events and club tours hence the current state of tune. The engine is now an A+ based 1293cc unit featuring the Swiftune SW8

camshaft which is designed to give more power than the 'fast road' SW5 without the intractability of a race camshaft. Fuel is via twin 1 1/2 SU's and the power is transmitted through a 3 synchro straight cut gearbox and drop gears to a 3.4:1 differential. The car was purchased with the original drum brakes all round but these have now been replaced with Cooper 'S' specification discs at the front and spaced drums at the rear, (there is also a servo on order to complete this set up). The wheels are of course Rose Petals which are shod with Yokohama A008 tyres which gives the car a very purposeful look. The suspension too has been upgraded with Hi-Lo's and Spax adjustable shock absorbers all round.



A very clean interior retaining many of the original period features such as cord type door release, floor mounted starter button and foot operated dip switch

The interior is functional without being over fussy. The seats, roll cage and steering wheel are modern but the dash boards and door pocket knee protectors (home made by Matthew) give the car that period look. The dash boards are not over cluttered, they hold just what is needed for the types of event that are envisaged and they nicely complement the three dial centre binnacle which was a standard fitting on the SDL. Given the tendency for Wales to be a touch wet, the addition of a heated front screen not only looks the part, but I am sure it is extremely practical as well. Ignition is on the key now but again the original floor button starter has been retained. On that subject, I would mention that although the car has been modified and updated, every single part that has been removed has been retained and stored so should ever Matthew wish to do so; the car can be returned to its original 850 Super Deluxe specification.



The rear is as neat as the front with only the centre exit exhaust and the roll cage cross brace suggesting that the car has been modified

The net result is a great looking car that it will, I'm sure, provide many years of fun. And it's good to see that the old 'father and son' system is alive and well.

Well that's all for 2019, see you in the 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
Bristol, Glos and Somerset	Meeting 7.30pm on Thursday 13th September	Beefeater, Emersons Green, Bristol	David Dangerfield 07974 089595 or bgsregion@minicooper.org
Cheshire	TBD	TBD	TBD
Devon & Cornwall	TBD	TBD	Steve Bonny 01271 860328 s.bonny183@btinternet.com
Derbyshire, Lincolnshire & Nottinghamshire	last Monday of each month at 8:00pm	Arkwright Arms, Chesterfield Road, Duckmanton, Chesterfield, S44 5JG	Phil Colledge 07591443396 & 01245207665. phil.colledge@btinternet.com
Dorset	2nd Wednesday of every month 8.00pm	Tyrrells Ford Country Inn, Ringwood Road, Avon, Christchurch. BH23 7BQ	Nick Stansmore 07788 646800 nickstansmore@live.co.uk
Essex	1st Monday At 8:00pm	The Lodge Country Inn, Burnham Rd, Battlesbridge, Essex SS11 7QT 01245 320060	Niki Halls 07530 988788 nikihalls@gmail.com
Gwynedd	Contact David Roberts	Members meet at local classic car shows throughout the show season. Please contact David Roberts for details of meetings and dates	David Roberts 01248 811109 davidr61@hotmail.co.uk
Hampshire	3rd Thursday At 8:00pm	The Queens Head, Portsmouth Road, Fishers Pond, Eastleigh SO50 7HF	Sally Salter 02380 560073 sallysalter@ntlworld.com
Herts & London (N)	2nd Wednesday At 8:00pm	The Duke of York, Ganwick Corner, Barnet Road, Barnet, Hertfordshire, EN5 4SG 0208 440 4674	Rod Chilcot 01707 650107
Isle of Wight	11.00am Last Sunday of the month	The Hare and Hounds Pub at Downend Road, Newport, PO30 2NU from May to the end of the summer	Alan MacDougall 07523 006483 admiow@me.com
Jersey	3rd Tuesday	St Marys Country Pub, St Mary JE2 3PD	Mark Le Gallais 01534 858082 mk1leg@hotmail.co.uk
Kent	2nd Wednesday of each month. 7.30pm	The Wagon & Horses, Faversham Rd, Charing, Ashford TN27 0NR	Justin and Annmarie Ridyard h13jkr@hotmail.co.uk 01304 330715
Lancashire	Last Tuesday At 7.30pm	Hoghton Arms, Blackburn Road, Whithnell, Chorley, Lancashire, PR6 8BL	Mick Cooke 01282 866195/07976 932192 m.cooke1275s@gmail.com
Midlands (West)	1st Tuesday At 8:00pm	New Inns Public House, off the A451 Stourbridge DY8 3YQ	Darren Carr 01384 254311 daz.carr@blueyonder.co.uk
Newcastle and Durham	1st Monday At 7:30pm	Chilton Country Pub and Hotel, Black Boy Road, Fencehouses, Co. Durham DH4 6PY	Niall Cook 07881 302577 niallccook@tiscali.co.uk
Norfolk	1st Sunday At 1:00pm	The Bell Inn, Salhouse NR13 6RW	Jim Redburn 01603 720049 jimredburn@hotmail.co.uk
Oxfordshire	3rd Monday At 8:00pm	The Plough, Appleton, OX13 5JR	Graham Carter 07974 353726 grahamcarter13@btinternet.com
Scotland	Sunday 17th March 2019 11:00am	The Conservatory, Norton House Hotel, Ingliston, Edinburgh EH28 8LX	Ben & Patricia Webb 07834 081667 ben_patricia_webb@hotmail.co.uk
Mid Staffs	1st Monday, 7.30pm	The George and Dragon, Meaford, Stone ST15 0PX	Pete Cresswell 01785 760211 or pete.cresswell.t21@btinternet.com
Suffolk Region	1st Tuesday At 7.30	The Cherry Tree, Woodbridge. IP12 4AG	Ian MacPherson 01728 831956 or 07749936274 ian@ianmacgolf.co.uk
Sussex	2nd Tuesday At 8:00pm	The John Selden, Salvington Road, Worthing, BN132HN	Mick Tully 01273 883349 g-tully@sky.com
Thames Valley	Last Wednesday At 8:00pm	The Crooked Billet, London Road, Hook, Hants, RG27 9EH	Lorraine Hampson 01428 712154 thames_valley@minicooper.org Ken Hunter 01344 772446
Warwickshire Region	4th Wednesday each month starting at 8:00pm	Hounhill Pub (now known as caffeine and machine a motoring Pub) caffeineandmachine.com as from January 2020 meeting and on the 4th Wednesday of the month	Peter Machin petermachin@aandmpartnership.co.uk Nick Wilkins
Worcestershire	Every Monday At 7.30pm	The Blue Bell, 35 Upton Road, Callow End, Worcester, WR2 4TY	Mick Rowley 01905 428378/07791 624783 rminimick@aol.com
Yorkshire	Last Wednesday of each month at 7.30pm	Acespeed, 111 Biggate, Windhill, Shipley, West Yorkshire, BD18 2BT	Andy Ace Harrison 01274 585803 acespeed@live.co.uk
Australia		www.minicooper.org/australia	John Heselwood minicooper@ozemail.com.au
BeNeLux		(Belgium, Netherlands and Luxembourg)	Bart Theelen benelux@minicooper.org
France		didier.lecense@orange.fr or	p.doucerein@orange.fr

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REGIONAL REPORTS



Regional Coordinator - Richard Sign

Hello all,

Happy New Year to you all.

I hope you have had a good Christmas and had a few days enjoying some good times with family and friends. You might possibly have received some car related presents.

We have had an excellent year for our regions and I would personally like to thank all our regional contacts. You have

brought together members and organised events.

In 2019 we started some new regions, reinstated the Yorkshire region and have several new contacts that have come forward to continue the good work of their predecessors in their regions. Healthy and active regions encourage new members which we always need, and hopefully we will also gain some members of younger years as well.

Looking forward to another great year.

All the best.

Richard Sign
regions@minicooper.org
07968 307689

Bristol, Glos & Somerset Region

Hello all,

November has passed by and the car show season has pretty much finished. I attended the Bristol Classic Car Restoration Show but to be honest, it was more like an autojumble with some cars. A number of people have contacted me as they are selling cars/projects. Unfortunately, Brexit, the forthcoming general election and Xmas has really slowed down sales and a number of members have either sold quite cheaply or will hang on until the spring. I know a number of people with projects for sale e.g. a 1275GT, Cooper 997 / 998 and Cooper S Mk1 and Mk2. If anyone is looking for a project please contact me.

Spares continue to be buoyant with a number of people searching and selling – it seems original early engines, gearboxes and parts of – are in high demand at the moment. One member based in Gloucester is looking for a 1966 shell, if you know of one, please contact me.

This time of year a number of members will park up their car for a good few months over the winter period; here is my check list to try and store your vehicle well:

1. Store the car clean and dry, if you have used it in the wet get a leaf blower and take the water off.
2. Use a smart charger / trickle charger to keep your battery full – Argos has a good selection and deliver.
3. Keep the car dry, if you have a garage leave a car window open about an inch and use a dust cover (the MCR one is great)

4. Check the antifreeze – we all know this but have we seldom do it, for a few pounds you can buy a coolant strength tester (eBay), or just add a splash of fresh additive.
5. Leave the handbrake off and chock the wheels.
6. Make sure the tyres are pumped up and there are no slow punctures, nothing worse than a completely flat tyre in the spring.
7. Open the garage door at least once a month, check the car is still there and start if you have the time.
8. Update the car's history file - think back to what you have done with / to the car this year and record it. Put the best photos in the file, record any work / maintenance completed, record the yearly mileage (some insurance policies require this) and make a note of any jobs you have put off for next year.

Looking forward and December is pretty quiet across our region, the next SWVA classic car auction is on the 31st January 2020 and the next Shepton Mallet classic car show and auction is on 9th February 2020.

That's it from me.

David Dangerfield

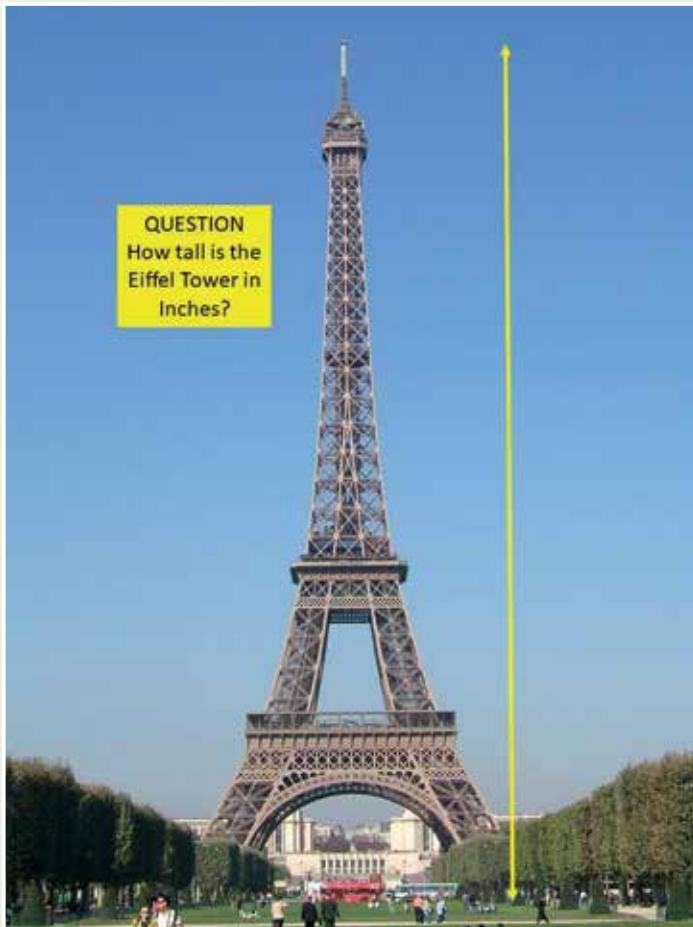
Mid Staffs Region

Happy New Year to all!

As 2020 dawns, our penultimate event of 2019 was the Quiz and Pie Night on November 4th. In total 52 people took part, split into teams of 4, to pit their brains against the evil question master (me!) over three rounds. Round 1 was 'Name the Country'. The answer paper was a map of the World with 25 countries to name. The easy ones it seems were probably Greenland, Brazil, India and Spain. Harder were Morocco, Argentina, Saudi Arabia and Finland. The ones that gave the most trouble were Ukraine, Sudan, Oman and Uruguay, but could you have pinpointed Bolivia, Algeria, Afghanistan or Papua New Guinea? Very hard proved to be Bhutan. Most people considered it to be hard but one team scored 23 out of the 25; another team 22 and a third team 20. Round 2 was twenty question split into groups of 5. The first group was colours. Without looking at your pyjamas 'what colour are the front and rear wings of Noddy's car?' Answers ranged from black to blue but of course they are in fact red. Other questions related to the different colours of cats eyes on motorways, the colours of the French flag with a bonus of getting them in the right order from the flag pole. Then a batch of abbreviations with an opportunity to make up points as there was 1 point for each correct word. The abbreviation 'TT' didn't cause much trouble, but UNESCO did! (United Nations Educational, Scientific and Cultural Organisation if you must know). The next 5 were the birth dates and places of some of our leading politicians. Many people got mixed up with Jo Swinson and Nicola Sturgeon who were both born in Scotland but 10 years apart. The last 5 were 'Who remembers seconds'. Not too much of a problem for most teams although few remembered Sebastian Vettel came second in the 2018 F1 Drivers Championship. A total of 35 points were available and the highest score was 25 with 6 other teams in the twenties. After a refreshment break for the steak and ale or chicken bacon and leek pies with mushy or garden peas, it was into the last round.

The first group of questions was about named trains and the stations they ran between. The two UK trains – The Royal Scot and The Cornish Riviera – didn't cause much of a problem for most ex train spotters. The Golden Eagle did! This is the new 'marketing' name for the Trans Siberian Express so runs between Moscow and Vladivostok. Then 5

on the 'Origin of Dances'. Points were scored for the country and city a particular dance was first performed in. So the Salsa was Cuba and Havana for 2 points. The hard one was the Waltz which most thought was Austria and Vienna, but in fact it was Italy and Venice. 'Shopkeepers' were next and judging by the sighs around the room, few remembered that the shop Little Nell ran with her Grandfather was the Old Curiosity Shop. Stretching the title a little many knew that Steve Jobs created Apple but didn't know the names of his mates (Steve Wozniack and Ronald Wayne) and so lost out on a bonus point for naming all 3. Five 'Miscellaneous' questions rounded off the quiz. Most remembered who shot J F K was Lee Harvey Oswald but few remember who shot him (Jack Ruby). The last question was to name the permanently inhabited Channel Islands. There are 7 – Jersey, Guernsey, Alderney, Sark, Herm, Jethou and Brecqhou. In all 40 points were available for this round, and the highest score was 25. This did mean we had a clear winner, a team which called themselves 'Revolting' who scored a splendid 66 points and won £26 between them. But we did need a tie breaker for second place (How high in inches is the Eiffel Tower. The answer is 12,756in and 'Fox and Cox Solicitors' estimated 12,266 (£16) to beat 'Team North and South' into 3rd place (£10).



A great evening of fun – although there were no questions on cars or motoring! Those who questioned this might regret next year's quiz!

The last event of the year is the Christmas Dinner and I'll report on that next month. So for now 'That's all folks'.

Pete Cresswell
pete.cresswell.t21@btinternet.com

Thames Valley Region

Christmas dinner 2019 and events for 2020

At the end of November the Thames Valley Region enjoyed their Christmas meal at the regular monthly meeting venue, the Crooked Billet in Hook.

In all, 18 members were there, some being brave enough to wear their Christmas jumpers! A big thanks again to Melanie Brooks for her generous Christmas decoration gifts and to Ken Hunter for organising the raffle prizes. Despite it not quite being December, the pub managed to put on a good show of Christmas decorations and we thank them for that.

A couple of members couldn't attend this year for health reasons so we wish them both a speedy and satisfactory recovery and hope to see them in the New Year.

Talking of the New Year, we are already looking forward to and planning several events with more to follow as the year progresses.

1st January 2020 New Year's Day Classic Gathering, Brooklands Museum, Weybridge. Not just Minis but plenty of interesting cars to look at. If the weather is favourable it may be quite busy!





1st January 2020 New Year's Day meet at The Phoenix, Hartley Wintney. A traditional, informal meet of all classics and some not so classic.

22nd March 2020 Brooklands Mini Day We hope to have our usual stand at this event. More details to follow.

All types of Minis including modern BMW MINIS are invited to this annual event, so expect displays in all areas of the Museum site. From the oldest to the newest, this year's event will see some of the earliest examples nestling among hundreds of Minis and their variations including vans and pickups. As always Test Hill will be in action in the morning and afternoon. There will be a variety of trade stands offering Mini parts, spares and memorabilia.

19th July 2020 is the date for the next **Thames Valley Tour**, which has been announced by Terry and Helen Schraider. Please make a note of this and watch out for further details.

Lorraine Hampson

Warwickshire Region

At the region's annual meal at the Hatton Arms, 19 members and their partners enjoyed themselves. After the meal Derek Wilkins thanked Cliff for all his efforts over the years as the regional representative.

Peter Machin and Nick Wilkins are the new representatives for the region and a new calendar of events for 2020 will be announced shortly including alternative venues within the region.



Cliff Porter

Yorkshire Region

The Yorkshire Region meetings go from strength to strength as 30 members and guests turned up at Acespeed Historic Motorsport on a wet and miserable November evening. The star attraction of the evening was undoubtedly the Mike Brewer Mini Cooper S which was just at the start of being restored. Members were invited to examine the car and identify issues of authenticity and areas for improvement. It was a great help to the Acespeed team to get a wide range of thoughts on the car.

The evening also featured a fish and chip supper sponsored by Buzz Design and a Le Mans related film provided by Classic Yorkshire Magazine. There was even a gift bag from Powerlite batteries and starter motors. But the most important thing was members getting together, sharing stories and advice. All in all, it was a very pleasant evening despite the inclement weather.





Please note that the next meeting will take place on the last Wednesday in January as December's night falls on Christmas Day. We are planning something very special for you.

Andy 'Ace' Harrison



FOR SALE AND WANTED



Cars for sale

A genuine and very rare limited edition Rover Mini Cooper Sport LE in Brooklands green - U.K. Spec 1 of only 23 left on the road! Included is a massive history file, the original PDI sheet, handbook pack, a pile of old MOT's, Tax forms, Tax discs and receipts for work carried out totalling over £12k. Green matching leather interior, green carpets and walnut veneer dashboard. The car has an alarm and immobiliser with remote key fob and 2 sets of keys. This car is used regularly - it went on the club runs to Monte Carlo (2016), Alps (2018) and Off Peak Run (2019). All 4 wheels and tyres are in very good condition. All 4 spot lamps with Mini Cooper covers.



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

Parts for sale

BMW MINI rear seat cover - a genuine BMW accessory never used - bought to fit a 2017 JCW cabriolet - protects rear seat and side panels - easy to fit. Grey with red piping and black storage bag cost £80. Email philiptristram@hotmail.com

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

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Paddy Hopkirk MBE

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

www.paddyhopkirkmini.com