

# BROADSPEED MINI-COOPER 1275S GT SUPER DE LUXE

In most other cars one has no defence against this habitual overtaker, with spoiler tail to give it stability at speeds approaching 120 m.p.h.

Five inches lower than the standard job, the Broadspeed G.T. has a new roof and rear section of glassfibre. Twin foglamps are standard



**M**INI-WOLVES prowling around in sheep's clothing are all-too-familiar. They look inoffensive enough in your mirror, then they catch a new scent and with a savage howl are off past you to hunt another Jaguar. . . . But here's a Mini-wolf in real wolf's clothing, from some angles masquerading as a sort of scaled-down DB6 Aston Martin. It almost comes off from three-quarter rear, but not from the side or three-quarter front, when the proportions go haywire with the very brief standard bonnet; the little wheels don't help either. Styling engineer Mr. B can rarely get away with taking Mr. A's handiwork, chopping a lump off it and replacing this with a new shape bearing no relation to the original. Originality in the other sense certainly results from the mating that produced this Broadspeed G.T. coupé, but aesthetically it's a sports dumping. On the other hand, the reduced frontal area, fast-back roof-line and adulterated Kamm tail doubtless give it a useful aerodynamic profit

over the standard Mini-brick in our dense atmosphere.

There are five versions of this coupé: First, the 850 c.c. model selling at £808; second, the G.T. based on the 998 c.c. Mini-Cooper at £915 (compared with the standard product at £600); third, at £1,068, the G.T. de luxe, which is the same with such additions as reclining front seats, a fold-forward backrest for the rear seat to extend the luggage compartment, pile carpeting, a special fascia with extra instruments, aluminium and rubber inserts in the moulded plastic bumpers; fourth, the G.T. Super de Luxe as tested, with the 1275S engine highly tuned and much extra equipment, for £1,511; and, finally, the G.T.S., a competition version which the catalogue says is "available to special order and selected clients only."

Standard items in the Super de Luxe specification include the following: wide-rim road wheels, reclining front seats, a combined turn indicator and headlamp flasher switch, electric clock, air horns,

automatic reversing lamps, and an extra fuel tank making the capacity 11 gal.

This is very much a go-car, so components in its performance must take precedence over its habitability. The engine retains the standard 1275 dimensions (bore and stroke 70.6 x 81.3mm) but is modified to Broadspeed Stage III tune with 10.5 to 1 compression ratio. Larger inlet valves, reconoured combustion chambers, a special camshaft to provide an exhilarating top-end performance without losing too much tractability for ordinary road use, a modified inlet manifold to take 1.1in. 5.U. carburetors in place of the standard 1.1in. instruments, and a special exhaust manifold with twin outlets—these are the main mechanical changes. The Hydroelastic suspension is lowered by about 1.1in, harder and more fade-resistant brake pads and linings are fitted, and the wheels are wide-base with Dunlop SP41 tyres. Our test car had N/inline cast magnesium wheels that are listed extras.

The result of all this is a little pro-

jectile that can simply rocket away from a standstill, front wheels spinning dragster style, to reach 50 m.p.h. in a mere 7.8sec, 80 in 18.1 and 100 in 34.0. Our test-driver found this the best technique for lightning getaways (but not the sort of practice to be indulged in from city traffic lights if you want to be liked)—clutch in with a bang at 3,000 r.p.m., when the revs soar straight up to about 5,000 before the tyres get to grips, then snap into 2nd at 7,300 r.p.m. as the blue smoke of burnt rubber retreats in your rear-view mirror. At these revs the limits are about 30 m.p.h. in 1st, 61 in second and 86 in 3rd.

The dragster technique is called for because this engine doesn't begin to torque to much effect under 3,000 r.p.m., and even so we could not quite match the 0-30 m.p.h. figure of the standard product. It was instructive, too, to turn back the pages nearly five years and confirm that the Downman Mini-Ton-Bomb we tested in December 1961, with 1,088 c.c. engine, could have left this G.T. all the way from a standstill to 80 plus m.p.h., and over the standing 1-mile as well, apparently on standard wheels and tyres. However, the Broad-speed G.T. 1275 was 0.9sec quicker to 90 and went on to reach a mean top speed of 113 m.p.h., with 116 in the most favourable direction—exactly 10 m.p.h. faster. Maximum speeds in the indirect gears were virtually identical. But last December a Group 2 Broad-speed Cooper S, wearing the standard body, showed us what can be done, with

zero to 100 m.p.h. in 27.7sec and a mean peak of 121 m.p.h.

While the Super de Luxe is liberally padded with sound-deadening materials, a good deal of noise and commotion filters through this when one is driving hard, and the sporting character is emphasized by the extra-stiff suspension settings. One cannot extract some 100 h.p. from 1,275 c.c. and retain the mechanical refinement and tractability of the standard product, and the less highly developed Broad-speed G.T.s are for people to whom those qualities take precedence over the Super de Luxe's electrifying performance.

It goes without saying that the road-holding potential is very high, and one would have to be very brave to reach the limit of "power-off" cornering power in everyday use. Nevertheless, it takes a little time to accustom oneself to steering that seems perhaps over-sensitive and a bit twitchy, and to the technique of steering almost as much with the throttle pedal as with the steering-wheel, power has to be proportioned carefully to the radius of a bend and one's rate of approach. Too much creates very pronounced understeer, which is killed instantly by simply releasing the accelerator. On a racing circuit, of course, one can "set the car up" before a corner to counter this tendency—but not on public roads!

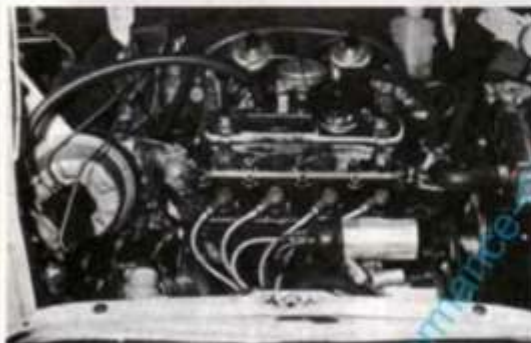
Because the falling roof line limits headroom for those in the back, the manufacturers refer to this car as a 2-plus-2, although adults can adjust

themselves to fit for brief journeys; in front the special Restall seats with reclining backrests provide almost "competition" support, have full-length cushions and proved very comfortable for both driver and passenger during long runs. The little steering-wheel has a leather-trimmed rim, and a longer-than-standard support bracket from the fascia rakes the column at a more practical angle. An extension piece on the throttle pedal enables one to indulge in heel-to-toe braking. Our drivers thought an armrest pad on the lip of the full-length Mini door pocket might be a worthwhile addition, and the standard single-speed wipers were no match for the speed in rain. The doors have the usual sliding windows, and those lighting the rear compartment are hinged.

It costs money to turn a lemon pancake into a Crepe Suzette, and one could almost buy two Mini-Cooper 1275S saloons for the price of one Broad-speed conversion; but, for your £1,500-odd you do get a very hot and distinctive Suzette, of a type only to be found on the Broad-speed menu.

## PRICE LIST

Prices (in G.N. including purchase tax)  
Mini-Cooper 1275S, £791 9s 3d. Broad-speed G.T. de Luxe specification, £128. Total, £1,513 9s 3d. Extras: Magnesium alloy road wheels (each), £13 6s 6d. Special paint finish, £30. Metallchrome paint finish, £46. Living full harness seat belts (each), £7 2s 6d. Electronically operated screen wipers, £8 17s 6d. Front seat headrests (each), £2 18s 6d.  
Broad-speed Conversions, 161 Stratford Road, Birmingham 11.



Packing about 100 horses under a Mini bonnet, the Broad-speed converted engine features oversize S.U. carburetors and a chromium-plated rocker cover.



Speedometer and rev counter are supplemented by a central panel containing an ammeter and gauges for oil pressure, fuel level and water temperature. The fascia is trimmed with matt black p.v.c.

## PERFORMANCE DATA

Figures in brackets are for the Morris Mini-Cooper 1275S tested in *Autocar* of 14 August, 1964.

Acceleration Times (mean): Speed range, and time in seconds:

m.p.h.	Top	3rd	2nd	1st
10-30	— (8.2)	— (5.5)	4.7 (4.0)	2.4 (2.9)
20-40	— (7.5)	6.1 (5.4)	3.7 (3.0)	—
30-50	9.4 (7.5)	5.3 (4.4)	3.9 (4.4)	—
40-60	8.5 (8.2)	5.7 (6.0)	4.4	—
50-70	8.7 (9.4)	6.3 (7.3)	—	—
60-80	10.2 (12.3)	8.3	—	—
70-90	12.8 (17.5)	—	—	—
80-100	14.5	—	—	—

Overall fuel consumption for 960 miles: 29.4 m.p.g., 9.1 litres/100 km. (28.5 m.p.g., 9.9 litres/100 km.)

Oil consumption: 500 miles per pint (120 m.p.g.)

From rest through gears to:

30 m.p.h.	3.7 sec. (3.5 sec.)
40 " "	5.1 " (4.7 ")
50 " "	7.4 " (6.2 ")
60 " "	10.1 " (8.2 ")
70 " "	14.0 " (11.4 ")
80 " "	18.1 " (14.4 ")
90 " "	25.6 " (19.7 ")
100 " "	34.0 " (26.0 ")

Standing quarter-mile 17.2 sec. (16.4 sec.)

Maximum Speeds in Gears:

	m.p.h.	k.p.h.
Top (mean)	113 (96)	182 (154)
(best)	118 (97)	187 (156)
3rd	86 (74)	138 (119)
2nd	41 (34)	66 (57)
1st	36 (33)	58 (53)