



The Aussie deal.

Photos by Craig Watson

Brian Foley visited England in early 1966, and took up John Fitzpatrick's invitation to pop in. Fitzpatrick introduced Foley to Ralph Broad, who showed Foles the GT. Foley was immediately smitten – they may even have given him a run in the racer, but who knows? – and talked to Broad about the possibility of importing them to Australia.

Returning to Sydney, Brian discussed the car with business partner Laurie Stewart (see page 32), but it was decided that they could build the cars substantially cheaper locally, than importing them and being slugged import duty and taxes.

"I have always been keen to take a punt on something that looks as though it might have some potential", Laurie explained recently, "so, we said, 'why not?', let's give it a go."

Further discussions with Ralph Broad resulted in a license being granted to manufacture the cars in Australia.

One car was imported from England, and used to take moulds from. Top Sydney car converter Ray Morris assisted in the development work of the fastback mould, but the cars were built entirely at Brian Foley Motors in Caringbah.

Importantly, because Foley received the manufacturing rights from Ralph Broad, the Foley Broadspeeds are genuine cars, albeit somewhat different in detail from the UK cars, and should not be considered replicas or copies.

When Foley released his version of the Broadspeed, the Australian press seemed unanimous in their praise of the car. Like in the UK, there were to be four versions available – the 2+2 (\$2,390), based on the Mini De Luxe with 998cc motive power; the



Main visible differences were the wind-up windows, taillights and number plate recess.

2+2 S (\$2,990), not surprisingly based on the Cooper S; 2+2 Super De Luxe (\$3,390), a top of the range Cooper S-based road car with a new dash layout, new seats, centre console and sound-deadening; and the GTS lightweight racer (\$3,190).

The reason for the drop in price of the racer was that it didn't have all the comforts of a road car, which added to the cost.

Like the UK cars, the GTS was to come with a full-house racing motor, and would have limited availability. Also, like the UK Broadspeed, only one GTS was made.

The GTS was also listed as having fibreglass bonnet and doors, sliding Perspex door windows, Perspex rear screen, a full racing harness seat belt, Broadspeed-designed competition seat, and lightweight passenger seat to match (trimmed in black leather).

Suspension on all models was to be slightly lowered, with negative camber on the rear, "in accordance with our racing experience and modified to increase still further the fantastic Mini road holding", according to the brochure.

Interestingly, this, and other parts, were copied virtually word for word from the English Broadspeed brochure."

With the Foley Broadspeeds being based on locally produced Minis, there are a few significant differences from the English cars. Most obvious are the doors, which retained the wind-up windows and quarter vents. To achieve this, with the lowered roofline and cantered-back windscreen, the door window frames were lowered, and modified to change the profile of the quarter-vents. However, as the car was the same height from the waistline down, the window winding mechanism didn't need modification, and the doors retained their useful parcel bins.

The taillights are another difference. Where Broad's cars used taillights possibly from a Singer Gazelle, the Foley cars used standard Mini sedan taillights, but reversed left to right. The number-plate recess in the rear panel is also much smaller on the Australian cars.

Inside, the cars were also quite different from their English cousins. Interior of the 2+2 and 2+2 S were to be standard fare, with the seats lowered slightly, but the instrumentation, floor coverings, door cards, etc, remaining as they came from BMC.

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MGB reversing lights.



Just in case you forgot which car you're in.



Unique doors with quarter-vents.