



## Stoneleigh Park (99)

Sat, 14th Mar 2009, Stoneleigh Park

### Lot 31

**Estimate:** £28000 - £32000 + Fees

**1962 Cooper Type 59 Single Seater**

**Registration No:** N/A

**Chassis No:** FJ/25/62

**Mot Expiry:** N/A

According to its quoted chassis number - FJ/25/62 - this particular example was the only T59 supplied new to Italy and one of just three to leave the Cooper Works with a Ford engine. Although, dispatched to Scuderia Venezia in 1962 the single-seater does not appear to have been regularly campaigned until the following year. Driven by Roberto Lippi at the Gran Premio Caltex, Circuito Riviera di Cesenatico, Coppa Junior, Trofeo Luigi Musso, Circuito di Caserta, Gran Premio della Lotteria, Circuito di Collemaggio and Gran Premio di Pergusa, FJ/25/62 enabled him to finish fourth equal in the 1963 Italian Formula Junior Championship. Reportedly reconfigured during that same season with rear radius rods and upper links, it is understood to have passed through the hands of Bruno Patriarca, Giancarlo Ferri and Ernesto Milletti before entering the current ownership some fifteen years ago. As well as assuring us the T59 has continuous history the vendor adds that the Cooper had not left Italy until he sent it back to the UK with an eye to restoration.

Entrusted to Classic Performance Engineering of Northamptonshire work on the car has yet to be completed. Said to be original, the chassis frame has had new sections let-in where necessary so as to bring it back to factory specification but still requires final assembly / painting (apparently some of the old metalwork has been saved and will be made available to a new owner). The car's suspension has been refurbished with new uprights at the front and new half-shafts and bearings to the rear. The steering rack has been overhauled and the front / rear brake callipers rejuvenated. Fabricated by Aubrey Finburgh of Classic Autos to an original pattern, the fuel tank has a flame retardant foam lining. Restored using a new mainshaft, bearings and seals the five-speed gearbox combines a Citroen-ERSA casing with de Tomaso internals and altered shift pattern (plus it is accompanied by various drop gears). Built by Elegi of Novara, Italy (ex-Novamotor employees), the Ford 1100cc engine houses a forged crankshaft and steel con-rods. Stated to have run for about an hour, it has been partially stripped, inspected and reassembled by John Exeley since coming to England. Commissioned from Crosthwaite and Gardiner, the four new magnesium wheels are complemented by a replacement, but similarly authentic, body courtesy of Peter Denty. While, the car also boasts old FIA papers and photocopied Publifoto images of it racing in period. Offered for sale as a project but seemingly with much of the hard work done, FJ/25/62 is - subject to permissions from the relevant authorities - eligible for some of the world's most prestigious race meetings.

