



Well here they are at last, that's your's in the background, the racing version is the dark one in the foreground.

Photo: Michael Cooper

WE ARE THE FIRST TO TEST THE

BROADSPEED

GT 2 + 2

**+ 2 DOES NOT MEAN LEGLESS
GNOMES**

WE heard of it months ago, we teased you with a covered-up picture weeks ago, and a few days ago we saw the finished article and drove it. It is the Broad-speed GT 2+2, which is one of the most exciting small GT cars to emerge for many a long day. The brainchild of Ralph Broad, and produced by Broadspeed Engineering Ltd., of 101 Stratford Road, Birmingham 11, this is more the ultimate in conversions than a complete new car, but the

finished product is so complete that you could fool us any day.

Basically, it is a Mini, in as much as they use the chassis punt, suspension, engine and transmission, wheels, steering and so forth, together with the front end of the body shell. The body shell itself is chopped off at the base of the screen pillars and centre pillars and the complete back end is removed, and in place of all this is fitted one of the prettiest fast-back (complete with spoiler) bodies you could wish to see. Don't take our word for it—look at Mike Cooper's pictures, or better still examine it on Stand 46 at the Racing Car Show. The seams are taken off the Mini front end to give it a completely smooth exterior, and the whole car, as a finished job, is about five inches lower than the Mini. Of this, an inch-and-a-half is achieved through lowering the suspension in the usual manner (the usual Hydrolastic manner, that is—Broadspeed don't do this conversion on a "dry" Mini) and the rest is saved through the lowered roof line. Opening rear quarter-lights are fitted, and a tinted, laminated rear window, along with a laminated screen: there are moulded bumpers, and the overall effect is completely remote from Mini styling except, perhaps, in the absolute head-on view. The rake of the screen is increased, of course, and sleekness is well and truly achieved. It almost goes without saying, in view of Broadspeed's reputation in this respect, that the standard of finish is absolutely superb.

Even more radical changes are wrought inside the car,

which lives up thoroughly to the Grand Touring conception in the old, grand manner. To keep down the noise level Interior Silent Travel is fitted throughout, and the floor and other relevant places are covered and trimmed with black carpet. The upholstery, dashboard and doors are trimmed with black leather-type material, and there is plenty of padding in the right places. Special seats are fitted fore and aft, made and designed specifically for the car by Restall. At the front, each seat has a fully wrap-around backrest with reclining adjustment, and is made to fold up and tip forward, giving access to the rear seats which also have a folding backrest—this time folding forwards to form a flat "estate-car" type floor and to give access to the boot. There is full headroom in the front, and sufficient for most people at the back, although tall passengers might not want to go far. A special headlining conceals the roof and roll-over strengthening strut.

A very neat dashboard and instrument layout is provided: in front of the driver is a matching 150 m.p.h. speedometer and 10,000 r.p.m. rev-counter, with all lighting switches, screen wipers and washer controls grouped in a panel to the right. A recessed centre panel houses a full complement of instruments—water temperature, oil temperature, oil pressure, and fuel gauges, an ammeter and a clock, while a cigar lighter is also mounted there. The gear-lever is re-raked and twin automatic reverse lights are built-in, while at the front, standard lighting equipment includes twin sealed-beam spotlights recessed into the grille. The door pockets contain what they call "tidies" (but only for want of a better name) which comprise an ashtray and a sort of 'ole for cigarettes, matches, sunglasses or what have you. There are twin sun-visors, the horns are the compressed air type and the flashing indicator switch incorporates a headlamp flasher.

Seat-belt attachment points are built in, there is a large parcels tray behind the back seats and the new dashboard gives you another cubby-hole and a place to put the wireless set, while the steering column is adjustable for rake in the usual Mini manner, and has a woodrim steering wheel fitted on its business end.

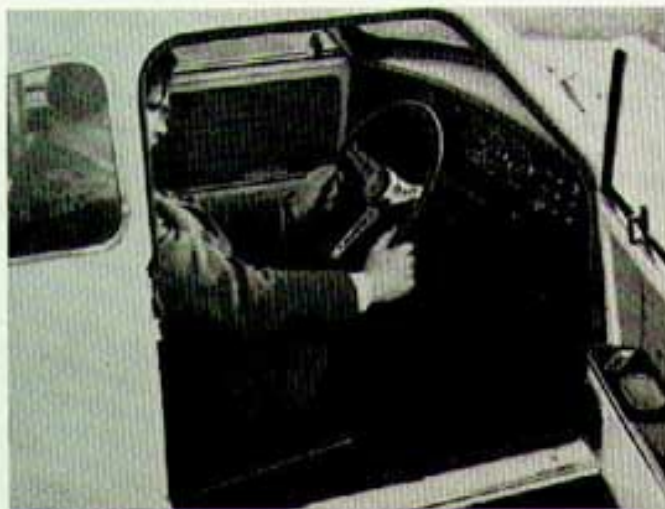
And what about the works? The engine on the car we drove was a 1,275 Cooper "S" power unit which had received the benefit of the Broadspeed £100 tune—we road-tested a Cooper "S" like this, a little while ago. This means that it has a modified cylinder head, with enlarged inlet valves, ports and tracts, recontoured combustion chambers and a 10.5 to 1 compression ratio. A modified inlet manifold

carries two 1½ in. H4 S.U.s, there is a special exhaust manifold and a Broadspeed "Road/Race" camshaft. The only difference on the GT is a neat and fancy twin-exhaust layout, a pipe emerging from under the rear bumper at each side of the car. Wheels are 4.50 Minilite magnesium, fitted with Dunlop SP41 tyres—normal wear for the Cooper "S". Brakes retain standard pads and linings.

This is much getting on for the lot—you can have more or less according to exactly what you want. The basic specification is the "GT", which comprises the bodywork changes, laminated screens front and rear, opening rear quarter-lights, suspension modifications and adjustable steering column rake. But in this case you have to make do with the standard seats, albeit lowered in the car and repositioned, and the rear seat backrest is modified to allow it to fold down as aforesaid. You also keep the standard instrument layout. This can be carried out on the 998 Cooper or the 1,275 Cooper "S", at a price ranging from £905 (complete, including buying the car in the first place) for the littl 'un, and £1,092 for the "S".

Next stage up in luxury in the "GT de luxe" specification which, again, can be carried out on either 998 Cooper or 1,275 Cooper "S", and this includes everything in the GT specification with the following extras: the special reclining front seats and individual rear seats, the black carpets, the new dash panel and instruments and the moulded bumpers.

The "GT Super de luxe" specification, which is about as far as you can get in refinement, is what we drove earlier this month, and can only be done to the 1,275 Cooper "S". This includes twin fuel tanks, headlamp flasher, map-reading lamp, two-level instrument lighting, reversing lights, electric clock, twin interior lights, cigar lighter, sound insulation, air horns, leather-covered steering wheel, sealed-beam headlight units and spot lamps, separate parking and side lamps, chrome-plated gear lever, re-raked, and hand-brake, a "Paddy Hopkirk" throttle pedal extension, the Stage III (£100 conversion) tune engine, giving about 100 b.h.p. with an oil-cooler, twin exhausts and chrome-plated rocker cover, special competition pads and linings on the brakes, special wheels and anti-lift screen wiper blades. All this costs £720 on top of the price of the Cooper "S", which brings it up to a total of £1,497 18s. 4d. complete. All you want is petrol in the tank and your gent's natty gloves, driving for the use of, and you are away.



Watkins looks positively pensive and editorial as he tries the GT 2-2 for size. Note the instrumentation.



Looking happy as well they might. Left to right: John Fitzpatrick (Broadspeed's No. 1 driver), le patron himself Ralph Broad and Sales Director Tony Bloor.

As we said, the GT Super de luxe is more or less the car loaned—entrusted would be a better word, as we were informed fairly firmly that if we broke it we could build another ourselves—before the Racing Car Show!—to us for driving impressions. And here they are.

In the first place, it is pretty obvious that it doesn't 'arf go. With all the extra gear and both tanks full it turned the scales at about 11½ cwt.—the glassfibre replacing the metal takes care of that, of course, as well as such things as lightweight wheels and so on—and with a hundred horsepower there is no need to be left behind at the traffic lights. Unfortunately conditions didn't suit the taking of much in the way of accurate performance figures, but we did manage to get an idea. So far as top speed is concerned, Ralph Broad tells us that it will do 120 m.p.h.; this is about seven-five with the 3-44 axle, and since we got over 112 from a similarly-converted car with a standard-shaped body we reckon that Ralph's estimate is more than "on".

The acceleration benefits from the light weight and, at the upper end of the scale, from the improved shape as well. Two up, and stressing that these are rough figures taken



Interior showing good instrumentation, special seats etc.

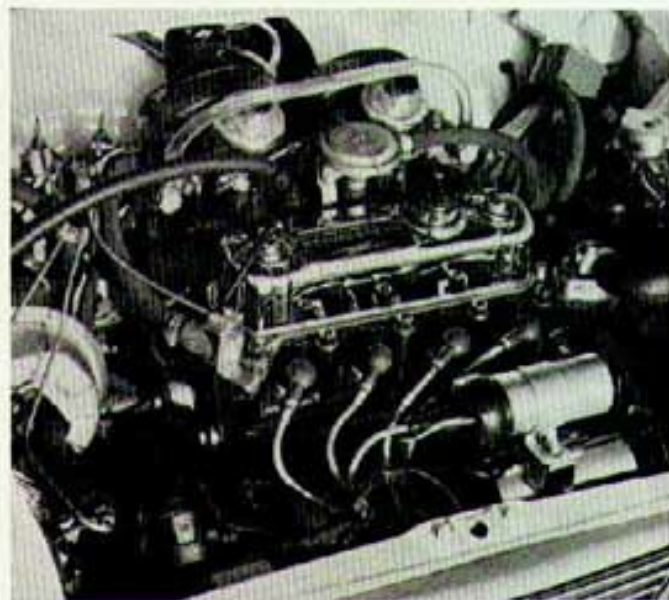
in conditions a long way short of the ideal, we got 0-60 in under nine seconds, 0-80 in about 13 and 0-90 in 19 or so—a road-test which we have been promised for ever so soon after the Show should settle this particular argument, however.

Because it was still pretty new (less than seventy miles on the clock) having been finished only a matter of hours before Trusting Ralph turned us loose in it, "our" car was still lacking in one or two particulars. For instance, it was *not* fitted with the special anti-lift wiper blades, but the shape of the body is so good that even with standard blades we suffered not a trace of lift at well over the ton. Once we folded down the wireless aerial there was only a slight amount of wind-noise—the completely smooth exterior helps here—at up to around ninety (with all the windows closed—it was January, after all) and the insulation keeps down the mechanical noise, although you get a nice healthy burble from the exhausts inside.

Handling is much like that of a Mini, as you might expect—but bear in mind that it is lower all round and has a rear anti-roll bar in the improved and time-honoured fashion, so that even in the wet it can be chucked about all right. At high speed it feels incredibly stable, although some kinds

of surface make the ride a bit on the choppy side. Still, it isn't uncomfortable at all. We couldn't try too hard because we didn't dare take any risks with it, but under normal circumstances we would have no qualms about trying a bit of door-handles motoring.

There is another version which we haven't mentioned yet, and that is the GTS racer. With a 3-0 to 1 final drive they reckon this will do about 140 or so, which means that the spoiler on the back will become pretty important—the more so since the GTS weighs somewhere about 9½ cwt. It is obviously fully stripped and lightened, and the amount of urge you get depends entirely on your requirements. It sits on great fat wheels and tyres, lightweight mag-alloy wheels, special competition dynamo, undertray, transistor ignition if you want it, and so on; it is a very fast car indeed. The single exhaust emerges under the driver's door and makes an absolutely shattering racket, as well it might when it carries the gases out of a fully-tuned 1,366 c.c. power unit, and once John Fitzpatrick has started the engine and engaged a gear you've got to keep your eyes well-focussed if you want to watch him disappear into the



We couldn't think of a caption because we spent so much time drooling.

distance. This will cost from £1,800—£2,000 or so, depending on the exact specification, but for the money you get a tremendously potent and business-like racing coupe which needs only a driver to get it winning races. For a start, Fitzpatrick will be racing the works entry next season, so the opposition is going to be pretty tough! The GTS in any shape or form will only be available in limited numbers, and only experienced drivers need apply.

The full specification of the racer includes the special glassfibre/steel body, with lightweight glassfibre doors and bonnet, a glassfibre division in front of the boot space, and a fully-lightened chassis. Laminated front screen and perspex windows and rear screen, lightweight driving and passenger seats, competition battery, full GT de luxe instrumentation, leather-cloth and matt black interior trim, lightened, strengthened and modified sub-frames, fully adjustable, modified front and rear suspension, with an anti-roll bar at the back and competition Hydrolastic units and wheel bearings, twin-system brakes, fly-off handbrake, and so on and so on, with a choice of power units up to, as we said, 1,366 c.c., which gives a LOT of power.

We give you fair warning—to see one is to want one!



INTRODUCING THE BROADSPEED G.T. 2 + 2

BROADSPEED are proud to present their revolutionary G.T. 2+2, which gives an exciting and unforgettable experience in motoring. These cars are for the motorist to whom driving is an essential part of his day to day life, but likes to do it with flair and who enjoys the supreme pleasure of a car which gives the ultimate in control and response, combined with the looks of a thoroughbred. Naturally, we have not forgotten the requirements of the racing enthusiast, to whom the word "Broadspeed" is synonymous with the tough and competitive world of international saloon car racing.

In these models lie the culmination of experiments conducted by the top engineers in our competition department and the gruelling test of world famous race tracks.

Don't take our word for it. Come and see for yourself. Admire the gleaming body, the interior, fitted and finished by craftsmen and finally examine the superb engineering and you will understand why Broadspeed are proud to present their.

G.T. 2 + 2

RACING CAR SHOW — STAND No. 46

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