

**Revell****MINI Cooper****Winner****Rally Monte Carlo 1964**

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**MINI Cooper Winner Rallye Monte Carlo 1964**

Das legendäre Image des MINI Cooper geht letztlich auf zwei Ursachen zurück. Zum einen ist die geniale Konstruktion des kompakten Wagens zu nennen. 1956 begann Sir Alec Issigonis mit der Entwicklung des „vernünftigen Kleinwagens“, der wirtschaftlich sein und Platz für vier Personen und deren Gepäck bieten sollte. Dazu wurde ein quer liegender Frontmotor verwendet, und, bisher nie dagewesen, das Getriebe unter den Motor angeordnet, so daß Motor und Getriebe im gleichen Ölbad liefen, was eine enorme Platzersparnis bedeutete. Jeder Zentimeter wurde im MINI genutzt und fast 80 Prozent des von der Außenhülle umschlossenen Raumes entfielen auf den Innenraum. Im August 1959 lief der MINI erstmalig vom Band. John Cooper erkannte auf den ersten Blick das Potential des nur 3,06 Meter langen Wagens und einigte sich sehr schnell mit dem Vorstand der British Motor Corporation (=BMC), eine sportlichere Version herzustellen, die als MINI Cooper vom Band lief und eine derart immense Begeisterung auslöste, daß der MINI Cooper schnell zu einem Synonym für alle MINIs wurde. Die zweite Ursache für den legendären Ruf des MINI Coopers sind die Rennerfolge des agilen Viersitzers. 1955 hatte BMC wieder eine Rennabteilung ins Leben gerufen. Rennsiegel sollten Publizität und Aufmerksamkeit bringen, was wiederum die Verkaufszahlen steigern sollte. Allerdings stellten sich die ersten Siege erst im Jahre 1959 ein - mit dem gerade erst eingeführten MINI. Statt der Austin-Healeys wurden daher immer mehr MINIs bei den Rallyes eingesetzt. 1961 wurde Stuart Turner Chef der BMC-Rennabteilung, just als die ersten MINI Cooper zur Verfügung standen. Unter seiner Ägide erzielte BMC die größten Erfolge in den kommenden Jahren. 1962 konnte BMC neben Aaltonen und Mäkinen auch den Iren Paddy Hopkirk verpflichten. Von da an häuften sich die Rennsiegel stetig. Allerdings stieß der MINI Cooper mit 55 PS Leistung schnell an seine Grenzen. Cooper Car Company Limited veränderte daher unter anderem Bohrung und Hub des Serienmotors, so daß nun bei einem Hubraum von 1071 cm<sup>3</sup> die Leistung um fast 30 % gesteigert wurde (71 PS bei 6200 Umdrehungen). Um an den Rallyes der Gruppe 1 mit dieser Version teilnehmen zu können, wurden 1.000 Exemplare des als MINI Cooper S bezeichneten Fahrzeugs gefertigt, wobei die im Renneinsatz gefahrenen Wagen sich nur geringfügig von den 1.000 Exemplaren unterscheiden durften. Der MINI Cooper S wurde im Laufe des Jahres 1963 für die Gruppe 1 zugelassen. Paddy Hopkirk beendete mit einem Cooper S mit dem Kennzeichen 33 EJB die Tour der France als Gesamtdritter und Vierter bei der RAC Rallye. Von dem Fahrzeug überzeugt, startete Hopkirk 1964 mit dem gleichen Wagen bei der Rallye Monte Carlo, neben den 24-Stunden von Le Mans die prestigeträchtigste Autosportveranstaltung der Welt. Abgesehen von den kurvenreichen Paßrouten mußte damals auch eine Prüfung auf der Rennstrecke in Monaco absolviert werden. Nach fünf Runden war die Sensation von 1964 perfekt: Paddy Hopkirk und Beifahrer Henry Liddon landeten mit ihrem Mini 30,5 Punkte vor dem schwedischen Favoriten-Duo Ljungfeldt / Sager im deutlich stärker motorisierten Ford Falcon. Paddy Hopkirk und sein Beifahrer Henry Liddon beendeten das Rennen als Gesamtsieger, was als Meilenstein des Rallyesports in die Geschichte einging.

**MINI Cooper Winner Rally Monte Carlo 1964**

The legendary image of the MINI Cooper ultimately evolved from two main events: Firstly, the ingenious design of this compact car needs to be mentioned. In 1956 Sir Alec Issigonis started to develop a "sensible small car," that was to be economic and provide space for four adults and their luggage. In order to achieve this he used a transversely mounted front engine and - never seen before, arranged the gearbox under the engine so that the engine and transmission were running in the same oil bath. This gave an enormous saving of space. In the MINI every inch of space was used and almost 80 percent of the area enclosed by the outer shell was used for interior space. The first MINI came off the line in August 1959. John Cooper recognized the potential of this only 3.06 meter (10 foot) long car at first sight and very quickly agreed with the Board of the British Motor Corporation (BMC) to produce a sportier version that came off the line as the MINI Cooper. Such was the immense enthusiasm aroused by the MINI Cooper that it quickly became a synonym for all MINIs. The second reason for the MINI Coopers legendary reputation was the racing success of this very agile four-seater. In 1955, BMC once more bought its racing division into being. Racing wins would bring publicity and attention, which in turn would increase sales. The first victories however did not come along until 1959, just when the MINI was launched. More and more MINIs therefore were now used in rally's instead of the Austin-Healey. Just as the first MINI Cooper's became available in 1961, Stuart Turner became head of the BMC racing department. In the coming years BMC achieved its greatest successes under his leadership. In 1962, as well as Aaltonen and Mäkinen, BMC were also able to recruit the Irishman Paddy Hopkirk. Racing victories accumulated steadily from then on. With only 55 bhp however the MINI Cooper soon reached its limit. The Cooper Car Company Limited therefore changed amongst other things the bore and stroke of its production engine so that its displacement now increased to 1071cc. The performance increased by almost 30% (71 bhp at 6200 rpm). In order to participate in Group 1 Rallying one thousand units of the version now referred to as the MINI Cooper S were manufactured. Cars driven during the race were only allowed to differ very slightly from those 1,000 production line units. The MINI Cooper S was licensed for Group 1 during 1963. Paddy Hopkirk finished third overall in the Tour de France with a Cooper S, registration number 33 EJB and fourth overall in the RAC Rally. Hopkirk was so convinced with the car that in addition to the Le Mans 24 Hours, the most prestigious motor sport event in the world - he also left the line of the 1964 Monte Carlo Rally in the same car. At that time, apart from the curving routes over mountain passes, a trial at the Monaco racing circuit also had to be completed. After five laps, the 1964 sensation was complete: Paddy Hopkirk and co-driver Henry Liddon in their Mini finished 30.5 points ahead of Sweden's favourite duo Ljungfeldt / Sager in a significantly higher-powered Ford Falcon. Paddy Hopkirk and his co-driver Henry Liddon finished the race as overall winners, and this became a milestone in the history of rallying.

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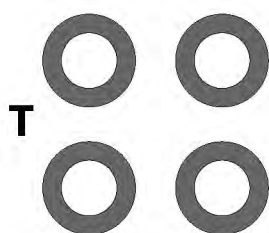
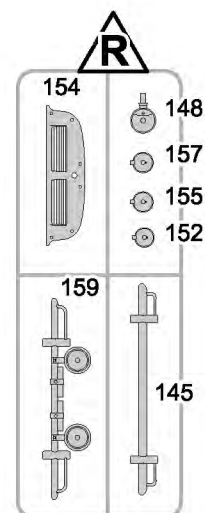
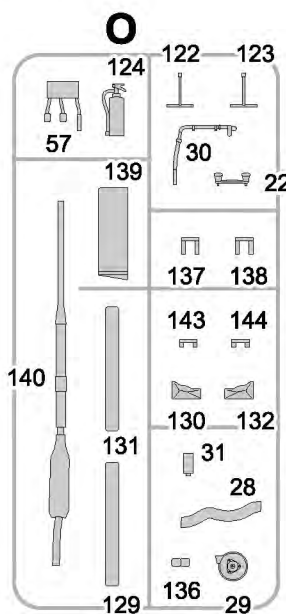
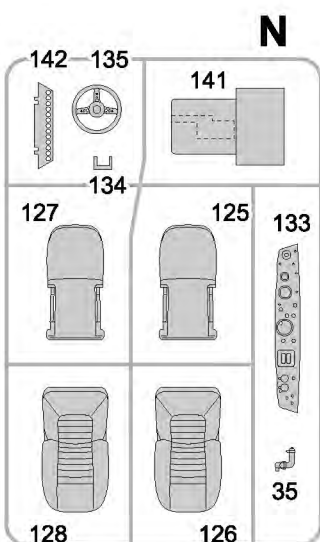
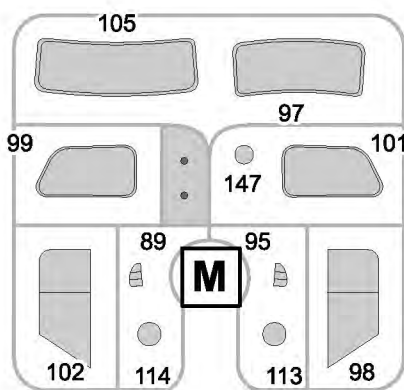
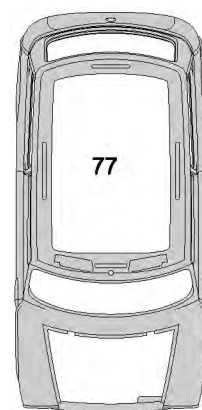
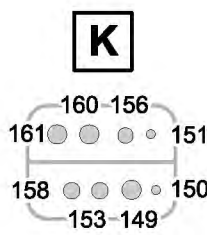
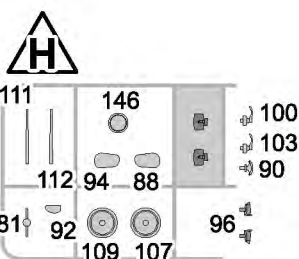
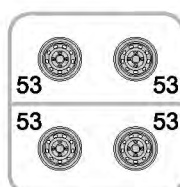
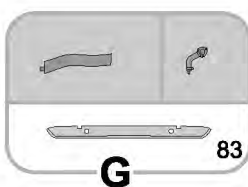
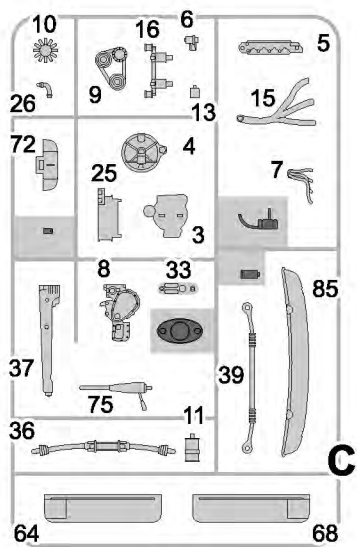
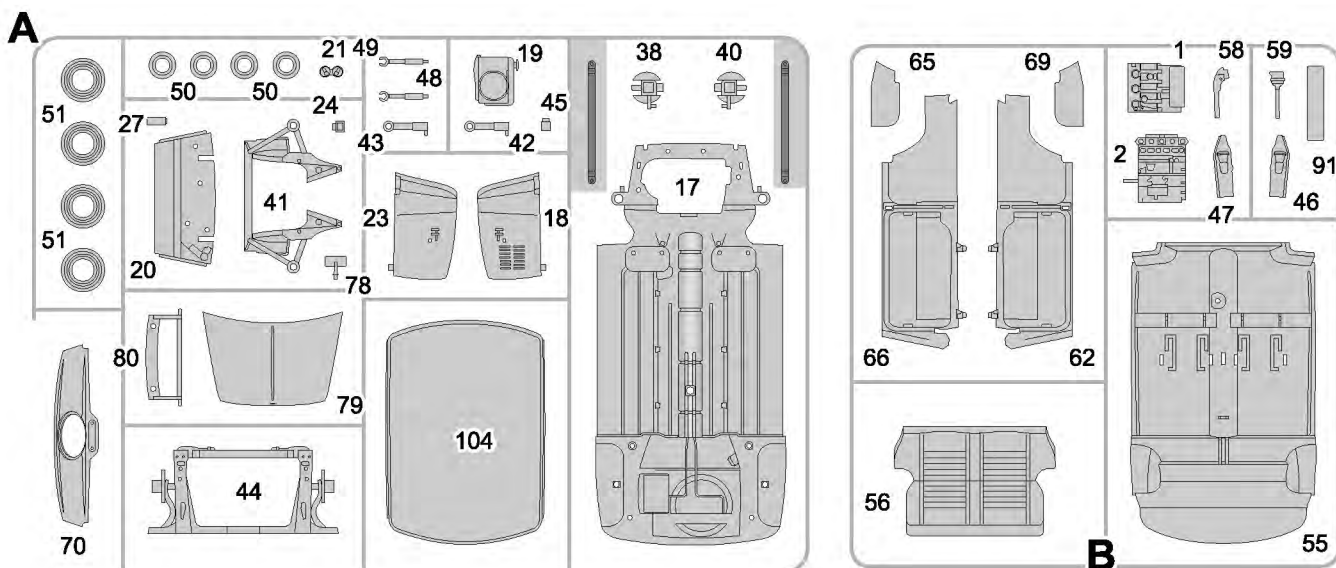
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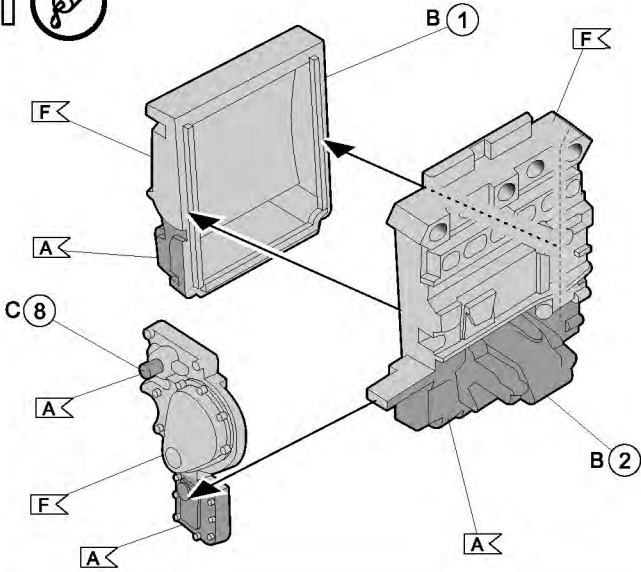




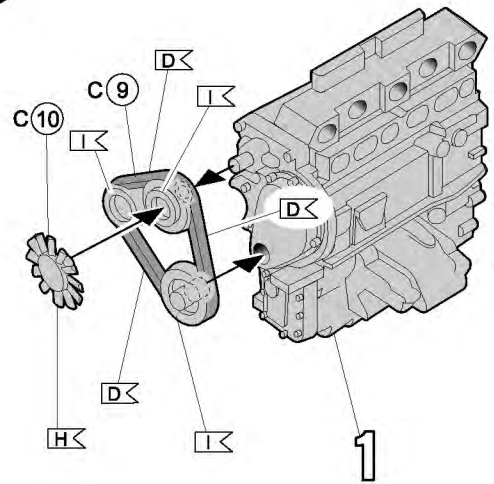


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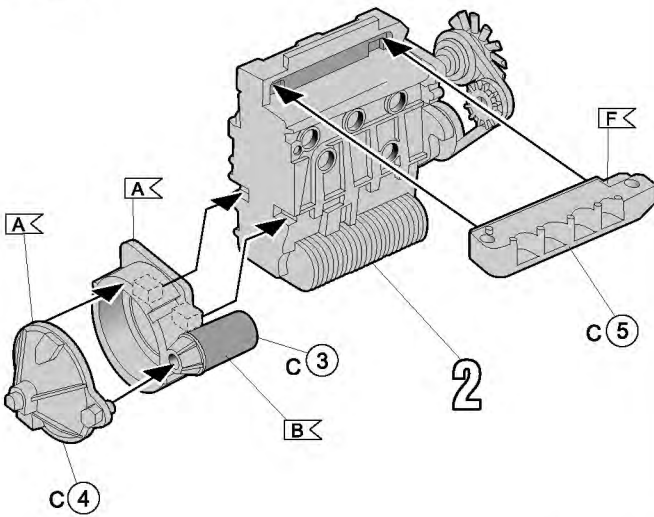
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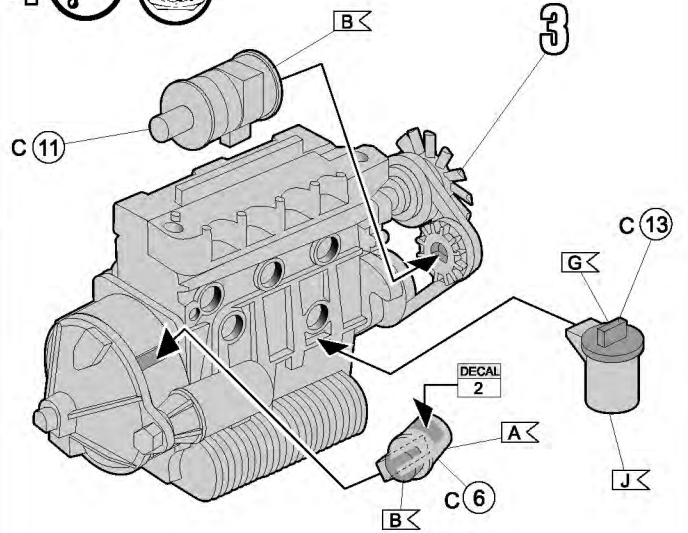
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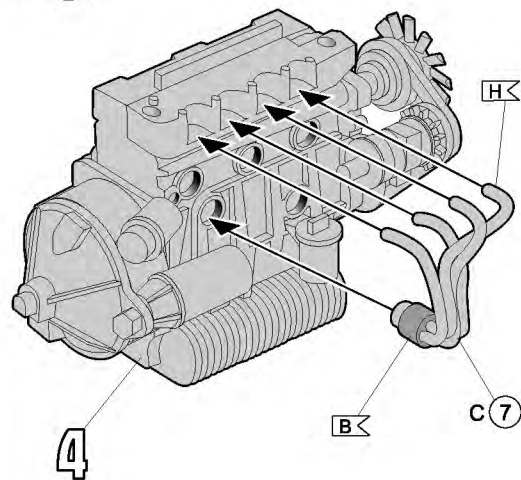
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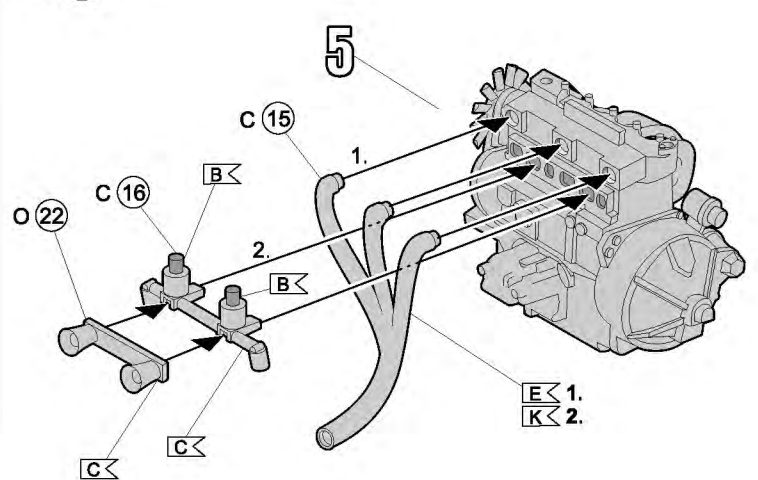
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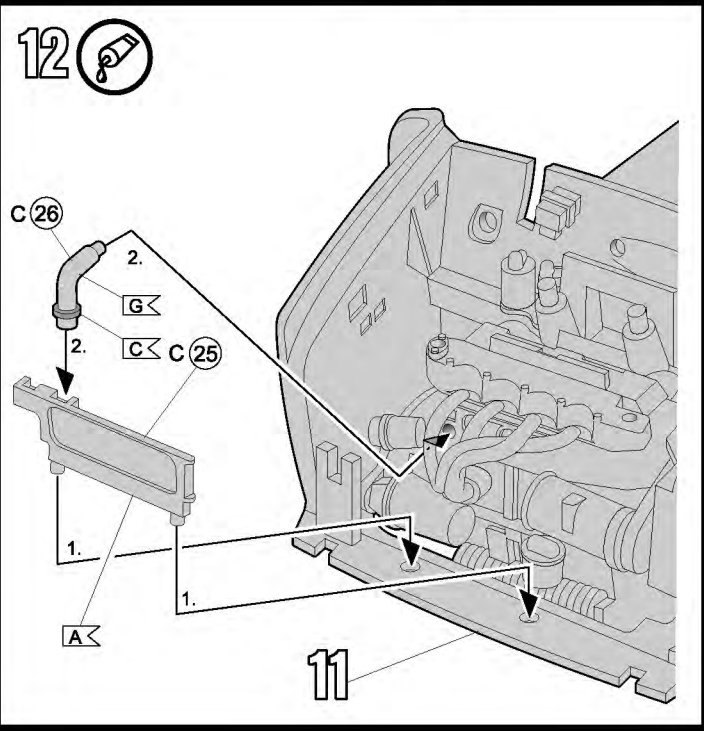
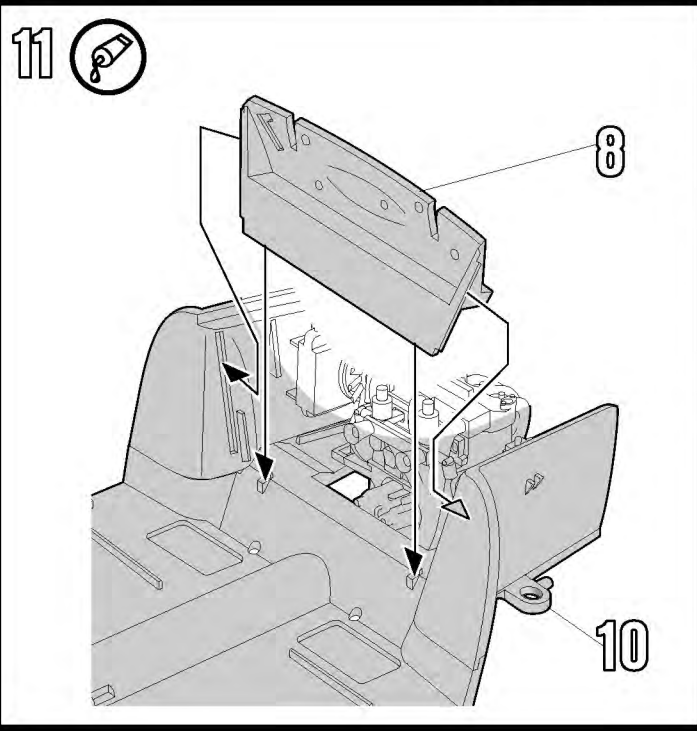
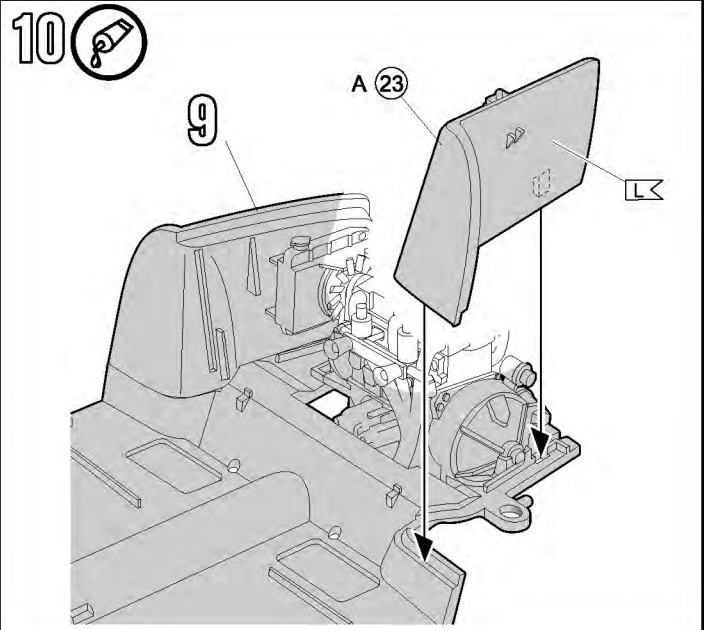
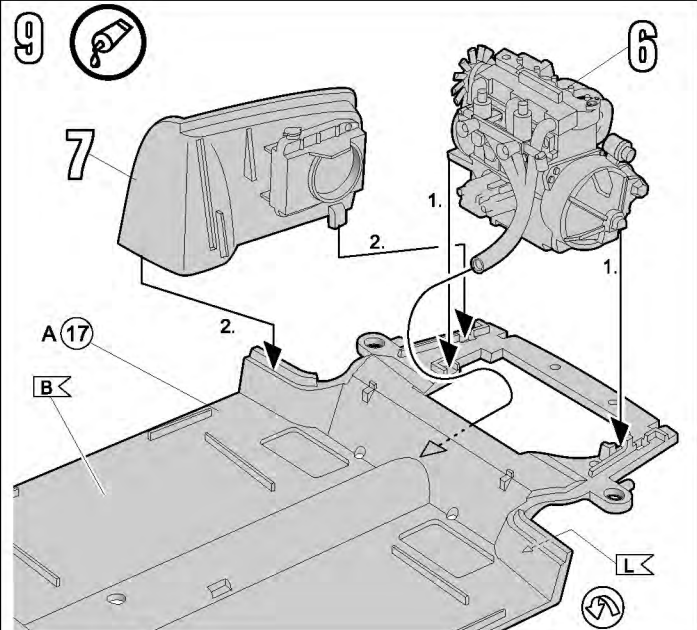
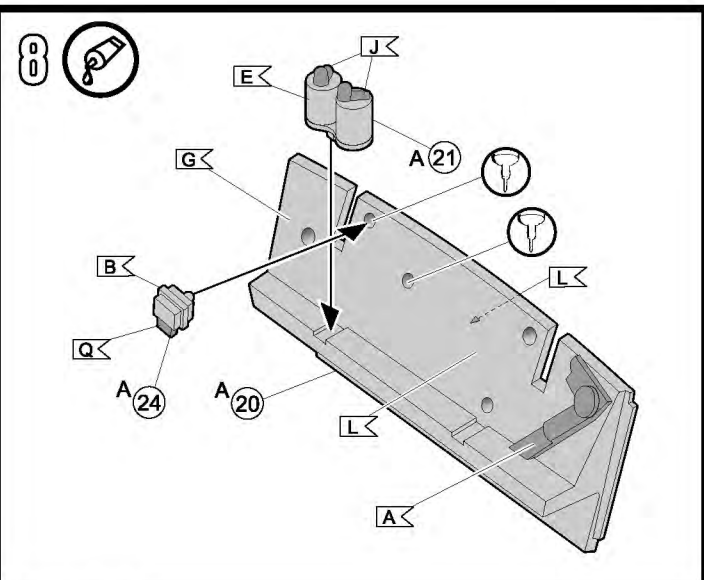
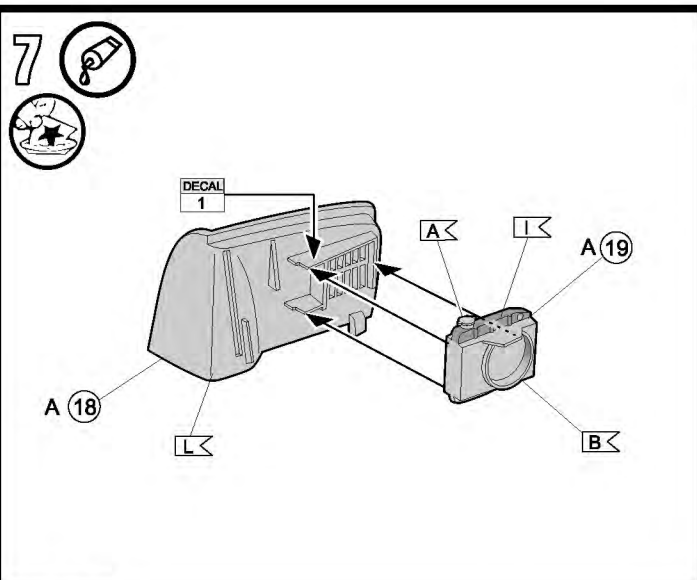


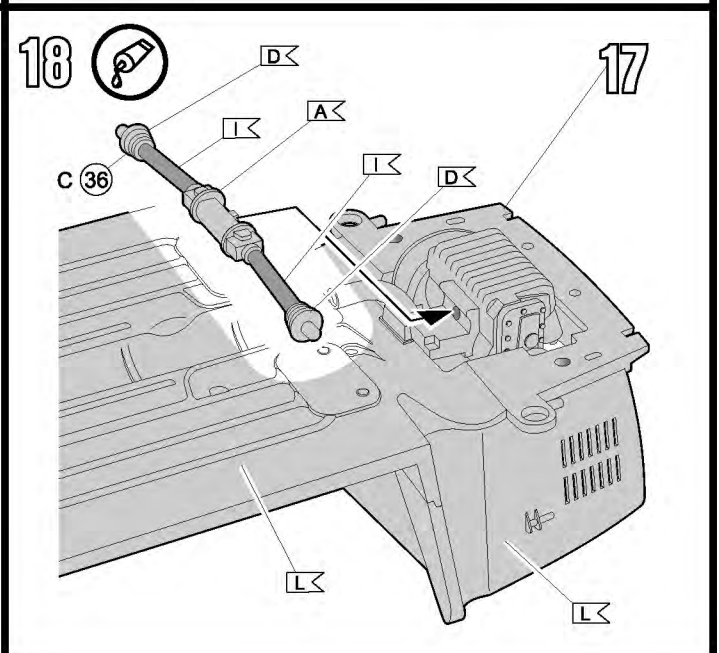
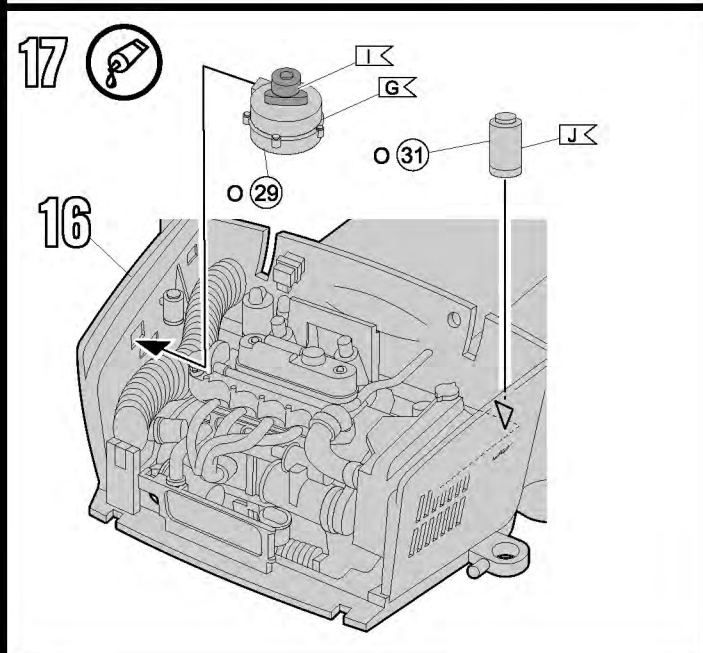
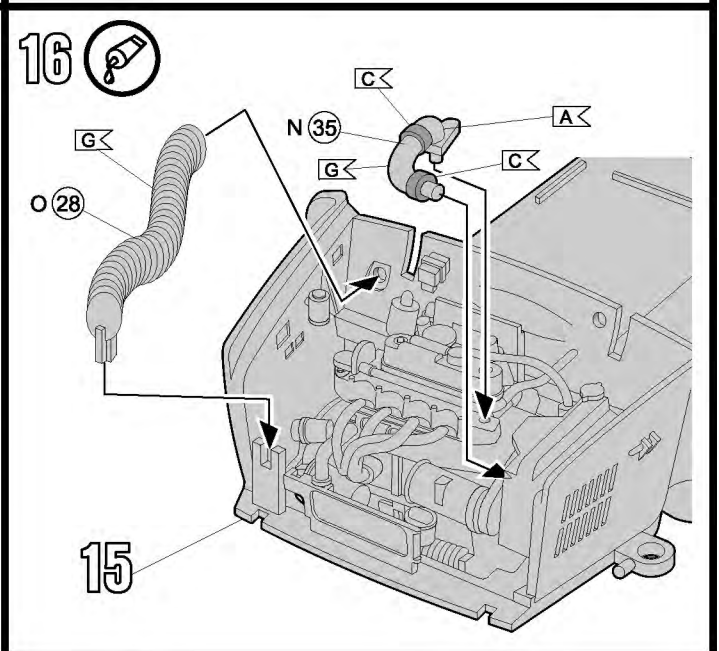
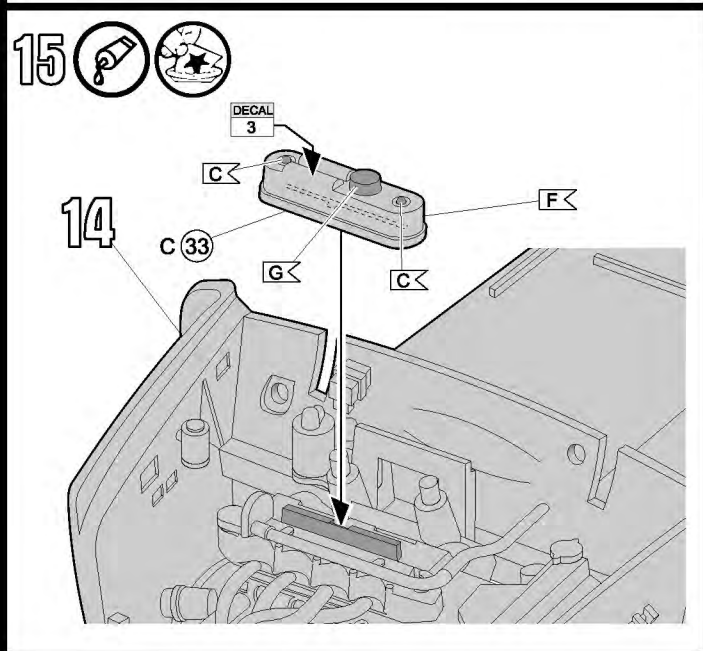
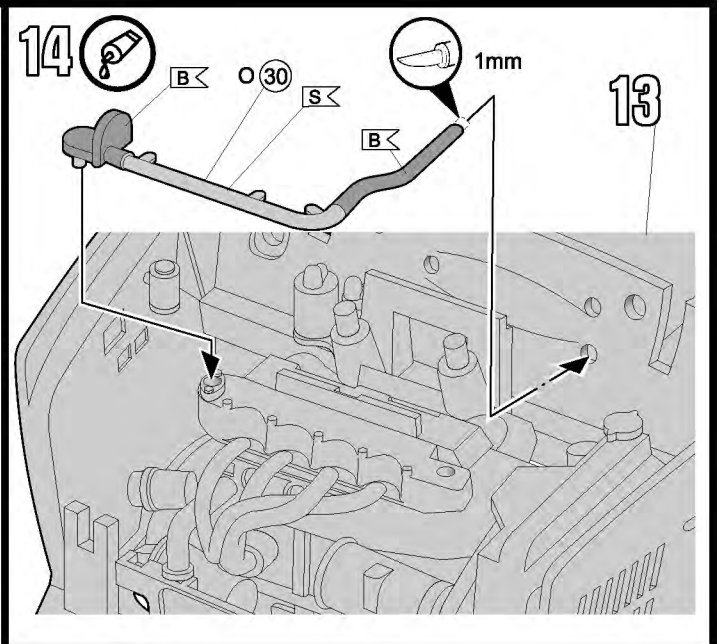
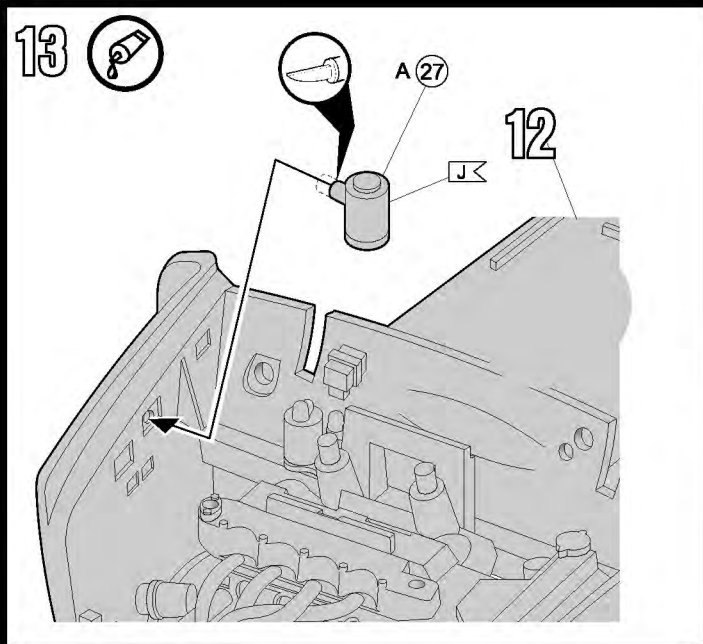
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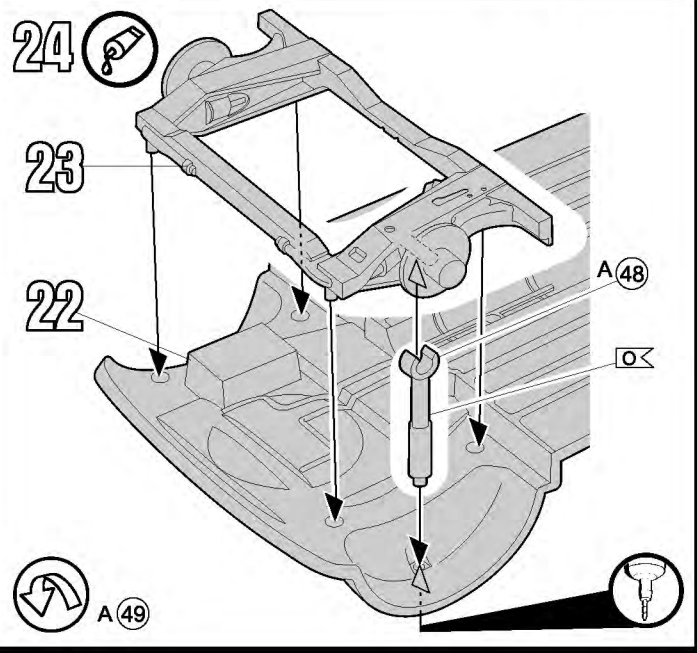
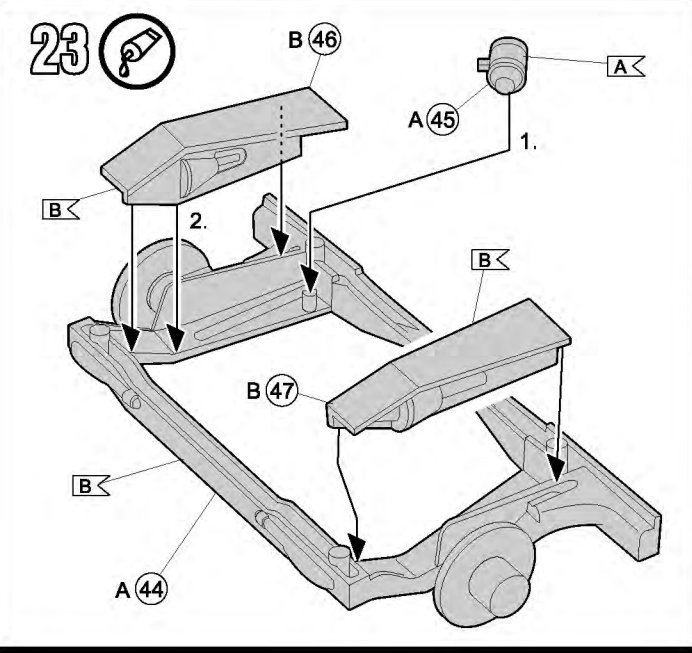
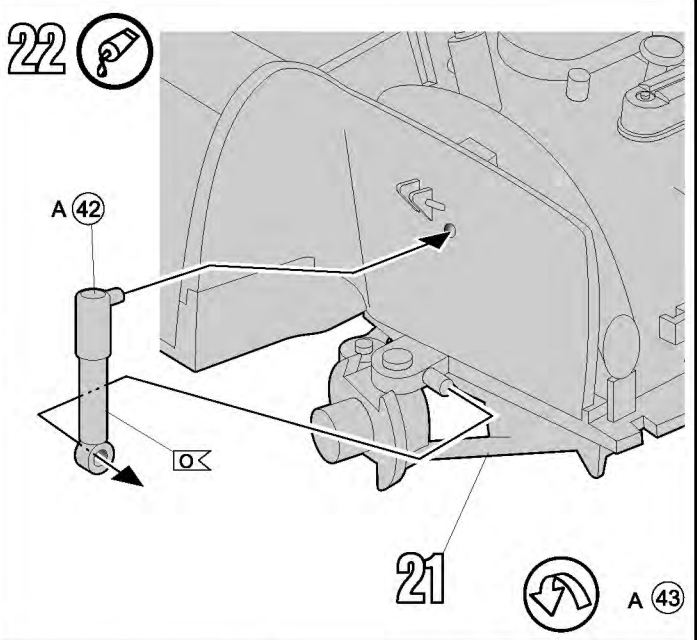
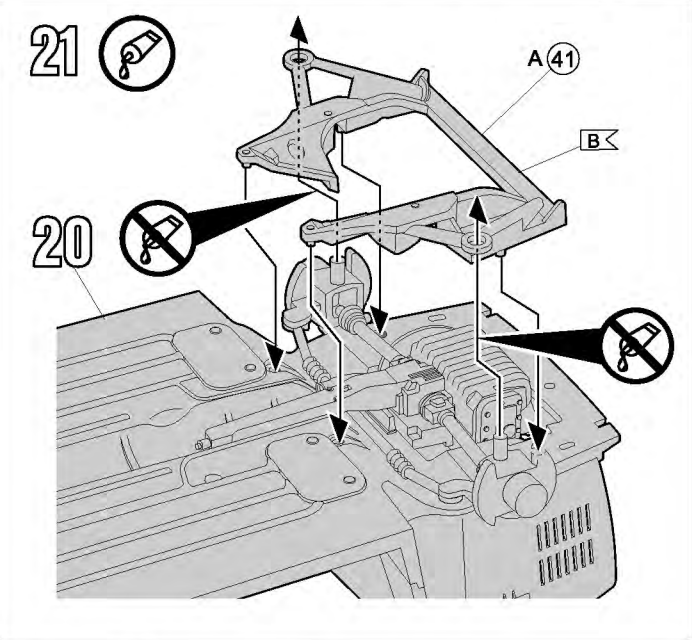
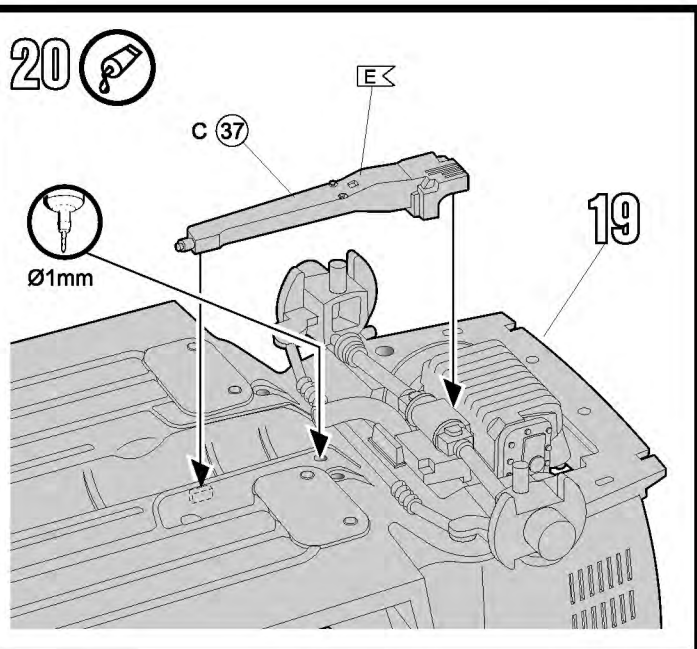
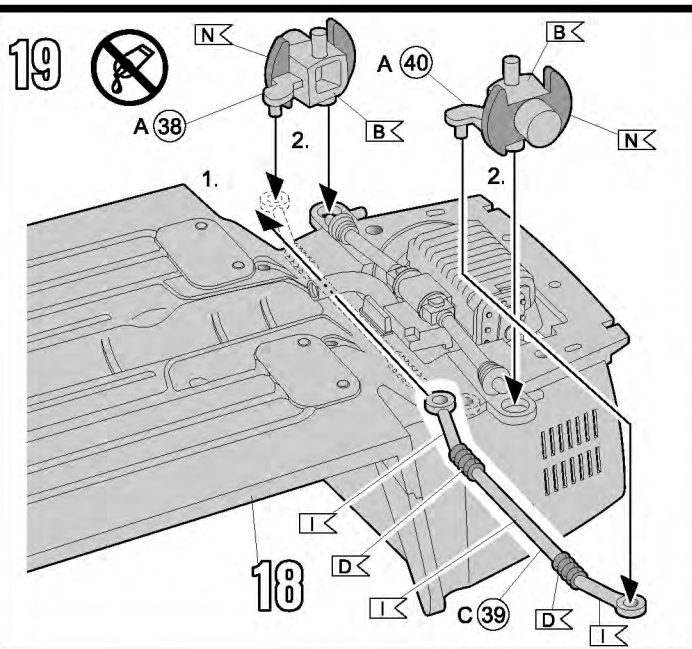
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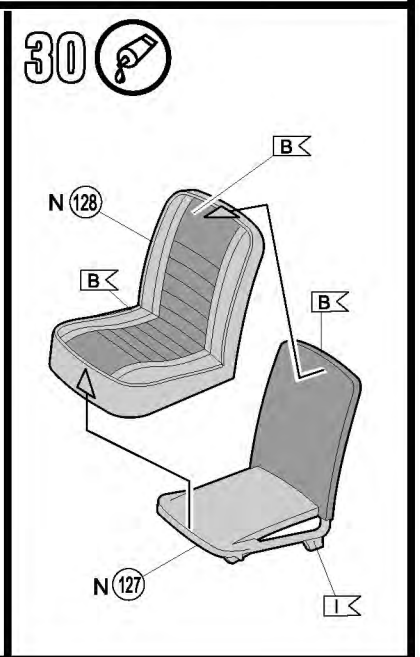
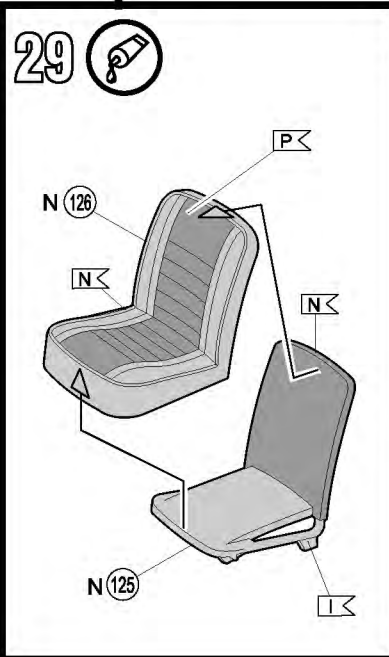
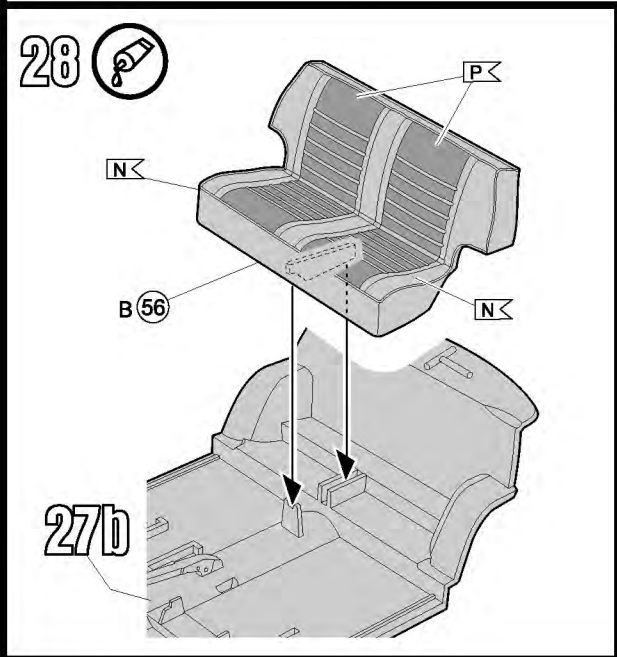
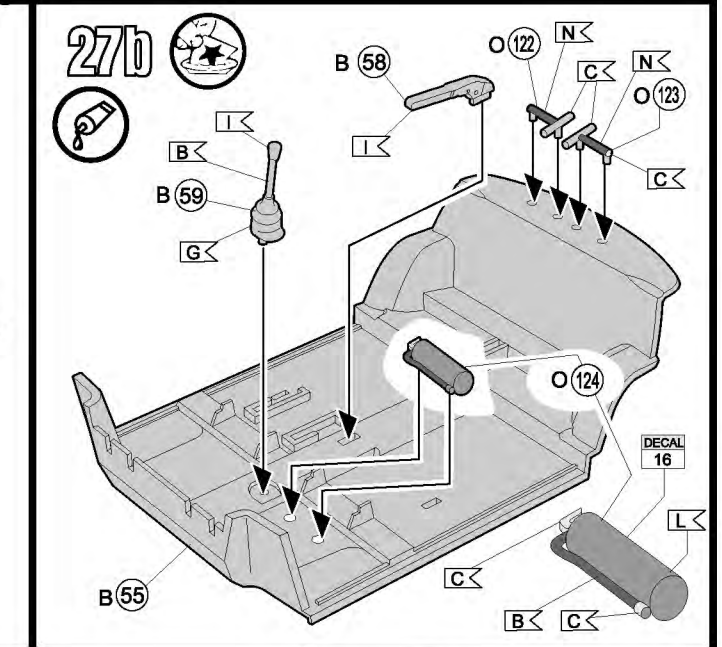
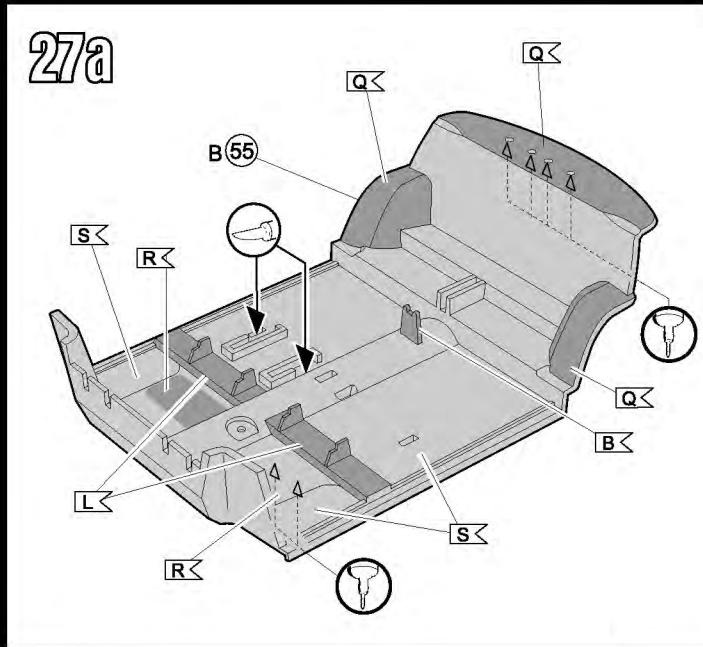
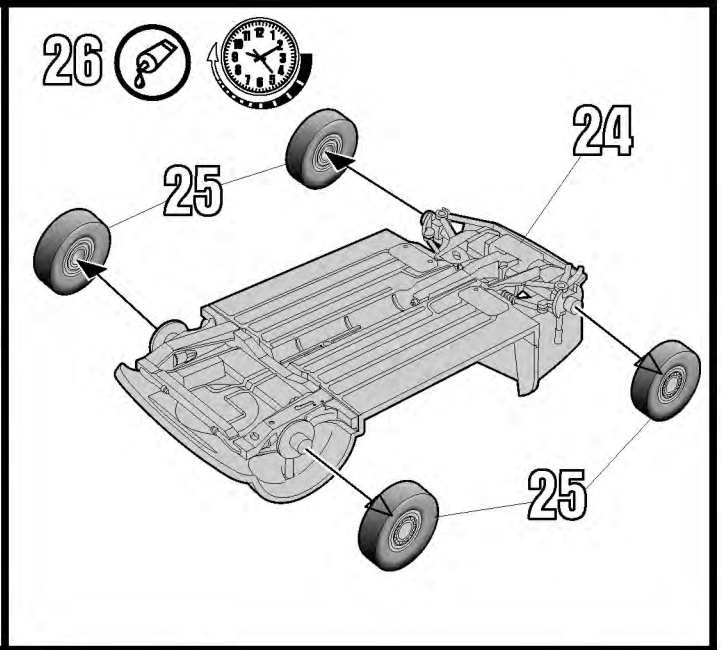
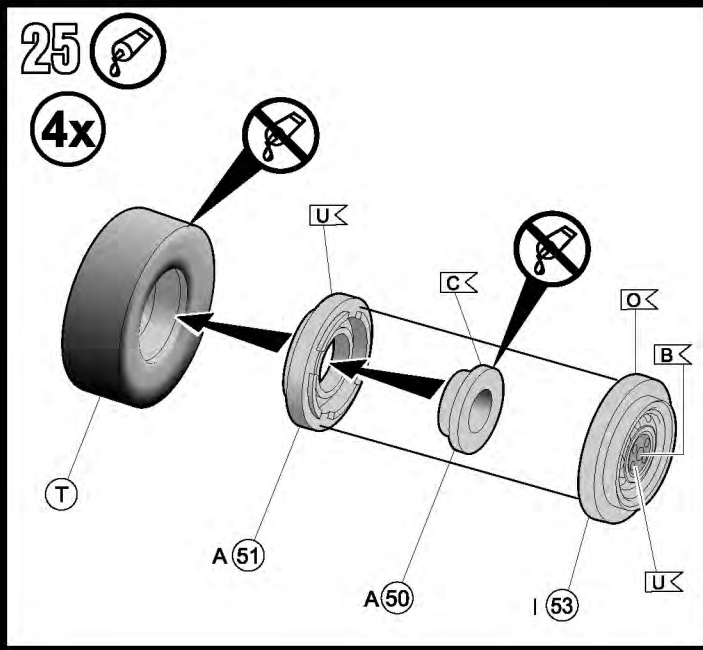


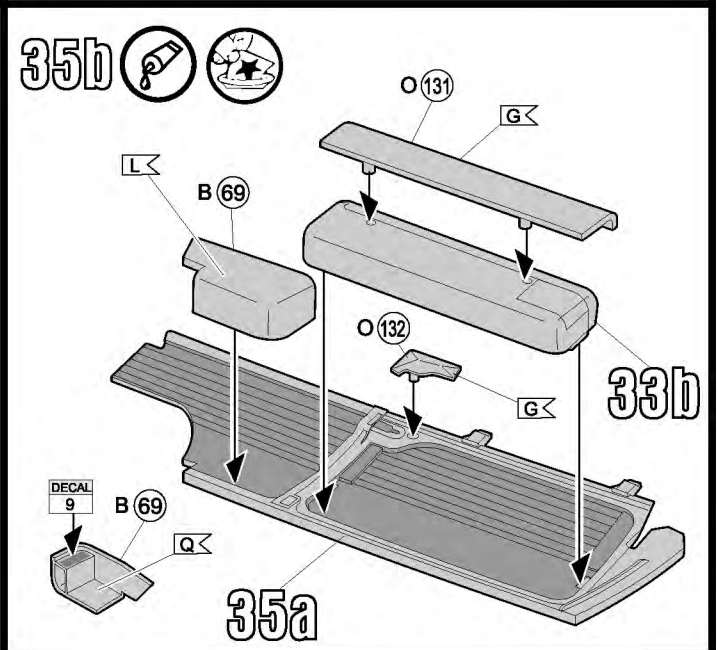
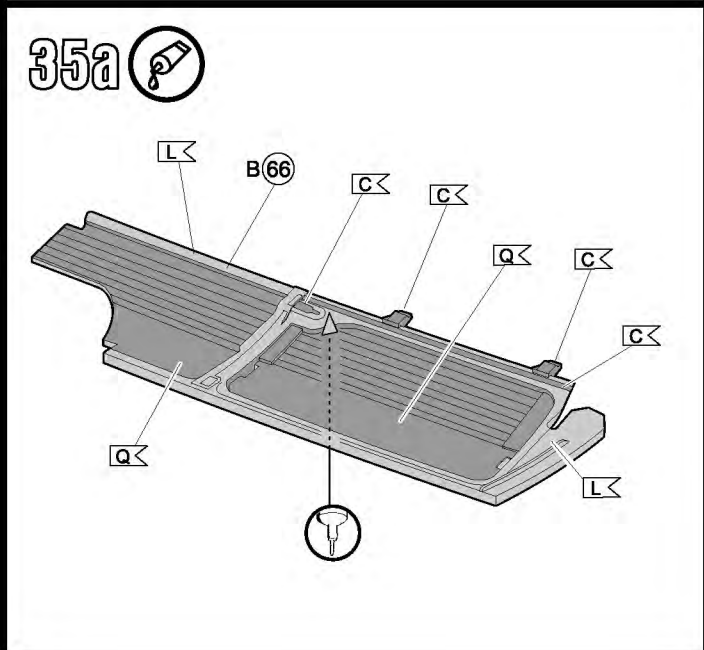
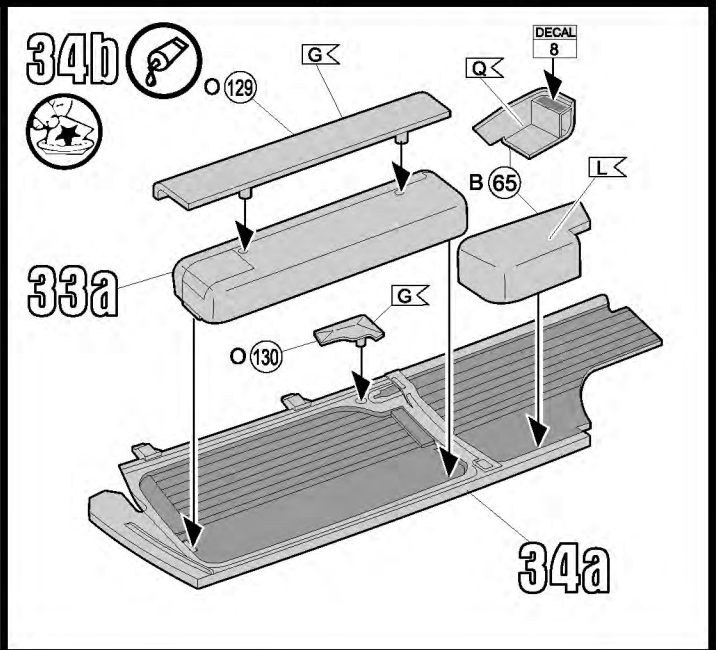
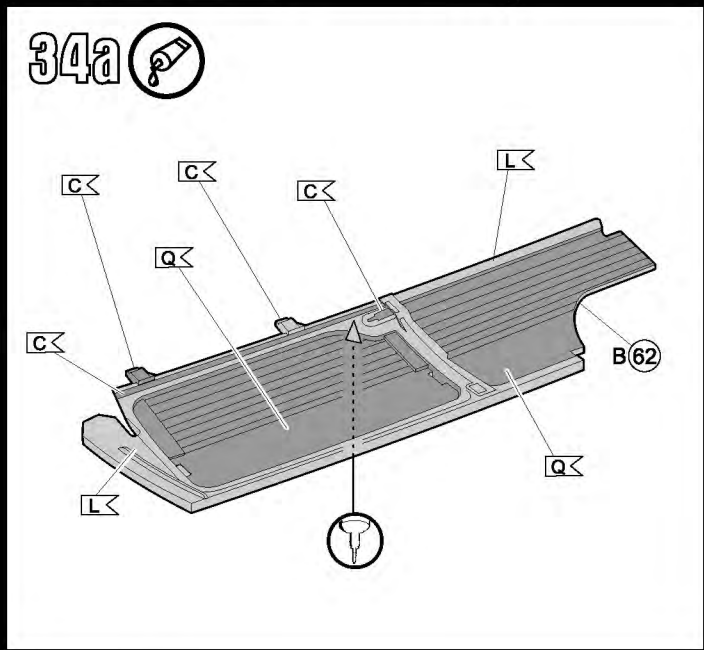
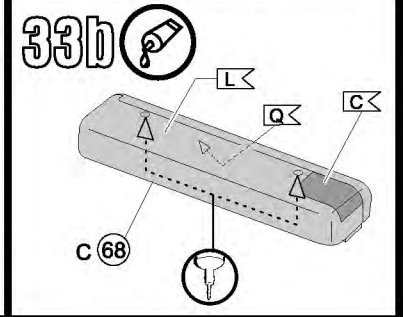
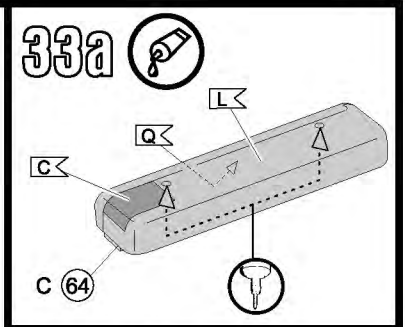
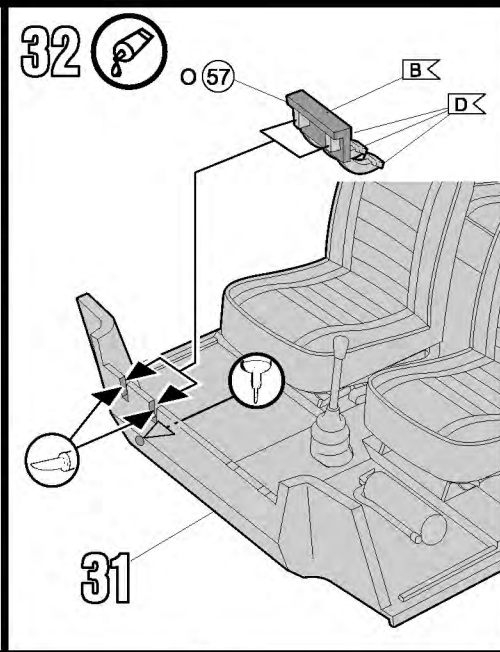
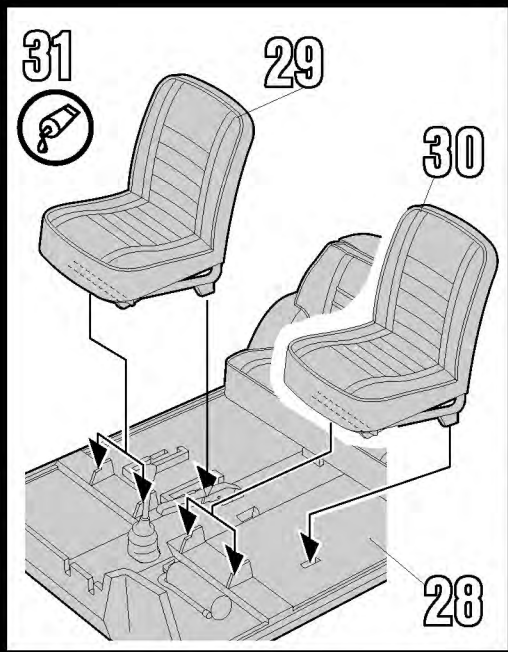


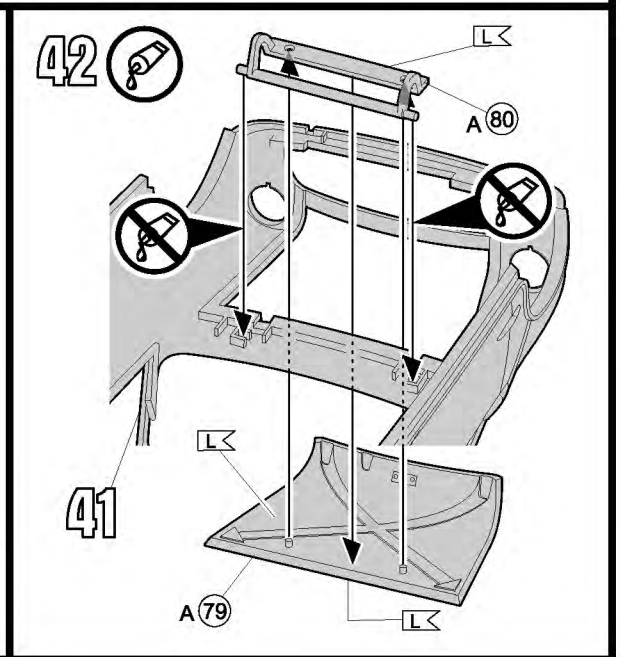
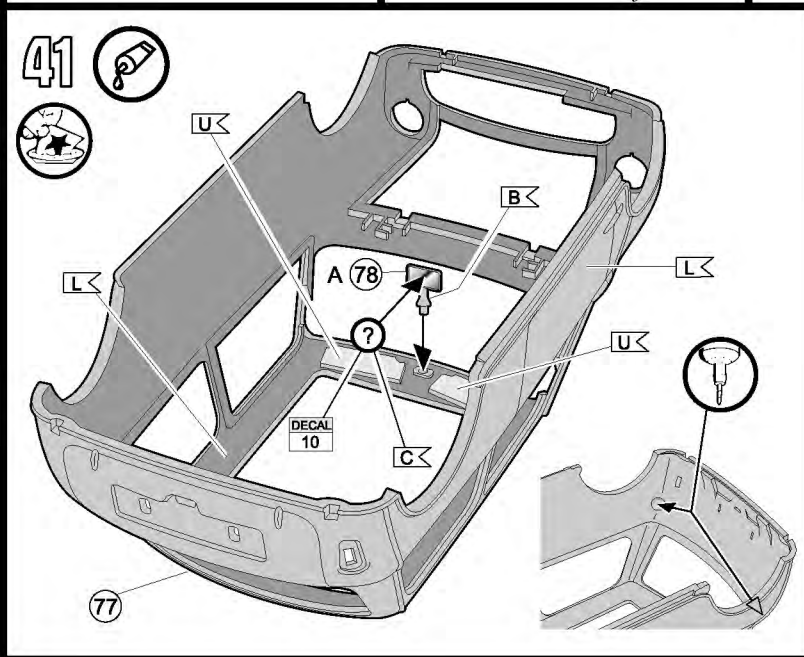
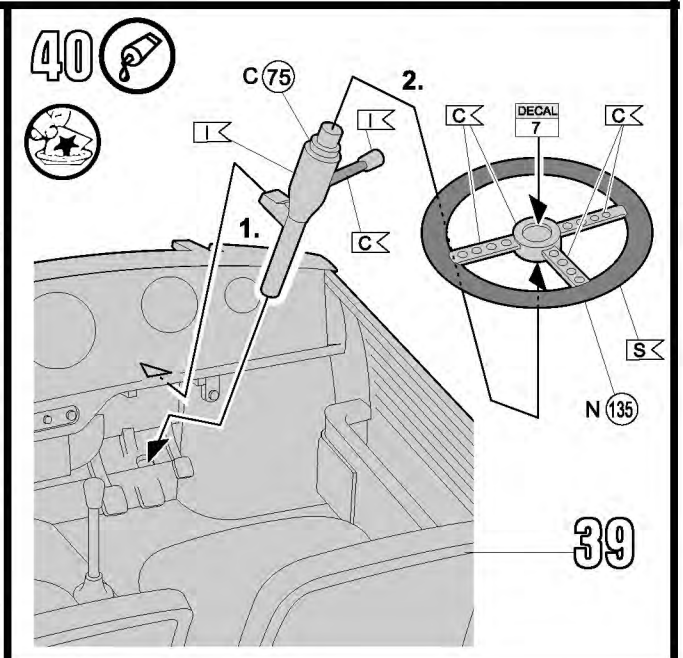
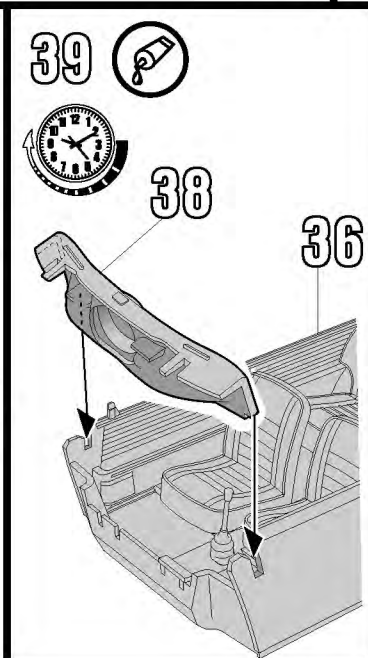
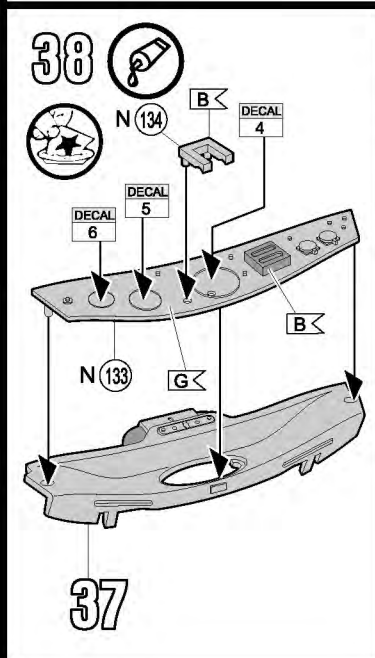
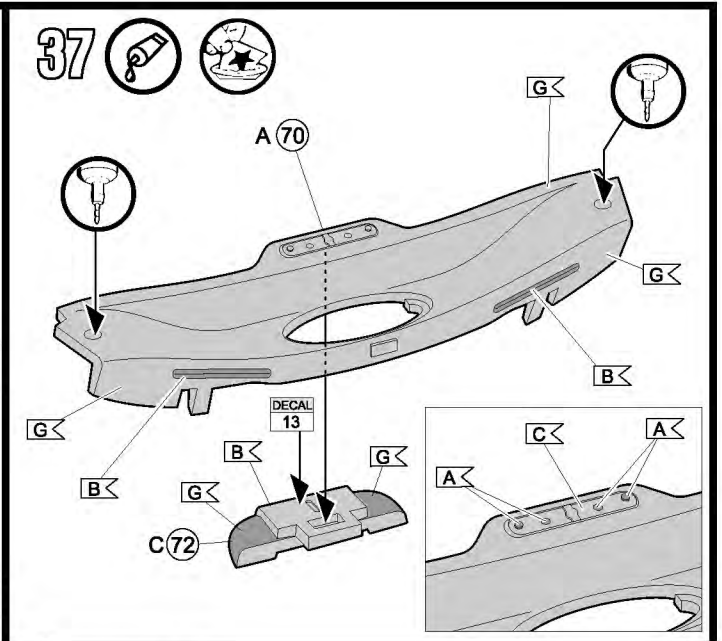
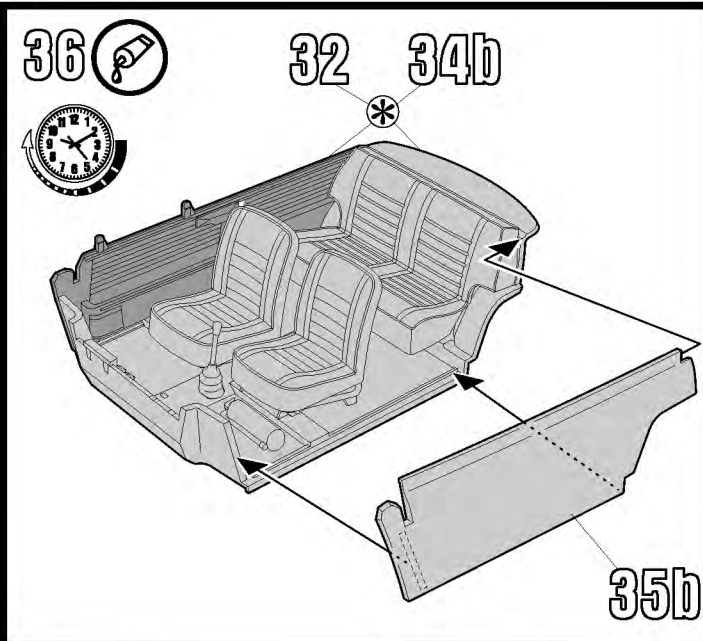


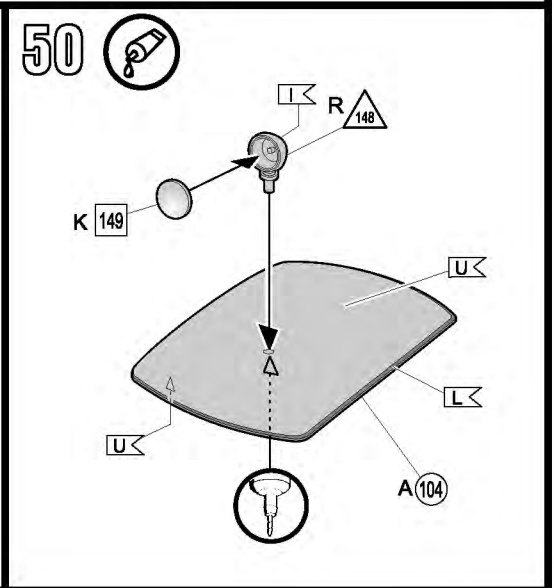
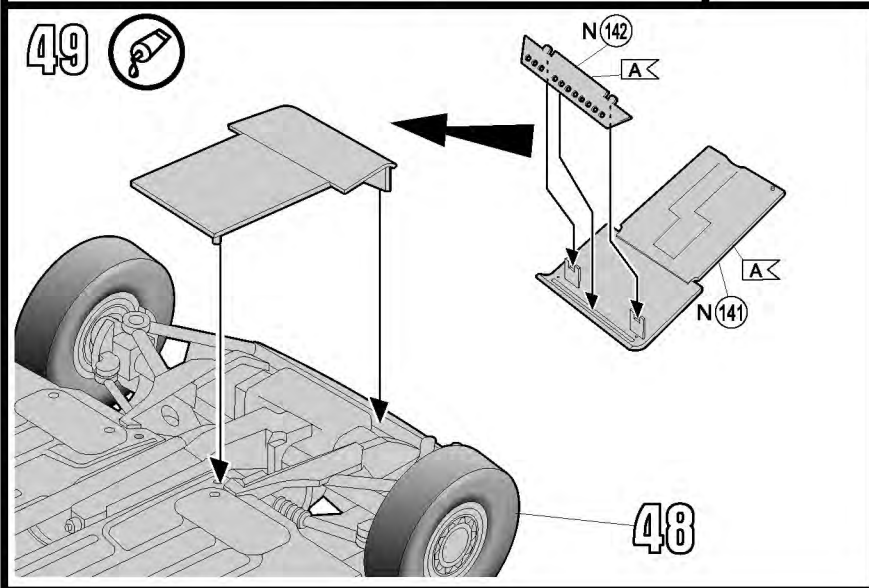
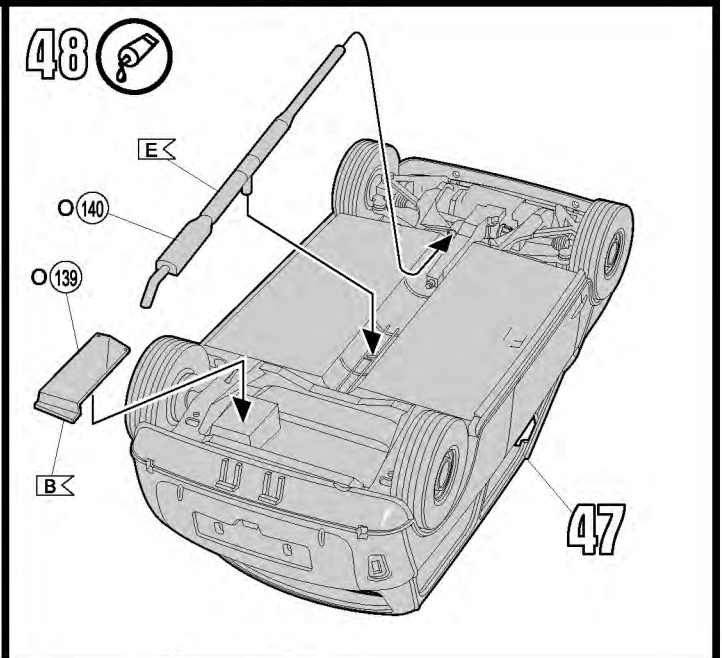
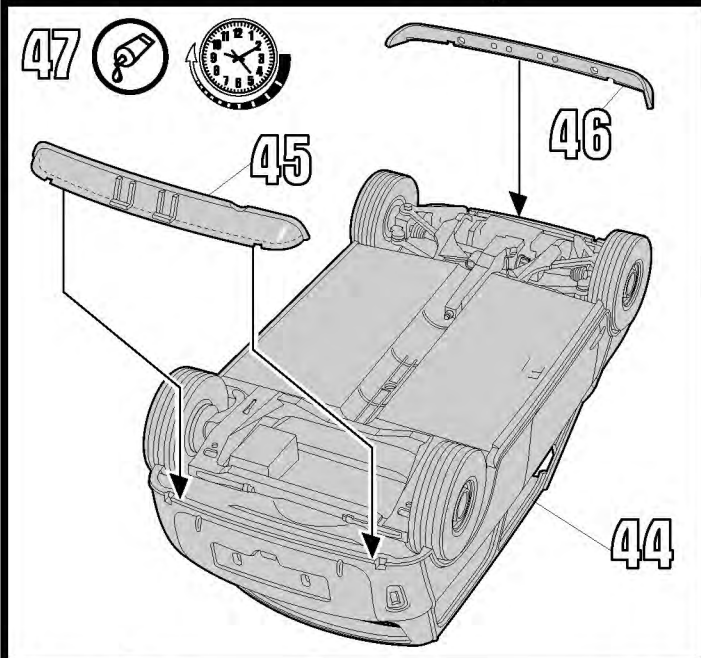
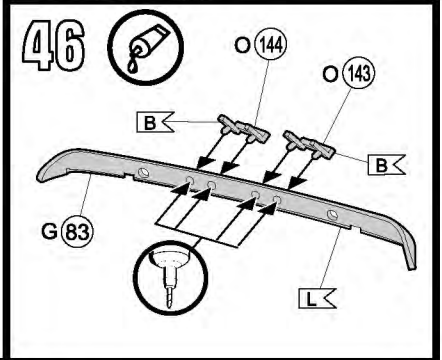
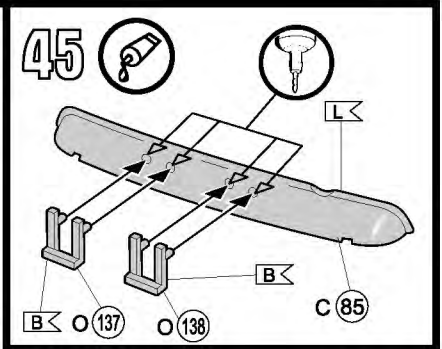
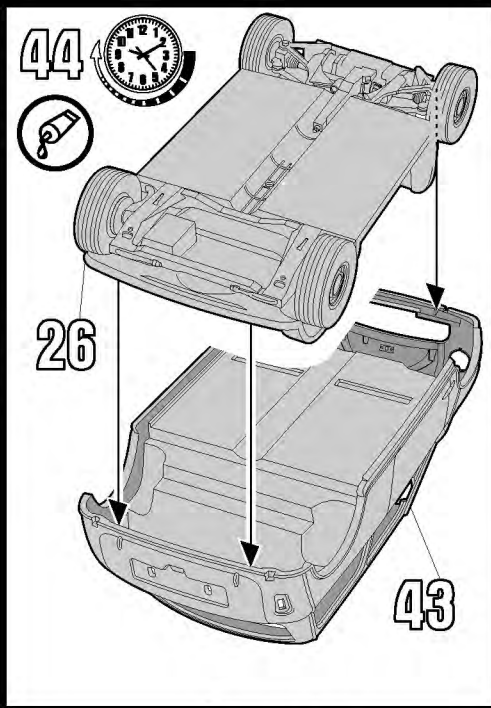
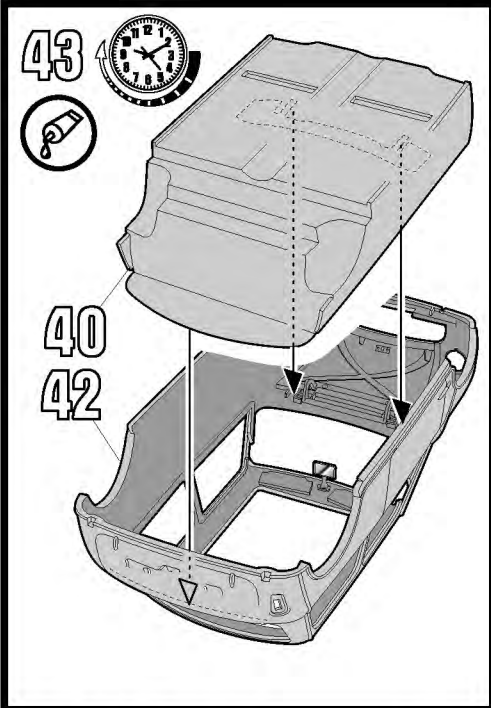




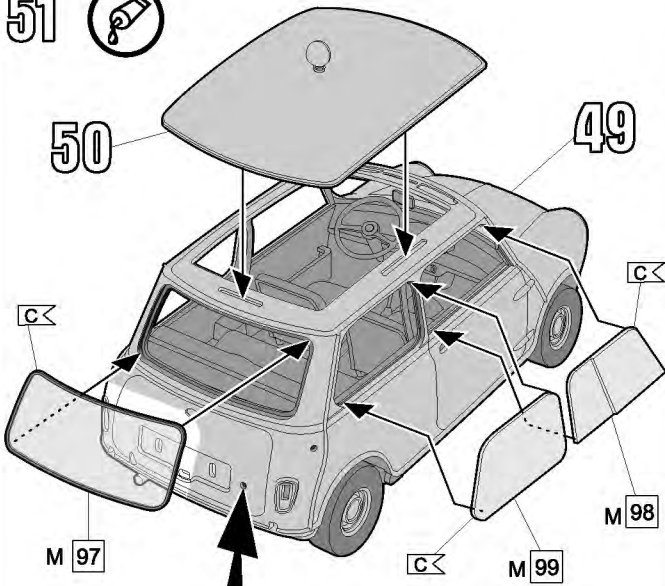




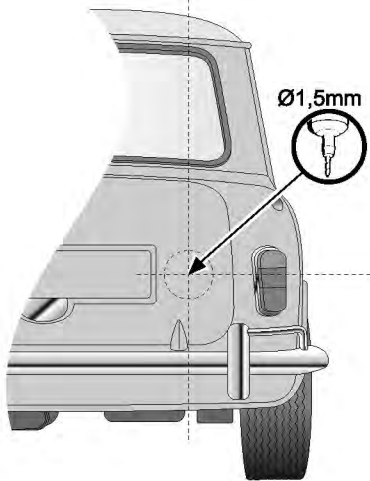
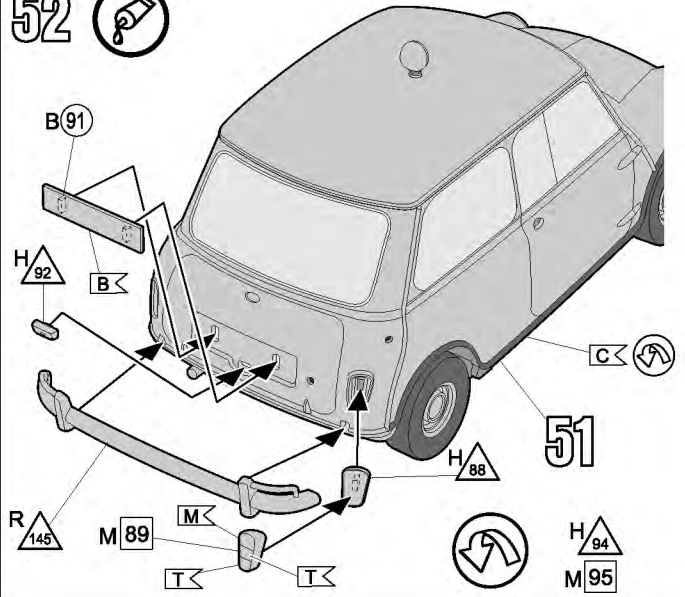




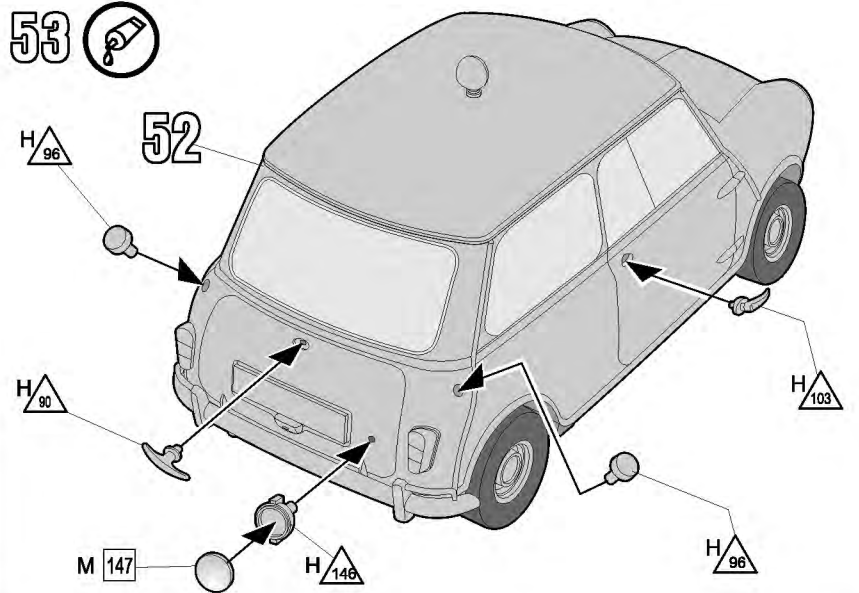
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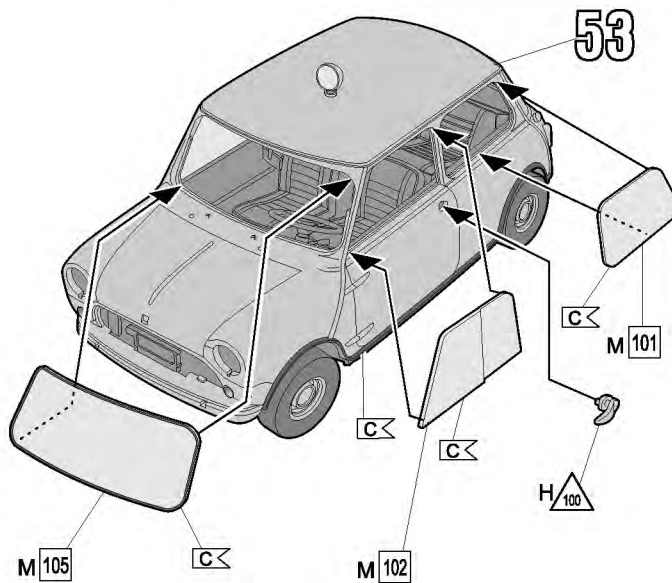
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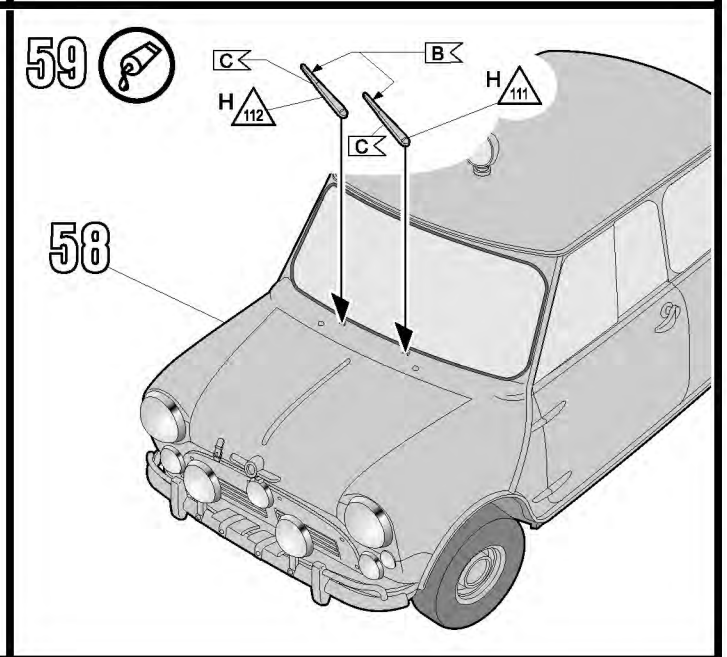
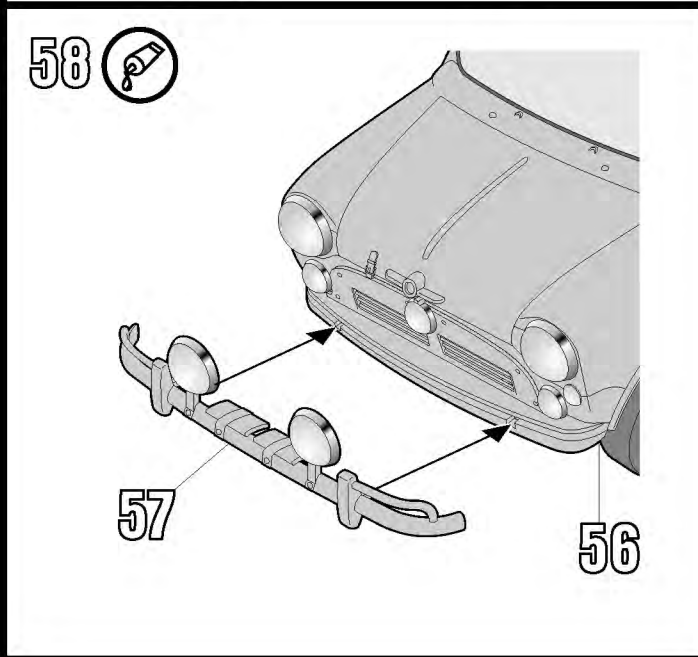
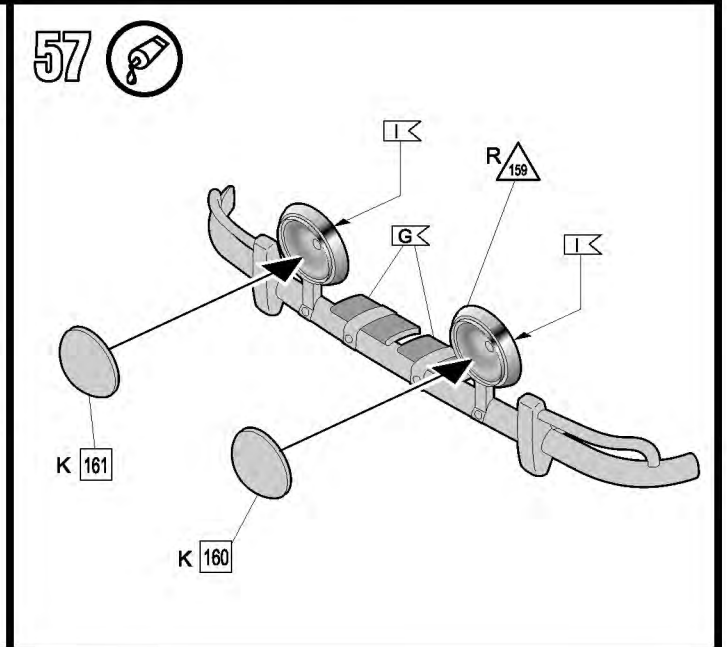
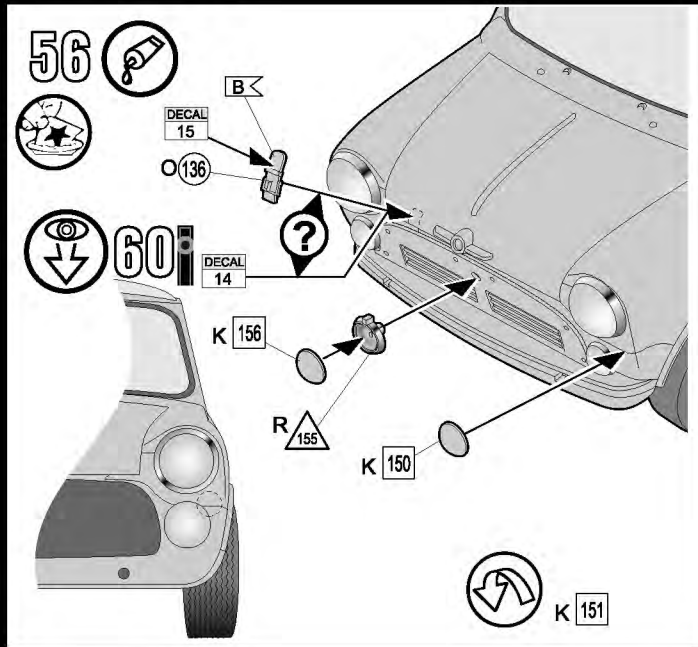
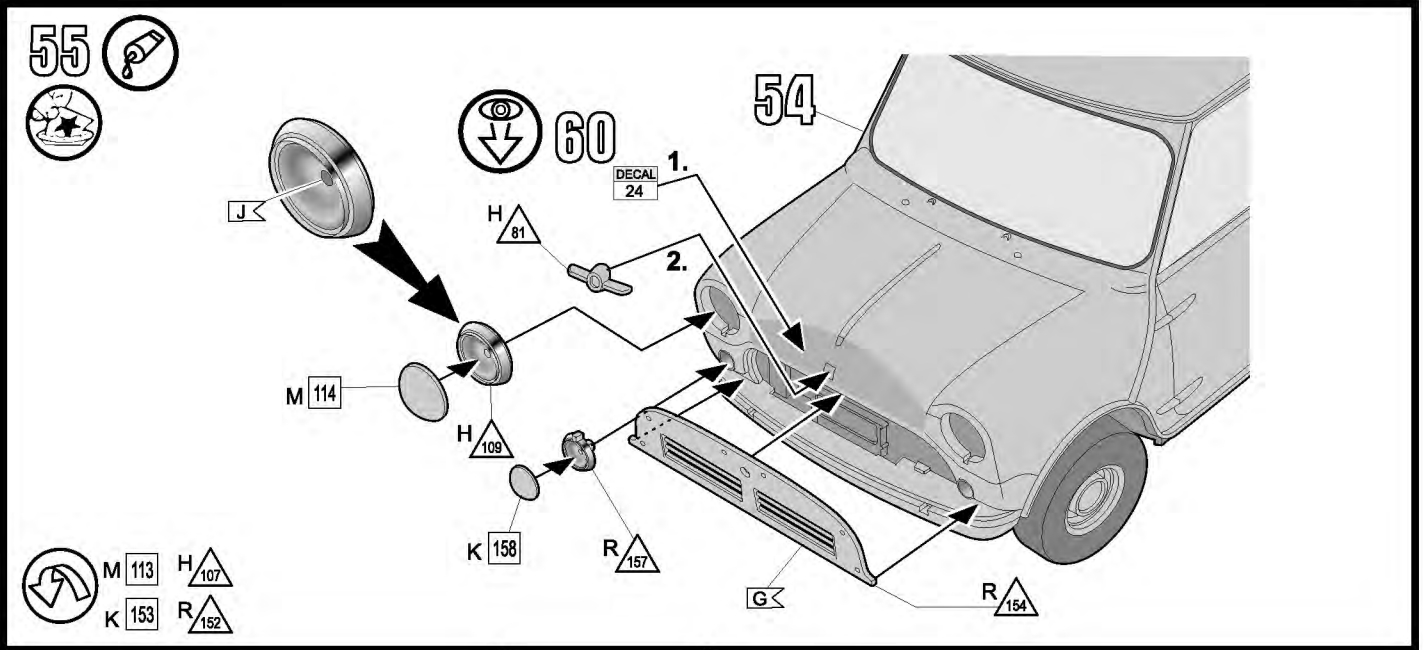


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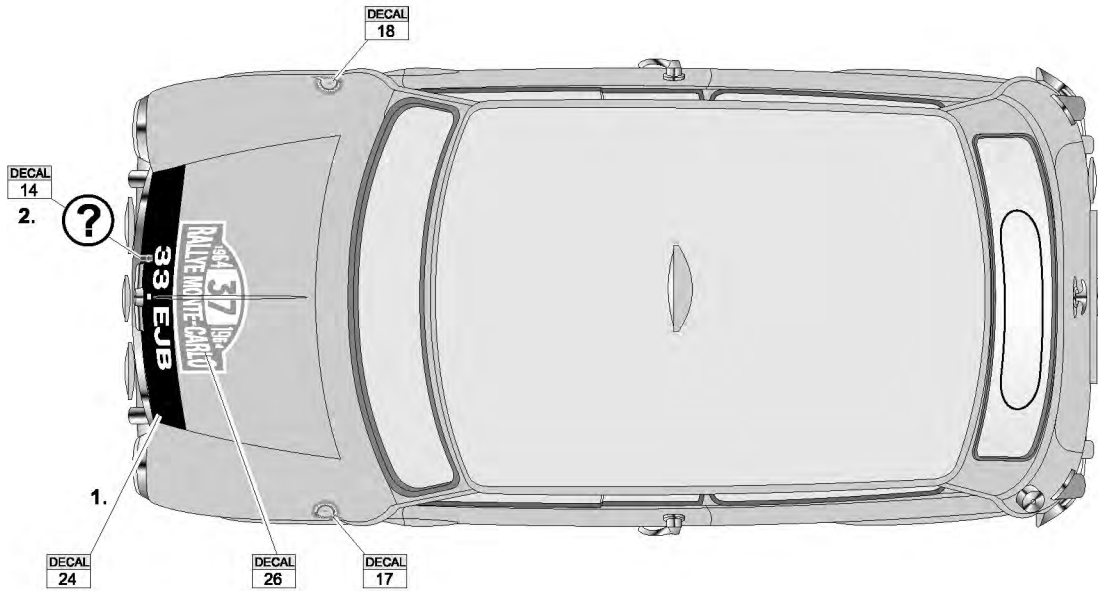
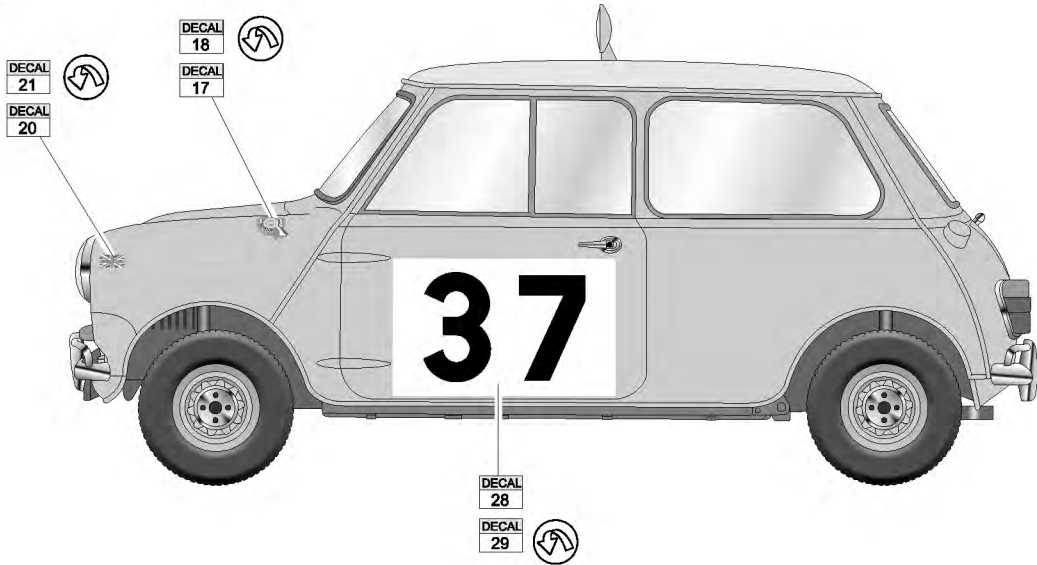


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