

Chapter 1 : Sell, Buy or Rent Cooper Cars (World champions) online

Cooper Cars (the constructor) started off after world war 2 in a minor cc formula by welding together the wrecked rear ends of two Fiats, fabricating the bodywork and ended up with a superbly fast race car.

Every year, millions of fans watch 11 teams undertake 19 races in an effort to win the championship. Points are handed out to individual drivers as well as the constructors who build the cars. Like the lead singer of a band, the drivers usually grab all of the attention. The drivers are the stars, they have the dramatic on and off-track rivalries, they can get hurt in crashes and hoist the champagne on the podium after winning. The lead singer, however, is often nothing without a band. The driver, likewise, is nothing without his or her car. In Formula One, the great drivers were and are undeniably skilled. Yet, they are skilled because of how they handle their car and how their car can help them win. Formula One is an expensive championship to participate in. New race technologies and regulations force manufacturers and teams to constantly spend huge sums on research and development in order to keep their cars competitive. Over the years, many constructors have come and gone. Failure on the track has sent more than one constructor away with their tail between their legs. Financial ruin or tough economic times has forced many more to call it a day. Honda, Porsche, Toyota and Alfa Romeo have all come and gone. Nonetheless, some, like McLaren and Ferrari, have weathered tough times and challenges on the track to stick around. All of this leads to the main question; Who are the most successful constructors in the history of Formula One? Mays, keen on seeing Britain become a major racing power, had developed a number of competition vehicles before the war with manufacturer English Racing Automobiles. Both championships were won in with Graham Hill behind the wheel. Looking to advertise and market itself to a broader world audience, Benetton began life in Formula One as a sponsor of teams such as Tyrrell and Alfa Romeo. In , the company bought a team and started the season with a BMW engine. It was only when they partnered with engine maker Renault that notable success came. Cooper were influential in the development of the rear-mounted engine. This provided greater stability and balance and was soon adopted by all major teams. These championships were secured in and , thanks in large part to the use of the 2. Cooper used engines from other manufacturers, including Maserati, but never achieved the same level of success after the seasons. From to , the team was known as Equipe Renault Elf. After purchasing Benetton in , Renault F1 competed from until . A final return was made in , re-branded as Lotus Renault GP. Fernando Alonso was instrumental in helping the company achieve success during these years. Renault withdrew its cars from Formula One after but continue to supply engines for the competition. The French company has played an important role in the development of Formula One. It introduced the turbo-charged engine to the competition in . Engines for these championships cars were hp 3. They were very competitive until Lotus began using a Ford Cosworth motor in which was more advanced and powerful. The team had a number of owners, including Bernie Ecclestone , but collapsed in after failing to make repayments of debts. Austrian beverage company Red Bull stepped in and purchased the company entering its inaugural season in . In , Infiniti became a title sponsor. All of these titles were accomplished utilizing a Renault engine and the driving expertise of Sebastian Vettel. Red Bull beverages may not turn you into a Formula One driver " in fact, I still have no wings" but the company definitely knows how to build a Formula One contending team in a very short time. Yet, Lotus also had a very successful Formula One team from to . Financial problems brought about the downfall of the company in . David Hunt, brother of Formula One Champion James Hunt, purchased the team, stopped development of new cars and fired the staff. By , Lotus-Renault GP were given the rights to the name and renamed Lotus F1, although this team is in no way tied to Team Lotus, dissolved in

Chapter 2 : A World Championship car: the Cooper Climax T53 - International Classic

Acknowledged author Doug Nye wrote Cooper Cars (World champions) comprising pages back in Textbook and etextbook are published under ISBN and Since then Cooper Cars (World champions) textbook was available to sell back to BooksRun online for the top buyback price or rent at the marketplace.

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About the Author. Doug Nye is widely acknowledged as the world's foremost authority on classic and historic international motor racing.

Since materials were in short supply immediately after World War II, the prototypes were constructed by joining two old Fiat Topolino front-ends together. Because the car was powered by a motorcycle engine, they believed it was more convenient to have the engine in the back, driving a chain. Cooper built up to single- and twin-cylinder cars during the 1950s and 1960s, [3] and dominated the F3 category, winning 64 of 78 major races between 1950 and 1960. This volume of construction was unique and enabled the company to grow into the senior categories; With a modified Cooper chassis, a T12 model, Cooper had its first taste of top-tier racing when Harry Schell qualified for the Monaco Grand Prix. Though Schell retired in the first lap, this marked the first appearance of a rear-engined racer at a Grand Prix event since the end of WWII. The front-engined Formula Two Cooper Bristol model was introduced in 1961. Until the company began building rear-engined sports cars in 1962, they really had not become aware of the benefits of having the engine behind the driver. Based on the cc cars and powered by a modified Coventry Climax fire-pump engine, these cars were called "Bobtails". With the center of gravity closer to the middle of the car, they found it was less liable to spins and much more effective at putting the power down to the road, so they decided to build a single-seater version and began entering it in Formula 2 races. The next year, 1963, Brabham and the Cooper works team became the first to win the Formula One World Championship in a rear-engined car. Both team and driver repeated the feat in 1964, and every World Champion since has been sitting in front of his engine. I showed it to Charlie and to my astonishment he grabbed it and said: Brabham took one of the championship-winning Cooper T53 "Lowlines" to Indianapolis Motor Speedway for a test in 1965, then entered the famous mile race in a larger, longer, and offset car based on the F1 design, the unique Type T Arriving at the Speedway 5 May 1965, the "funny" little car from Europe was mocked by the other teams, but it ran as high as third and finished ninth. It took a few years, but the Indianapolis establishment gradually realized the writing was on the wall and the days of their front-engined roadsters were numbered. Beginning with Jim Clark, who drove a rear-engined Lotus in 1968, every winner of the Indianapolis since has had the engine in the back. The revolution begun by the little chain-driven Cooper was complete. The Maserati engine was an updated and enlarged version of the 2. It was an old design, heavy and thirsty and the new Cooper T81 chassis built to take it was necessarily on the large side, in spite of which the bulky V always looked though it was spilling out of the back. None of these cars achieved much success. After a couple of races, Ginther was recalled by Honda to commence testing of their new car and the American was no doubt more than somewhat chagrined to discover that it was even bigger and heavier than the Cooper. Cooper honoured its commitment to Amon, so three cars were run in the French GP. Unfortunately, Love had to make a late pit stop for fuel and could only finish second. Rindt, impatiently seeing out his Cooper contract, deliberately blew up his increasingly antiquated Maserati engine in the US Grand Prix and was dropped for the final race of the year in Mexico. Instead, a deal was done with BRM for the use of its 3-litre V, originally conceived as a sports car unit, but which BRM themselves would be using in 1967. A slightly modified version of the T86 was built for the new engine, dubbed T86B and Italian ex-Ferrari driver Ludovico Scarfiotti and young Englishman Brian Redman were employed to drive it. The cars managed three-four finishes in the Spanish and Monaco Grands Prix, largely thanks to the unreliability of the competition, but then Scarfiotti was killed driving a Porsche in the Rossfeld hill climb and Redman had a big accident in the Belgian Grand Prix which put him out of action for several months. Cooper continued the season with a motley collection of drivers, none of whom could make anything of the outclassed T86B. During the season, Cooper built a modified chassis, the T86C, intended to take an Alfa Romeo 3-litre V-8 but the project was stillborn. The beginning of the end for the Cooper Car Company was in 1968, as it tried, and failed, to find sponsorship for a new Cosworth DFV -powered car and there were many redundancies. Frank Boyles was the last to leave, since he was in charge of building customer cars and it had been hoped that some more F2 cars would be sold. Frank went on to design and build a Formula Ford car called the Oscar and also a series of Oval Circuit cars known

as Fireballs. Driving the rear-engine version of this car, Frank won more than races during a period up until in a car he had designed and raced himself. This record is believed to have never been beaten. In all, Coopers participated in Formula One World Championship events in nine years, winning 16 races. These were the T52 , T56 , T59 , and T67 models. This test at the Goodwood Circuit marked the start of partnership which dominated motorsport later on. Several different Cooper-marked versions of the Mini and various Cooper conversion kits have been, and continue to be, marketed by various companies. The centre boss of the steering wheel was replaced by a speaker and microphone and a PTT transmitter switch, was added to the steering column. The vehicles were trialled for a number of months, but no orders were placed for other garages. Retrieved 8 November

Chapter 4 : Cooper Car Company - Wikipedia

Cooper Cars (World champions) download book a brief history of time Cooper Cars (World champions) download book android Cooper Cars (World champions) download book animal farm.

Available exclusively in Connaught Green a new color for Mini , all examples receive Pepper White stripes down the hood and roof, a color scheme designed to invoke the livery of Cooper F1 cars. There are also cross-spoke Challenge alloy wheels finished in black, a bunch of carbon-fiber bits hood scoop, rear diffuser, mirror caps, tailgate handle and special numbering. All-in, this looks like a tidy package not just for collectors, but enthusiasts as well. Both were revolutionary and triumphant: His signature appears on the facia and on one of the bonnet stripes. It is combined with the roof and bonnet stripes in Pepper White. The green with the white bonnet stripes mirror the colour concept of the Cooper F1 cars. The specification of these colours was provided by Mike Cooper giving the car its authenticity. His signature appears on one bonnet stripe and on a facia plaque. Designed for extreme sporting fun outside and in. Ensuring both an optimal view and a striking look are bi-xenon headlights with black interior surfaces and additional driving lights with black housings. The MINI John Cooper Works World Championship 50 also features a plethora of carbon fibre features, among them the bonnet scoop on the bonnet, rear diffuser, exterior mirror caps and tailgate handle. These provide the link to the modern racing era. Regarding the interior colour and trim, the racing theme is maintained by Carbon Black overlaid by subtle sporty red touches. Facia, and door grip finishers continue the carbon fibre theme, as does the John Cooper Works insert on the Sports Steering Wheel, which has an Alcantara rim conceived for sporty driving fun. Technology from the race track: Power transmission is via a six-speed manual gearbox. Average consumption in the EU test cycle is 6. In addition to the McPherson struts on the front axle and a central-arm rear axle otherwise not found in the small car segment, electromechanical power steering EPS also helps guarantee safe and thrillingly precise handling. A Sport button also standard on the centre console activates a palpably more dynamic setting with sharper steering response and enhanced precision. In keeping with this, the Sport button also switches the accelerator pedal control map to an even sportier mode. The large sports brake system with red aluminium callipers guarantees short stopping distances. It responds with precision and brake power can be finely applied. With DTC switched off, furthermore, an Electronic Differential Lock Control system also fitted as standard is activated for the drive axle, supporting more dynamic driving when accelerating out of corners or switchbacks, for example. Even before the classic Mini was launched onto the market, sports car constructor John Cooper had been casting his eye on this revolutionary new small car. A boost in engine output and a few minor tweaks rapidly transformed what was above all a practical two-door car into a thoroughly competitive sports machine. In the s the Mini Cooper and Mini Cooper S models made their mark as serial winners both in rally racing and on the race track. Absolute highlights in the racing career of the classic Mini are its three overall wins in the Monte Carlo Rally of , and As a close friend and business partner of Mini creator Alec Issigonis, John Cooper paved the way for " and gave his name to " these Mini variants that were to prove so successful in the sporting arena. He was the first constructor, along with his father Charles Cooper, to field a mid-engined sports car in the Formula One World Championship. In doing so, the team set a trailblazing trend for the entire motor sport sector. It was a concept that caught on: They gathered together to enjoy an exciting programme of live performances by top stars from the international music scene, lifestyle action in typical MINI style, and countless intriguing glimpses of the brand heritage. There was of course plenty of racing action as well:

Chapter 5 : Charles Cooper (motor manufacturer) - Wikipedia

This incredibly comprehensive work includes many items from John Cooper's personal records and photo albums, the company's chassis books, as well as plus black-and-white photos and 16 color images.

Both were revolutionary and triumphant: His signature appears on the facia and on one of the bonnet stripes. It is combined with the roof and bonnet stripes in Pepper White. The green with the white bonnet stripes mirror the colour concept of the Cooper F1 cars. The specification of these colours was provided by Mike Cooper giving the car its authenticity. His signature appears on one bonnet stripe and on a facia plaque. Designed for extreme sporting fun outside and in. Ensuring both an optimal view and a striking look are bi-xenon headlights with black interior surfaces and additional driving lights with black housings. The MINI John Cooper Works World Championship 50 also features a plethora of carbon fibre features, among them the bonnet scoop on the bonnet, rear diffuser, exterior mirror caps and tailgate handle. These provide the link to the modern racing era. Regarding the interior colour and trim, the racing theme is maintained by Carbon Black overlaid by subtle sporty red touches. Facia, and door grip finishers continue the carbon fibre theme, as does the John Cooper Works insert on the Sports Steering Wheel, which has an Alcantara rim conceived for sporty driving fun. Technology from the race track: Power transmission is via a six-speed manual gearbox. Average consumption in the EU test cycle is 6. In addition to the McPherson struts on the front axle and a central-arm rear axle otherwise not found in the small car segment, electromechanical power steering EPS also helps guarantee safe and thrillingly precise handling. A Sport button also standard on the centre console activates a palpably more dynamic setting with sharper steering response and enhanced precision. In keeping with this, the Sport button also switches the accelerator pedal control map to an even sportier mode. The large sports brake system with red aluminium callipers guarantees short stopping distances. It responds with precision and brake power can be finely applied. With DTC switched off, furthermore, an Electronic Differential Lock Control system also fitted as standard is activated for the drive axle, supporting more dynamic driving when accelerating out of corners or switchbacks, for example. Even before the classic Mini was launched onto the market, sports car constructor John Cooper had been casting his eye on this revolutionary new small car. A boost in engine output and a few minor tweaks rapidly transformed what was above all a practical two-door car into a thoroughly competitive sports machine. In the s the Mini Cooper and Mini Cooper S models made their mark as serial winners both in rally racing and on the race track. Absolute highlights in the racing career of the classic Mini are its three overall wins in the Monte Carlo Rally of , and As a close friend and business partner of Mini creator Alec Issigonis, John Cooper paved the way for " and gave his name to " these Mini variants that were to prove so successful in the sporting arena. He was the first constructor, along with his father Charles Cooper, to field a mid-engined sports car in the Formula One World Championship. In doing so, the team set a trailblazing trend for the entire motor sport sector. It was a concept that caught on: They gathered together to enjoy an exciting programme of live performances by top stars from the international music scene, lifestyle action in typical MINI style, and countless intriguing glimpses of the brand heritage. There was of course plenty of racing action as well:

Chapter 6 : Sports Cars Fans: Mini Cooper JCW World Championship 50

A World Championship car: the Cooper Climax T53 The story starts in the late 70s on a trip to New York to visit Jim McAlister at Grand Prix SSR. They were a well-known restoration shop outside New York City.

Contact Us A World Championship car: They were a well-known restoration shop outside New York City. He was a great fan of classic racing cars and, even though older, often took the wheel in one of the many cars he owned for go against the younger guys. I went there to look at a Lotus XV sports racing car with the intent to buy it for resale. There were in fact two cars in a semi completed state and I agreed to buy them both and a Maserati S that Jim had managed to smash badly at a race at nearby Lime Rock Park. I went to have a look at the Maserati in a storage shed and sitting alongside it was a Cooper formula chassis with a Colotti transaxle attached to it. Upon closer examination I decided that it was a Type 53 chassis like Jack Brabham used to win the World championship. I asked if it could be put into the deal with the other cars and I was told that he would think it over and give me an answer the following day. He said yes to include it so now I owned my first Cooper. All the cars and parts were sent to the UK. I was living there part time. I sold the two lotus to my good friend Chris Drake and the Maserati to another friend, without its engine. The engine, I decided I would build myself. It was a cc Coventry Climax F1 engine and I searched about and found all the parts and patiently put it together and delivered it to Sid. The car took about two years to complete and the day to test it finally arrived. Sid delivered it to Silverstone Circuit. The car went like lightning right out of the box and I was delighted. The afternoon test session was a mixture of all types of formula cars most of which were many years younger and much faster in the turns. On about the 5th lap I was attacked from behind by a Formula 3 driver who dove inside me and forced me to take a wide line! Too wide in fact, my wheels touched the grass border and the car took off and went straight into a guard rail. I now faced a complete rebuild of my car. I was really sick and cursed the young gun who had caused this. Like all things mechanical they can be repaired. In another six months it was ready to race. I did many races in Europe and the UK and the car was a delight to drive. I had many wins with it and really enjoyed the experience. Like so many times before I was approached by a friend who really wanted to buy it and I was happy to take his money. Because of what I had learned by building my Climax FPF engine I was able to start a thriving business for just these engines. This was really enjoyable and provided some much needed money to keep on racing.

Chapter 7 : Mini John Cooper Works World Championship 50 news - The MJCW50 - | Top Gear

That paint is Connaught Green like Cooper's F1 cars, those stripes are Pepper White, the wheels are Jet Black and the car gets almost every available option fitted as standard.

Charles Newton "Charlie" Cooper, the son of an actor also named Charles was born in Paris, France, on the 14th of October and spent his early years in France and Spain. After the death of his wife his father moved the family, consisting of Charles and his two sisters back to England, just south of London. It was while working at the Napier plant that Cooper got his first taste of motor sport, working on the racing and record-breaking cars of company director and winner of the Gordon Bennett Cup, Selwyn Edge. He saw saw action on the Western Front and was invalided home after being gassed during the capture of Valenciennes. It was during the trials that he met Irish born motorcycle, automobile and speedboat racer, Kaye Don. In Don began racing at Brooklands and would later ask Charles to help maintain his racing cars. Charles married his wife, Elsie in and the following year their son, John Cooper, was born. In , when John was eight, his father built him a miniature Cooper special powered by a Francis-Barnett motorcycle engine of around 10 hp. This was replaced by an Austin 7 when John turned The Austin was duly modified by Charles and became known internally as the Cooper Type 1. The car weighed less than lbs and could reach speeds of 90 mph. After John left school at 15, he became an apprentice at Hollyfield Engineering, a business owned by his father that did sub-contract work for Hawker Aircraft. From his earnings John bought a Morgan three-wheeler, his first road car. According to John Cooper: During World War II, the company stayed afloat maintaining fire service vehicles which due to the bombing were in heavy use. In life in post-war Britain was desperately gray and dull, even the London Olympics, called the Austerity Games, offered only a temporary respite. Everything worthwhile still seemed to be rationed, including petrol. Unless you had a business allowance you had to use public transport, or somehow fiddle the fuel for your private car. In fact, the motoring public seemed more determined than ever to travel and find some fun, despite the gloom. Fuel rationing would finally be lifted in Luckily race cars ran on methanol which was available but expensive, though hauling the car to and from races was still a major problem. To compound things there were also no functioning racing circuits in Britain. Brooklands was derelict and partly demolished. Any racing was confined to sprints and hill-climbs. Suggestions were made to use the abandon aerodromes dotted all over Britain and this at least would provide a proper tarmac to race on. This was a special based on an Austin Seven. After serving with the Royal Air Force during the war, Cooper and his son John decided, in , to build a car for the new cc racing series. JAP built their first motorcycle engine in John and Eric wanted all independent suspension on their car, so they took two Fiat Topolino front ends " which had simple wishbone-and-transverse-leaf-spring independent suspension " and welded them together back-to-back. The engines came from motorcycles, where chain-drive was de rigeur. We certainly had no feeling that we were creating some scientific breakthrough! But we put the engine at the rear in the s because it was the practical thing to do. These two Cooper-JAPs were so successful that other enthusiasts soon requested their own cars. One of these enthusiasts was Stirling Moss who up to that time raced his 2-litre BMW Typ sports cars mostly in trials, who recalled: During we had seen and read about the new Cooper-JAPs. One of the prototype s was in their little showroom. The cc formula became known as Formula 3 in and Cooper chassis proved to be a roaring success and were raced all over Europe. As the cars progressed drivers were looking for more power which was supplied by Norton. A long stroke 79 X mm overhead cam single, it was reliable and powerful enough to bring Norton success at the Isle of Man in that year. Joe Craig took over responsibility for the racing department and, in , modified the valve gear operation to "double knocker" form. Through the years, a number of developments were introduced including a combined, forged, main shaft and flywheel, additional piston rings, and the introduction of an all aluminum head. The stroke was reduced several times during the fifties until Norton officially withdrew from racing in English motoring journalist Doug Nye left no stone unturned in researching this book. Unquestionably regarded as the benchmark work on Cooper, the cars so significant in the development of postwar racing car design. The seat back was raked to give more cockpit space and for those who wanted to fit a 1, cc twin-cylinder engine for

Formula B there was a stretched- wheelbase chassis option. The historian, Doug Nye estimated that before World War II there were probably less than three-dozen worthwhile pure-bred racing cars in the whole of Britain. Racing was chiefly under the purview of the moneyed class. No average bloke could ever hope to become a racing car driver, there was no money in it except that which would be paid out for cars and equipment. After the war however thousands of returning soldiers had gained experience maintaining and driving all manner of military vehicles. Building cars and racing them seemed the logical next step. Into this environment came Cooper and their cc race cars. Britain would become the modern home of motor racing. This vision was still a decade in the future, for now the main problem for racers was the problem getting the car to the track with fuel rationing still in place but relief was on the way. The Minister of Fuel and Power, Philip Noel-Baker, told the House of Commons rationing would be abolished because two American companies had agreed a deal to supply oil in return for buying British goods. The BBC reported that on the 26th of May, long queues have appeared at garages this evening and motorists have torn their ration books into confetti after the government announced an end to petrol rationing. Cooper - Bristol Many of Coopers customers were eager to move up the racing ladder and that meant Formula 2. The engine displaced cc produced nearly horsepower though about 40 horsepower less than the competition. To compensate for its lack of power, Cooper devised an uncomplicated and lightweight front-engined chassis. The car was given a four-speed manual gearbox and a traditional Cooper suspension that included transverse leaves and tubular wishbones. At the Belgian GP, it was driven to a spectacular fourth place finish, a third place finish in the British GP was achieved, another fourth at the Dutch GP, which combined earned Hawthorne a fourth place finish in the World Championship and would launch his Formula 1 career. After World War I the company began supplying engines for small car companies such as Clyno and in the s expanded to include Triumph, Morgan and Standard. After World War II the Ministry of Defense changed its requirements for fire-pumps, demanding a faster flow and lighter weight. The engine was displayed at the Motor Show in London and attracted attention from the motor racing fraternity. Charles and John Copper were quick to see the economic opportunity that this new series could offer. To go racing they needed a suitable gearbox to apply what at that time was only 84 hp, to the rear wheels. A 4-speed conversion designed in house but built by ERSAs of Paris solved the problem, at least initially. The first application for this new power unit was actually in a sports car. Maddock had read about a German aerodynamicist named Professor Wunibald Kamm who suggested that reducing car turbulence at high speeds by truncating the rear bodywork; the style of car bodywork based on his research has come to be known as a Kammback or a Kamm-tail. Little over a month later Brabham scored his first win with the Cooper T51 during the International Trophy at Silverstone. Into the last race at Sebring, Brabham was leading the championship from Moss and Brooks. Bruce McLaren won the race, Moss retired, again with transmission problems and Brooks finished third. A momentous effort saw Brabham push his stricken T51 over metres, up the hill across the finish where he collapsed. He was placed fourth in the race and scored enough points to claim the Championship. In Brabham had a much easier time of it and again won the World Championship, this time ahead of his teammate, Bruce McLaren. Boy, are they ever in for a surprise! Arriving at the Speedway 5 May , the "funny" little car from Europe was mocked by the other teams. The fact that it was painted green, considered unlucky only compounded the problem. Two drivers stood out to Brabham as especially helpful, Eddie Sachs and Roger Ward who actually went out for a spin in the car. In the race Brabham ran as high as third but a late, balky pitstop pushed him back to ninth. It took a few years, but the Indianapolis establishment gradually realized the writing was on the wall and the days of their front-engined roadsters were numbered. Only Stirling Moss, in an outdated Lotus, was able to beat the Ferraris on two tracks where his skills offset the Ferrari power advantage. Two years later Charles Cooper was dead and a year later the Formula 1 team sold. Just the attributes needed to turn it into a small, but ferocious racer. Named the Mini Cooper, the car dominated saloon car and rally races throughout the s, winning many championships and the , , and Monte Carlo rallies. The last surviving Formula One team principal from the formative years of the sport, and he often lamented later in life that the fun had long since gone out of racing. John Cooper remained head of the West Sussex family garage business and died on the 24th of December Cooper were considered pragmatists with a mechanical rather than purists approach to race car building as

opposed to the design-led Lotus, or the intensive engineering of BRM. In a sense they never really left the garage and for the period that covered their glory years, that was enough. Yet when we won, Charles Cooper absolutely loved it. John really was a great bloke. Upon his return to England, he joined the fledgling Cooper Car Company. Not able to afford taking on a full-time engineer. Maddock in addition to his drafting duties Maddock also served as a fitter, storekeeper and van driver. Maddock left Cooper in , drawn by the desire to build a racing hovercraft, and formed the Hover Club of Great Britain. He freelanced for McLaren and March, but turned down permanent positions and spent the last 20 years living on the Isle of Wight, continuing to enjoy his music. Owen Maddock died on July 19,

Chapter 8 : Cooper Cars (World champions) Doug Nye | eBay

The Cooper Car Company is a car manufacturer founded in December by Charles Cooper and his son John www.nxgvision.comer with John's boyhood friend, Eric Brandon, they began by building racing cars in Charles's small garage in Surbiton, Surrey, England, in

Chapter 9 : The Most Successful Formula One Constructors | TheRichest

Cooper took one of the championship-winning Cooper T53 'Lowlines' to Indianapolis Motor Speedway for a test in , then entered the famous mile race in a larger, longer, and offset car based on the F1 design, the unique Cooper T Arriving at the Speedway 5 May , the "funny" little car from Europe was mocked by the other teams.