

# The British Motor Corporation Limited

Abingdon-on-Thames  
Berkshire

## Special Tuning Department

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your ref

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G. G. Love, Esq.,  
49 Lorne Gardens,  
Wanstead,  
London E.11.

7th December, 1967.

Dear Sir,

Thank you for your letter of the 3rd December concerning Cooper 'S' models.

The dual braking system built into the prototype Cooper 'S's as used in the Marathon De La Route event were obtained by fitting two identical braking master cylinders side by side which had had the cylinders turned on their axis so that the two cylinders could nestle side by side in the minimum amount of space, a thin sheet steel base plate was made to give the necessary spacing and keep the cylinders evenly mounted.

The pedal was moved to the outside of the box and a balance bar mounted across the end to meet with both the master cylinder push rods. The pipe from one cylinder was led direct to the rear brakes and from the other to the servo system which was sealed off from the rear brakes.

This ensured that braking was relatively even and servo assistance was only obtained on the front brakes.

The system seemed to operate satisfactory.

No actual equipment is available for cambering the suspension of the 'S' models although a number proprietary firms manufacture longer bottom links etc. The maximum negative angle to be achieved should be 3 degrees front,  $1\frac{1}{2}$  degrees rear, these are optimum settings to suit low profile racing tyres.

No special tolerances are used in building the race or rally engines neither are special bearings utilised. Obviously a number of stronger items are used and a list of the special equipment available for the 'S' is attached herewith.

Yours faithfully,

M. E. Carton.

