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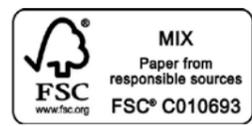
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Cover Image
 A few of the Swiftune Minis at the Goodwood SpeedWeek
Photo: Gabriel Robson

Disclaimer
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Contents

Officers, Committee & Contacts	4
Notice Board	6
Editorial	7
Chairman's Chat	8
New Members	8
Minis to the Alps	10
Events Calendar	11
Covid Coopers to Cornwall or the Runny Egg Run	12
The restoration of my 1966 Mk I Mini Cooper - Part 4	16
The Mini Cooper - A brief history	18
A Swift year at Goodwood	22
The LAC Whittaker Trophy Rally 5th & 6th December 1953	26
In memory of John White	27
Celebrating the Mini Cooper at 60	28
Book Review - Drive with Paddy Hopkirk	29
Old Cooper Stuff	30
The Archive	34
Registers	36
Club Shop	57
MCR Regional Meetings	58
Regional Coordinator	60
Regional Reports	60
For Sale and Wanted	64

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

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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

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

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Paul Sulma

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EDITORIAL



Welcome to the last issue of the magazine for this year and, to quote our queen, what a 'annus horribilis' of a year it has been. Quite frankly, I can't wait to see the back of it and we can look forward to some sort of normality again in 2021, when hopefully, the promised vaccine for Covid will have finally been developed. Then we will be able to get out and about again and celebrate the Mini Cooper's 60th anniversary year too.

Now, moving onto what we have in this month's packed issue of *CooperWorld*, and let's start with part 4 of Peter Barratt's series of articles chronicling the restoration of his Mk I Cooper. I found Peter's articles really interesting and indeed I managed to see Peter and his car first hand recently. In part 4 Peter covers some of the smaller bodywork repairs he carried out on his car and which meant that he had then finished all the repair work on the shell. You can find Peter's article on page 17.

Then we have two articles from two of our honorary members, the first being from Mike Wood, who many of you will know was one of the top Competitions Department's navigators during the motorsporting heyday of the Mini. But what you might not know about Mike is that he first started in rally as a driver! So, Mike has kindly written an article about his early days as a rally driver and in particular his experiences of competing in a rally. You can find Mike's article on page 26. And, sticking with the theme of motorsport, Nick Swift has written an article on his first outing racing this year in the

only historic race meeting that I can think of which took place this year, that being the Goodwood SpeedWeek meeting. Do have a read of Nick's article in the honorary members section on page 22.

As we all know, most car show and events have had to be cancelled this year and this has been reflected in *CooperWorld* as we have only had one or two events reports in the magazine over the year. So I wasn't expecting any more to come through this late in the year, but Roger Hunt surprised me by sending in an article on an 'event' he and his wife along with two other couples decided to do, and that was a somewhat impromptu run out in their Minis. Collectively, the group decided to head to the south west of the country and Cornwall in particular. Read all about their exploits in Roger's article which you will find in the rather small Events section on page 12.

The December issue of *CooperWorld* obviously marks the end of another year but also the coming of Christmas. And talking of which, if you or your family members are stuck for Christmas presents for you, then how about suggesting a couple of recently published books to them? If you inadvertently threw the flyer in last month's issue in the bin advertising a great deal on Robert Young's book 'Works Minis in Detail', then have a look for the full page advert for it in this issue. Alternatively, you could ask your loved ones to buy you Brian Culcheth's wonderful book, 'Global Travels of a Rally Champion', which I reviewed in an earlier issue and, to obtain a signed copy of his book, you can contact Brian directly via bculcheth@aol.com.

Finally, may I wish you all a Merry Christmas and hopefully one that we will all be able to spend with our families and friends.

Paul Sulma



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CHAIRMAN'S CHAT



By the time you read this, with luck, England will just be coming out of the second full lockdown in this country. Who would ever have thought, when this all started last February in the UK, we would still be in the thick of it ten months down the tracks. Of course, almost everything we'd planned to do this year with the club came to nought. On the bright side, I have every hope that 2021 will see the tide turn and, hopefully with a vaccine, we can begin to get back to something like normal. Others obviously thought likewise because the entries for the club's Minis to the Alps, for September 2021, will I'm certain be over-subscribed by now. Entries filled up in the first few days of November, just as soon as they opened, where people were simply keen to have something on the horizon to look forward to. It's too early to say quite what will lie ahead as far as Mini activities are concerned, but with the Mini Cooper celebrating its 60th birthday next year, I desperately hope that we can run our National Day at Beaulieu in June. Fingers and everything else crossed.

Speaking of the Mk1 Mini Cooper, one thing that did slip by without the deserved fanfare was Barbara Alexander retiring as our very long serving Mk1 Cooper Registrar. Barbara took over the post from Peter Barker in, I believe 1996 and I think she has hardly missed a single month writing something interesting about the Mk1 Mini Cooper. Barbara did announce her intention to stand down a good while ago, as pressure of work was placing more demands on her time. However, she willingly agreed to carry on until a suitable replacement could be found. This as we know, took time until Steve Entwistle took over the reins. In recognition of her valued contribution to the club, the Committee unanimously agreed to make Barbara a life time member of the club. This goes some way to thank her for all that she has given to the club for well over twenty years. The Committee don't do this very often but there are precedents for these appointments. Neil Burgess, John Mathews, Lesley Young, Robert Clayton and one or two others have also been made life time members for their long services to the club over the years. These appointments are of course not the same as honorary members, which are reserved for those who have achieved much in Mini motorsport. This only leaves me to thank Barbara (as I should have done at the time) for her much valued services to the club.

On a very sad note, I learnt that John White passed away quite suddenly in late October. John was one of the founding fathers of the MCR, being there right at the beginning in 1986. John has also been running the concourse at Beaulieu for as long as I can remember and was also still active in his region. He ran the concourse for us in military fashion and woe be tide anyone who didn't toe the line. I well remember, many moons ago, entering the concourse rather than parking with all the other cars only to be chucked out with zero marks for not entering on time with the form - such was John a stickler for doing it all correctly (I still parked there all day though!). He was a large character and will be much missed and our condolences go to his family and all of his close friends. An obituary appears later in these pages.

For those who are interested in just what the Committee have been doing since the AGM in March; the latest reports from the Committee have been posted up on the members only area of the forum for you all to read. I say reports, because yet again, Covid restrictions prevented us meeting together during October as scheduled. That makes a clean sweep of non meetings since March. The minutes of Committee meetings are always available on the forum, as we see this as a way of letting the membership know what we are doing and how the club is faring and what decisions have been made. One thing that is worth telling you about is that there are plans a foot to refresh the appearance of the Website. This, at the moment, is only in its second iteration since we launched it with Robert Clayton many years ago. Mike Bennett, when he took over as Webmaster, completely redesigned the Website but we now feel, in common with most other websites, that we need a refresh of it to keep up. We are investigating what is possible to do with the minimum disruption to what is already there and well established.

NEW MEMBERS

We welcome the following new members who joined during October

- Stephen Bawtree, Gloucestershire
- Richard Nunn, Oxfordshire
- Zac Grief & Sue Grief, Derbyshire
- Michael Jones, Mid Glamorgan
- Andy MacDonald, Aberdeenshire
- Jake Akeroyd, Cornwall
- Ray Bettell, Dorset
- Andrew Howard, Hertfordshire
- Mark Hurley, Buckinghamshire
- Michael Redmond, Greater Manchester
- Andrew Hammond & Sally Keil, West Midlands
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- Geraint Wheldon Williams, Gwynedd

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- Marc Wojtanowski, London
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- David Benneworth, Hampshire
- Stuart Holmes, United Kingdom
- Andrew Dunne, Kent
- Steven Cooper, Buckinghamshire
- Jeremy Hughes, South Gloucestershire
- Paul Merryweather, Hertfordshire

With social media, in all its forms, being at everyone's fingertips these days and much of it accessed via smart phones, we have to review how we present ourselves in these modern times. We have put together a small working group to look at a way forward. Facebook, we now feel has effectively taken the place of many forums, and ours, in particular, is much underused these days. Whilst there is a host of archive material to search and retrieve from our forum (try doing that on Facebook) its lack of use does make us question its continuance. We are also considering producing a short advert video about the club, which can be used as publicity and for those considering joining us, which will enable them to see what we are about and what we have on offer. They are at a formative stage on that one but I feel this would be positive thing for us to do.

And with that, I will wish you all a happy Christmas, which I do hope Boris will allow you to spend with your friends and family. Until next year!

Robert Young

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



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

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

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

BADGES	
Mk1 Boot script: Mini or Cooper/Seven/Austin	£13.49/£8.06/£11.94
'S' Script - Mk1 (Small / Large)	£5.05/£8.38
1275 / 1000 / 850 Script	£17.10/£12.55/£10.32
Austin Cooper / 'S' Bonnet Mk1	£15.23
Morris Cooper / 'S' Bonnet Mk1	£19.59
Morris Cooper / 'S' Boot Mk1	£13.44
Cooper 'S' MK2 Boot insert - Austin / Morris	£11.70
Cooper 'S' MK2 Boot bezel	£33.96
Cooper MK2 Bonnet bezel - Austin	£13.84
Cooper MK2 Bonnet bezel - Austin / Morris	£18.11
Mini Minor Mk1 - Boot	£23.99
Austin / Morris Cooper 'S' MK2 - Bonnet insert	£11.80/£13.06
Austin / Morris Cooper 'S' MK2 - Bonnet bezel	£18.11
Morris Mk1 - Bonnet badge	£35.34
Austin Mk1 - Bonnet insert	£23.94
Austin Mk1 - Bonnet bezel	£22.63
Mk3 Cooper 'S' Boot	£21.11
Mini Special boot badge	£21.60
Speedwell cast badge	£16.08
1275 GT boot - Red or Black	£21.60
1275 GT boot - Silver or Black	£22.25
1275 GT grille badge	£12.00
Downton rocker cover plate	£45K
Mk1 Horn push - Austin or Morris	£31.65
B.M.C. Badges, S1 stickers, engine bay/locker cover stickers etc. all in stock	£25.54
1275 GT stripes, 8 colours in stock	£25.54
Clubman Estate stripe sets	£60.48
Winged Mini badge (non genuine)	£9.00
GB badge (chrome on brass)	£18.00
Paddy Hopkirk accelerator pedal	£8.12

SUSPENSION & STEERING	
Spax/Koni gas adjustables (Std, Lowered or Estate)	£71.99/£70.98 each
Standard shocks / Gas-a-jet	£15.34/£32.44 each
Comp bump stop kit (front/rear) hydro only	£23.48
Steering racks outright	£69.72
Reconditioned radius arms (exchange)	£45K
Hydroelastic pipes - Nylon / Copper	£42.00/£33.78
Knuckle joint	£4.08 each
Swivel joint kit (Genuine / Non Genuine)	£10.73 per hub
Track rod ends (Genuine / Non Genuine)	£14.52/£5.40
Steering rack boot kit (pair)	£5.94
Front subframe - Front mount / Rear mount	£45.00/£59.94
Displacer dust cover	£9.64
Bottom arm bushes	£1.80 each
Tie rod bushes	£1.08 each
Front towing eye	£10.20
Negative camber bottom arms 1.5 degrees	£53.76 pair
Adjustable tie rods (road use)	£26.88
Adjustable rear camber brackets	£48.64 pair
Adjustable suspension units - Standard / Competition	£26.64/£30.19 pair

MANIFLOW EXHAUST SYSTEMS	
The only exhaust system with a three year guarantee	
Twin box - Side or Centre exit	£110.04
Single box - Side or Centre exit	£81.48
Maniflow stage 2 L.C.B. - Standard / Injection	£105.00/£126.84
Maniflow L.C.B. Standard / Big bore / Injection	£81.48/£199.92/£399.96
Maniflow treeflow suits 850 / 998 / 998	£81.48
Van/Estate - Single box / Twin box	£115.92/£141.96
Catalyst back - Single / Twin box	£103.32/£130.20

OTHER EXHAUST SYSTEMS	
RC40 - Twin box / Single box	£64.80/£51.24
Works replica rally system (STR807)	£213.36
Sportex rear box single tailpipe	£45K
Manifold gasket - Standard / Big bore	£118/£13.53

ACCESSORIES	
Top quality car covers - Waterproof / Indoor / Dust	£103.51/£56.89/£44.46
Clear indicator lens kit including bulbs - Early / Late	£8.34/£8.68 pair
Clear rear lens kit including bulbs	£31.20
Stainless dipstick A+	£10.20
Chrome wiper bezels (including nut & gaskets)	£6.90 pair
Stainless wiper blanks	£5.62 pair
Chrome twin washer jets (no drilling required)	£6.48 pair
Deluxe gear knob (leather or wood)	£8.09 each
Steering column dropper bracket	£5.22
Seat adjuster kit	£5.09
Carb dashpot covers 1.25, 1.5, 1.75	£15.95 each
Grille buttons - Quick release (Black / Chrome)	£19.34/£8.56
Rocker cover buttons / T-Bars	£8.16/£6.96
Paddy Hopkirk accelerator pedal	£8.12
Bonnet straps - Leather / Rubber	£10.50/£6.48
Internal bonnet release kit	£25.20
Bonnet pins	£9.19
Stainless headlamp peaks	£15.26 pair
Quadratic Halogen headlamp kit - RHD/LHD	£47.63/£57.07
Wheel spacers - 3/8, 3/4 etc	£19.19/£23.32
Rear fog lamp	£17.40 each

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Mk3 door (1970 onwards) / Mk1 & Mk2 door	£13.79/£17.70
Van door rubber (special profile)	£17.40
Van & Estate rear door rubbers	£29.62 pair
Clips for above	£0.41p each
Van & Estate door window seals	£29.18 each
Windscreen rubber (One piece front/rear) / Wide type	£15.32/£15.34/£16.80
Chrome screen filler strip - Nylon pair	£5.13
1/4 light seal - '72 onwards / Mk1 & Mk2 / Fixed	£9.55/£10.20/£8.34
Glass to frame glazing rubber	£5.70 per metre
Sliding window channel - Upper / Lower	£9.54/£21.25 each
Clubman Estate (complete kit)	£45.60
Vertical draught excluders	£10.43
Plastic window catches	£8.60 each

CARBURETTOR RE-BUILD KITS	
Carburettor re-build kits	From £55.25
Reconditioned carburettors	From £37.00
HS2 & HS4 main jet	£20.76
HS4 Wastmat jet	£43.90
HIF 44 service kit	£44.64
Water heated inlet - HS4, HIF 6/44	£33.06
S.U. Up-rated needles - G2 & 2988 / 1275 etc	£15.07
Choke cable - Mk1 & Mk2	£3.80/£10.97
Throttle cable - HS carbs / HIF carbs	£4.74/£5.99
Electric fuel pump - Genuine S.U. / Non Genuine	£96.00/£61.78
Van Front/Rear fuel pipe (includes tank union)	£34.42
Facet pumps - Standard / Silver top / Red top	£43.74/£87.66/£91.18
Filter king regulator - Glass or Alloy box	£54.10/£54.42
Glass fuel - Filter / In-line regulator	£9.00/£27.27

GOODRIDGE PERFORMANCE LINES	
Braided brake line set (4 lines)	£43.52
Braided clutch hose standard / Verlo	£13.20/£16.32
Metro 4 pot caliper conversion set	£54.28
Late Servo brake hose kit	£32.64
Braided oil filter feed pipe '92 - '96	£66.67

BRAKES, DRIVESHAFTS ETC	
Silicon brake fluid - 1 litre	£40.70
Disc discs - 998 / Cooper	£48.72 each/£79.80 each
8.4" Brake disc - Standard / Drilled and grooved	£10.20/£61.08
'S' Stainless caliper piston	£10.21
'S' caliper piston seals	£5.94 each
8.4" Stainless caliper piston	£8.82 each
8.4" caliper seals	£4.79 per caliper
'S' 8.4" drive flange	£27.85/£30.48
Spaced rear drum / Standard rear drum	£14.58/£19.19
Extended wheel studs - 60mm / 80mm	£16.2/£2.64
Timken front disc bearings - Genuine / Non Genuine	£61.13/£14.04
Timken rear bearings - Genuine / Non Genuine	£45K/£12.42
Timken rear bearings - Genuine / Non Genuine	£33.56/£12.60
8.4" (late) disc pads standard / Fast road	£14.84/£30.64
Mk3 'S' type servo kit (including brackets and pipes etc)	From £102.56
Brake pipe set complete car (copper with brass unions)	£31.20/£31.13
C.V. joint (non including nut & boot) / Pot joint	£39.90/£76.86
Drive coupling rubber (each) / Nylon pair	£46.48/£80.64/£79.06
Single line master cylinder - Plastic / Tin / 'S'	£420/£52.26
C.V. boot kit - Outer / Inner	£420/£52.26
Disc brake front hub (Genuine)	£161.00

PERFORMANCE FILTERS	
K+N	£46.32/£44.53
Filter element HS4 / Injection Cooper	£19.62/£19.62
HS4 cone filter	£76.60/£19.62
HS4 round filter/back plate	£38.40/£13.55
HS2 round filter	£37.26
HS4 cone filter/back plate	£37.26/£13.55
HS2 cone filter/back plate	£19.00
Filter cleaner - 1 litre	£11.76

FREE 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



Minis to the Alps

Friday 17th – Friday 24th September 2021



The Mini Cooper Register will be promoting a Touring Assembly to the French Alps in 2021. 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 17th September late afternoon	- Signing-on and night at the Hilton Hotel, Maidstone in Kent with a welcome dinner.
Day 2 - Saturday 18th 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 19th 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 20th 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 21st 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 22nd 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 23rd 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 24th 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 of £295 will be taken to secure an entry when the entry opens. Payments will be by cheques or bank transfer only with two further stage payments being required at the end of March 2021 and June 2021. If the organisers cannot run the event for any reason there will be a full refund of any money paid.

Contact the Secretary of the Meeting, Lesley Young, by email - youngres@globalnet.co.uk or phone 01580 763975 to request an entry form and regulations. Entries open on the **31st October 2020** when entry forms and regulations will be 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.



EVENTS CALENDAR



Key

Bold = National MCR event or Club stand.

2021 and beyond

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

Event: Brooklands Mini Day
Date: March TBC 2021
Location: Brooklands Museum Trust Ltd, Brooklands Road, Weybridge KT13 0QN
Contact: <https://www.brooklandsmuseum.com/> For the MCR Ken Hunter

Event: Mini Wipers 2
Date: TBC
Location: France/Belgium - To Ypres
Contact: justinridyard@minicooper.org

Event: CMC Riviera Run
Date: 1st - 3rd May 2021
Location: Newquay, Devon
Contact: <https://cmcrivierarun.co.uk/>

Event: LSMOC London to Brighton Run
Date: May 2021
Location: London and Brighton
Contact: LSMOC
<https://www.london-to-brighton.co.uk/>

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

Event: Donington Historic Festival
Date: 1st - 2nd May 2021
Location: Donington
Contact: <http://www.doningtonhistoric.com/>

Event: Blyton Park – MK1 Action Day 7
Date: TBC
Location: Gainsborough, Lincolnshire. Track day at Blyton Park for MK1 Minis.
Contact: <http://mk1-performance-conversions.co.uk/action-day.htm>

Event: Himley Hall (BMC)
Date: 9th May 2021
Location: Nr Dudley, West Midlands, DY3 4DF
Contact: <https://britishminiclub.co.uk/>

Event: MotorSport at the Palace
Date: TBC
Location: Crystal Palace, London
Contact: Competitors - <https://www.motorsportatthepalace.co.uk/registration>
Car Show - <https://www.motorsportatthepalace.co.uk/copy-of-car-show>

Event: The Peter Best Braxted Breakfast Meet Drive - It Day
Date: Sunday, 16th May 2021. 8.30am – 4pm
Location: all as 2019
Contact: If you're interested in attending please email: stephen.best@peterbestinsurance.co.uk for more information.



Event: IMM Italy
Date: 20-21-22-23-24 May 2021
Location: Florence
Contact: <https://www.imm2021.it/>

Event: MCR National Mini Cooper Day
Date: 13th June 2021
Location: Beaulieu. Static show with trade stands and concours judging. Also includes an autojumble. It is open to all marques of Minis/MINI's.
Contact: beaulieu@minicooper.org

Event: Double Twelve Motorsport Festival
Date: June 2021 TBC
Location: Brooklands Motor Museum
Contact: www.brooklandsmuseum.com

Event: Classic Le Mans
Date: 1st - 4th July 2021
Location: Le Mans, France
Contact: <http://www.lemansclassic.com/language/en/home/>

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

Event: Silverstone Classic
Date: 30th July - 1st August 2021
Location: Silverstone
Contact: <https://www.silverstoneclassic.com/>
MCR John Price sc_15@icloud.com

Event: Thames Valley Tour
Date: TBC July 2021
Location: Thames Valley Region
Contact: Clive Brooks at brooks.c2@sky.com or Terry Schraider at schraider@btinternet.com

Event: Coopers at Castle Combe
Date: TBC August 2021
Location: Wiltshire
Contact: graham.e.robinson@btinternet.com

Event: Ham Sandwich Run
Date: TBC August 2021
Location: Kent
Contact: events@minicooper.org

Event: Practical Classic's Restoration Show
Date: August 2021
Location: NEC, Birmingham
Contact: <http://www.practicalclassics.co.uk/>

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

Event: Stanford Hall (BMC)
Date: September 2021
Location: Stanford Hall
Contact: Jeremy Filor for MCR stand jfilor@talktalk.net

Event: Goodwood Revival
Date: TBC September 2021
Location: Goodwood
Contact: www.goodwood.co.uk

Event: Minis to the Alps 2021
Date: 17th – 24th September
Location: France
Contact: Lesley Young – youngres@globalnet.co.uk

Event: Off Peak Run
Date: October 2021
Location: Peak District
Contact: Jack Ward youth@minicooper.org

Event: NEC Classic Motor Show
Date: 12th-14th November 2021
Location: Birmingham

Event: IMM Germany
Date: 2022
Location: Bavaria
Contact: <https://imm2020.com/en/>

Covid Coopers to Cornwall or the Runny Egg Run

By Roger Hunt

Normally in October and November my wife Von and I take our RSP Cooper S on a journey of 3-4,000 miles taking part in The Italian Job. That couldn't happen this year, so the Italian Job organisers planned a UK based event instead called The Yorkshire Job but sadly Covid cancelled that too. Two other couples who we travelled with last year and were planning to do the Yorkshire Job were disappointed like us, so we planned our own Covid rule aware run. With our friends Tanya and Jason Field in their RSP 'Henry'



A boiling sea backdrop

and Ruth and Dave Webb in their blue Innocenti Cooper Export, we planned a trip north but that had to be cancelled. So then we planned a trip to Wales. Nop, that had to be cancelled too. So finally we met near Dudley and headed on South in two red RSPs and a blue Innocenti with luggage packed, walkie talkies for each car, and plenty of face masks and hand gel. Tanya had never been to Cornwall so was excited about our proposed destinations.

After meeting up on the Friday 30th October night at the Premier Inn, Kingswinford and having a lovely evening meal, we left in the morning after a hearty breakfast. The weather wasn't that kind, but it didn't matter as we were driving our Minis. Trying hard not to use motorways, Jason plotted a pleasant route through the Cotswolds stopping for a cuppa at The Tea Set Cafe, Broadway and then onto get photos at the Motor Museum in Bourton-on-the-Water. We then ended up at Upton Firehouse, Burford for lunch, a lot of eating went on during the trip and some beer and wine drinking in the evenings, and getting thrown out of the bar because of Covid restrictions at closing time 10pm.

Our evening rest was in the Leigh Park Best Western outside Bradford on Avon for a meal and drinks. Jason was booking hotels a few hours before we needed them as we had no plan other than heading south into Cornwall a Covid Tier 1 area at the time.

Wasps appeared to awaken us in our chalet room as the heating fired up. It was interesting seeing a few flying around in the morning, after a short battle we left.



Godfrey Lighthouse



Front of the Lands End Hotel

We convoyed into Wells in Somerset and parked next to the spectacular Cathedral. Taking lots of photos and wandering into Wells for breakfast. This is where the runny egg saga started. Poor Ruth and Von had hard centred poached eggs, not to their liking as runny eggs are the order of the day. We were too late to tour the cathedral as a service had started so we headed off towards the Haynes Motor museum and were passed by local Jobbers (Italian Job participants) Suzi and Alex Kinsman, who turned around and met us at the museum for a cuppa. They had already visited and when they left we toured the museum and its amazing collection of classic cars and two wheelers a most enjoyable experience. We left the museum and headed to out next booking the Premier Inn in Barnstaple North Devon. Sadly, runny eggs were again missing from Ruth's plate at breakfast though.

So far our red RSP S had developed iffy front lights (switch was faulty but they worked eventually) and no washers, but was running sweetly. Jason and Tanya's Henry was struggling to start with a tired battery and a good job he had a booster pack. Slow flashing indicators and an increasingly low hanging exhaust, but Henry was running well. The Inno ran beautifully with just a warm moment in traffic, and so Dave tweaked the tick over to stop it running on.



Harbour beach at Mousehole



Bourne on the water Motor Museum



A rest break at Dartmoor

The Haynes Motor Museum



After the customary fuel fill, we did this every morning, Jason plotted a cross country route to the very picturesque North Cornwall village of Boscastle. It was whilst crossing over the Cornish border we happen upon the contents of a repaired pothole, a large piece of tarmac and as the last car we hit it hard at 60mph. Von had just said over the Talkies "just entering Cornwall Tanya" the reply was "we've entered Cornwall with a bang". The car shook violently and the bonnet opened onto its safety catch. We all pulled over and after a check over and closing the bonnet, the RSP seemed fine to continue.

We parked in a very windy Boscastle car park and checked the car more thoroughly before going off to explore the famous village. The sea was boiling with massive waves coming into the estuary. We enjoyed stretching our legs for an hour, then it was off to busy Padstow and an amazing Cornish Lunch; Pastie and Cream Tea one of the best I've eaten. We carried on along twisty coastal roads enjoying the Mini's handling and stopping to take photos over the bubbling Atlantic towards the Godrevy Lighthouse. It was a spectacular setting as was our arrival at sunset at Lands End. We booked into the Lands End Hotel, the last hotel before the sea and booked dinner before heading for a pint at



I enjoyed the Padstow cream tea a lot!



Narrow roads great in a Mini

the First and Last Pub in England ...it had the best beer of the whole trip! The evening meal was a disaster for poor Ruth with her steak yo-yoing to the kitchen to get it right and it never was right. Still, maybe the eggs would be runny at breakfast. But No, the eggs were not runny, and so our 'Covid Coopers to Cornwall' CC2C was soon re-named the Runny Egg Run because of the lack of runny eggs.

By now the news told us that the country was going into national Lockdown on Thursday, and so we decided we needed to be home by Wednesday night. We couldn't get any photos near the Lands End sign post so we cheekily removed the bollard at the front of the hotel and took photos of our Minis with an Atlantic backdrop and the view of the Longships Lighthouse on its rocks. It was worth it on a cold but bright morning.

We followed the coast road to the quaint village of Mousehole with its twisty very steep approach road and had a wander around this stunning coastal village and even onto the sandy beach in the harbour. Next stop after passing through Truro was another harbour, Charlestown and its replica sailing ships. We had a mooch round and decided to have lunch in the pub. We nearly got a parking fine after they completely lost our order and took us to the wire on time.

Jason had realised he had left his booster pack on charge in the Premier Inn in Barnstaple (it's already been posted back to him), but by now Henry's battery was doing its job, although hitting a speed bump at some point caused the exhaust to look precariously low and start to blow. The tarmac incident had knocked the tracking out on our RSP, but it drove ok.

We headed across country zig zagging side way, up and down on some wonderful roads that Jason had chosen. Some roads, being so narrow, that approaching cars had to reverse to let us all pass. Crossing Dartmoor and its rolling views, made this part of the journey the most enjoyable drive. Passing through or by Tavistock, Princetown Morehampstead and Crediton.



Selfie with Tanya, Jason, Von, Dave and Ruth at the bridge next to The Fisherman's Cot Pub

We arrived at our hotel in Tiverton in the dark, tired from such a wonderful driving day. The pubs were not restocking, so the beer and drinks choice was limited. Our hotel, The Fisherman' Cot, was situated by a raging river alongside an old stone bridge, so another photogenic scene. The evening meal was good and what was left of the beer and wine OK. We planned to get up early and fix the exhaust on Henry. We awoke to a very hard frost and our Minis solid with ice. We soon de frosted them and Dave did the crawling around to fix the exhaust mounting bracket on Henry.

Breakfast again was good, but no runny eggs for Ruth so this time more were ordered and at last two runny eggs for Ruth. Result! As we left the Fisherman's Cot on the Wednesday morning they locked it up behind us for lockdown.

We had decided that lunch would be an Italian meal in Marlborough, in honour of the Italian Job. We trundled off across the downs and alongside of Stonehenge, where Jason jumped out in a traffic queue to take photos. It's a good job he can run as we moved off quicker than he expected. We parked up in Marlborough and had our Italian lunch and a fitting end to our road trip before we headed home to Northants. Covid Coopers to Cornwall or The Runny Egg Run either way it was in great company and we had an excellent time. Thanks Tanya & Jason, Dave & Ruth for the laughs and entertainment a trip full of great memories.

Until the next one!

Roger Hunt



Passing Stone Henge

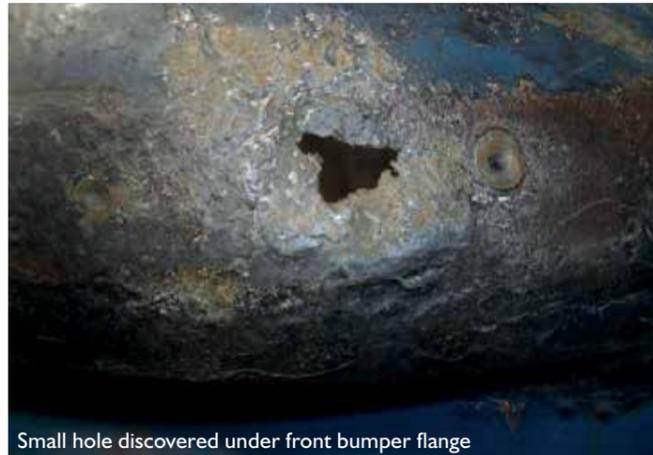
The restoration of my 1966 Mk I Mini Cooper — Part 4

By Peter Barratt

I finished off the last instalment with the words –‘A big job finished and now to start tidying up a few other areas that I have discovered since first examination. Now isn't that a surprise.’

Well, it was not so bad. There was a bit of surface rust under the scuttle and the bulk head, nothing that the angle grinder and a good wire brush could not sort out. Then a generous application of rust killer and preservative should see the metal through for a very long time.

But, not to be disappointed, when I attacked the gutter with the angle grinder, a new hole appeared. I also noticed that the drip rail



Small hole discovered under front bumper flange



More extensive rust holes found under the front panel



Small hole repaired with metal patch



Larger holes ready for metal patches to be welded in



One patch fitted up for welding in



Patch now welded in and fettled

was disintegrating as I progressed around the roof. So off with the drip rails and with access to the underside of the gutter, I was able to remove the rust and treat the bare metal before spot welding in new drip rails. That still left the repair to the back gutter, which is very similar to a repair I did to Richard Siddle's Cooper, back in 2009. At that time I was lucky as I was offered a piece of gutter from a scrapped car, but this time no such luck. So I will leave well alone until I find a repair piece.

The next line of attack was the original front panel, which I wanted to keep, but I had noticed a lot of rust at the join with the bumper rail. So off with the bumper rail and with that I exposed three holes. There was a small hole at the side that I was able to grind to a round hole and then cut and fit a round metal patch. I spot welded around the perimeter to fix in the patch. The other larger holes I opened up, made new patches and held them in place with magnets whilst mig welding into position. After a tidy up with the angle grinder flapper, I fitted a new bumper rail taking my time to



New bumper flange now welded in



New roof drip rail welded in



Misaligned A panel

ensure that it went in the correct position and ran parallel to the front panel.

As mentioned previously, Lovey has had the front wings and A panels replaced. These were fitted quite well except that I noticed on one side that the join between the panels was misaligned. I was able to drill out the spot welds and re-spot the panels in line with each other. I also added extra strengthening brackets to the wheel arch edges to finish off the join.

Swinging the car on the spit to the inverted position I was able to clean the inside of the roof. This was very good with no rust, but it did



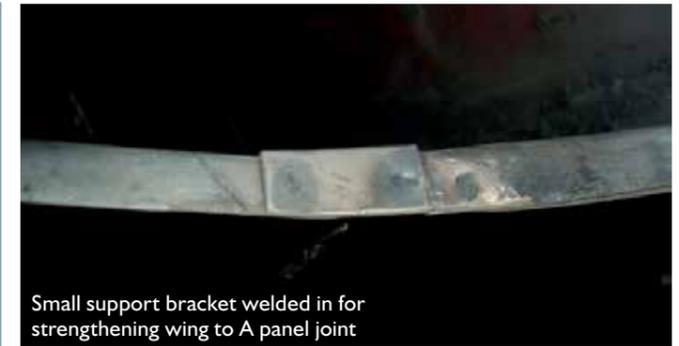
A panel seam now realigned with wing seam



Underside of roof showing lack of paint in the middle



Only surface rust under the parcel shelf and other areas



Small support bracket welded in for strengthening wing to A panel joint



Localised repair required to gutter at rear



Holes found in gutter

expose the BMC Paint Shop philosophy, 'If it can't be seen, don't paint it.' I also took the opportunity to clean the underneath of the parcel shelf and surrounding area and again fortunately all looked good.

Apart from the outstanding gutter repair, I will now make sure that all body surfaces are initially primed and covered for the winter, and leave it now until the spring when I will start to prepare for the final prep and spraying. My winter work will be attending to all the ancillaries, such as the engine and gearbox.

Peter Barratt

The Mini Cooper - A brief history

By David Hucker and Cara Jackson

Member David Hucker and Cara Jackson of Mini Sport take a look at the history of the car that celebrates its 60th birthday next year and will be a feature of the MCR National Mini Day at Beaulieu in June 2021.

Launch of the Mini

The Mini is, arguably, one of the most recognisable cars ever produced and in 1959 production of the original Mini started at two of BMC's plants; the Longbridge plant in Birmingham and Cowley plant located in Oxford. The car quickly became one of the best selling cars in Europe, with many attributing the transverse engine front-wheel drive layout as one of the main factors of this success.

Like many inventions throughout history, the Mini was created to meet a demand. During the 1950s, Great Britain had need of a vehicle with high fuel-efficiency and, in 1957, Sir Leonard Lord of the Morris Company asked his top engineer, Alec Issigonis, to lead a team of designers to produce a car to satisfy this demand.

The vehicle they created was compact, with a transverse engine and a gearbox allowing for front wheel drive, and with all four wheels being pushed out to the far corners of the car, these at the time revolutionary design elements maximised both interior space and handling of the vehicle.

Many of the features that enthusiasts love about the classic Mini were originally included to keep costs to a minimum, such as the external door and boot hinges, and of course the sliding windows which were used instead of the more expensive and conventional wind-up windows.

Origins of the Mini Cooper

John Cooper, along with his father Charles, started work in their Surbiton garage in the late 1940's building 500cc Formula Three cars. The Cooper 500 soon drew the attention of the racing fraternity, and future driving stars such as Stirling Moss, Peter Collins, Ken Tyrrell and Bernie Ecclestone all came knocking at the Cooper's door.

Cooper soon became the go-to specialist manufacturer for privateer racing teams, dominating the world of Formula 3 between 1951 and 1954. Fast forward just five years and the Cooper Works race team, with Jack Brabham at the wheel of a Cooper T51, won the Formula One World Championship in both 1959 and 1960; the T51 becoming the first rear-engined single seater car to do so.

With this background, John Cooper's involvement in the Mini was always likely to be a success. The engine size of the original Mini was increased from 848cc to 997cc and the fitment of twin SU carburettors increased the power of the car from 34 to 55bhp. Front disc brakes and a close-ratio gearbox were added to complete the performance boost.



A 1964 Cooper S restored by Mini Sport for a customer with a distinct image in mind; wanting a 'cool London zoom around Mini' in Brewster green with a black roof.

The Mini Cooper S

In the early 1960s, a more powerful version of the Mini Cooper was produced by BMC. Dubbed the Model S, this came with a superb 1071cc engine with larger servo-assisted disc brakes to cope with stopping the car because of the much more powerful engine. This superior and more powerful version of the Mini Cooper achieved sales of 4,030 models in the first year.

However, this was not the only S model produced, two other S models were also developed specifically for circuit racing and rallying; a 970cc and the 1275cc version specifically to fall under the 1000 cc and 1300cc classes, with only the 1275cc unit going on to be produced for most of the Cooper S's life span until produced of the Cooper S ceased in 1971.

The Cooper S quickly became a success in the world of motorsport, including three wins in the Monte Carlo Rally in 1964, '65, and '67. It should have been four wins but for Timo Mackinen's controversial disqualification on a headlight technicality in 1966, when the Cooper S filled the three top places.

Over this period, the Cooper S was the most successful competition car in Europe, winning no less than 23 rallies outright. Prepared at the famous Competitions Department in Abingdon, it faced competition from other more powerful rivals, including the Austin-Healey 3000, but was easier to manoeuvre, maintain and repair.



..... and a suitably appointed 'Works' style competition interior

Rover Cooper Mainstream

With Abingdon closed down in the autumn of 1970 and the Cooper S also meeting its end a year later, it was the end of an era. Several changes of ownership within BL/Rover did not bode well for the future of the car but, much to the delight of enthusiasts, a new single carburettor 1275cc version of the Cooper was introduced in September 1990. The standard specification had been slimmed down from the original S but the cars were offered with the white bonnet stripes with John Cooper's signature on them as an optional extra.

After the initial run had exceeded its target, the car went back into full production in 1991 and continued to be made until October 2000 when the last Mini, registered X411JOP, rolled off the Longbridge production line to be replaced by a completely new look model manufactured at BMW's Cowley plant.



Robert Clayton



An original Mk1 Mini Cooper S with Steve Entwistle driving and Mark Appleton navigating Paddy Hopkirk's car to victory on the 2019 Rally of the Tests.

Mini Sport

Mini Sport has established a world-leading service in the supply of everything Mini and is still going strong over 50 years after it was founded by Brian Harper. It continues to proudly and passionately race its Minis in some of the most exciting events throughout the country demonstrating that, whilst the Mini is an automotive icon of British culture, it remains a superb racing machine today.

Having been approached by Michael Cooper, son of the legendary John Cooper, Mini Sport re-launched the 'Cooper Car Company' whose exclusive collections are internationally recognised for reliability and power; taking direct inspiration from the original parts designed by John Cooper and Charles Cooper when the company was founded in 1946, with classic styling and high-grade quality.

David Hucker and Cara Jackson

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HONORARY MEMBERS' COLUMN

A Swift year at Goodwood

By Nick Swift

Well, hasn't it been a ridiculous year for Motorsport?! (While the world is seemingly falling apart, I can only moan that we don't get to go racing.....bloody fool!)

When the first Lockdown hit, the season was just about to kick off with our annual pilgrimage to Goodwood for the 78th Members Meeting. This time there was no 1965 Cooper S action (the memories of the Betty Richmond Trophy still very fresh) only the annual Gerry Marshall trophy for 70s touring cars. We had already been to Goodwood testing with our Longman replica 1275GT, albeit on a pretty wet day. But never one to look a gift horse in the mouth, it was time to splash around and try to perfect a decent wet set-up. Now, I love driving this car, with the extra power over the '65 cars (140+ BHP) and the extra grip of the stickier 13" Avon post-historic tyres, but you've got to have your wits about you! No more sawing at the wheel, chucking it in sideways action - but a more smooth, fast approach, to carry the speed gently through the corner, coaxing this beast to a 2+ seconds a lap faster over the '65 cars. Enough of that though, back to the wet day and this is a whole different ball game in the 1275GT. Quite a lot of suspension changes were needed to get some compliance into the car and we made some good steps forward in taming the super stiff, normal set-up. We were really hoping it would have rained over the 78MM April weekend, to try to take it to some of the big Yank Tanks in the race!

Alas Covid had well and truly struck. With all Motorsport called off, only leaving us to dream of what might have been - not that it's easy in a Mini to combat the Yank tanks with 500BHP in a straight line, wet or dry!

As we pushed through to June and the announcement that Motorsport could continue, I must admit it was a great relief for me, Swiftune and

Swiftune Historic Racing to have customers thrashing their Minis round the circuits again! It was around then that I got wind that Goodwood were planning to put on something special later in the year, to make up for the loss of the Revival and the Festival of Speed. This could be interesting I thought, as they never do things by half and very rarely disappoint.... bring on SpeedWeek!

To me, SpeedWeek seemed to be a celebration of what are the greatest races and moments from all their flagship events on the motor circuit. Races were to include the fabulous TT, the insane SF Edge Victorian (mad men!) and thankfully for us, the St. Mary's Trophy and Gerry Marshall Trophy races amongst many others. To add to the mix, there was to be a Festival of Speed style shootout competition to claim the fastest ever lap of Goodwood, along with a special stage Rally taking place throughout the circuit grounds, and the 'lunatic' drift boys to boot! All of this took place behind closed doors and was broadcast live on the Goodwood live feed and on YouTube all weekend.

On to our bit of the fabulous SpeedWeek!

In true Swiftune style, we ended up running 9 Minis over the weekend, with a total of 12 engines to look after, making it not only a busy weekend, but a big push in the weeks leading up, making sure every car was well prepared and race ready - including 6 days of testing at the circuit.

The meeting kicked off early; with the truck leaving our HQ on the Tuesday (I suppose that's why they called it SpeedWEEK!). We have a great bunch of customers that entrust us with their Minis and amongst

them was the Works Cooper Car Co. entry of Charlie and Mike Cooper - it's always fun working with Mike!

With the first bit of action on track beginning on Thursday, we were lucky enough to be asked to go out with a selection of all the cars competing across the weekend for a photoshoot. We were all following the most incredible tracking shot Mercedes SUV vehicle, capturing some amazing footage. The feeling of blasting around, whilst being surrounded by 4 crazy Drift car nutters was mad! They were making so much tyre smoke that those of us behind couldn't see the chicane. Nor for that matter could we see the famous Duncan Pitaway's 'Beast of Turin' coming alongside so close - I swear I could see the exhaust valves thrashing up and down behind the flames spitting out of those incredibly short manifold pipes!

Friday was back to normal with the qualifying sessions. First up was the Gerry Marshall qualifying in the GT, which I was sharing with Andrew Jordan. It's always a privilege to share with Andrew; his ferocious, competitive spirit always spurs me on to get the best out of myself and the car. The split between us was just a tenth of a second, but the power from the ultra fast Capris and huge Yank tanks pushed us down to 14th overall. Pleased with the time of 1.30.933 - not far off our fastest ever time.

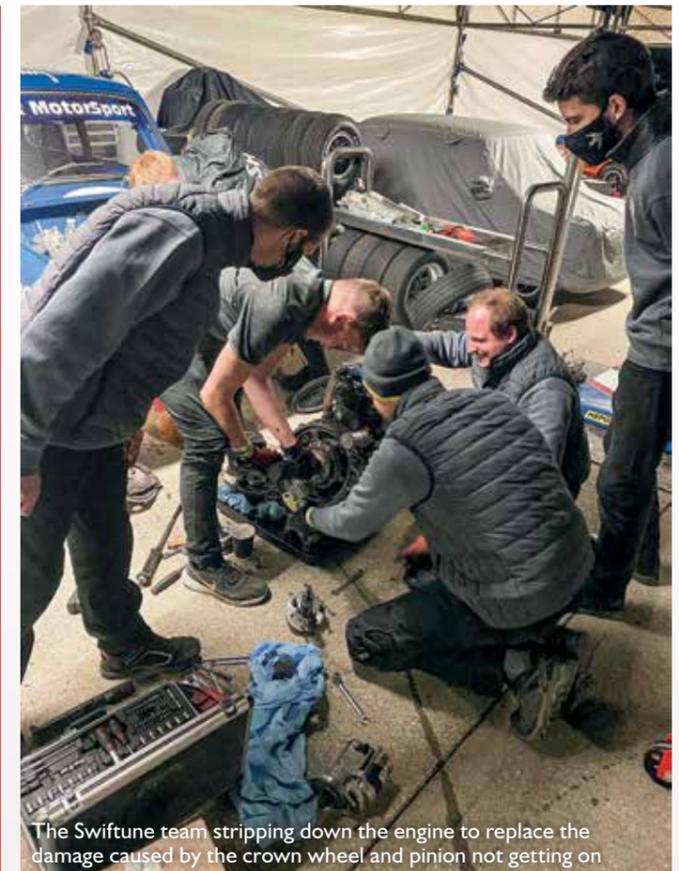
Next was the St. Mary's qualifying Part 1 for the pro/celebrity drivers in the 60s cars. This year we were partnered with Alex Brundle (son of Martin) who I have to say is a really nice fella. In his day job he's a LMP2 driver for United Autosports, so our Willow2 Mini was something really different for him. Ever the pro, he did an incredible job, ending up only 4 tenths off Rob Huff's (no stranger to Minis) fastest Mini qualifying time. All in all, it was a solid quali for all our cars, with no real dramas.



Me in Willow2 pushing hard

Friday finished off with the Gerry Marshall race, an awesome 45 minute long race into the dusk, with a pit stop halfway through for the driver swap. My start was okay and I made up a few places, getting stuck into a battle with the RS2000 Escort for 9th/10th place. But just 5 laps in, disaster struck as I exited Levant corner! I thought I heard a different note from the drive train. It's bloody difficult to hear anything with the straight through side exit pipe which is situated just below the driver's door, but something was up. I then could smell burning oil, the motor was still pulling nearly 9000RPM into Woodcote corner, so I thought maybe just a CV boot had split or something.... wishful thinking! I looked in the mirror to see a trail of smoke following me and dived straight into the pits. The boys jumped on it, but found a stream of oil pouring out the bottom of the gearbox, game over! We quickly got the car back to the paddock and within the hour the engine was out, ready to strip the gearbox off to investigate what had happened. It had chipped a tooth off the crown wheel jamming between the pinion, breaking the casing and firing a 5/16 bolt out the bottom of the box! A plan was made that we had all Saturday to fix it, as the car wasn't back out until Sunday for the 15 minute Sprint race.

Saturday was an early start, where cars had to be ready in the collecting area at 7.50am for the St. Mary's Part 2 qualifying. My session went very well - went out staying close to Nick Padmore in Leigh Dale's Mini to try and tow each other around. When you try to arrange these things it never quite goes to plan! I tripped over him and couldn't get it right, so decided to go it alone and managed to put in a 1.32.0. Knowing that



The Swiftune team stripping down the engine to replace the damage caused by the crown wheel and pinion not getting on

was nearly a second quicker than I'd ever gone before, I decided to play the risky game of park it in the pit lane and especially risky when you're battling it out for time with Padmore. Thankfully, I ended up 2 tenths up on Padmore - he's in our team anyway so no rivalry between us (honest!) but pleased to be nearly a second up on our main competitor. Willow2 was placed 5th overall behind 2 Yank tanks and 2 Cortinas - chuffed with that! All of the customers' cars went well apart from Rob Jarvis's Mini that had an off at the chicane, only to then be collected by a fast Alfa, and sustaining too much damage to repair. Thankfully Rob was okay, but very shaken up, a testimony to the strength of the modern historic Mini!

Then it was time for the St. Mary's Part 1 race with the pros. This all started a little disappointingly, with Alex getting 'biffed off' in the first lap. A big grassy moment saw him spin and drop well down the order but he did well to recover to 9th overall and get into the 1.32s. Well done Alex, it was a pleasure working with you! The other guys had a mixed bag, with the unfortunate non-finish of Karun in the Works Cooper Car with an errant exhaust valve. The Woody had carburettor linkage issues (ironic as it's the Works SU car!) and the boys had more work to do to be ready for the morning.

The Part 2 race on Sunday morning took place and from my perspective it was a cracker although my start was terrible, with way too much wheel spin. Once I stopped trying to dig holes in the Duke's tarmac, I managed to still keep ahead of the other Minis into Madgwick corner and kept my head down in pursuit of the fast Cortinas. Willow2 was flying and the new spec 2021 engine revved its little heart out, flying along to create a new Mini lap record of 1.31.7. Very pleased with that indeed! Unfortunately, Padmore had to retire his Mini when it lost water but all the other guys had a ball, with 4 of them all battling together at one point!

Sunday's fun then continued with the Gerry Marshall sprint, a 15 minute dash with a reverse grid. With our gearbox fixed, I started from the back of the grid. It was always going to be a tall order when arriving at the first corner to be faced with a wall of cars and no way through! The race was then red flagged due to Jason Brooks' GT rolling at St. Mary's corner during the hectic first lap, thankfully he was fine. We re-gridded and set off for the second time, onto what I can only describe as one of the most frustrating



Some of the Swiftune cars wait to be unleashed onto the Goodwood track



Gabriel Robson

Willow2 blasts off the line in pursuit of the big cars ahead

races I've ever had. Cars that block you in the corners then unleash their mighty horsepower down the straight, to only block you at the next corner again! Managed to break free for the last couple of laps, achieving a decent lap of 1.30.9 again, but finished a lowly 11th place, Ho-Hum!

And that was it for another eventful Goodwood event! We have an incredible bunch of guys and girls from Swiftune, plus my regular weekend warriors, as a team they always pull out all the stops! You all worked so very hard to get the cars up and running again, thank you so much! I also have to say, it's always a proud moment to see Ben (my 19 year old son) making such a success of taking control

of the car prep, logistics and the general organisation of the SHR (Swift Historic Racing) race team. His dedication and drive to set out his future in Motorsport is a true inspiration to see! Like the whole Swift family I'd say his Granddad (Glyn) would be so super proud of him!

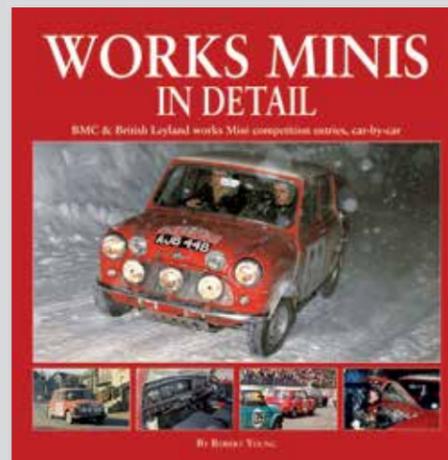
Lastly, I'd like to congratulate Goodwood for managing to put on a fabulous race meeting in these incredibly challenging times. It's always a pleasure to be invited and something I will never take for granted, thank you!

Nick Swift



The Swiftune team at Goodwood Speedweek

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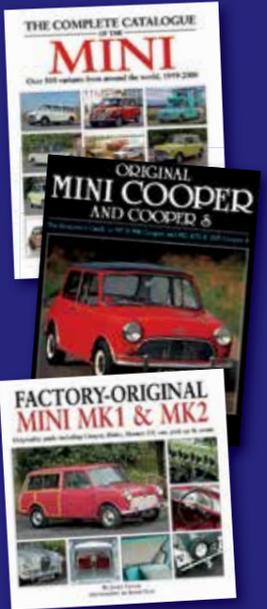
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HONORARY MEMBERS' COLUMN

The LAC Whittaker Trophy Rally 5th & 6th December 1953

By Mike Wood

I became a member of the Lancashire Automobile Club in November 1953. My reason for joining in the first place was to enter the Club's Annual Whittaker Trophy Rally, which was due to take place on the first weekend in December. This is the story of that event.

This rally was to be my first motorsport event, and I had not the slightest idea at the time where it would take me. Like many other motorsport enthusiasts, past and present, I aspired to being a driver; the thought of being a humble navigator never came into my mind. With a bit of gentle persuasion therefore, I managed to get my father to let me borrow his Mk I Ford Prefect and I duly entered, taking along two friends, brothers Alan and Ken Whittaker, as navigators.

According to the regulations, the rally would be over a distance of 200 miles, mainly in Lancashire and Yorkshire on mostly secondary and 'other class' roads, but without any chassis breaking sections. Like many other LAC events of that time, the rally would run on strict regularity timing throughout.

I feel I must point out that at this moment, should anyone reading the following account of the rally think that I have an exceptional memory, they would be mistaken. I am supplementing my none too clever memory from an article that was written on the event in the Club's Lancashire Motorist Bulletin dated April 1954, by Ron Kennedy who was also a fellow competitor.

The start of the rally was at 11:30pm from the late Sam Isherwood's garage which, if it were still there today, would be situated at the main cross roads of Barbara Castle Way and Penny Street, near the centre of Blackburn. There is a pub now where the garage used to stand and Thwaites Brewery looks down on the scene. After signing on we were lined up ready for the start and, from memory, our competition number was number 11. The whole entry totaled about 75 thus we did not have to wait too long before we were flagged off.

So here I was, driving on my first rally, as nervous as a kitten. Almost as soon as we started the fog came down; we had plenty of fog in those days. Following the route card instructions, we groped our way out of Blackburn via the village of York and Whalley Nab to Whalley. The fog had been very bad on the top road to Whalley, but we were now able to follow the 'cat's eyes' for a short distance before turning off the main road towards the village of Sabden.

After the short luxury of the main road, we found ourselves on the country road that runs towards the top of White Hill overlooking Sabden. Route instructions then took us down the hill towards the village. Suddenly, out of the fog, we saw in front of us a parked car with its rear lights illuminating a Control sign; this was the event's first of many, secret check points. Panic ensued in the car as we struggled to find the sealed watch and time card which had to be presented to the marshal; we had no idea whether we were early or late. This first secret check did at least confirm we were on the correct route.

The route instructions then took us away from Sabden, up Black Hill and along the top road to Higham. We then passed through Brierfield, Haggate, Worsthorne, Mereclough and onto the road known as the Long Causeway. This is the 'yellow road' on the map that runs above the Todmorden Valley and is used as a short cut by locals travelling from Burnley to Hebden Bridge. We still had to contend with quite a lot of fog, so having to drive along this particular road was extremely unpleasant.

It was on this part of the route that my two navigators made their only serious mistake. We should have done a loop off the Long Causeway across Staups Moor to approach the village of Blackshaw from the south. My navigators' missed this, perhaps because of the fog and subsequently we failed to get a secret check that was positioned on the loop.

I told earlier that this rally was being run to full regularity timing, i.e. we were supposed to keep to strict, constantly changing average

speeds. I use the word 'supposed', as we were more concerned with keeping to the correct route rather than bothering about average speeds. Perhaps it was a good tactic considering this was our first event and the problem we faced with the ever-present fog.

After reaching the small village of Slack near Hebden Bridge, we headed north west over Widdop Moor towards Thursden Valley, a few miles east of Brierfield. Widdop Moor was quite a difficult section in those days, but thankfully the fog had now started to lift and at least we could, more or less, see where we were going. We continued through Trawden and approached Lothersdale from Hawkshaw Moor on the steep road that descends down to the village. This road has been surfaced for many years now, but way back in 1953 it was little more than an unsurfaced cart track. I seem to remember another secret control just before the village.

Readers will now have to forgive both my fellow scribe and myself. My memory and his original report are not too clear on the next part of the route. I guess we must have passed through the traditional rally routes of that time, places such as Malham, Kettlewell, Starbottom, Buckden, Hubberholme, Yockenthwaite and Oughtershaw spring to mind. I am reminded however, from the original article by Ron Kennedy and quote what he had to say about a particular section after Oughtershaw, "We were faced with a five mile climb of Fleet Moss with a visible check point at the summit. This really amounted to a timed test of the climb".

After the descent of Fleet Moss, we passed through the villages of Buttersett and Countersett to approach the village of Bainbridge. Bainbridge was deemed the halfway point for the rally but, unlike present day events, we were not to have the luxury of a well-lit garage forecourt with multiple rows of pumps. In the final instructions it had been stated that there would be no fuel available during the event. Therefore, any vehicles that could not manage to do more than 200 miles on a full tank, extra fuel should be carried in auxiliary cans for topping up at the halfway halt. Many cars at that time were incapable of getting anywhere near 200 miles on a full tank so, as you can imagine, there was plenty of activity at this halfway stop.

From memory, the halfway halt time control was just out of Bainbridge on the A684 towards Hawes. Competitors were allowed one hour rest here, or less if time had been lost in the first half of the rally. Any competitors running late at this point were allowed to make up time by reducing this one hour rest time. There were obviously quite a number of vehicles parked at the side of the road with their crews topping them up with fuel and making other final adjustments before the second half of the event. As I remember, we must have had nearly all our full hours allowance here before the restart, so we could not have been doing too badly at that stage of the event.

Once again my memory seems to be a little vague as to the early part of the route for the second half of the rally. According to Kennedy's article, he fell asleep for the first hour after the restart and was only wakened when he was required to open a series of gates. I will therefore, with a little help from the map, try to guess where the route went.

After the restart, we must have passed through Hawes and perhaps used the Garsdale Head to Dent Station Road. This road was unsurfaced in those days and even today it still has grass growing down the middle of it. I imagine we then crossed over White Shaw Moss and Kingsdale Head to Ingleton, which was always a favourite section at that time. From Ingleton we would probably have navigated the mass of tricky yellow roads near Low Bentham and High Bentham before arriving at the single-track moorland road that crosses Tatham Fell towards Slaidburn.

From Tatham Fell I can recollect most of the route to the final control at the Aspinal Arms at Mitton. We crossed over the fell passing the entrance to Stocks Reservoir before arriving at the village of Slaidburn. I also remember that the weather during the second part of the rally had been more or less perfect with no sign of the dreaded fog that we had

encountered in the early stages. After Slaidburn, we were in familiar territory and, as dawn started to break, the final few miles of the route took us through the villages of Newton and Waddington and on the road that passes Bashall Hall to the finish at the Aspinal Arms, Mytton.

Other cars were there before us, but many crews had lost their way and simply headed for the hotel and an early breakfast. We were however over the moon as we had finished our first rally in far from last place. If it had not been for missing that secret check early on in the fog, we might even have managed a top ten result – who knows?

The results were announced after we all had breakfast and the winners were Norman Astley from Littleborough and his navigator John Whitely driving a 1933 Alvis! They narrowly beat local man John Waddington and his navigator David Tattersall driving a Jowett Jupiter;

both these entrants losing 16 marks each. The tie was resolved in the time-honored manner, furthest cleanest. In third place was that great international lady driver Ann Hall, who had just popped over the border from Huddersfield to take part on the rally.

So that was it, I had just finished my first rally and all the crew had a great night's competition and what is more, I was able to hand the Ford Prefect back to my father with not a mark on it. Although I didn't know it at the time, my days were numbered as a rally driver. It didn't take me long to find out my forte in that great sport was to be from the navigator's seat.

Finally, my thanks go to Ron Kennedy who wrote the original article way back in 1954.

Mike Wood

In memory of John White



John was a founder member of the MCR when the club was formed in 1986 and wrote the book on concours judging and organisation. Until a few years ago he ran the concours, with support from daughter Sarah, and the club still runs the concours to this day.

Stalwart of the Essex Region, his knowledge of the cars as they originally were, was a valuable source of reference for all the club members, not least myself.

John was a time served motor engineer having spent seven years as an apprentice studying on day release and at evening school. He hated the

modern approach to maintaining cars, much preferring to repair rather than simply replace. In 1959 his desire to repair cars was the catalyst to leave his job as a Workshop Manager in Epping and start J.E. White Motors. John's Father had a taxi/car hire business and John maintained and serviced these vehicles and then started servicing customers' own cars which provided a base for his own business.

In 1960 John married Diana, who he had met at college and they made their home in Coggeshall. It was not long before John became involved in motorsport; although I believe it was Diana who first showed an interest in rallies. Initially, John competed in various Triumphs but his long association with the Mini began in 1965. He went on to compete in rallies, auto cross and sprints and still owned the 1293 Cooper S he called 'Marigold' which he bought in 1968 and competed in for some 18 years, and winning many events and several championships with it.

John's enthusiasm was not limited to just driving, over the years he was involved in running various local motor clubs. Even before he finished competing he was officiating at various events, either scrutineering on rallies or acting as Club Steward and Clerking many different events. Subsequently, he trained for his Race Clerks licence and also Rallycross Clerks licences and became a Senior Clerk for BARCL & HCC.

John went on to serve motorsports for many years after hanging up his crash helmet, he was invited by the MSA to Chair the newly amalgamated sub-committee for Autocross and Rallycross and became a trustee of the MSA. He also progressed through various roles to become Chairman of BARC South Eastern Centre, during which time they would run more than 20 events per season.

John did not suffer fools gladly and was always plain speaking. He would however always give someone the benefit of the doubt. This is partly why he made such a good Senior Clerk and official. He would not take the politics into account instead he listened to the evidence and considered the situation very carefully before reaching a decision. He had a way of delivering the message to the drivers that earned him a huge amount of respect, and I believe it made some think twice before going for that gap that wasn't there!

John was passionate about motorsport, cars and particularly Minis, and when he was no longer able to compete, he wanted to give back to the sport which he loved and as you can see from the above, spent many years doing just that.

Our thoughts go out to his daughters Nicola and Sarah, granddaughter Melanie, Son-in Law Dave and Sarah's fiancé Ross for their loss.

Roger Hill



Celebrating the Mini Cooper at 60

By Bex

Honorary MCR members and legends of rallying and racing during the 1960s that are the 'Rally Professor' Rauno Aaltonen, John Smokin' Rhodes, Brian Culcheth and Paul Easter, have collaborated with Bex to celebrate the 60th anniversary of the launch of the Mini Cooper along with the man that gave his name to the car John Cooper, whose visionary insight helped to create one of motorsport's giant killing cars of the 1960s and to this day.

The many rally and race wins achieved in the Mini Cooper by these talented individuals and others within BMC's Competitions Department during the 1960s, helped make the Mini Cooper in particular, the revered and iconic car that it is today.



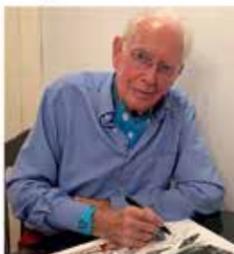
Rauno Aaltonen

John Rhodes

Brian Culcheth

Paul Easter

Monte Carlo



Bex, who is better known as 'Art-by-Bex' has captured the essence of the motorsporting heritage of the Mini Cooper with her Limited Edition Legendary 60th Anniversary Artwork of some of the Minis and individuals associated with the cars. She has skilfully managed to encapsulate all the action, excitement and speed within her fine line drawings of some of the iconic Monte Carlo Rally winning Coopers that were driven by 'The three musketeers' Rauno Aaltonen, Paddy Hopkirk, and Timo Makkinen.



These **exclusive artworks** are limited to just 60 art pieces; each original art print has been personally hand signed by Monte Carlo Rally winning driver Rauno Aaltonen, the co-driver of Timo Makkinen Paul Easter, racing legend John Rhodes, and rallying champion driver Brian Culcheth.

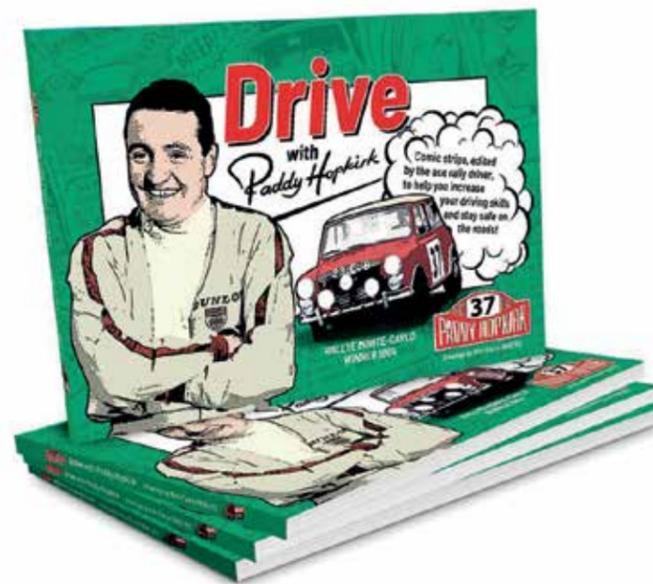
Each artwork comes with a certificate of authenticity proving its place within the highly collectible Legendary Anniversary Collection created and signed by Bex. So, if you are interested in owning one of these unique 60th Anniversary Mini Cooper Artworks, please contact Bex directly via her website, or call her on: 07720 876250.

www.ArtbyBex.co.uk
Tel: 07720 876250



Book Review – Drive with Paddy Hopkirk

By Robert Young



This is a mini-book, and a reprint of 'Drive with Paddy Hopkirk' that originally appeared serialised in the Sunday Mirror newspaper way back in 1969. These strip cartoons were illustrated by artists Nick Faure and Sydney James with Paddy Hopkirk's words and advice. They were created by Paddy with the sole aim of helping

people become safer drivers. As many will know, Paddy is still very passionate about road safety and driver education through his tireless work with IAM Road Smart. So it was no surprise that he wanted to reprise these charming cartoon strips.

The trouble was the original artwork had long since been destroyed. However, all was not lost, as Paddy's wife, Jenny, had kept all of the old cuttings and these could then form the basis of this new booklet. Enter Mini Sport who skilfully remastered the cartoons and compiled the book. The text has been updated, in numerous places, to reflect changes in driving requirements, situations and habits – these can be seen with the slight change of text font – should you wish to chart the changes.

The little book is both entertaining and educational with each page having a sound message with advice that is easy to understand and follow. Being displayed in cartoon form gets the messages across in a positive way. The book will make a good stocking filler for Christmas and I'm sure those who buy it will learn something, or at the very least make them think about certain roadcraft situations. That was the initial aim and why Paddy was keen to see these cartoons reprinted.

The book is only available direct from Mini Sport, priced at £10, where there is an added option to have the book signed by Paddy himself, or even signed and personalised to yourself or a loved one, making for a truly exclusive collector's item. Details when you order the book from Mini Sport.

Robert Young

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OLD COOPER STUFF — Stephen Dalton

Picking up from Thommo part I in the October issue of *CooperWorld*...

Bryan Thomson's 1963 motor racing year began in similar fashion to that of 12 months earlier with meetings to run his Ecurie Shepp. T51 at Calder and in some of the 1963 international events, such as Warwick Farm, Longford and Sandown. Where again, the FI GP drivers had come back to play during the Northern hemisphere winter with the mix of local drivers. It's fair to say soon afterwards Bryan was rethinking his motor racing future.

To stay competitive Thommo's then 4 year old racing car, even with a supercharger, wasn't going to cut the mustard against the new wave of Repco Brabham Climax beginning to arrive Down Under; it was a pretty big stretch to take that plunge. So Thommo decided to put the Cooper up for sale and go back to sports racing cars with an attempt to buy Bib Stillwell's Cooper Monaco. However, with no takers forthcoming for the T51 the Monaco didn't reach a new home in Shepparton. So that essentially meant his Surbiton-built racing car was dismantled and incorporated the necessary parts he wanted into his own Monaco-inspired Elfin Mallala sports racing car. To be built by another racing 'Cooper-er' at Elfin Sports Cars - Cliff and Garrie Cooper's specialist racing car operation in Adelaide.

This meant Thommo's Elfin interpretation was going to be different to the standard 'off the shelf' Mallala others had built for them. It was wider and used the Cooper's 2.4 Climax engine, Cooper-Knight gearbox, axles, brakes, 15 inch rear wheels, radiator, oil and LH fuel tanks, gauges and seat. This time he left the blower off it because of the gearbox disdain for the S/C Climax torque.

That indeed all sounds a bit terminal for the T51, but the body/chassis lived on to race at Victoria's country circuits throughout the mid to late 60s with Barry Wraith and Max McPherson with less stressed Holden 6 cylinders (each driver put different types) crammed in the back where a more specialised Coventry Climax FPF unit once sat.

After the Internationals ended in March 1963 Bryan was drafted in to Holden testing at Sandown, for what would become the beginning of the Aussie car manufacturer 'Bathurst' factory specials during that same month. The



The ex Moss/Keele Eng. Cooper Monaco with Bib Stillwell about to head along Sandown's back straight. Bryan tried to buy it and ended up taking his Elfin Mallala inspiration from this car. SD collection



Thommo's Elfin Mallala Climax 2.4 at March 1964 Longford, Tasmania paddock. SD collection

long distance Armstrong 500 'factory stock' car race was moving from Phillip Island to Bathurst's Mt Panorama and was still to be publicly announced. In fact the cars they tested would become the 'EH' model and was still a few months off its own public announcement. Six racing drivers were involved and everyone of them had raced Coopers (some indeed multiples of) so the 4 door, 179 ci 6 cyl., 3 on the tree, bench seated S4 sedans they were testing were 'just' slightly less specialised than they normally raced! Here's Thommo's take...

"Us 6 drivers duly arrived at Sandown early AM for the first test of the planned S4 'Bathurst' cars. Mainly handling, brakes, and tyres. I was teamed with Patto. (Bill Patterson) and had driven down from Shepp in my current Holden, the FB panel van / tow car (shown in part I). Davo (Lex Davison) was driving a Benz, Bib Stillwell in his Maserati and John Youl was Porsche mounted. I don't remember Patto's or Whiteford's daily drivers, but I recall that I thought these glitterati have probably never driven an ordinary Holden where as, I was fresh from 3 years as a Holden sales rep., sliding around gravel country roads in Northern Victoria. As noted, humbly, these were the best Holdens I'd ever sat in, and set the fastest times!! More nostalgia - we all started off on Goodyear G8's, and on the back straight, flat out over 'Rothmans', I had to allow 2metres for 'drift' from the apex. We changed to the new fangled Michelin X radials for the next run, and on the first 'flat out' turn in at Rothmans I was a metre and a half inside the apex! And 3 secs. a lap faster too!"

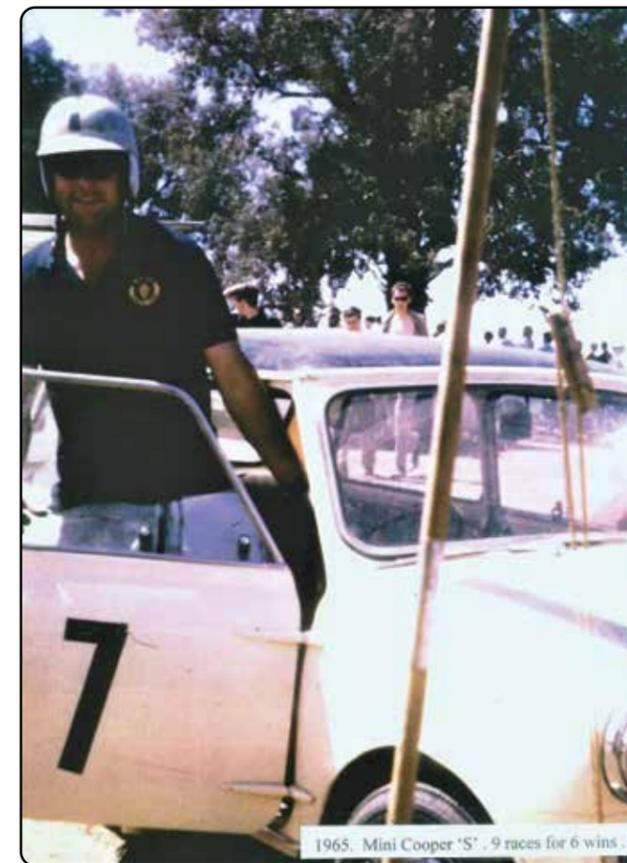
What Bryan doesn't mention above, is that several of the glitterati were (or had been) sellers of Holden product through their new Holden dealerships over the previous decade, and that helped fund the Coopers and many other toys they had all raced.

Without turning this into a GM-Holden feature, it's worth mentioning that the EH S4 version brought with it quite a bit of politics within the racing ranks as the 'factory-spec' sedan based, Armstrong 500 at Bathurst beckoned. In the end the ARDC let the S4's join the grid that also saw a volley of Morris Coopers terrorising the Mount! But not one S4 driver from the March Sandown test took part in the Bathurst S4 driver lineup that October as GM-Holden had withdrawn a factory entry. Although at least 2 Sandown test cars did become famous in Aussie racing folklore as Norm Beechey and Brian 'Yogi' Muir's mounts from late 1963.

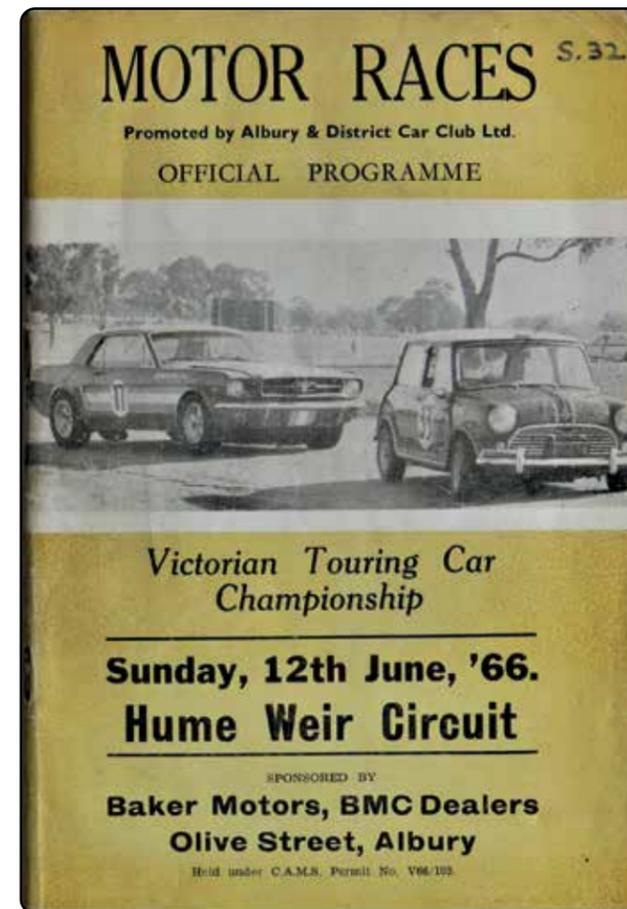
After a concerted effort the Elfin Mallala project finally came together as 1963 was drawing to an end. Thommo... "The build of my 'special' Mallala was way behind schedule, obviously missed the December 8th Calder meeting (entered, but DNA) and looked like missing the S A Tourist Trophy as well. 'Tubby' (aka Graham Ritter) and myself arrived at Elfin's Connurra Avenue on Boxing Day to assist in the final assembly with Garrie and father, Cliff. We finally loaded it onto the trailer at 10pm the night before the meeting (must have been a one day event, as was the norm in those days). No practice or testing prior to race day but qualified on pole for the race. The Mallala had legions of admirers, but sadly no win due to fuel surge (placed 2nd).

Due to business finance needs, the Mallala was sold to Bill Mathieson of Echuca, for Bob Healey to drive. Off subject a bit, but the Mallala was road registered (as required by the finance company) and on one occasion I drove my then girlfriend, Loel to Shepp. Drive-in (30kms). B I G trouble, as with the Mallala the top chassis tubes carry the water to the front radiator, and said girlfriend ended up with blisters on her left arm. Not happy!"

Minus a car after its 1965 sale and the buzz of motor racing soon started playing on Bryan. Recently married and having started his own 'Shepparton Truck Sales' business, Bryan takes up the story... "I missed the excitement of racing and convinced my new wife, Loel that if we raced a touring car it could always be sold on as a road car. As you will recall Mini Coopers were the flavour of the month at that time, and I thought it would be cheap to race. It so happened that Harry Firth had Gavin Baillieu's car was up for sale, and had recently been fitted with a brand new 1275 cc engine (it was originally a 1071 S version). Harry, with his sales cap on, insisted that 'class wins' were the way to go and I should buy it. However, the new business took priority and we only had 9 races in 65/66 recording 6 outright wins on our country circuits, and 3 class wins at national circuits. I was then approached by new touring car champion Norm Beechey with the proposal that I should buy his Mustang! My incredulous response was "how could I ever pay for it Norm?" He said "you might be surprised Thommo!" Somehow, on 26th April 1966 we took it home to Shepparton."



Thommo Cooper S at Winton. BT collection



This Hume Weir cover depicts Thommo's Mustang chasing Ron Layton's Cooper S (shown at 5/66 Winton). SD collection

THE ARCHIVE — Geoff Marr



This month I'm looking at a company based in Huissen in Holland who specialised in chopping the roofs off small cars such as the Fiat Panda and Renault Clio and, of course the Mini, otherwise this article would not be particularly relevant!

A very nice glossy brochure illustrated not only the convertible conversion, but the various body kits that were also available to the prospective customer. Issued in 1993 by Cabrioni Cabrio Design, I would have to say that some of the designs were best described as of their time, although of course tastes do differ!



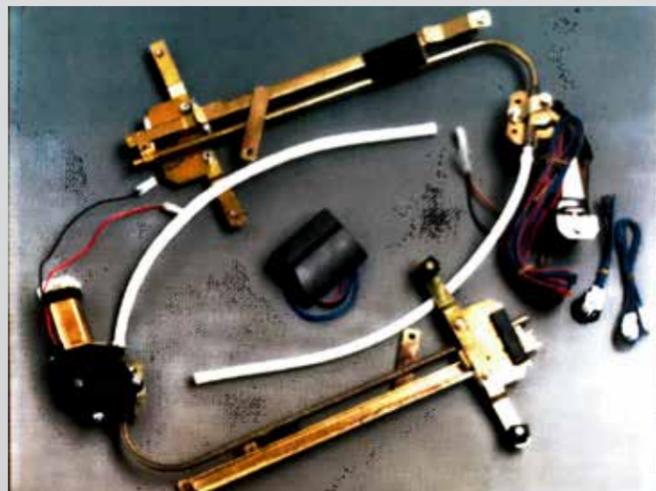
Given that the brochure is written in Dutch, I had to look elsewhere for further information about these conversions. It is estimated that some 300 Minis were converted by the company until they ceased trading in 1998. Just prior to this they had developed an electric hood with electrically operated drop down rear side windows, and as you can see from the photo, this was a very smart looking version of a convertible Mini. It seems that this only reached the prototype stage because only one example was built.

In 2017 a company called 7 Heaven were working on an electrically operated continuation build of this, however little information appears to be available as to how successful the venture was. The company currently appear to be concentrating on early model restoration projects, which look very nice indeed. I would be interested to hear more on about this company if any members know anything about them.

I also discovered a very nice 1997 Moss International brochure featuring a selection of Wood & Picket (not to be confused with Wooden Picket



as I have seen a few adverts state and they were for cars not fences!). Probably the accessory most associated with W & P after wheel arch extensions, are the Nudge Bars. Although I am not generally a fan of these, I quite like them on a Mini; they give a certain period look which I think is rather stylish. Other offerings included chrome dashpot covers, polished rocker covers and stone guards. Also the door tread plates and Radford de Ville headlamp rims offered an upmarket look with minimal effort. The other offering that caught my eye was the electric window kit, which the brochure assured us would give a real touch of luxury in return for a day's labour. Hopefully, it was as easy to install the kit as they made it sound.



And finally, member Mick Marrett got in touch after reading my recent article to tell me about his Lamm convertible which he purchased relatively recently. Being a typical Channel Island car it has only done 9,800, and as you can see from the photos, it looks very nice indeed. Many thanks for contacting me Mick.



Geoff Marr

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REGISTERS



Ex-Works and Competition Car Register



Replica auction result

The LRX 830E 'replica' that I wrote about last month sold for a respectable \$58,000. So I guess with premiums and taxes etc, which I'm sure would have applied, I'd think that must have topped out at around the £50,000 mark. As I said last month, it would make a good 'turn-key' car to undertake some light competition with but it was far from being what I would consider a replica of LRX 830E. If it were a genuine Cooper S, which I am told it wasn't, then that price is a good deal for the seller. I'm sure however,

Robert Young

the new owner will enjoy the car to the full, which is after all what this hobby should be all about.

Goodwood Speedweek

As most of you will know, all of Goodwood's planned events for 2020 went down the plug hole due to Covid restrictions. But due to Lord March's determination and his team's hard work (and also I understand pressure from his event sponsors) the Goodwood Speedweek took place at the end of October. Quite why it was called Speedweek is beyond me as it was just a weekend's activity but there we are. Held behind closed doors, meaning no spectators, the Goodwood live feed and also the You Tube coverage were superb, which I was able to watch via the internet for much of the weekend. For my taste some of the features were lost on me – cars sliding around bollards have never floated my boat, although I do recognise the skill of car control to do that with such precision and speed. The high spot however was the racing on the Goodwood circuit and the saloon cars in particular, although all of the racing was really good viewing.

You can read more of this in *CooperWorld* from Nick Swift, one of our honorary members, where his Swiftune business was in full swing on the track. He was attending to no less than nine of his customers' cars and three others with Swiftune engines. So that was twelve engines to fettle and keep on song. This, apart from Nick racing two of his cars himself, must have kept the entire team very busy.



Jason Brooks sadly rolled the PJ Green Clubman at Goodwood as all the other cars wizz by just avoiding him (credit Goodwood live feed)

Also flying the MCR flag at Goodwood was club member Philip Anning who was looking after Jason Brooks' 1275GT - Jason is also an MCR member. This sadly, came to an untimely end, when on the reverse grid second race of the Gerry Marshall sprint, he got a massive 'tank slapper' going which he was unable to retrieve and the car dug in and flipped onto its roof. Jason was fine but bruised. The

car however, when I saw it at Philip's ARR premises, looked far worse than I had feared. It will repair but it will be a big job. Such are the perils of Motorsport.

Sue Chappelle

Some of you will have known Sue Chappelle who, along with husband Glen, took part in many of the club runs and often attended Beaulieu a few years ago. Sadly, Sue passed away, very unexpectedly, at the end of October. Sue and Glen had been married for over fifty seven years - they must have married very young! Glen and Sue were always participants on the Wye Valley Run events in the early days and latterly often joined us on the many Ireland Minis to...events that Hugh Wyllie and his family ran.



Just a few who went to Ireland with Hugh Wyllie in 2002. From left to right Hugh Wyllie, Lesley Young, Paul and Lyn Wilson, Mathew Farr, Valerie Wales, Don Farr, Sue and Glen Chappelle

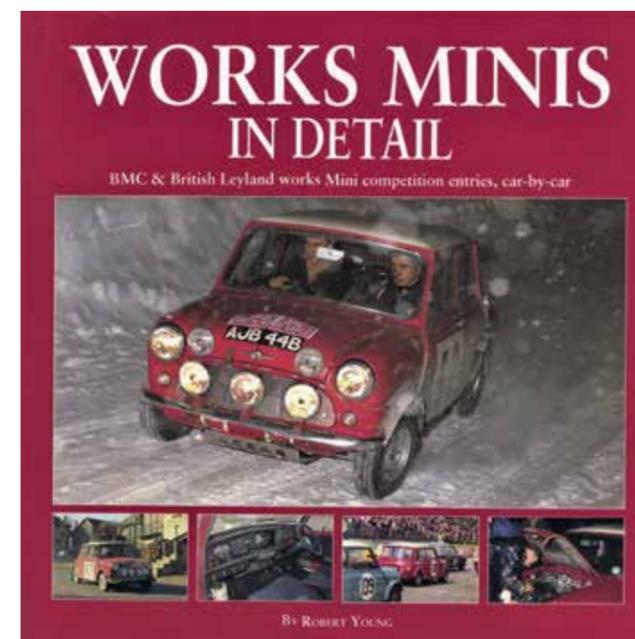


Sue sitting in the hot seat in Glen's superb Works replica as we land in Ireland ready for what was always such great fun driving around the island

Glen, as many will know built OJD 924E, what is still one of the very best Works replicas out there. Based on HJB 656D, the 1967 Monte car, Glen built a perfect replica in every detail. His engineering skill, as a toolmaker and his quest for getting every little detail of the car correct, made his car one of the very best – far better than many Ex-Works Minis. I last saw Glen and Sue at Beaulieu in 2013, as pressure on their time with family and house building work meant they had less time for the car. Our sincere condolences go to Glen and his family at this very sad time. Sue will be much missed.

Works Minis in Detail

Just in case you missed Peter Barker's very nice review of this book in last month's *CooperWorld* with the money off flyer from the publishers, this month they are again advertising with us, still offering a money saving discount on this book – just in time for Christmas presents. The book must surely be better than a pair of slippers and some more aftershave! It is a weighty tome of some 425 big glossy pages with over 840 photographs covering, in detail, every one of the 77 Works Minis which competed in over 300 events, most of them on International rallies. With over 260,000 words, it should keep you reading for a long while.



So far the book has been very well received by those who competed in the day with BMC and also, kindly, by those who were first out of the blocks and bought a copy early last month. The books will also be signed, should you value such things. Hopefully over time, and not detracting from Peter Browning's Works Minis book, nor Bill Price's book on the BMC Competition department, it will become the definitive book on Works Minis. Time will tell.

DJB 93B erratum

In response to some negative comments on anti-social media, concerning the tongue in cheek comment I made about the sale of DJB 93B, stating that it was the original car - this was not actually what I said and had no intention of that. However, I can understand



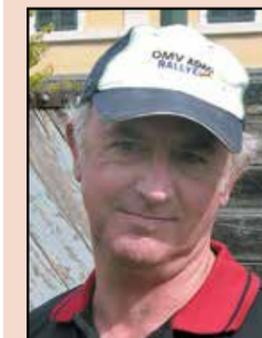
DJB 93B when it first broke cover at an early Abingdon Works day way back in 1998 when Phil Short owned the car

that some may have viewed my remarks that way – although to be perfectly honest, I'd assumed that those who read my wittering here would be fully conversant with the build of DJB 93B. The car for sale was built by John Kelly, with the help of a few others, for Phil Short to rally. The car was never presented by Phil or John for that matter, or anyone else at that time as the original car.

Unfortunately, the motoring press, being what they are and once Phil Short had passed the car on; it soon became accepted, in some quarters, as the original RAC winning car. The auction houses are just the same, if not worse, in what they portray. Perhaps because of my less than careful words, some may have thought that I too had the same opinion. I don't - but I do accept the car for what it is - and I don't condemn it like some do just because it's not original. I've no doubt however that this clarification will probably not find its way onto social media to clarify the situation and, once again, the MCR, Ex-Works cars and me in particular, will remain the whipping boy for those who take pleasure in such things. We shall see.

Robert Young

Cooper S Mk I Register



Simon Wheatcroft

Back in the September issue of *CooperWorld* you might recall that the superfast lockdown restoration of a Mk I 1275 S by Peter Hiscocks was featured. Well, Peter has been pressing on unabated and the car is now painted and running with a 1275 S engine installed. As you can see from the pictures, Peter has opted for the original colour scheme of Old English white/black and retained the left hand drive steering. There also still some interior work to complete.

Alas, because of the lack of original UK paperwork it means that Peter won't be able to reclaim the original Greater London (Central) HDES registration number of JGO 744D for his car. HDES stands for Home Delivery Export Scheme and was used for vehicles that were going to be used for a short time in the UK before they were permanently taken abroad, in which case they were exempt from UK new car duties payable at the time. Apart from being used by manufacturers, it was popular with overseas forces personnel and for cars that were undergoing tuning/competition preparation. HDES number plates had a yellow border. If for any reason the car did not leave the UK it could, subject to the duty being paid, retain the HDES registration number.



Before... the former JGO 744D as found in Wisconsin...



... and after, now back in its original white/black livery



Still sporting USA spec red rear indicator lenses



The interior is still awaiting some new trim

Last month I featured the crossover dry/hydro car, this month a much earlier example in the form of a pre-production hydrostatic car. The pictures are original BMC images from early 1964. The complete sequence shows the various components on a jig, possibly showing how they were assembled before being mated with the bodyshell; others show the installation in situ on a bodyshell.

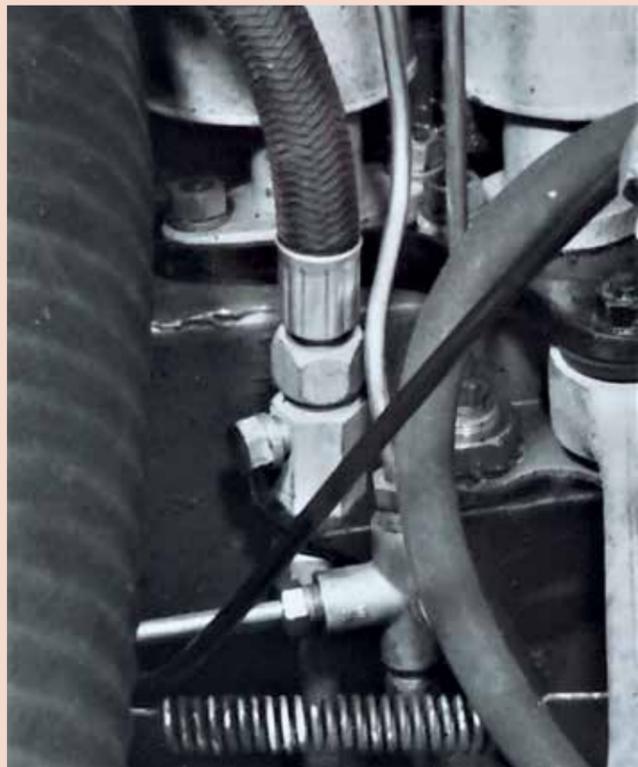
Interesting points to note are that the exhaust is a single box unit and the silencer does not have crimped ends. Moving on from the



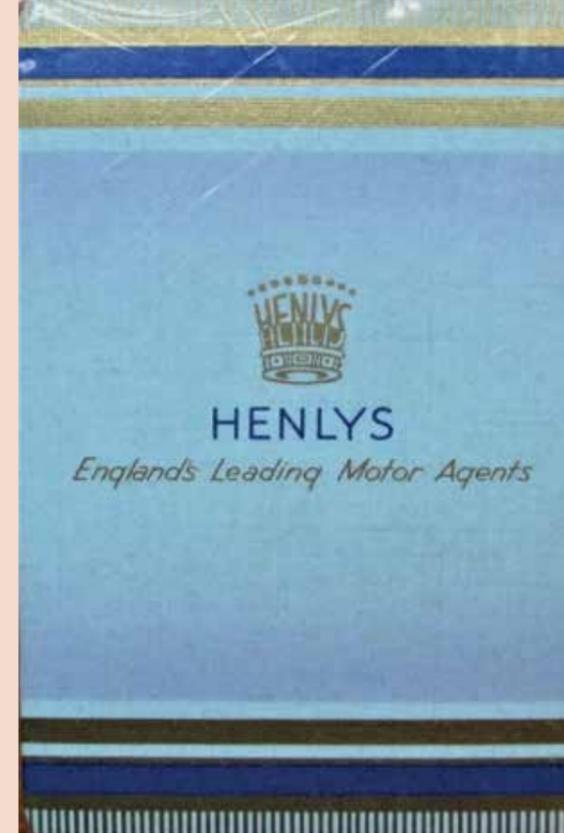
Prototype hydrostatic rear subframe and pipework. All those who seek out crimped exhaust boxes take note



The underside view – note that the protective sleeves are not located under the floor clips



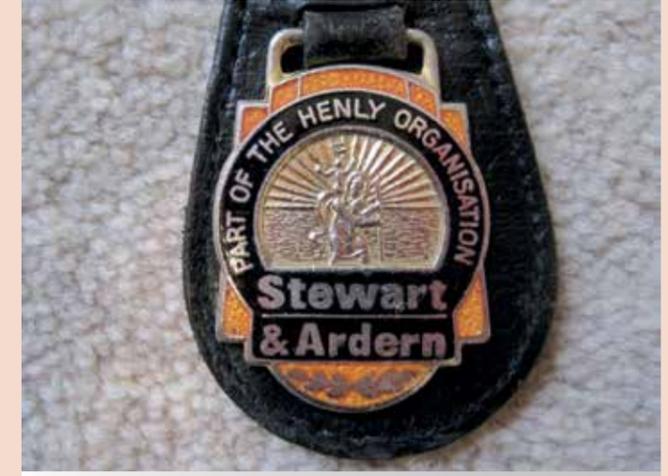
The plug in the union was not present on production units. Note also the black finish on the stabiliser bar stud and nut



A pack of still sealed Henlys playing cards



The plug in the union was not present on production units. Note also the black finish on the stabiliser bar stud and nut



Confirmation, if it were needed, that Henlys had acquired Stewart & Arden



Ron Bambury competing, possibly on the Illuminations Rally, in his multi discipline Mk I Cooper S

exhaust, the elbow joint where the hydrostatic valve is located seems to have an extra drilling on the rear. I have never seen an elbow such as that on a hydrostatic Mini. Another little detail point is the angle of the fuel inlet banjo on the fuel pump.

On the underside image you can clearly see that the numerous protective sleeves on the hydrostatic pipes should not be located under the floor clips; something that I have mentioned before.

Moving on to the engine bay, the union where the hydro unit hose joins the fixed pipe has an extra drilling which seems to have a plug in it. A further little detail point is that the stud and nut for the engine stabiliser bar are black rather than bare metal.

Back in the October issue of *CooperWorld* I mentioned Car Mart playing cards and now I've been sent a picture of some Henlys branded cards. Henlys were founded in 1917 and had a long association with BMC. In the early 1960s they were Austin distributors in Bristol and had outlets in London and Manchester. By the end of the 1960s they had hoovered up a lot of BMC dealers including the London Morris distributors, Stewart and Arden.

This month's old competition car is the Austin Cooper S of Ron Bambury. The picture shows Ron and his navigator probably on the Illuminations Rally, but apart from rallying Ron also used his Mini for sprints and autocross.

Finally this month, a Merry Christmas and Happy New Year!

Simon Wheatcroft

Cooper Mk I Register



Steve Entwistle

Well, like probably everyone else reading this I was hoping that we would be back to something like normality by this time, but it seems we aren't out of the woods yet. As such, after a busyish early part of the year when people were making use of their spare time to work on their cars etc, things have slowed down and there doesn't seem much to be happening.

However, a new part though has been recently launched by Nippycars, who many of you will be familiar with already with their very high quality reproduction rare parts. The latest addition to their

range will be of interest to all 997 and early 998 owners (also early 'S' models as well) and this is the very rare early black gear lever that used the domed gear lever gaiter. In period these had a reputation for vibration and rattles, borne out in the road test press of the day. Consequently, a modified gear lever with, amongst other things, a rubber damper on the stick was introduced to alleviate the rattle. Abingdon's cure for this was a rubber hose slid over the lever!

Most cars were modified in period to the later stick and it is very rare to see a car with the original lever now, as most were probably discarded in the bin. In recent times original ones have brought good money on famous auctions sites. Anyway, Nippycars have reproduced the lever along with the all important fittings which are different to the later set up. One mod though, is the button that the ball of the lever sits in is now nylon rather than steel so it should be quieter in operation than BMC's offering.

A car that has been added to the register recently is PYG 868E, a red/black Morris 998, registered in West Yorkshire in June 1967. A bit of a story behind this one, in the very early 1980s my father owned this car, and which at the time, whilst still having its original parts, had gained Mini special arches, white Weller 8 spoke steel wheels and a



Britax glass pop up sunroof! Fast forward 15 years or so to the late 90s, and talking to one at the sales guys at the Rover dealership were I worked, it turned out he had owned PYG for years and his wife had used it every day for years, and so it needed restoring. Fast forward another 20 odd years and our paths crossed again, Mike who owned the car still has it, and the restoration of it is nearly finished, including relocating with it to the sunnier climes of Portugal. Hopefully, some finished photos will follow, but not twenty years from now!

Finally, if anyone reading this owns, or knows the whereabouts of THE 615B, a red/white rally car, could they get in touch? I have some info about the car.

Keep safe!

Steve Entwistle

Cooper S Mk 2 Register



Nick Hunter

Welcome to December's report, I don't think I've ever been so happy to see the back of a year! To round off this 'annus horribilis' I thought we'd cheer things up a bit by revisiting a favourite subject, the Mk 2 S hydrostatic system.

You may remember a while back Steve Hills updated us with restoration progress on his Snowberry white and black Austin, SPN 508G. Back then the completed shell was back from the paint shop and looking superb. Steve was then about to start

the mechanical refurbishment and this included a thorough overhaul of the hydrostatic displacers. Steve has kindly written in with the story of his experiences with the overhaul with some good tips for anyone contemplating the same, over to you Steve.....

'Back in 1990, I had no idea that Cooper S hydrostatic displacers were any different from any other Mini hydro bags. Back then I replaced all four of them on my car. In those days you could still buy new old stock displacers off the shelf from Mini Spares. The only types available at the time were the standard green band 21A2008 version so I used four of these. However, don't be fooled by the number moulded into the rubber like I was until Nick Hunter put me right. It was always 21A1477 on all versions of classic Mini displacer no matter what the real part number was.

I recently found the original pair of displacers which I'd removed from the front of the car all those years ago. I can remember at the time finding that they had suspect hoses and so I had put them in a box and forgotten all about them. I recently discovered them, hidden in a box at the back of the garage. On close investigation it looked like they were the original silver band Cooper S versions judging by the silver paint that's still just about visible in places. Maybe I'll get these re-hosed and refurbish them at some point in the future.

The original Cooper S displacers were stiffer than the standard units to make up for the extra engine weight and to reduce pitching. The front pair were different compared to the rear pair. I don't have the original rear displacers any longer and I've heard that mixing different types should be avoided. So it looked like I would have to go with the softer green band units all round. The days of buying any displacers off the shelf have long gone, so the only option these days is to refurbish what you've got. My car hasn't been driven since the early 1990s, so I was expecting trouble.

Removing displacers from the subframes can be tricky as they're likely to be rusted into place. So, starting with a soak with some freeing oil for a while, then the use of a chain type oil filter removing tool works very well. I put a thin piece of rubber between the chain and the displacer body to prevent any damage and also to help with the grip. They undo from their bayonet mounts quite easily, turning in the same direction that you would to undo a nut from a bolt. About a quarter of a turn should be enough. Once out you can give them a clean-up and inspection. One place that they tend to fail is where the pipe joins the unit. The metal crimped piece can rust badly. Luckily, my crimp connections we're in good condition, so they just needed a clean-up, a bit of rust eater and painting.

The front units were full of a horrible brown fluid which emptied out with a bit of a shake. The rear pair had completely gunged up inside the rubber pipes. I came up with the idea of using a wire coat hanger. By un-twisting the part by the hook and straightening it out, it made a kind of long flexible corkscrew. It was then possible to screw it in, withdraw it and pull out the muck with it. I repeated this several times. Having done that I gave the units a good shake and out came a load more of the nasty brown fluid. I'd managed to remove all the blockages from the pipes, so things were looking up.



Steve's 'coat hanger gunge removal' tool

I used a thin piece of plastic pipe which I inserted deep into the displacer pipe. The other end was attached to an old washing up liquid bottle. I used this method to fill them with water followed by lots of shaking then emptying and repeating many times. The rear units were clearly still full of gunge, so I had to find a way to dissolve it out. I used the plastic pipe and washing up liquid bottle to fill them up with isopropyl alcohol. This stuff really dissolves the gunk, cleans out the displacers, mixes with water and doesn't affect rubber, at least in the short term. It's a very close cousin to ethanol which was used in the original hydro fluid, so I reckoned it would be ok. A lot more shaking with my thumb over the end of the pipe then I let it sit for 12 hours. Then after a lot more shaking I emptied out yet more vile brown fluid. All the gunge now seemed to be gone, dissolved away. Next the units needed a good flush out.

I had an old hydro elbow joint, the piece that the filling valve normally screws into that's attached to the rear subframe. With the filling valve removed, I attached a garden hose to it and then screwed the displacer connector to where it would normally attach. With the hose turned on I could control the amount of water pressure and water flow going in and out of the hydro unit with my thumb over the hole where the valve had been. It was then possible to blow the bag up with water. Then by releasing my thumb, I could let the pressure from the bag squirt out the nasty brown contents onto my driveway. It was in effect pumping the dirt out. It took twenty times doing this before the water finally ran clear. I should point out that I have a one-way valve fitted to my garden hose so, although unlikely, there was no chance of any nasty fluid getting back into the house water system.

While the unit was under pressure it was a good opportunity to remove the aluminium casting piece from the rubber end. A slight twist and sideways pull with your hand and off it comes. It's just held on by a circular rubber lip that grips a round foot on the aluminium casting. It's very easy to push it back into place with a slight twist at any time later. While it was off I cleaned it up and de-greased it. Then I gave it a coat of Rustbuster's 121 in black. This is a well-known two pack epoxy paint that is normally used for painting and protecting restored steel parts. I've used it on lots of small parts with great



Filling the displacer with water from the garden hose



50-year-old gunge being expelled from displacer under pressure

success. What's not so well known is that it also bonds very well to clean aluminium. I didn't paint the little round foot that attaches to the rubber though, just in case it hindered its attachment ability. I emptied the water out of the unit and left it over night to fully drain. The next day I filled it up with new hydrostatic suspension fluid using the plastic pipe and washing up liquid bottle method. The fluid that's available these days doesn't smell like it contains alcohol like the old stuff used to. But it does contain water and corrosion inhibitors, so if there is a small amount of water still inside the bag hopefully it will mix without any problems.

When full, I needed to find a way to block off the ends of the pipe. The end of a small wooden paint brush handle proved to be perfect. I sawed off a couple of inches from one and pushed it into the pipe connector hole. The brush was round, tapered and wedged and so went into the hole nicely making a perfect seal.

Next it was just a case of cleaning up the steel case of the unit. I used a relatively soft wire brush in my angle grinder then totally de-greased and painted it. I used Eastwood's Rust Encapsulator Platinum as the first coat. This stuff will bond to either rusty steel or bright steel extremely well and it seriously protects against rust. I used a flat half inch wide soft artist's brush, to paint it with. I've found that using one of these almost completely eliminates any brush marks. After drying and within 48 hours, I masked it up with masking tape and paper and then sprayed it with a couple of coats of Eastwood's Extreme Chassis Black satin finish from one of their rattle cans. I've found that this combination works really well and looks great when it has dried properly. I'd recommend giving it a good week somewhere dry and warm to fully cure.

The final thing I did was to rub a very thin smear of silicon grease over the rubber end that the pipe comes out of, including on



De-rusted and freshly painted unit



More ingenuity from Steve with a tapered paint brush handle used to plug hydro unit filled with fresh fluid



Rear unit reunited with subframe in the car



SPN 508G with rear suspension complete

the metal crimp connector. Silicon grease is great because it won't affect rubber, but it will protect it. It also doesn't let water through and dirt won't stick to it. Water beads just fall off as if it were Teflon. Silicon grease doesn't melt or change constancy across a huge range of temperatures either. The stuff to use is dielectric silicon grease. It's translucent and comes in a tube and costs about six quid. There is a slightly cheaper non dielectric silicon grease that is also available which is grey. The problem with that stuff is that it sets, so it's best avoided. Also, don't use silicon grease aerosol spray on rubber components either. They use a thin mineral oil mixed with silicon grease to make it thin enough to spray. You don't want mineral oil getting on to your precious rubber parts.

After replacing the aluminium casting the unit was now ready to be put back into the refurbished subframe, still full of fresh hydro fluid and with the wooden plug still in place'.

Thanks for that Steve, much appreciated and some really good information and practical solutions for reviving old displacers.

That just leaves me to wish everyone a peaceful and Happy Christmas, I hope you manage to have good time despite the restrictions. I'd like to thank everyone who has contributed to the register during this year, it's much appreciated.

Until next year

Nick Hunter

Cooper Mk 2 Register

Graham Robinson

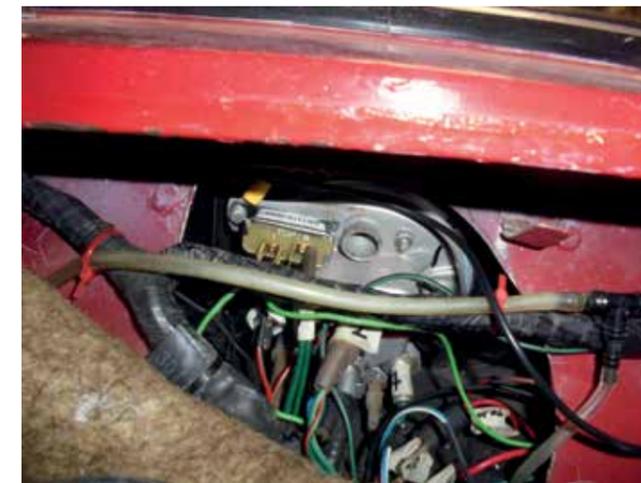
There are many facets to classic car ownership, whether it's restoring a car back to its original condition, or tinkering with the mechanicals, the one thing we all share is actually driving it. Hugh Wainwright was doing just that, when on his way home, he noticed the water temperature gauge had gone to maximum, and then after a minute or so dropped back to normal. He pulled over and stopped to let the engine cool down. He checked the water level and there was no loss of water. He then checked the fan belt and it was correctly tensioned. Hugh then suspected a sticking thermostat so removed it and drove home. All was well when he drove the 6 miles to purchase a replacement thermostat but on the journey home, the needle on the water temperature gauge again rose to 'max' and the engine smelt hot, but again it dropped back to normal. Further inspection ensued. There was no water loss so this time Hugh checked the ignition timing, dwell angle, plugs and the radiator for external obstructions but all were OK. He then carried out a compression test and used a block tester for checking for exhaust gas in the cooling system. Again, all was OK. He was getting to the stage of stripping the engine down but before he did he contacted me for any advice. I suggested it seemed more likely to be an electric problem with the behaviour of the water temperature gauge. Perhaps the wire from the temperature sender was intermittently earthing out to give the full deflection on the water temperature gauge. Or it could be the temperature sender itself, two fairly simple things to try. I also suggested checking the engine temperature externally when the problem reoccurs.

I'm pleased to say a few weeks later Hugh contacted me to say he had finally sorted out the overheating problem on his Cooper. He bought an infra red thermometer and checked the external temperature of the engine and when the gauge showed hot the temperature at the thermostat bowl (on the head) was around 77 deg. C. He also checked the radiator temperature at the top and bottom tanks and there was a 10 deg drop, so the problem was obviously an electrical one rather than the engine actually overheating.

After replacing the sender and the wire from the sender to the gauge the problem was still there. However, what Hugh did notice was that when the temperature gauge moved to hot, the fuel gauge also moved to full and so he suspected the voltage stabiliser. A new one from Minispares was fitted and, hey presto, the problem was cured. However, fitting it was not without its issues. The replacement stabiliser has two male and two female connectors whereas the original has four male connectors so the ends of the fuel and temperature gauge wires have to be changed to male connectors. The other issue was that the new stabiliser is for a negative earthed car, so if your car is still using positive earth you would have to change it over. Alternatively you might be able to obtain an original used one. Now that Hugh has cured his overheating problem, he is back doing what we all love best, driving his car on the open road.



The troublesome voltage stabiliser



The replacement stabiliser

Some cars have been on the register for a very long time and quite often that is the last I hear of them. So it was a nice surprise when I received an email from Tony Thorpe with an update on his car. The car joined the register back in 1992 and was Tony's wife's car, a Morris Cooper in Island Blue. When he bought the car it had been partly restored and the engine rebuilt a year earlier. The car was used for a couple of years and then stored in a relatives shed where it slumbered for the next 20 years. Tony had always intended to



Tony's Morris Cooper in 1992 prior to its long hibernation



Awaiting extraction from hibernation



Tony's Morris Cooper out of hibernation



Tony's Morris Cooper in 2020 and now restored



Side view of Tony's superbly finished Cooper

get it back on the road – but life and other projects always seemed to take priority until his daughters suggested, 'forcibly' that he should get it done so they could enjoy it. With this instruction, he was fortunate to find Paul Preston and entrusted the rebuild to him at his workshop outside of Market Harborough. This has been a slow-burn project but he recently got the car back, got it back on the road and is delighted with the result. On the plus side, Tony is beginning to relive the joys of Mini ownership. On the downside, his daughters will have to wait!

Well that's about it for now and I am very grateful to Hugh and Tony for their contributions. If you have something Cooperish you would like to share, I would love to hear from you.

By the time you read this a very different festive season will be approaching, but I would still like to wish you and your families a Happy Christmas and better times in the future.

Until next time

Happy Coopering and Stay Safe!

Graham Robinson

Cooper S Mk 3 Register



Simon Wheatcroft

Last month I promised interesting pictures from Japan. Those of you with a very long memory may recall that in the mid 1980s, the Japanese were keenly hoovering up Mk 3 Ss from the UK. At that time they were worth more than a comparable Mk 1 S!

The Mk 3 S was available from new in Japan; they are externally distinguishable from cars imported later by the larger Lucas L794 front indicators, Lucas L734 indicator repeaters on the front wings and an Austin or Morris marque badge above



Original Japanese market car with original indicators, side repeaters and alternator just visible



Another Japanese market car showing Lucas L734 side repeater indicator and extra marque badge on the boot



Close up of the L734 side repeater lens



200+ kph speedometer – 84,223km = 52,639 miles

the normal Mini Cooper S badge on the bootlid; 4 1/2" rims were also a standard fitment. Japan, like the UK, has the steering equipment on the correct side, so the only difference internally was the 200+ kph speedometer; this one is showing less than 53,000 miles from new.

Under the bonnet is where the interesting change was to be found. Cars for the Japanese market were equipped with a sophisticated piece of electrical equipment, incorporating the fruits of modern technical research into the fields of semi-conductors and micro circuitry technique. "What is this witchcraft?" I hear you ask. Well, the latest in modern technology came in the form of a factory fitted Lucas ACR alternator, whilst most other markets were still having to make do with the tried and trusted dynamo and external control box.

The "...fruits of modern technical research..." blather was to be found in the Haynes manuals of the time. They went to considerable lengths to frighten or warn or bamboozle the unwary in to not

touching the alternator, because you are probably an incompetent fool unlikely to have any comprehension of laminated stators, star connected 3-phase output windings, silicon diodes and not forgetting the 3-phase full wave bridge and semi-conductor dice! Whether any such knowledge is of any use is another matter; does anyone understand what goes on inside a dynamo or control box?

Meanwhile, back to numbers: the installation of the ACR alternator required a different wiring loom as you might expect, but also a



Familiar 12H/397F/ engine number tag



Much less familiar 12H/398F/ engine number tag



This plate is in the engine bay and was fitted when cars were first registered in Japan

different engine number prefix code. The vast majority of Mk 3 S engines have a 12H/397F/ engine number prefix, the 397 indicating the C40 dynamo. An alternator equipped engine has the almost mythical 12H/398F/ prefix. A big "Thank you" to Katsuhida Iida who supplied the detailed pictures of the Glacier white car. This is a fairly early example having been built in April 1970 which had just one owner until it changed hands in 2019.

Finally, this month a little caveat emptor news. What purported to be a complete Mk 3 S engine/gearbox with carburettors appeared for sale, but I'm not sure where it was advertised. However, it was advertised for what would be, these days, a very reasonable £1,500. The pictures showed just enough to tell you not a lot i.e. there was no picture of the rear where the tappet chest covers are easy to spot



This image doesn't reveal much useful detail but a Mk 3 S does not have the starter solenoid or breather on the flywheel housing



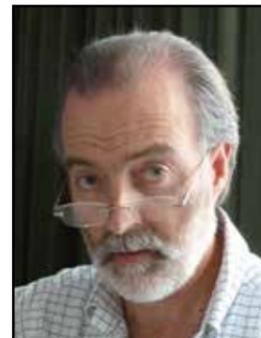
This view does give away the rod change gearbox casing

or the right hand side where the single large core plug is another giveaway. However, you could see enough of the gearbox, and that was clearly a rod change unit rather than the correct remote. That, coupled with assorted bits of Innocenti bracketry plus Inno oil cooler and breather on the flywheel housing, made it seem extremely likely that it was much less of a bargain. As is often said, if it seems too good to be true, it probably is.

As I write this with Lockdown 2.0 impending I would like to wish as Merry a Christmas and Happy New Year as possible to all the Mk 3 S aficionados.

Simon Wheatcroft

Rover Cooper Register



John Parnell

Following on from Part 1 of my review of paint codes in the October issue of *CooperWorld*, I received an email from club member Sam Elliott informing me that his White/Black 1995 SPi Rover Mini Cooper has a VIN paint code that I had not listed. The code in question is 'RNA'. Just to prove he hadn't made a mistake, Sam kindly sent me the screen shot of it shown here.

As a body colour option, White Diamond/Black was introduced with the first Mainstream cars in September 1990 and in spite of a relatively low take-up, continued in production until it was finally deleted in early 1995. The only paint code officially listed throughout that time for this colour combination was 'RDP'. The 'RNA' code on Sam's car translates to White Diamond 2 with a black 2 roof, a colour combination that dates to 1996, but one never recorded for Rover Minis or Mini Coopers on either the AKM 1184 parts microfiches, or their successor, the AKM 1217 series, introduced in September 1997.



The 'RNA' paint code was never listed by Rover but denotes White Diamond 2 with a Black 2 roof

From my own research, component changes were quite quickly updated on Rover's parts lists. By contrast, the recording of colour and trim changes was somewhat less regimented. Hence the 'RNA' paint code notified by Sam could well be shared with other SPi cars with this duotone colour scheme.

Back in 2012 another member, and a good friend from my local region of Herts & North London, Ian Chilcot, informed me that his Diamond White/black Mini Cooper had the paint code 'RMA' on its VIN plate. 'RMA' translates to the 1983 colour combination of Hurricane Grey with a Jet black roof. It is a paint scheme I had never heard of before but the accidental mis-stamping of 'RMA' instead of 'RNA' is close enough to make me rethink what I should be recording.



Ian Chilcot's smart SPi car had a mis-stamped VIN paint code 'RMA'

If you are the proud owner of a Diamond White/black SPi Rover Mini Cooper, (or Mainstream model for that matter) cherish it, because it is quite a rare colour, but above all, please contact me on my new email address on page 4 to confirm the paint code stamped on the bottom left corner of your car's VIN plate. Should you be the owner of M860 GBD within this same group, there is even more reason to contact me.

1998 Mini Cooper Sports LE

While on the subject of VIN paint codes, back in October 2012, when I did my first review of the 1998 Mini Cooper Sports LE, I included a paint code chart for the two alternative body colours for this limited edition car. I included the known ones in last month's edition of *CooperWorld*, namely:

RIC = Brooklands green / White Diamond 2
RMB = Black 2 / White Diamond 2

The UK production run of these cars was limited to just 100 examples supposedly split 50:50 between the two colours, but this ratio could be as high as 75:25 in favour of Brooklands green judging from those I have on the register. Although it was announced in April 1998, the majority of UK Mini Cooper Sports LEs appear to have been registered in August, and the months following, during which period the standard roof colour of Rover Mini Coopers' changed from White Diamond 2 to Old English white. I would be interested to hear from any owners of these UK market cars should their one have a VIN paint code other than 'RIC' or 'RMB'.



The Japanese market version of the 1998 Mini Cooper Sports LE was called the Mini Cooper BSCC Limited. Some are now being re-imported into the UK

Under a separate production batch that followed the UK market LEs, a further quantity of these cars - 750 according to one source - were exported to Japan, marketed as the 'Mini Cooper BSCC Limited'. Built to a higher specification than their UK market counterparts, all of the Japanese market versions were equipped with air conditioning, fixed (non-opening) rear quarter windows and a 'km/h' speedometer. The engine fitted to these export cars was an SPi/MPI hybrid easily distinguished by the use of the MPI black coil pack, but using the old style side mounted radiator. Automatic transmission was frequently a favourite option for customers in Japan, but the ex Japanese market Mini Cooper BSCC Limited models I have seen being re-imported into the UK have all featured manual transmission. The only worrying trend is that a number of these cars are being advertised as one of just 100 cars made when in reality this figure only applies to the UK spec vehicles.

Manufactured later in the production cycle, I am curious to know if any of these re-imported cars have an Old English white roof with a corresponding VIN paint code of 'WEF' for those finished in Brooklands green or 'WEE' for the corresponding models finished in Black 2.

Acquired Taste

If any factory colour of a Mini is likely to divide opinion, it has to be the pearlescent orange shade of Volcano that greeted the public when Rover launched the MPI Mini range in October 1996.

Teamed up with Stone Beige leather seats, the flagship publicity car, P752 KWK, was a real head turner and I quite liked it, but club member David Arthur would have told anyone to 'go forth...' at the very suggestion that he would one day own a bright orange Mini Cooper.



The colour he never wanted: David Arthur is now a complete convert to the Volcano MPI Mini Cooper

Wind the clock forward a couple of decades and David now cherishes his ownership of a very smart 1998 example, and quite possibly one of the last before pearlescent Volcano was deleted without replacement in that same year. If Rover dealers had trouble shifting Mini Coopers in this most eye-catching of colours back in the late 1990s, the classic car dealers of today could sell them all day long...if they could find one.

Until next month...

I wish all of our members a Happy Christmas (if we are allowed) and best wishes for 2021.

John Parnell

Coachbuilt Cooper and Cooper S Register



Steve Burkinshaw

Welcome to my last report of the year, and what a year it's been. It would have been inconceivable back in January at the excellent Bingley Hall show, that it would have been the only Mini themed car event most of us would have been to for all of 2020. Our health is more important than cars so let's hope and pray that 2021 we are much safer and can relax in celebrating sixty years of the Mini Cooper.

To start my report off, I'm pleased to say long-term member Michael Elkins has sold his unique Radford DeVille which I featured in the October issue.

The car will be added to the new owner's extensive collection of Minis and Mini Coopers, and I believe he already owns two other Radfords and understands their complexities. Adrien Harang owns and runs a well-established classic car company called: My Mini Revolution, aka MMR. The last time I checked, he had twenty seven Minis in stock which were displayed in very smart premises just outside of Paris. Last year I discovered Adrien had purchased a Radford I'd known about for fifteen years which has an interesting back story.

A popular Mini repair book from the 1980s written by Lindsay Porter entitled Guide to purchase & DIY restoration of the Mini includes lots of photos of Minis and there parts. Years ago when I first looked through the pages of the book, a lot of the black and white restoration pictures related to a Mk1 Radford DeVille 1071 S with a Downton tuned engine. About six years ago I called into view a Radford in Somerset which had recently been purchased by Alex and Suzie Kinsman whom some members will know are long term Mini enthusiasts and owners. It was discovered that this was the Radford in the Porter book. From memory, I believe the dark blue car had been exported to the States in the 1990s and Alex was a close friend of the owner. About twenty years later the Radford came up for sale and was bought and re-imported back to the UK by the Kinsman's. I was asked to confirm that all the coach built fittings and changes were correct and to give my opinion of the car's general condition. The right hand drive Austin 1275S was built in the UK in 1964 and has the early dashboard and door cards with push buttons for the electric windows. The light blue leather seats were in good condition and the rear seat had a 50/50 fold-down back for loading larger items. My initial reaction was that although there was some tidying up aspects and electrics to sort out, this was a good and solid Radford. In the Porter book it shows various stages during its restoration. Alex and Suzie struggled in vain to find out more from Lindsay Porter about the car's history.

The second time I looked closely at the car was in 2015 at The Goodwood Revival when they exhibited it on the Harold Radford (Earls Court) display. By this time the electric windows were rewired and the engine was running better. It drew a lot of admirers outside the showroom.

After travelling backwards and forwards across the 'pond' it's now had a shorter journey to its new home in France, where MMR has prepared this Radford to a very high level. They must be impressed by the French 'DeVille' name given to the car perhaps?

Following on from last month's report regarding hatchback conversions on classic Coopers, one of these very rare cars is up for sale after many years in storage. This Morris 1275S was built in April 1965 but oddly not registered in London until 1st January 1966, hence no extra tank or oil cooler. Being a Morris it was despatched early in May 1965 first to Stewart and Arden in Acton then up the road for a full Radford DeVille conversion in Hammersmith. The factory body colour of Tweed grey/white was changed to black with complimentary black leather interior. Unusually, the centre panels of the seat fluting had perforations. From the information I've been

given, the car had the hatchback 'Countryman' conversion installed a few years later. As with Michael Elkins BGJ 947B, I know of several similar cars which returned to the Radford workshops for further improvements and no doubt many adjustments.

I have a dated photo from 1972 taken in Basildon, Essex, when, on my way to see relatives in Southend-on-Sea, I went to see one of the previous owners. The black body had been resprayed silver and treated to a 'Starsky and Hutch' ugly black flash to each side. By this time it had also received DI Dunlop alloy wheels, which were very popular in the early '70s.

Last year the whole body was carefully blasted with fine glass media, then red oxide primed. Both front wings, A-panels and front panel were replaced many years earlier. The door step panels are original as the Radford sill badge holes are still visible, both correct outer sills have been replaced during storage. The whole of the underside of



The leather seats have perforated centre panels



Strengthened sides of removed bulkhead



Reinforced area where original shelf had been removed



Original step sills, typical large opening where switch panel takes radio, cutaway rear pockets



Large space created, note single tank only

the rust-free body has been painted and now sits on fully refurbished subframes that include complete brakes and suspension and all relevant pipes/cables.

These important components are also included in the sale: The 1275S engine and gearbox, full GT dashboard and the rarest parts of all; both quarter lights with doors and the rear door which is constructed in double skinned fibre glass. From the information provided this DeVille has had most of the repairs completed and would make a fascinating winter project and at this stage any change of body colour would be straightforward. Please refer to the advert in the back of the magazine for contact details if you are interested in potentially buying this car.

I'd like to end my report by thanking numerous people for sending details of their cars throughout the year and wish all our members a peaceful Christmas with hopes for a better year ahead.

Steve Burkinshaw

Mini Super Register



Garry Dickens

Interestingly, three cars not previously known to my register have recently come to light and all of them are overseas. The first, an Austin, is in Spain. I should have full details soon when I will give a more detailed report on this car. The remaining two are both Morris, and interestingly RHD. One of them is Surf blue, and which appears in extremely good condition, but with a number of cosmetic modifications such as; wheel arches and black windows. I believe this car is in Mexico. The other car is a Fiesta yellow one and looks exceptionally good apart from

a couple of missing grille-bars. This car is located in the US. At present, efforts are being made to make contact with the owners of these two Supers.



Recently discovered Morris Super in Mexico

In late 2014 I wrote an article on a Cowley-built Austin, 666 EOT. I first noticed the Mini for sale on ebay, in 2008, described as an Austin Seven. It had last been taxed in 1983 and since, had been robbed of most of its valuable Super features. It had been worked on previously but to a very poor standard. Also, it had been partly 'Coopered' by the fitting of a remote gear-change and 1100cc engine with twin carbs and an Austin Cooper grille. The car needed a full restoration together with replacing the missing rare parts. It became available again through eBay, in July 2013, still described simply as an Austin Seven. Not much work had been done to the car and it was still missing its Super features. Its fate did not look promising.

Then, by chance, the car was spotted for sale by Rob McShane who lived nearby and at the time was looking for a Mk1 Mini. It was not far from where Rob lived so he decided to take a look. Rob had



666EOT at 2020 Goodwood photo shoot



666EOT at Castle Combe a few years ago



Rob's Super and mine, Goodwood 2019

been unaware of the Super model, so therefore assumed it to be a standard car which had been modified with a few Cooper parts. He bought the car, and then showed photos of it to Paul of Old Skool Minis. Paul suspected it might be a Super as he was at the time completing a superb restoration on one for a customer and also owns one himself. Not having heard of the model Rob carried out some research which brought him to me. I was able to confirm that it was a Super and that I already had it recorded on my register!

Rob then set himself the massive task of not only restoring the car but returning it to Super specification. The work was delegated to a more experienced restorer. When stripped, the very poor work which had previously been carried out was revealed. Copious amounts of fibreglass and filler had been used; wing-fit and door-gaps were very poor too. Fortunately, some areas of the car remained in good condition; one in particular was the original full-skirt front panel. During the period the body was being restored, Rob obtained all the various missing Super trim items, finding everything except the seats. MK2 seats were fitted for a temporary period until the correct ones were sourced.

When the work had been completed, Rob decided to run the car on the 1100cc engine supplied with as it had been painted well and sounded sweet enough. It soon became apparent though that the condition of the engine was poor, consuming almost the same amount of oil as petrol! A 1293cc engine was then sourced and fitted, together with a brake upgrade to 7.5" front discs. It is a very lucky car and a credit to Rob for his dedication in having the car restored to a high standard together with returning it to original cosmetic specification. It could very easily have ended up being another lost Super.

Now 666 EOT is one of the most well known of Supers and since completing the restoration in 2015, Rob has driven the car from his home in Surrey to various shows and events throughout the country, covering well over 2,000 miles each season. It is a regular at Beaulieu, has been a visitor to Action Day, Blyton Park, Castle Combe, IMM in Bristol and was in the Mini Parade 2019 at Goodwood together with Mike Creek's Super and mine.

Even though this year's Goodwood Revival had been cancelled, a 'speedweekend' had been arranged providing all the usual racing but to be viewed on line only. Together with the racing, various advertising features were arranged, including a Carnaby Street scene displaying Mary Quant fashion and 666EOT!

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

Garry Dickens

1275GT Register



Alan Clark

Back in December 2019 I featured Peter Smith's 1969 Antelope GT, which appears on our register as the second oldest GT on record. So when Peter contacted me with news of his latest acquisition, I had high hopes that another early GT had broken cover.

BLG 272K came from the second production year in 1971, so was built on the turning point of the transition to dry suspension and would stand out as one of the earliest GTs on rubber cones. In Blaze with a Navy interior, the level of original panel work is exceptional with the front panel, wings, floor and sills intact as they left the factory. The interior trim fared just as well as the shell, with the vinyl and carpeting unmarked, with rare features like the original covering on the boot board still intact.

The Blaze paint has been refreshed at some point and Peter claims it is not perfect, but more than acceptable and he has no plans to attempt any improvements in this area. With only 60,000 miles clocked in the early life, a limited amount of mechanical work has taken place, with just new piston rings and associated gaskets as required. The only deviations from stock being the large valve unleaded cylinder head and twin HS2s. Peter has the option of going for originality with the standard parts supplied as part of the sale.



BLG 272K now added to Peter Smiths collection



Engine bay close to original with twin HS2s



Well preserved interior with some additional switches

The supplied history indicates that Peter is owner number 3, with the second owner barely registering any mileage and keeping the GT in storage for 30 of its 49 years until it was sold off after his death. LG in the registration indicates a Cheshire origin, so it will still be in the same locale with Peter in Chester. It certainly looks to be a worthy addition to his stable of Minis.

A number of significant GTs have changed hands recently with three sold by Richard Williams of RW Classic Minis. Richard has a track record of dealing in the top end of the market and the three GTs he has handled lately have ranged from £22,495 to £24,995 as the published price. ONP 350L in Teal blue is a familiar car that last featured in the register when owned by Nick Newport. A further unknown owner then sold it through RW Minis to a buyer in the Isle of Man. Now offshore we are less likely to come across this distinctive GT at future events. Then GUW 317W in black is a later 1980 GT that Richard felt compelled to remark on the high quality of the restoration, with particular reference to the deep gloss of the paint and the original interior.

The highest price was commanded by SSC 618N. Presented in Bracken with a Sorel interior, which by my records, has the lowest certified mileage on a GT at 14,050 – 12,300 of which were accumulated in the 39 years it was owned by Sir Thomas Farmer the founder of Kwik Fit Tyres. With such a tiny mileage, originality is assured with only a light touch restoration applied along with a switch to 10 inch Rostyles and 7.5 inch brakes to match. The Sorel seats are also notable in being the rare 'pressed vinyl' version which took over from the stitched version for the 1974-'75 model years.



ONP 350L now off to the Isle of Man, is this the only Teal blue GT left?



Late GTs presented to this standard are rare

MiniTech Spares in Bury have marketed two significant cars. The first being CNP 702H in Bronze yellow, which sold for £23,000. Advertised as having a competition history, this GT was well known in Northern Ireland in the Road Rally scene in the past. Now it is back to a standard factory presentation, although the available photos seem to show a dry suspension set up replacing the original Hydrolastic set up. My contact at MiniTech Spares informed me that CNP 702H is now with the team at Huddersfield Mini Spares so I'll be watching out for it to hit the market again soon.



Ultra low mileage and a cosseted life with a Knight of the Realm



Sorel 'stamped' vinyl is irreplaceable



Still in the trade at present, looking for a new owner



CNP 702 in its past life in Ireland

Lastly, a very rare I275 GTS imported from South Africa was offered by MiniTech as a light restoration project but failed to meet its reserve in an online auction.

With a specification that exceeds the UK I275GTs in both performance and presentation, the SA market GTs, along with its Australian counterpart, The Clubman GT, are highly desirable and often considered to be what BL in the UK should have built as the Cooper S successor. I will be interested to see how any future sale of this rare car goes and hope it surfaces again with a new owner.



Bold colours always the choice for the GTs



Close to Cooper S spec power



Luxury fabric/vinyl seating, rear seat access very limited when tipping forward!

Finally, thanks to all the members who replied to my question on the inner wing holes on the '72 and later GTs; the consensus being that the holes were an attempt to create a weak point in the wings as a crude form of crumple control. The results of early crash tests on the Clubman shell proved that the front end was more rigid than a Mini saloon shell, so a simple modification was added to the production process. Just how effective this was in reality is doubtful as crash protection and consideration of how to protect a car's occupants was still in its infancy, unless, of course, you owned a Volvo!

Alan Clark

Modern MINI Register



David Young

Cheer up it will soon be Christmas. Let's all hope we will be COVID free to enjoy a trip to see our families and friends as well a trip to Halfords to buy the must-have toys for our MINIs. The MINI Challenge running with the BTCC for the first time will all be over for another year. I must say it has been strange not to be out there taking pictures. Rules are rules and with only selected media allowed it seemed a good time to wind up motor racing, besides I am not getting any younger. I watched it all on the ITV4 or ITV2 and I have to say they spent more circulating behind the pace car than actual wheel to wheel racing. A great field with 30 cars starting more often than enough. Hence the first bend collisions.

I was having a trip down memory lane with Malcolm Voss and he commented about when we used to go and watch Hot Rod racing at Wimbledon Speedway. The fastest cars, usually Barry Lee or George Polley, always started at the back, followed by the good red tops, blue tops and whiter tops. Great to watch, maybe 'they' should try that in FI and the BTCC - now that would be entertainment.

Moving on and Richard Sign, the MCR Regional Coordinator, had some good news to share with us recently and in his own words... "A good Mini week for Linda and I. Firstly, our little Rover Cooper Sport passed its MOT on Tuesday with no advisories. Then on Friday, I picked up this MINI 60th Year from MINI Park Lane".



Richard COVID safe beside his MINI 60



Pride and Joy in the sun

So, what do you think MINI should do with all the knowledge gained in competing in the Dakar Rally? Read on.....

The MINI Countryman Powered by X-raid



Pride and Joy in the sun

An upgrade with the renowned off-road specialist transforms the MINI Countryman into a force ready to rise to all the challenges away from conventional roads. The exclusive package for demanding terrain comprises special wheel rims and tyres, and an increase in the vehicle's height above the ground. The car is a tailor made concept based on many years of experience crowned by five victories in the world's most demanding endurance rally.



Big tyres for pot holes!

The MINI Countryman is the biggest model of the MINI and has been designed with five doors and an interior compartment that can be used in a variety of different ways. Its robust vehicle concept, powerful engines and the optional ALL4 all-wheel drive ensure limitless driving fun even away from paved carriageways. And that's

not all. As a support vehicle in the entourage of the X-raid Team the MINI Countryman has already put in an impressive performance under extreme conditions a number of times, displaying dynamic performance and versatility. MINI fans are now also able to benefit from the experience of the successful off-road specialists. Chassis modifications derived directly from rally sport transform the five-door series vehicle into a MINI Countryman powered by X-raid.



Lifting a wheel

A significant increase in ground clearance, particularly resilient wheel rims and tyres with higher flanks are prominent features of the upgrade for driving on challenging terrain that is now offered by the X-raid Team. These features were specially developed for the MINI Countryman and for outings on off-road terrain.

With the MINI, the X-raid Team have for a decade enjoyed success in motorsport and the Dakar Rally in particular. From 2012 to 2015, the X-raid Team achieved overall victory for MINI four times in succession in the editions of the classic rally held in South America. An additional overall success followed in 2020. This time the marathon rally covered thousands of kilometres through the sands of Saudi Arabia. The X-raid Team are familiar both with the features of the MINI Countryman that are specific to the model, and with the tough conditions in endurance rallies played out on desert sand, rough terrain, mud and stony ground. The team's know-how flows not only into the development and creation of winners in the Dakar Rally like the MINI ALL4 Racing and the MINI John Cooper Works Buggy, but also into continuously optimised preparation of the service vehicles. This involved extensive modifications to the chassis and bodywork to make the MINI Countryman a particularly reliable support vehicle over race stages often extending along hundreds of kilometres.

Increased ground clearance and measures to avoid flat tyres enabled the service vehicles of the X-raid Team to travel without mishap along tracks mined with potholes and strewn with sharp-edged rocks



'The rear end view'

that are typical of the Andean highlands between Argentina and Chile, and on the rough terrain of the Saudi Arabian desert. Thus, this means that the MINI Countryman powered by X-raid is now well equipped for individual challenges on off-road terrain. Increasing the ride height of the vehicle and the large format for wheel rims and tyres raise the ground clearance for the MINI Countryman overall by up to 40 millimetres. As a result, the fording depth and the ramp angle are significantly optimised.

The wheels developed specially for rallying provide effective protection against tyre damage. A robust rim ring ensures that it is not necessary to change the entire wheel if damage is sustained on rocky ground. It also creates a powerful visual impact and masks the high tyre flanks.

David Young

Non-Cooper Register



Malcolm Voss

It's nearly December already, where has this year gone? It has certainly not been spent going to shows and outings, although it is still going to be a year to tell our grandchildren about. Doubtless with all this time on our hands our cars are now in the peak of condition and raring to go as soon as the situation improves.

Many of us have the joy of owning a Mini and they are certainly great fun, but how did you choose yours? Did you target one in particular or did one that you simply couldn't resist just happen to come your way? And

what about people who have more than one, how did you choose the second? I would guess that if you asked people what their two dream Minis were you would get as many different answers as there were people asked because the choice is enormous. In case you are wondering where this is going it's just my way of telling you about my ideal pairing.

Many of the limited editions were themed, London, Colours etc. etc, but my favourite has always been the 'his'n hers' pairing of the Sky and the Rose which were produced as part of a set of four. I have often wondered if they were ever bought as pairs by anyone when they were first launched back in 1989 and if you have both I would love to hear from you. There were only 500 of each produced so I think it's unlikely that two were bought from new, but you never know. They are very simple and yet arguably they are the most distinctive of all the limited editions. According



This advert sums up what they were trying to do with these four cars. A combination of 60s fashion and competition successes. All aimed at the owner who might have missed out on it the first time around



A beautiful Flame Red, note the alloy wheels. Check carefully when buying these models as although the differences were slight, they are significant

to the website 'How Many Left' there are just 78 currently taxed with a further 268 on SORN which, although not many, does account for some 34.6% of the total production. As for why I like them so much it's hard to say, but their most distinguishing feature is of course the roof colour. So I expect that accounts for most of it, but I also find the side decals particularly nice. They are very retro in design and they celebrate the 1960s which is what they were intended to do.



The Mini Rose is so distinctive because of the roof colour. Before these cars they were only painted black or white if they were two-tone

The cars are based on the Mini City so they were all 998cc motors and the only colour option was white with a contrasting roof. The Sky and Rose shared the same 'Crayons' fabric interior and they both had grey bumpers, grey wheel arch extensions and grey grilles. The wheel trims were full width and body colour coded. And that was it really apart from the roofs and side decals they were very standard. The Sky had a beautiful pastel blue roof while the Rose had pastel pink and they were unusual in that these were the first two-tone cars that did not have a white or black roof. Perhaps simplicity is their greatest attraction; it certainly would have met with Sir Alex's approval. Two other limited edition models were launched at the same time; the Flame and the Racing. Together with the Rose and the Sky these were targeted at people who remember the 60s but in their case, not the fashionable Kings Road. These evoked memories of BMC competition successes in both rallying and racing. These cars were important in many

ways and I will come back to that in a minute. Let's look at the specifications first.



A superbly presented Racing Green showing off the Crayons seat trim. The wood rim steering wheel is not original but looks wonderful here

The Racing Mini was finished in British Racing Green with a white roof and the Flame car was painted Flame Red and also with a white roof. Both cars had the same 'Crayons' interior trim as Rose and Sky and they also shared the same white full width wheel trims. This pair though had chrome bumpers and both sported black grilles but there was one other important difference. Some of the Racings were fitted with John Cooper 998cc engines. I don't know if there was a purpose behind this, but it is almost certain that they were considering the reintroduction of the Mini Cooper and this was a good way to test bed the engine. The RSP was only a year away of course and that was going to re-introduce the 1275 engine, but you can see where the thinking was going. Anyway, these two models were limited to 1,000 editions of each and so totaling 3,000 when added to the Sky and the Rose.



Trendy people with trendy cars. In keeping with much of the Mini advertising this depicts the Mini as a fun car, something that endures to this day

The other somewhat unusual milestone with this range was the Flame. I might be wrong, but as far as I can tell this was the first production car that was produced in the iconic red and white livery, similar to that used by the Works teams. As this car was intended to celebrate rally success, they could not really have chosen any other colour, and up until this time any two-tone red cars had black roofs. Many were to follow in its wake of course but as commemorative cars go, these two set the theme for the next 10 years. What is really important is that these cars signaled the fact that the Mini model was going to remain in production until the year 2000, something which was far from guaranteed at that time.



The Flame Red body side logo. A handy reminder for anyone who has trouble remembering their paint colour when buying touch ups

It was with the launch of these four models that Rover announced that they were going to continue developing the car. The increasingly stringent emissions regulations of the day meant that Rover would have to invest heavily in them if they were going to achieve the 1993 standards. This was because they were going to have to use expensive catalytic converters to clean the exhaust gasses and the Mini famously had little or no profit margin for BMC. Fortunately for us, Rover saw a future for the car and the investment was made to ensure the car would continue until 2000 when the later regulations would ensure its demise.



This side view of the Racing shows the simple clean paint scheme but it immediately hints at the circuit racing history of these cars



As these two should always be seen, together. These lovely pair were seen at the London to Brighton Run. The Rose has the incorrect wheel trims fitted but they are similar and do not detract from its attraction for me

A note of caution here; the Flame and the Racing were different models to the Flame Red and the Racing Green. Although they were produced around the same time as each other, the latter two really were the cars that were going to test interest in the reintroduction of the Cooper model. They are often confused but there are important mechanical differences and so if you are in the market for any of these cars, do check exactly what it is that you are buying before parting with your hard earned cash.



An unmolested Mini Flame. You can see that the side decals are the same as for the Flame Red which helps the confusion immensely. The original steel wheels and trims denote that it is not a Flame Red

The Flame Red and Racing Green were based on the Mini City, both used the 998cc motor and both had the 'Crayons' trim. The most obvious difference to the other two cars is the wheels. Instead of the steel wheels these were fitted with alloys. However, one of the easiest things you can do to a car is change steel wheels for alloys, so don't be guided by those alone if you are in the market for one of them. They were also fitted with different final drives, 3.44 instead of the 3.105, the same as the original Mini Coopers which deliver better acceleration at no extra production costs. Both Flame Red and Racing Green could be bought with the Rover-approved John Cooper performance kit but how many were I have no idea. It is difficult to find exact data but I think that this kit knocked a good two seconds off of the rather sedate 0-60 time, so it would be a great advantage to find one.

Well that's it for now. I have had two people write in about their cars and I will be following them up for the next edition. So if you would like to share your non Cooper with us, please get in touch through the email address at the beginning of the magazine.

Malcolm Voss



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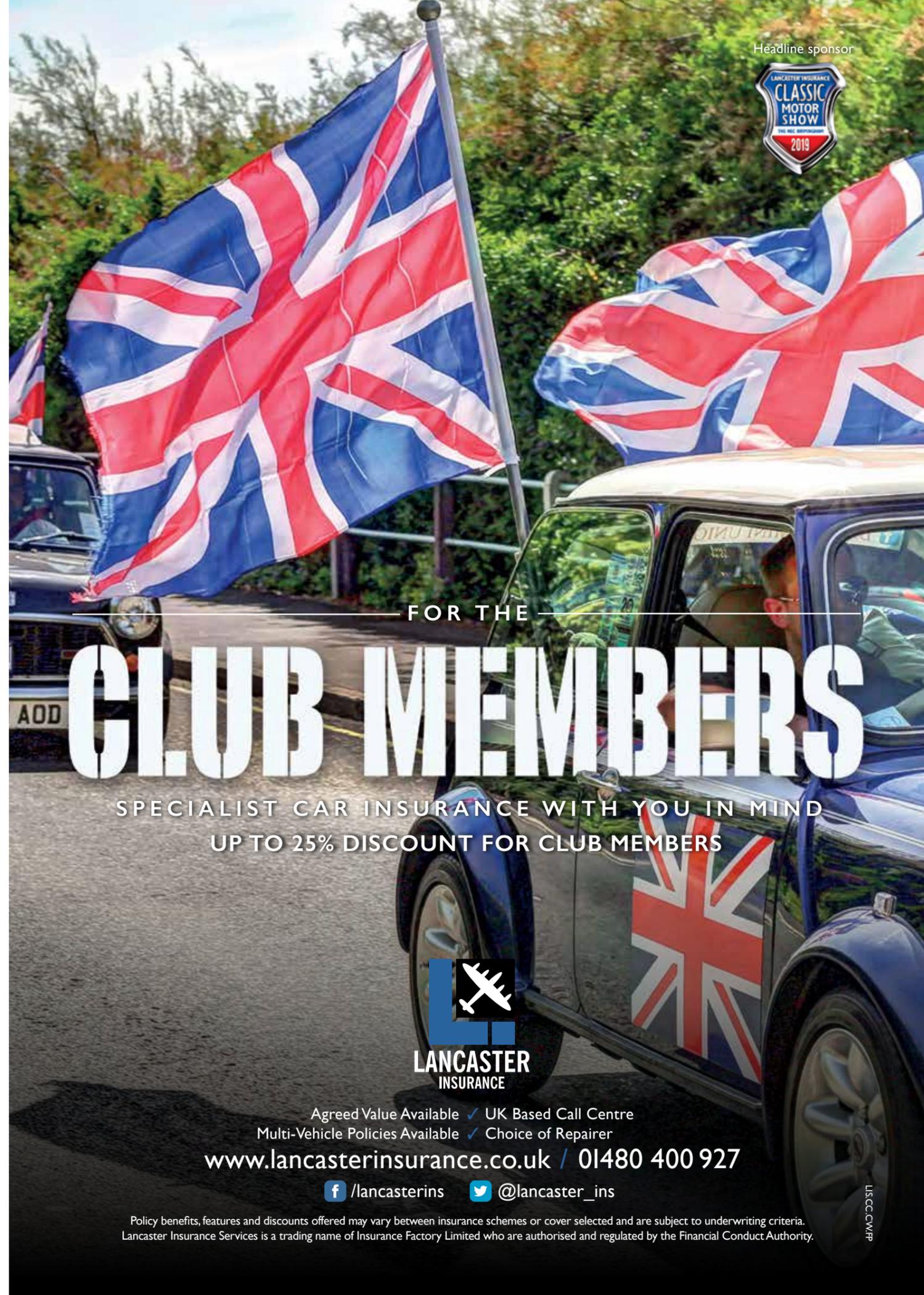
MCR REGIONAL MEETINGS



Regional Co-ordinator - Richard Sign - Oaklea, West Common, Langley, 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
NEW CONTACTS Devon & Cornwall	TBD	TBD	Rick Heyse rick.heyse@gmail.com David Harbottle davidjharbottle@hotmail.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 adm1ow@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, Whitnell, Chorley, Lancashire, PR6 8BL	Mick Cooke 01282 866195/07976 932192 m.cooke1275s@gmail.com
Midlands (West)	1st Tuesday At 8:00pm	New Inns Public House, off the A451 Stourbridge DY8 3YQ	Darren Carr 01384 254311 daz.carr@blueyonder.co.uk
Newcastle and Durham	1st Monday At 7:30pm	Chilton Country Pub and Hotel, Black Boy Road, Fencehouses, Co. Durham DH4 6PY	Niall Cook 07881 302577 niallcook@tiscali.co.uk
Norfolk	1st Sunday At 1:00pm	The Bell Inn, Salhouse NRI3 6RW	Jim Redburn 01603 720049 jimredburn@hotmail.co.uk
Oxfordshire	3rd Monday At 8:00pm	The Plough, Appleton, OX13 5JR	Graham Carter 07974 353726 grahamcarter13@btinternet.com
NEW DATE Scotland	Sunday 22nd November 2020 11:00am	The Stutts Bar at Murrayshall	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
NEW CONTACT Suffolk Region	1st Tuesday At 7.30	The Cherry Tree, Woodbridge. IP12 4AG	Steve Burch 01728 832479 or 07889799415 sburch8899@aol.com
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
NEW DATE Warwickshire Region	4th Tuesday each month starting at 8:00pm	Hounshell 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 warks@minicooper.org
Worcestershire	Please refer to Mick Rowley	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
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REGIONAL REPORTS



Regional Coordinator - Richard Sign

Hello again all,

Firstly, as I write this report, we are entering our second lockdown. Who would have believed this time last year that 2020 would be so different and such a challenge for our regions to meet, attend and run events.

This edition of **CooperWorld** is the December edition (this year suddenly seems to have run away) so I would like to wish all of you a Merry Christmas and

hope we might be able to enjoy the festivities and be together with our families as best we all can.

Let's hope that in 2021 we can meet in our regions and take part in events as before. 2020 has certainly been a different and challenging year for everybody.

I wish to thank our regional contacts for holding our regions together this year, keeping in contact with our members, writing reports for **CooperWorld**, and those that managed to organise some socially distanced meets. Our regional contacts have also been thinking ahead about events, runs and meets, for hopefully when some normality returns in 2021. If you have not already become involved with your region and in 2021 would like to meet other members and enjoy being out and about in your car, then please do make contact with your regional contact. They will be most pleased to hear from you.

I hope that during the second lockdown you might have been able to complete any unfinished car projects you started earlier in the year or perhaps you may have started a new one? I also hope that when lockdown is eased, we get some good dry sunny days so we can get out in our Minis and MINIs, stretching their legs occasionally. Enjoying my Mini on a nice day in the countryside is always uplifting and brings a smile to my face.

Enjoy the festive season and stay safe, warm and healthy.

Richard Sign
regions@minicooper.org
07968 307689

Bristol Glos & Somerset Region

Dear all,

Firstly, a very warm welcome to our new members. October has come and gone and not much has happened in the Mini world. I attended the Malvern Festive of Transport and it was quite busy given the circumstances. I found 3 magic wand gear sticks for just £20. There were a few Minis on show and an interesting American coach - see the photos.

I have helped members to find parts for their cars this month including a boot floor repair panel for just £20, two 940/1805 heads for £235 and two original 2 piece early 1960s RO Mini wheels for £40.



I was following a red 1965 Mini Moke project at a local auction which had been off the road since the 1980s. It had the wrong engine and no paper work. However, the tags were present but it needed a full restoration. The guide price was £2/£3k and my maximum bid was £2,100 but the car sailed past that to £5,000.

This month I was offered a Mk 2 Portuguese 850 however, the asking price was £9k and it reminded me of the National Express logo.... So I couldn't buy it. See the photo!

I do not have any further events in the Mini diary this year, so let's hope next year is better.

That's it from me

David Dangerfield

Mid Staffs Region

As I write these notes we are about to go into a National Lockdown to try to slow the spread of the Covid virus. It is supposed to last 4 weeks and by the time you will read this we will all know if it has been successful in breaking the spread of the virus - or not as the case maybe!

Instead of organising the Summer Tour for the beginning of August and now be getting up to speed with the Christmas dinner for our December meeting, I have been passing away my time looking into the ancestry of my Mother who came from Guernsey, but was evacuated from Alderney just before the German invasion of the Channel Islands. As I have gone back in time I have found I have a distant ancestor in the Ozanne family. Patricia 'Tish' Ozanne was of course a well-known lady rally driver with her career starting in the mid 1950s. In 1959 she had two drives in a BMC Works prepared cars - a Morris Minor for the German Rally and Morris Mini 850 (TMO 559) for the RAC Rally. In 1960 her involvement with the BMC team was increased and Tish drove Works prepared cars in the Monte Carlo, Geneva, Tulip, and Acropolis rallies. Her best result was in Geneva, where she was second in class, third lady and 27th overall. After a few more outings as a privateer and the passage of a few years, Tish, along with Bronwyn Burrell and Katrina Kerridge entered a privately prepared Austin Maxi in the 1970 World Cup Rally. Sadly, they didn't finish, after coming to grief in some very thick mud in Argentina, and going over the time limit.

Another Channel Island motorsport driver that comes to mind is Andy Priaulx. Also from Guernsey and after winning the British Hillclimb Championship in 1995, he quickly progressed to top flight championships, winning the World Touring Car Championship 3 times (2005/6/7) along with the European Touring Car Championship in 2004. He has also competed in the Le Mans 24 Hour race 6 times; four with the Chip Ganassi Team UK with the Ford GT, finishing 2nd in the GT



A Mini racing in St Sampsons Harbour Guernsey



Guernsey Nautocross - quite bonkers!

Pro Class in 2017. Sadly, I can't find any heritage to the Priaulx family, but the library of that name holds many of the Islands records and they may be able to help me in my ancestral quest!

Besides the Hillclimbs in Jersey (Bouley Bay) and Guernsey (Val des Terre), Alderney hosts a 650m Sprint along roads from Fort Corblets in the east of the island towards the main town of St Anne. There are also some odder forms of motor sport that take place in the islands. Sand racing is popular despite the probability of corrosion to components, and in Guernsey they have recently revived Nautocross - racing which is held within one of the docks! I attach a couple of pictures one showing a Mini competing. And I thought Minis didn't like water or salt!

As we are still prevented from meeting in any significant numbers, our monthly meetings continue to be suspended. However, there is much to keep people amused and entertained on our Facebook page. If you are signed up for Facebook then search for Stone Classic Car Group and sign up - it is a 'Private Group'. You can then join in the socially distanced fun.

That's all for this month, except to wish everyone a very Happy Christmas and New Year and hopefully we are all able to get together with our families when the time comes.

Peter Cresswell
pete.cresswell.t21@btinternet.com

Suffolk Region

During October as the weather had some decent days, a few of our members have been out and about in their Coopers as can be seen



Clare County Park



Peter's 1978 Pick-up restoration project



All stripped down and ready for work to be commenced

in the attached photos. Our first run due to poor weekend weather was on a Wednesday when 4 members in 3 cars took a ride through the Suffolk countryside to Clare Country Park. Here we stopped for a quick walk and lunch before returning back to Peter Drane's house where we could see how Peter had begun the restoration of his 1978 Mini pick up - see photo. By the time we all arrived back home this run was over 100 miles!

Our next run out was a request from members of Colchester Mini Club who had been asked by a family from Harwich if they could organize a 'Mini convoy' to join their funeral cortege. Three of our members and three from Colchester took part driving from Harwich to Weely in Essex. It was rather strange for six Minis all



Mini waiting to join the cortege...



and at the crematorium before heading home



Cars on Orford Quay



Parked up for lunch

driving in 2nd gear for approximately 10 miles but the family was very happy we attended.

Sunday 25th October another Sunday run out with 5 Coopers in convoy through the winding Suffolk roads finally passing through the Tunstall/Rendlesham forests to our destination at Orford. A quick photo on the quay before the harbour master could complain, we then went to the public car park for our lunch stop. Such is the power of a classic Mini while having lunch the passing public were taking photos of the cars all lined up!

Steve Burch
 Email: sburch8899@aol.com
 Tel: 01728 832479 Mobile: 07889799415

Worcestershire Region

The club had a great day out at Malvern Festival of Transport on October 11th and this really was the first and last show of the year. Let's hope we have a better year in 2021.



Mick Rowley



FOR SALE AND WANTED



Cars for sale

As described in this month's Coach built Register report a 1966 Morris Cooper 1275S with a Harold Radford DeVille conversion. Offers in the region of £40k. For more pictures and information please contact Steve on: 07949 175305

Parts for sale

One piece rear bumper for wanted for a 1962 Mini pick up. Contact Derek by email: derekjohnbain@gmail.com or text on: 07715421545

Dunlop DI 10 x 5 alloys and tyres set of 4. Never been used on the road but due to poor storage tyres have splits and the black paint needs painting over again. £120. Group 5 fibreglass wheelarch spats, set of 4, new £60. Please call Neil on 07879 261376



A pair of 1.75" SU carbs complete with manifold and gaskets. Ultrasonically cleaned and in excellent condition. The servo plug will be replaced with the correct union. £475ono. Tel Steve on: 07903 948711



Notice to car buyers

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

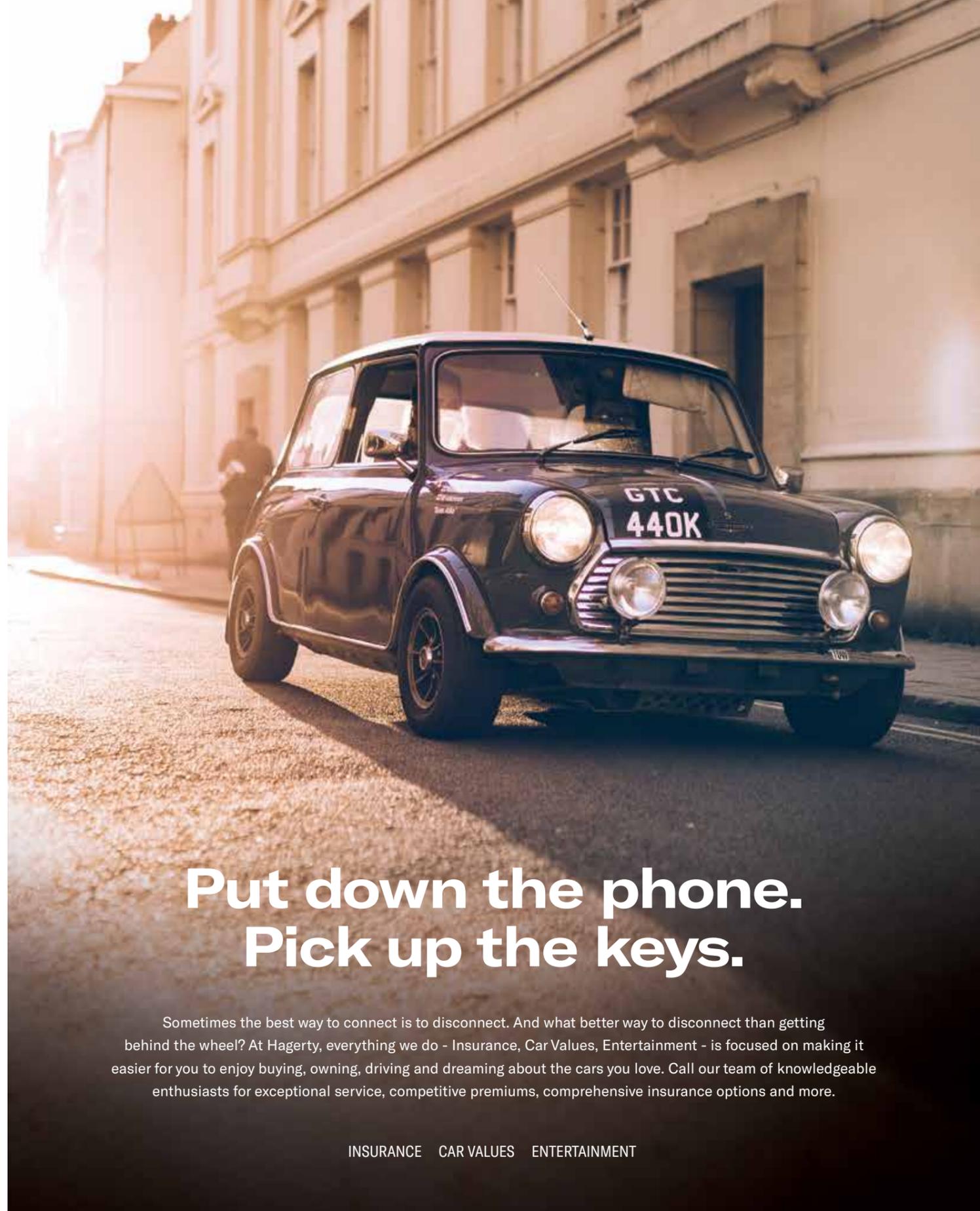
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Members classified "for sale" and "wanted" adverts are free (minis and mini parts only) providing they are not excessively long nor in the course of business trade. Please quote your membership number when writing. Non-members and trade members wishing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

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

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



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