

CLASSIC DRIVER

1964 Morris Mini Cooper 1071 'S'

- Lot sold
USD 45 006 - 52 305
GBP 37 000 - 43 000 (listed)
Year of manufacture 1964
- **Gearbox** Manual
- **Chassis number** A2S4488977
- **Number of seats** 2
- **Drivetrain** 2wd
- **Lot number** 576
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- **Drive** RHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
- **Car type** Other
- **Engine number** 33010
- **Exterior brand colour** Red/Black
- **Interior brand colour** Red/Grey
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Description

Guide price: £37000 - £43000. Lovingly restored with the emphasis on originality. 707 ETH is the original reg. number; Superb, bare-metal restoration to a 'Concours' standard; Winner John Kelly Cooper 'S' Trophy for 'Originality', Beaulieu 2017; Very low ownership. Heritage Certificate. Sixties jack and driver's handbook; To many, its designer Alec Issigonis included, the notion that the Mini might have a future as anything other than basic transport was anathema, and the idea of a high-performance version was laughable. One man though saw it quite differently. Racing car manufacturer John Cooper already knew quite a bit about tuning BMC's A-Series engine - he was running the company's Formula Junior effort at the time - and a test drive in a prototype Mini convinced him of the car's competition potential. The result, launched in September 1961, was the Mini Cooper, a car that offered a size/price/performance package that was nothing short of miraculous. The Mini Cooper soon established its credentials as a rally and race winner, and the stage was set for even faster versions. The first of these - the 1,071cc Mini Cooper 'S' (late 1963 until August 1964) - took engine development a stage further and provided the basis for the 970 'S' and 1275 'S' of 1964. Manufactured in 1964, this rare original 1071 Cooper 'S' is the most desirable of all variants. Classically finished in gleaming Tartan Red with a contrasting Black roof and Cream painted ventilated Cooper 'S' steel wheels, 707 ETH looks absolutely inch-perfect. It has been subject to a full bare-metal restoration, including a new boot floor, rear seat base, floor cross member, doorsteps, and a complete front end including 'A' panels and inner wings. The interior is the original red and gold brocade and is in excellent condition but the carpet has been replaced with original spec Newton Commercial specification. The whole restoration process has been fully documented with photographs and invoices to support the works undertaken. The engine uses an original 1071 Cooper 'S' block with a '163' cylinder head and all the under-bonnet restoration has been sympathetic to originality using correct period components including a Cooper airbox, Champion spark plug caps, steel fan blades, and an early radiator. Brakes are Cooper 'S' disc assemblies at the front and drums at the rear assisted by a period-correct servo. Still sporting its original registration

number, the car is supplied with its Heritage Certificate and a number of old MOTs which suggest that the recorded mileage of 29,000 may well be correct, although we cannot verify this.</p><p>Described by the vendor as: "Simply a joy to drive, turning heads and raising smiles whenever it graces a show." The emphasis on simplicity and originality during 707 ETH's restoration is a credit to our vendor and popping off the Cooper's bespoke cover in its well-lit garage is like stepping back to a BMC showroom in 1964.</p><p>Mk 1 Cooper S' of this quality are an increasingly rare find, particularly the 1071, and we welcome any inspection of this remarkable little car. </p></div>

Silverstone Auctions Ltd

Title Mr

First name Guy

Last name Lees-Milne

Silverstone House

Kineton Road

Gaydon

Warwickshire

CV35 0EP

United Kingdom

Phone +44-01926691141

<http://www.silverstoneauctions.com>

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