

HISTORY OF COOPER CM 364

When I bought CM 3-64 in 1977 I traced its background, both for historical interest and to try to locate mislaid parts. I was able to interview all previous owners of the car. (Sources are given in parentheses.)

1. This one of the last Cooper sports-racers made. Most of these cars were sold to Carroll Shelby, and were fitted with Ford V-8s and campaigned as "King Cobras". (Nye, "Cooper") Insofar as any Coopers were alike, CM 3-64 is identical to the Shelby cars (Compare the existing car and the Evenden photos of it as original with contemporary photos of the Shelby team cars.)

2. CM 364 was sold as a rolling chassis by Cooper to Jack Brewer of Elmira, N.Y., now of Boulder, Colo. (Nye, "Cooper", Cooper letter, Evenden letter, Evenden, Brewer.) Evenden, a race car builder of Horseheads, N.Y., fitted a 327 ci Chevy V-8, with Hillborn injectors, BMCD transaxle, Eaton half-shafts, S-W instruments, and Ford shift linkage. He removed the oil tank, cut away the rear fender skirts, cut holes for the transaxle and velocity stacks, cut a hole in the hood for cooling, initially fitted an exhaust under the bodywork but shortly stub pipes straight up, and painted the car Fruhoff yellow. (Evenden, Evenden letter, Evenden photo).

3. In this form it was campaigned in hillclimbs and local races, mostly in New York. (Evenden, Brewer)

4. In 1965 the car was sold or traded to Maitland Ripley, a dealer of Ithaca, N.Y. and he sold it shortly thereafter to Herb Wetanson, who may have raced it. (Ripley, Wetanson)

5. Later in the 1960s, Wetanson sold the car to Tom Foreman of Flemington, N.J. who raced it frequently in SCCA events in the Northeast. (Foreman)

6. About 1970, Foreman sold the car to Wil De Groot of Frenchtown, N.J., who made modifications to bring the car up to contemporary A-sports racer standards--modified rear suspension, larger wheels, fender flares, wings, heavier roll bar and cowl bar, fuel cell, dash. At this time the car was painted red and bore the number 97 when De Groot sold it (De Groot, photos).

7. In 1975 De Groot sold the car to Chet Bohanick of N.J. who entered it at an SCCA Drivers School (Autoweek ad, Bohanick, SCCA log book)

8. In 1975 Bohanick sold the car to Bob Maidl of Somerset, N.J. (Maidl).

Cooper CM3-64 history (cont.)

9. In 1977, Maidl sold the car to B. Bruce-Briggs of New York. In the course of the investigation that produced this information, BBB retrived extra wheels from Bohanick, the original oil tank, two wheels, an original seat, and the number plaque from Evenden (Evenden letter), and the original dash and cowl, roll bar, exhaust pipes, rear wishbones, and other bits from De Groot.

10. In 1980, BBB commissioned De Groot to return the car to the condition he found it, except the fuel cell. He refitted the original cowl and dash, instruments, roll bar, and rear suspension.

11. In 1982, BBB commissioned Harry Steinkopf, Jr., a race car builder of High Bridge, N.J. to restore the bodywork to original as shown in the Evenden photos, excepting only those modifications that would be normal to improve the cooling of a racing car, i.e., the more open nose and the cutaways around the engine.

12. In November, 1984, BBB sold CM3-64 to Dale Powers of Fla.

No attempt was made to trace the competition record of CM 3-64. According to Brewer it set a new course record at White Face Mt; according to Foreman and others, it was raced at Bridgehampton and other places in the Northeast, and it may have been raced by Wetanson and De Groot. It was not definitely not raced after its purchase by BBB in 1977.

I attest that all the above is historically accurate. Any lapses in the memory of my informants has been minimized by multiple sources and/or by reference to photographs.



13. CM 3-64 was purchased by Hans Hwuyler of Spartanburg SC from Dale Powers in sept. 1986. The Car had a blown engine. It was rebuilt and subsequently Vintage raced in SVRA and HSR (see log book). The car was sold to Julio Palmaz of San Antonio TX in June 1998.