


# CLASSIC DRIVER



## 1965 MINI Cooper

Lot sold	<b>USD 54 288 - 66 352</b> EUR 45 000 - 55 000 (listed)	Lenkung	Links
Baujahr	1965	Zustand	Originalzustand
Landesspezifische Mehrwertsteuer	FR	Standort	
Losnummer	30	Außenfarbe	Blau
		Automobiltyp	Coupé

### Beschreibung

French registration papers

Chassis no. H820892

- European championship winner!
- Ex-Claude Boissy
- Registered for the road

A true stroke of genius, the Austin Mini, introduced in 1959, immediately attracted the attention of amateur motorsport enthusiasts and tuning companies, thanks to its roadholding and nimble handling. John Cooper, who built Formula 1 and rally cars, saw its potential and suggested to its designer Alec Issigonis that they build a version with higher performance. BMC's management gave the project the go-ahead and the two men worked together to produce a sporty but economical Mini Cooper. The Austin Mini Cooper and Morris Mini Cooper models went on sale in 1961. In 1964, a new Mini Cooper 'S' was produced, equipped with a 1275cc engine. It became everybody's favourite, in motorsport and in the smartest parts of town. This 'pocket rocket' is the most sought-after Mini among the countless versions produced until 2000.

The model presented here is well known in the world of historic motorsport in Europe. First registered in May 1966, this Mini Cooper S was acquired in 1987 by Claude Boissy, a distinguished amateur

racing driver. No stranger to motorsport, Boissy wanted to drive his new car on track and sent it to Austin Rover Tourisport in Château Thierry to be restored and prepared for racing. With a Longman cylinder head with larger valves, Carillo con rods, a Jack Knight straight cut gearbox, an AP Racing clutch, a Salisbury limited-slip diff, Koni shock absorbers, Minilite wheels and SU carburettors, the Cooper S was all set and earned its spurs by winning the European Touring Championship in 1993. Boissy did it again, driving it to victory in the 2001 and 2003 championships. For five years, the Mini competed only occasionally before making a big comeback in 2008, when its owner took part in the Tour Auto in the Competition category. Thanks to its excellent performance, Boissy finished 3rd in the index of performance and 11th overall. A remarkable result, considering the high standard of the cars and drivers taking part. The FIA Historic Technical Passport was renewed in 2010, in the CT7 class. Today, the car is in very good condition but will need to be serviced before going back on track. Its safety equipment will need to be replaced and the HTP renewed. The safety inspection ('contrôle technique') carried out in October is valid, with a note that the tyres should be replaced. Eligible for several classes in competition, such as the Maxi 1300 Series, this Mini Cooper S wants only to go back on track and take a starring role once again!

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