

## BODYSHELL

Based on the Mini saloon shell, it also benefited from extensive strengthening underneath and around the B-posts. It kept the original windscreen (reinforced) but everything above the waistline was removed. The sills were strengthened and a beefier crossmember fitted to the floorpan, while the B-posts and the area behind this were modified to take the mounting assemblies for the wind-up rear windows, which curve down into the body in an arc; this is the only Mini ever to have had wind-up rear windows. The Rover Mini Cabriolet was built entirely at Longbridge.

## HOOD

Where LAMM utilised a simple frame design that pivoted from the B-pillar and folded in a straightforward arc, the Tickford-designed hood for the Mini Cabriolet was far more complex, with its principle pivot point at the very rear of the cockpit. Also, where the LAMM design had flexible plastic rear and side windows the Mini Cabriolet featured glass wind-up side windows, although the rear window remained flexible plastic.

With either type, the folded hood occupied a lot of space and affected the rear view from the driving position. A separate hood cover was clipped into place using studs. Fitting this cover often took longer than lowering the hood itself, which was a very quick and easy operation after detaching the two clips on the front rail. An electrically folding hood was listed as an option, although it's unclear whether any were actually built.



## BODYKIT

A close copy of the LAMM Autohaus design and arguably the Cabriolet's most striking feature. A set of extremely wide plastic wheelarch extensions were linked by a pair of shapely sill extensions, with separate mouldings for the front and rear bumpers. Foglights were set into the lower section of the front bumper while the rear bumper carried a foglamp and reflector. The front grille was in polished stainless steel, matched by chrome door/boot handles and chrome bezels for the front foglamps.

## ENGINE

The LAMM Cabriolet was based on the carburetted Mini Cooper 1.3 but by the time Rover's Cabriolet appeared the 1.3 engine had 57pi and 63 bhp. Despite the extra power and torque it still faced a tough task pulling along the Cabriolet's extra 50 kg and top speed on the flat was only about 90 mph. Nevertheless, it was still enormous fun to drive as the Mini Cabrio had a lower centre of gravity than the tin-top saloon. An auto version was also available.

## WHEELS

All Mini Cabriolets were equipped with 12 inch Revolution five-spoke alloy wheels as original equipment. These featured the Mini logo in the centre cap and had lockable wheel nuts. LAMM cars had 175/50 tyres whereas Rover-built cars used narrower 165/60 tyres. Tracey's added these shiny chrome ones to her Mini — cool, eh?



Sharing the sporty 1.3 SPi Cooper engine means there's a decent 63 bhp to play with. With the Cabrio being slightly heavier than a normal saloon, it needs that extra oomph.

