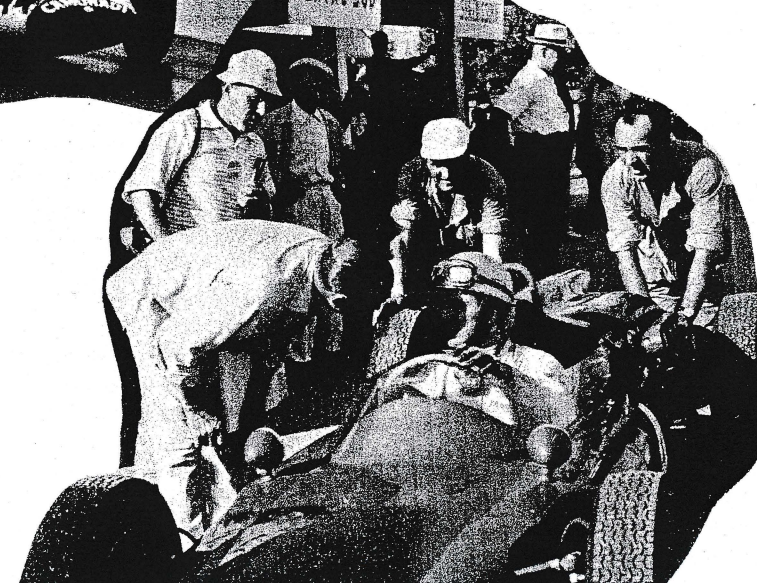
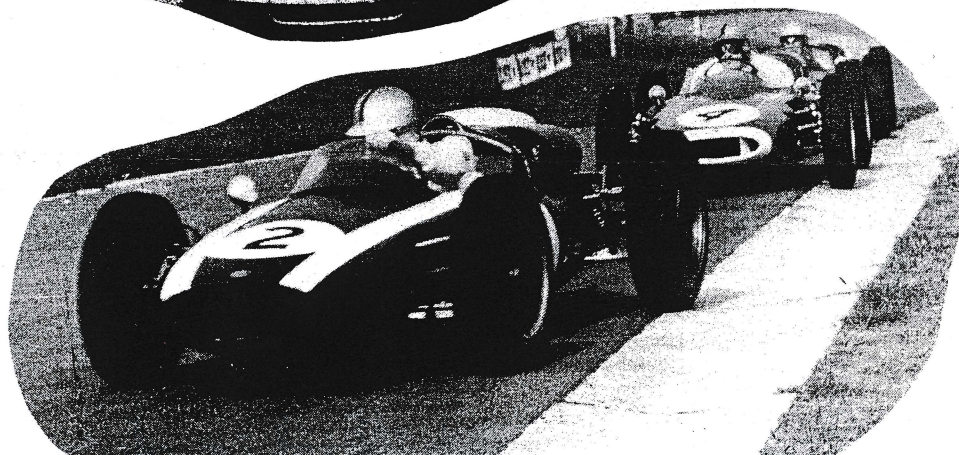
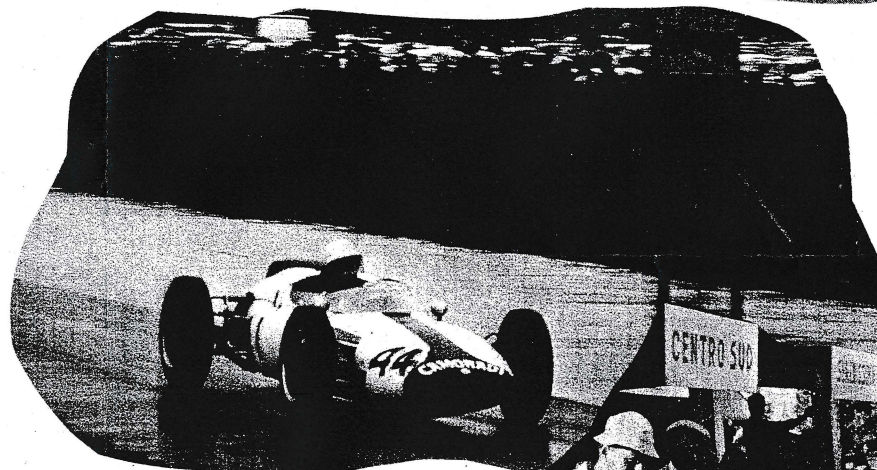
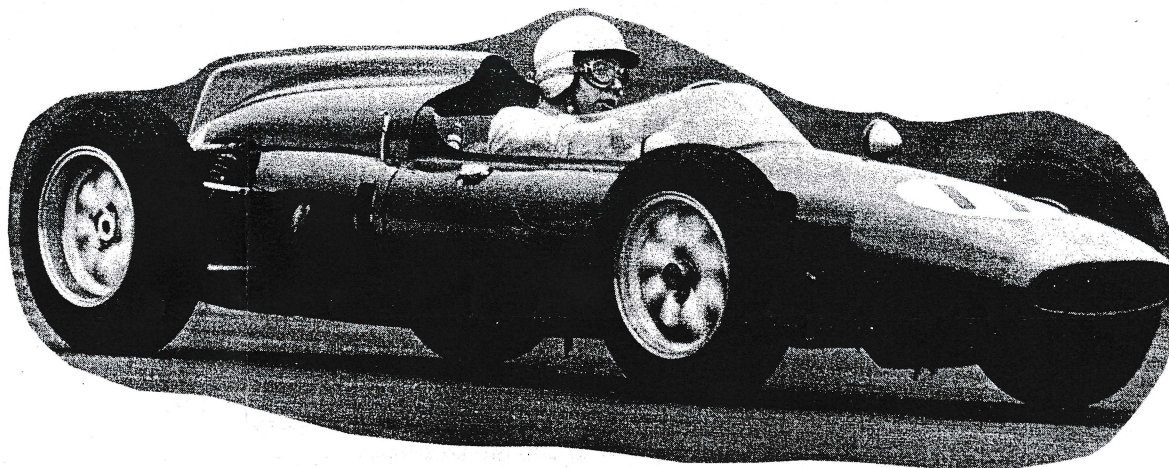
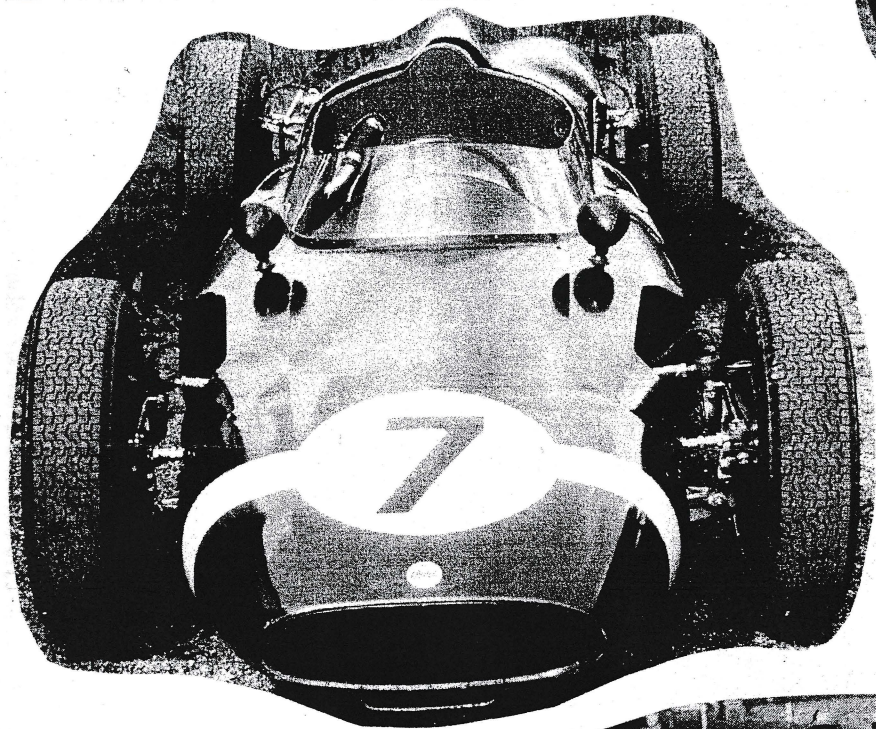


RL39 Cooper T53

	Driver	Entrant	Bodywork	No
RL39a	Jack Brabham	Cooper Car Co	Dark green/white	2
RL39b	John Surtees	Bowmaker	Dark blue/red	11
RL39c	Masten Gregory	Camoradi	White/blue	44
RL39d	Lorenzo Bandini	Scud' Centro Sud	Rosso Corsa	32
RL39e	Stirling Moss	Rob Walker	Dark blue/white	4
RL39f	Bruce McLaren	Tommy Atkins	Lt met green/white	4



Following Jack Brabham's success in winning the 1959 World Championship in his work's Cooper T51, the Surbiton "Blacksmiths" set about improving the car for the 1960 season, despite Charles Cooper's insistence that they should leave well alone. Brabham, in parallel with Lotus boss Colin Chapman, virtually founded the art of setting-up a racing car's suspension, he and John Cooper developed the new "Low-Line" Cooper T53 with all-round coil-spring suspension, a smaller frontal area, a new straight tubed rear chassis section, and a vastly expensive (for Cooper!) Owen "The Beard" Maddocks designed trans-axle, costing £1,000 each. Charles Cooper refused to countenance the new suspension, until it proved successful, whereupon it was suddenly his idea! John Cooper never did let-on to his father the gearbox cost, the "Old Man" protesting that even £400 was too much!

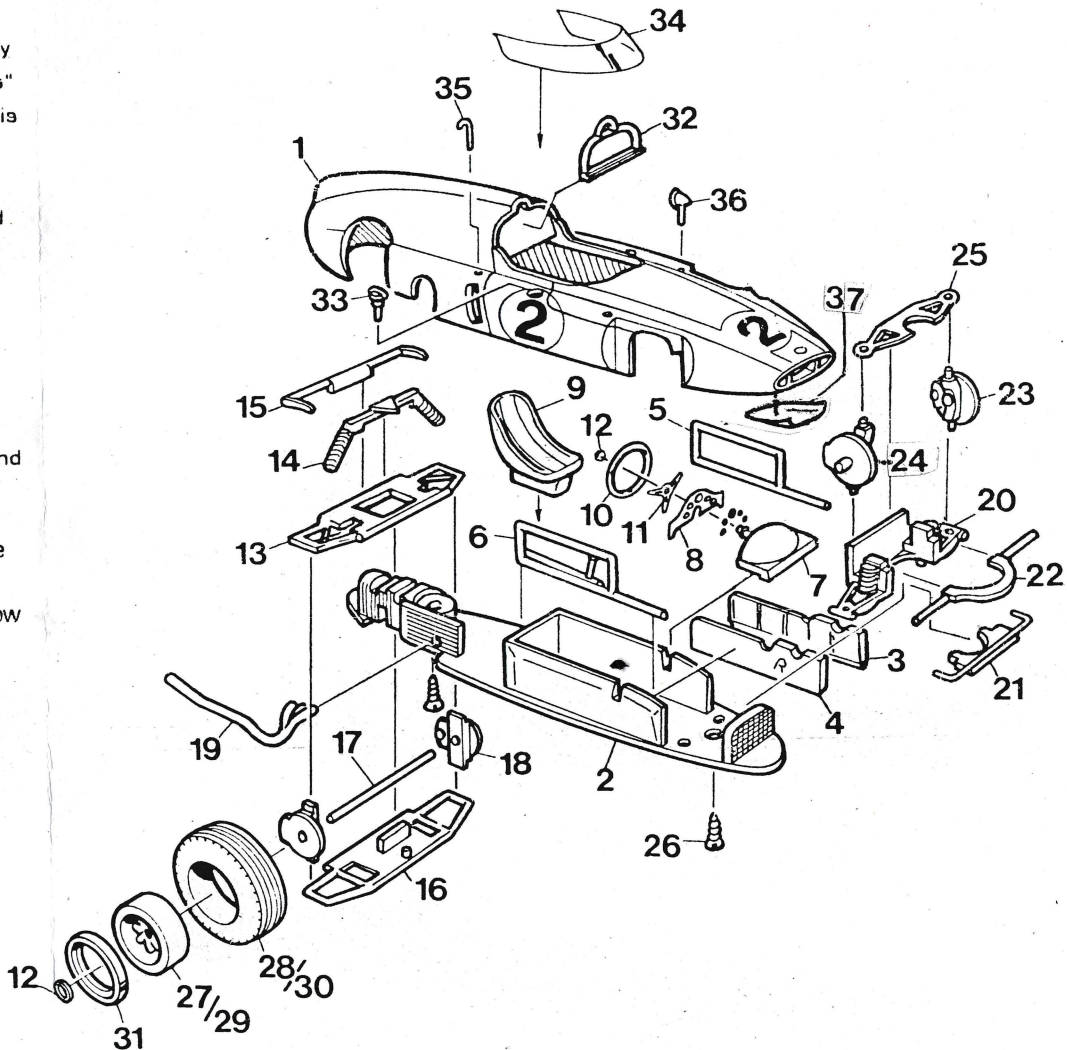
The T53s debut Grand Prix was in Monaco, where Bruce McLaren finished second, this was followed by wins for Jack Brabham in the Dutch, Belgian, French, British and Portuguese Grands Prix, a dominant performance which gave him and Cooper their second consecutive World Championship.

This kit represents the Cooper T53s driven by Jack Brabham (no.2) and Bruce McLaren (no.4) into 1st and 2nd places in the 1960 Belgian Grand Prix, at Spa.

Check all parts against the exploded drawing, clean off any casting flash with a modelling knife and needle files, and drill out all parts prior to assembly using automotive paints in aerosol form, commencing with primer followed by 3 or 4 light coats of colour. Assembly should follow the numerical sequence of the parts list, we suggest the use of two part epoxy or contact adhesive.

Decals should be soaked in warm water, slid into place and pressed down firmly with a soft absorbent cloth.

1. BODY	British Racing Green	19. EXHAUST	gunmetal
2. CHASSIS	silver/gunmetal	20. FRONT LOWER WISHBONES	gunmetal
3. FUEL TANK LEFT	silver	21. FRONT ANTI-ROLL BAR	gunmetal
4. FUEL TANK RIGHT	silver	22. TRACK RODS	silver
5. CHASSIS TUBES LEFT	grey	23. FRONT HUB LEFT	gunmetal
6. CHASSIS TUBES RIGHT	grey	24. FRONT HUB RIGHT	gunmetal
7. DASHBOARD	body colour	25. FRONT UPPER WISHBONES	gunmetal
8. INSTRUMENT PANEL	etched, black	26. SCREWS X2	
9. SEAT	black	27. REAR WHEEL X2	dark metallic grey
10. STEERING WHEEL RIM	brown	28. REAR TYRE X2	
11. STEERING WHEEL SPOKES	etched	29. FRONT WHEEL X2	dark metallic grey
12. COOPER BADGE X5	etched	30. FRONT TYRE X2	
13. REAR UPPER WISHBONES	gunmetal	31. WHEEL RIMS X4	aluminium
14. REAR SPRINGS	black	32. ROLL HOOP	grey
15. REAR ANTI ROLL BAR	gunmetal	33. FUEL FILLERS X2	silver
16. REAR LOWER WISHBONES	gunmetal	34. SCREEN	vac form
17. REAR AXLE	silver	35. ENGINE COVER CATCHES	x etched
18. REAR HUBS X2	gunmetal	36. MIRROR X2	silver
		37. RADIATOR SCOOP	body colour



The Cooper T51 is available as SMTS model RL38.

HEALTH WARNING: Please ensure when working with whitmetal that dust particles are not inhaled and that hands are thoroughly washed prior to eating.