

a new premises for a new...
a new premises for a new::..

A new premises for a new era

In line with the introduction of the **John Cooper Works Conversion** our garage premises at East Preston has been completely refurbished to become **John Cooper Works**. The workshop is equipped with the very latest in hi-tech equipment and the special tools required for conversions to the new MINI Cooper, the Classic Mini and for preparing motorsport cars. The showroom has been completely restyled to compliment the new **John Cooper Works** MINI Cooper and the **JCW Club Sport**. These rub shoulders with original classic Works Cooper S, original Mini Coopers and of course unique Cooper racing cars.

The Cooper experience...

In the showroom, it's a Cooper experience, videos, classic pictures, memorabilia and racing trophies from the success that Coopers have enjoyed over the years, a range of **JCW** and Cooper Heritage personal accessories and ideas and technology for the future. There's a cafe area along with Internet access and a large glass door to view **John Cooper Works** cars, **JCW Club Sport** motorsport cars and Classic Minis being prepared in our engineering workshops.



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John Cooper Garages, trading as John Cooper Works, is constantly seeking ways to improve the specification, design and production of its accessories, and alterations take place continually. While every effort is made to produce up-to-date literature, this brochure should not be regarded as an infallible guide to current specifications. Nor does it constitute as an offer for sale of any particular car or accessory. Distributors and dealers are not agents for John Cooper Works, and have absolutely no authority to bind John Cooper Works by any express or implied undertaking or representation.

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The marque of racing heritage

Team Work from the Works Team...



Why the Works, works

Back in the heady days of motor racing in the '50s and early '60s, many privately owned Cooper racing cars competing in Formula One were driven by self-funded independents, known as 'privateers'. To help us distinguish between them and our own Cooper Car Company cars we referred to our cars as the '*Works cars*'. This practice continued throughout the '60s and '70s when we were circuit racing Mini Coopers. **John Cooper Works** has been established to evoke the nostalgia of this exciting era, taking the best from the past to project our renowned marque into the future.



A proven track record in engineering projects

We were keen to continue working in the field in which we had always excelled – high-quality automotive engineering projects. We have a well-proven track record that speaks for itself and our reputation for excellence is long-standing. From our early beginnings in Cooper racing car design and construction in the 1940s, we became the world's largest manufacturers of racing cars by the early '50s. The Cooper Car Company eventually led the way in Formula One, culminating in winning the F1 Constructors' and Drivers' World Championships back-to-back in 1959 and '60. We subsequently went on to engineer a successful transformation of the Mini into the world-beating Mini Cooper in the days of BMC. Later, in the '80s and '90s, to satisfy an ever-increasing demand for the Cooper marque, especially from Japan, we focused our talents on the production of Cooper engine-tuning kits and performance parts for the Mini. More recently in 1990 we were instrumental in the decision to reintroduce the Mini Cooper, both advising and assisting on engine development. As John Cooper Garages, we produced and sold many special Cooper S conversions based on the classic Mini Cooper.

We decided to form a team

During the mid-to-late 1990s we were invited to contribute our expertise to the new MINI project, which would ultimately replace the classic car and carry the Cooper brand into the new Millennium. We decided to form a team that would commence work on production of an engine conversion and chassis enhancements for the new MINI Cooper.



A 132Ps result, with the torque to match

We assembled a dedicated engineering team, specialising in engine and drive train development and chassis dynamics. After 18 months in development, our team had produced an outstanding 132Ps package with the torque to match – the result is our after-market engine performance conversion for the new MINI Cooper.

A conversion with full warranty

Reliable, safe and economical, this conversion meets all the requisite vehicle engine regulations and emissions criteria and, as you would expect from a company with over 50 years of racing heritage, the conversion comes with full warranty. Our highly trained back-up team of engineers, technicians and sales staff helps to ensure the highest standards in production, sales and service.

Today we are concentrating our efforts on engineering and development, coupled with retailing conversions and accessories. Furthermore we are also building **JCW Club Sport** circuit cars for the **John Cooper Challenge**, (see pages 10 and 11), and for different markets for one make series challenges around the world.

The John Cooper story continues...



Involved from the start

At John Cooper Garages we have been personally involved in the evolution of the new MINI Cooper since its inception. We were given unprecedented access to the initial designs and my late father, John Cooper, and I tested the early prototypes. We were frequently consulted on issues such as how the car might look and were asked to provide feedback on driveability, driver feel, throttle response, handling and turn-in.

We are proud to have been part of the team from the very beginning, helping to decide how the new MINI Cooper would be launched to eager enthusiasts worldwide.

Make the John Cooper Works your marque::



The return of the 'Works'

MINI enthusiasts can now experience the legendary engine tuning expertise associated with John Cooper with the return of the 'Works' car. *The John Cooper Works*, equipped with the new engine conversion from our own engineering workshop, is a car for discerning drivers that demand more from their MINI Cooper.

Increased performance with efficiency

Our engine conversion comprises a replacement high compression-ratio cylinder head, match ported, polished and gas flowed, plus a new 'free-flow' air filter and all-new cat-back stainless steel rear exhaust system. These modifications ensure that gas flow efficiency is optimised from entry to exit. Every component is matched and balanced providing a substantial and worthwhile increase in power from 115Ps to 132Ps resulting in an improved overall performance and a higher top speed.

ECU management system 'flashed'

Importantly, subtle changes are made to the torque and power curves within the electronic engine management system to give improved throttle response and increased acceleration in areas such as mid-range torque and overtaking ability, thereby ensuring superb drivability across the full engine speed range.

Efficient engineering

By maintaining engine efficiency, all this is achieved with minimal increase in fuel consumption and above all, the car sounds and feel 'right', living up to the true expectations of a MINI Cooper from the *John Cooper Works*.

You don't have to stop there!

Our engineering development doesn't stop at the engine. With typical Cooper flair and style, we have developed a range of high quality upgrades to the car to enhance its handling and performance even further. Suspension lowering kits, upgraded shock absorbers, alternative brake pad materials and a clutch upgrade will enable us to custom build your Works car to *your* specification.

You can go even further

You can also fit an open foam air-filter, as used on our *JCW Club Sport* 'Road/Race' conversion, to give your *John Cooper Works* extra power and a sporting intake roar as you accelerate away.

Wearing the marque with pride

Naturally, such high quality engineering is complemented by *John Cooper Works* side and rear chrome and enamel badging and a fine range of Cooper extras - *JCW* branded door sills, carpet mats and exhaust finisher, not forgetting that all-important engine bay plate with unique car number. And as you would expect from a company with our track record, the *John Cooper Works Conversion* and accessories come with full warranty.

We can arrange the purchase of your *John Cooper Works* package to your chosen specification and with the after market accessories you desire, along with any *JCW* options and accessories mentioned here.



John Cooper Works Conversion, you will be...



You may need converting

If you are buying, or indeed have already bought, the new MINI Cooper and would like to give it even better driver feel, throttle response and handling, then the *John Cooper Works Conversion* is for you – and it's here right now.

You will be converted

The *John Cooper Works Conversion* comprises a replacement high compression-ratio cylinder head - match-ported, polished and gas flowed – plus a new free-flow air filter system and all-new cat-back stainless steel rear exhaust system. Gas flow efficiency is optimised from entry to exit and this, combined with subtle changes within the electronic engine management system that improve the torque curve, ensures superb driveability across the full engine speed range. Every component is matched and balanced providing a worthwhile increase in power from 115ps up to 132ps, improving through the gears performance and top speed. All this is achieved with minimal degradation of fuel consumption. Above all, the car sounds and feels 'right', living up to the true legend of the Mini Cooper.

Simply come to see us...

Just bring your car down to our new engineering workshops and we will carry out the *John Cooper Works Conversion* for you. This includes the coveted side and rear chrome and enamel badging and that all-important engine bay plate with unique car conversion number.

...or see your local dealer

Alternatively, if you are unable to get your car to us or would prefer to use your local dealer, that's fine, the *John Cooper Works conversion* will be available from selected premium partners worldwide. They are fully conversant with the engineering work required and have all the specialist tools and expertise to complete the necessary work for you. However if your conversion is carried out at *John Cooper Works*, you will have the satisfaction of knowing that you have enjoyed the genuine Cooper experience and the kudos which will accompany your association with our legendary automotive racing organisation.

John Cooper Works Specification

Engine	4 cylinder transverse
	4 valves per cylinder
Capacity (cc)	1598
Compression ratio	10.9:1
Maximum output (Ps)	132@5750rpm
Maximum torque (Nm)	162@5000rpm
Top speed (mph)	127
Acceleration (0-100kph/62mph)	8.7secs
Combined fuel consumption (l/100km)	6.7
CO2	163g/km

You can order a *John Cooper Works Conversion* direct from *John Cooper Works* for delivery anywhere in the UK, along with any of our Cooper options and accessories (see previous spread). Or if you can't bring your car to us, see your local dealer. And as you would expect from a company whose predecessors won the F1 drivers' and Constructors' championships 'back to back' in '59 and '60, the *John Cooper Works Conversion* comes with full warranty.



The JCW Club Sport – join the...



A dual-purpose car for the 'privateer'

The *JCW Club Sport* conversion has been created for the 'privateer' of the modern age. Conceived by Michael Cooper in memory of his late and legendary father, John, and supplied exclusively by *John Cooper Works*, this ultimate MINI Cooper conversion has been designed to be a dual-purpose car. It satisfies the requirements of both daily road use and competitive motorsport and will be suitable for everything from 'track days' through to competing in our newly established *John Cooper Challenge* (see next spread), definitely a must for the ultimate MINI enthusiast!

'Race legal' as standard!

To the combination of *Works* exhaust and 'free flow' foam type air filter - improving gas flow efficiency and giving a truly sporting intake roar as you accelerate away - we have added, as standard, all the features required by today's motorsport authorities to ensure this car is 'race legal'.

A full FIA-approved full roll cage, a racing seat with five point racing harness, a fire extinguisher and external/internal electronic and fuel safety cut-off switches are all fitted as standard, as are uprated brakes and lowered and stiffened suspension with uprated dampers and springs to ensure optimum handling under both road and race conditions. This comprehensive specification is completed with towing eyes and bonnet straps.

From road to motorsport and back in minutes

All of the *JCW Club Sport* standard safety features, including standard seat and seat belts are retained for everyday road use. On arrival at an event, 15 minutes is all that is needed to change from the standard to the racing seat, immobilise the airbags and rig the five-point safety harness. After competing, the standard seat can be refitted and airbags reactivated for a return to the road with full standard safety features.

Each purchaser will be required to sign an indemnity stating that all safety features will be reinstated prior to returning to the public road. Apart from these road/motorsport preparations the only thing that is mandatory is to enjoy the fun of competition at any level, in a competitive car.

We can arrange the purchase of your *JCW Club Sport* package to your chosen specification and with the after market accessories you desire, along with any of the *JCW* options and accessories mentioned on the previous pages.

For *JCW Club Sport* owners who participate in the *John Cooper Challenge*, no further engineering modifications from standard are permissible on a car intended for this motorsport event. And if you are participating in the Challenge the engine will be sealed at our workshops to ensure fair play by all competitors.



The John Cooper Challenge, to you...

The Works cars are back – and racing!

Michael Cooper conceived the idea of the MINI Cooper Challenge in memory of his father John, a one-make challenge series placing the Cooper name firmly back on the motorsport calendar and marking the return of the 'Works' cars to motorsport.

A challenge for today

The *John Cooper Challenge* will debut in March 2002 as a multi-discipline event and marks *John Cooper Works* as the first organisation to introduce the new MINI into competitive motorsport in the UK. This landmark series will serve as a superb platform for *John Cooper Works* customers to take advantage of the *JCW Club Sport's* unparalleled road/motorsport adaptability.

The return of the 'privateer'

John Cooper always recognised the importance of fostering young talent and worked hard to inspire amateurs to join the thrilling world of motorsport. Here was the 'privateer', coming to racing through a 'works' conversion in a cost effective manner. *John Cooper Works* intends to encourage the 'privateer' of today by

offering a relatively inexpensive entry point into motorsport, making it easy to purchase a car and less complicated to enter a variety of events. Naturally, the *JCW Club Sport's* unique specification will also permit everyday enjoyment on the road.

International coverage

As awareness grows, *John Cooper Works* will increase the exposure of Challenge events through national and international media, in turn encouraging international markets to follow the UK lead.

First phase limited to 25 entrants

Just 25 entries will be offered for the inaugural series in 2002 and they will only be available to those committing to the full Challenge calendar:

The package arranged by *John Cooper Works* is effectively all-inclusive, as it comprises a *JCW Club Sport* package to the fixed specification, numbered and exclusive to the Challenge; all *John Cooper Challenge 2002* entry fees; race training; a dedicated Challenge coordinator and *John Cooper Works* technical support. The multi-discipline Challenge comprises eight events consisting of races, hill climbs, sprints and track days.



Crucially, entry into an expanded race series in 2003 will be conditional upon entrants having first successfully completed the starter year. Further details of the second year will be announced later





The **John Cooper Works** range of personal accessories are guaranteed to compliment your car, making it stand out from the crowd and adding to the kudos of owning and driving the exclusive **John Cooper Works** MINI Cooper. Clockwise from right: fleece; baseball cap; watch; polo shirts; document/laptop bag; umbrella, carbon fibre pen; key ring; weatherproof jacket.



Our **Cooper Heritage** range of personal accessories is a high quality collection that will compliment your Cooper car from any era. Clockwise from below: rucksack picnic set; umbrella; tax disc holder and rear window sticker; polo shirt; Zippo lighter; Cooper pin badge and leather key fob; baseball cap; fleece.



Classic parts for Classic Coopers..



And we haven't forgotten the classic Mini and where it all began. The car that Cooper made famous in the '60s is still very much part of our lives and we will continue to provide a range of accessories for you and your classic Mini Cooper. We can also cater for special luxury 'one offs' for the classic Mini such as totally customised and hand-finished leather seating, luxury carpeting and custom headlinings. Clockwise from right:



Clockwise from below: 90bhp 'S Works' conversion [available for all twin-point models '97 onwards]; interior of 'HIS FUN' showing custom roof headlining, door alloy etc; Moto-Lita leather dished steering wheel; Cooper valve caps; alloy gear knob; adjustable ride height kit; John Cooper uprated brake system. We also stock 165/60 x 12 tyres developed for the Cooper by Dunlop and 175/50 R13 - Dunlop 3000 tyres.



Cooper the marque of...

engine, this car was uniquely distinguished from all others by the simple location of the engine behind the driver. It proved to be an outstanding success, encouraging Charles and John to found the Cooper Car Company.

The birth of the Cooper Car Company

John Cooper and his father Charles formed the Cooper Car Company in the late 1940s. In the 1930s Charles Cooper worked regularly as a mechanic for the famous land-speed record driver Kaye Don. Charles also ran a modest garage in Surbiton, Surrey performing more straightforward car repairs. Surrounded by an abundance of exciting cars and machinery, this was the world in which John was raised.



One of their first customers for the popular Cooper 500 was none other than Stirling Moss. Providing a relatively inexpensive entry point into motorsport, the Cooper 500 heralded a boom in the business for father and son. The Cooper Car Company became the world's first and largest post-war, specialist racing car manufacturer for private customer sale, or 'privateers' as they were known in the motorsport world.



A passion for cars

John left school at the age of 15 to become an apprentice toolmaker. After RAF service as an instrument maker during the latter stages of the Second World War, John was eager to pursue his passion for cars. Determined to enter motor racing, he teamed up with his old friend Eric Brandon, to embark on a project that would change the course of his life.

Rear engined Cooper 500s for 'privateers'

Together they used their talents and ingenuity to construct the single-seater Cooper 500 from two old Fiat Topolino front-ends. Powered by a JAP motorcycle



The front engined Cooper Bristol

Motor racing in post-war Great Britain was still very much in its infancy. John Cooper was instrumental in persuading circuits like Silverstone, Brands Hatch and Goodwood to persevere with motor racing as a sport and the success of the 500cc car also led the Cooper Car Company into new markets. It was not long before the Cooper Bristol was born. This front-engined Formula 2 car, which was driven by many famous racers, including Mike Hawthorn and Fangio, helped strengthen the company's reputation as a pioneering force in motor racing.



Rear engined Coopers challenged in Formula 1

It was not long before the Cooper Car Company created a rear-engined Formula 2 car with a larger 2-litre engine. The scene was now set for Cooper to launch its eagerly-awaited assault on the world of Formula 1. Private-owner Jack Brabham drove his specially-made Formula 2 car to sixth place in the 1957 Monaco

Grand Prix, after previously running as high as third. On difficult, winding circuits with their superior balance, the agile Coopers were now beginning to challenge the supremacy of the front-engined Formula 1 cars of Ferrari, Maserati, Vanwall and BRM.



Greater successes were around the corner. In the 1958 Argentinian GP, Stirling Moss drove Rob Walker's baby Cooper to record the first-ever World Championship victory for a rear-engined car. In the same year, another Walker Cooper, driven by Maurice Trintignant, took the chequered flag at the Monaco GP. The best, however, was still to come. Under John's expert team direction, the Cooper Car Company won consecutive Formula 1 Constructors' World Championships in 1959 and 1960, with works drivers Jack Brabham and Bruce McLaren.





Rear engine Coopers go to Indy

In 1961 John took his Coopers to America to race at Indianapolis, where his car became affectionately known as the 'funny car' because, according to the Americans, the engine was in the 'wrong place'. Moreover, the smallness of the car was further exaggerated as it competed against the big-engined and physically massive, American cars.

Coopers in Formula 1, 2 and 3

Coopers both initiated and dominated many forms of motorsport – Formula 1, Formula 2; even the legendary Jackie Stewart cut his teeth in Cooper's BMC Formula 3 car, which, ironically, shared the same 'A' series engine that was used in the Mini.



Other successful Cooper sports cars included the highly-acclaimed 'Monaco' and the 'Bobtails', the latter which proved to be yet another astounding sales success. Again employing the revolutionary principle of locating the engine behind the driver, this car, powered by a modified Coventry Climax fire-pump engine, dominated its class.



Nevertheless the Cooper performed well in qualifying and finished the race well. Indeed, had it not been for the high attrition rate of its tyres, the 'funny car' would have ended the race in a commendable top-three position. However, too many visits to the pit lane for replacement tyres during the race proved to be the car, and team's, undoing.

The Americans may have believed that the Cooper car's engine was in the 'wrong place' but, by 1962 every Formula 1 car on the starting-grid had been totally redesigned to follow Cooper's visionary concept – the engine situated behind the driver.

...and then in Mini Coopers at Monte Carlo

The Coopers' fortunes in Formula racing subsequently began to change. The company, so long appreciated for the practicality and intelligent construction of its cars, had to give way to more sophisticated technology from Lola and most notably Lotus, BRM and Ferrari. However, the Mini Cooper, originally inspired by John, continued to dominate in racing and rallying throughout the 1960s, winning many championships and consecutive Monte Carlo Rallies from 1964 to 1967 – even though 1966 was disputed, the Mini was always considered the moral winner that year.

Having engineered a successful transformation of the Mini into the world-beating Mini Cooper, BMC eventually decided that the production of Mini Cooper should finish. A rekindled interest in the Mini came later from an unlikely quarter – Japan, a country that was passionate for the nostalgia of the 1960's. The Cooper Car Company enthusiastically embarked on the building of a new Mini prototype for the Japanese market, but Rover Group declined an invitation to start Mini Cooper production again.

John Cooper Garages continue the marque

Later in the 1980s, to satisfy an ever-increasing demand for the Cooper marque, John Cooper Garages focused its efforts on the production of Cooper engine-tuning kits and performance parts for the Mini Cooper. In fact, such was the unexpected popularity of these kits (which bettered the performance of the old Cooper) that Rover Group asked if we could start retailing kits for the home market. Rover even decided to produce cars with the classic white roof and minilite-style wheels.

...and instigate the return of the Mini Cooper

Rover Group then began to wonder how the success and popularity of the engine-tuning kits and performance parts could be turned to even greater commercial advantage. Cooper's answer was to recommend reintroduction of the Mini Cooper as a production car after an absence of 19 years – a recommendation that was heartily embraced by Rover and the legend was reborn.

John Cooper Garages went on to produce a series of special limited edition Cooper S cars, notably the Grand Prix, Sport 5, Cooper S Touring and the 90 ps S

Works. The popularity and demand for this classic car remained undiminished. The company continued to tune classic Minis and to sell to many markets around the world. In addition, it produced bespoke specials for its most enthusiastic customers, whilst continuing to offer its expert engine tuning service for its conversion kits.



The return of the 'works' in motorsport

During the mid-to-late 1990s, John Cooper Garages was invited to contribute its expertise to BMW Group's new MINI project, which would ultimately replace the classic car. The company formed a team that would commence work on the design and production of engine and chassis enhancement kits for the new MINI Cooper. John was delighted when his son Michael was asked to put the new prototype MINI Cooper through its paces.

John's passing in 2000 may have signalled the end of an era, but his boundless talent, energy and enthusiasm meant that he presided over the birth of a new one. With the advent of the *John Cooper Works* and *JCW Club Sport* conversions and *The John Cooper Challenge* - the first motorsport series for MINI - the new Millennium was to see an exciting, new car adventure about to begin...

