



Extra styling features included a full colour-matched body kit, which included massive front and rear wheelarch extensions, a big front spoiler incorporating extra driving lamps, side skirts and a large rear bumper.



All this would have looked wimpish with the standard wheels, but LAMM equipped its car with 175/70-section tyres on impressive 12 in, five-spoke Revolution alloy wheels. Only one body colour was available for the 75 UK market cars, this being a rich Pearlescent Cherry Red, with matching maroon-tinted hood.

The interior conversion was equally impressive, for the car had been refurbished to match the higher selling price. There was a new-style wood-grain dashboard, door-top cappings and gear-lever knob. The seats were Mini Mayfair-type and there was a current Mini Cooper-style steering wheel. For all this, and a removable Clarion stereo

unit, British buyers had to pay no less than £12,250.

Although Rover's official Cabriolet was based on the LAMM car, spotting a German-built car today is easy enough, for those cars carried 'LAMM Design' decals on the doors.

Incidentally, although this car had a very short life in the UK, LAMM sold many more left-hand-drive cars in Europe and production continued into the mid-'90s.

The LAMM Cabriolet could not have come along at a better time for Rover, which was busily trying to rejuvenate the Mini's image. Soon after it had been launched, Rover decided to adopt the idea for series production (or so it

NUTS 'N' BOLTS

MODEL

Rover Mini Cabriolet (1993-1996).

BODY

Length: 3090 mm. Width: 1580 mm. Height: 1364 mm. Wheelbase: 2036 mm. Weight (unladen) 1650 lb/750 kg.

ENGINE

Capacity: 1275cc. Bore: 70.6 mm. Stroke: 81.33 mm. Compression ratio: 10.0:1. Max power: 63 bhp at 5700 rpm. Max torque: 70 lb.ft at 3900 rpm. Power/weight ratio: 84.0 bhp/tonne.

TRANSMISSION

Gearbox: four-speed manual, all synchromesh. Optional four-speed automatic transmission.

SUSPENSION

Front: independent by rubber cone springs, wishbones and telescopic dampers. Rear: independent by rubber cone springs, trailing arms and telescopic dampers.

STEERING

Type: rack-and-pinion. Lock-to-lock: 2.4 turns.

BRAKES

Front: 8.4 in discs. Rear: 7.0 x 1.25 in drums.

WHEELS AND TYRES

Cast alloy wheels, 5.0Jx12 in. Radial-ply tyres: 165/60R12 in.

PERFORMANCE & ECONOMY

Max speed: 92 mph approx. Acceleration: 0-60 mph in 12.3 secs. Fuel consumption: typically 33 mpg.

PRODUCTION FIGURES

LAMM of Germany produced an officially-approved predecessor in 1991. Seventy-five of these cars were produced. The Longbridge-built Cabriolet was in production from 1993 to 1996. Less than 300 were produced.

thought at the time) and build official Cabriolets at Longbridge.

Although the Rover car looked very similar to the LAMM model, there were significant differences. Superficially, the same body-style kit, the same Revolution wheels and the same soft-top layout were used, but there were differences under the skin and in the equipment.

In fact, Rover Special Products co-operated closely with Karmann of Germany in developing the shell and Tickford with the hood layout. Karmann was already the acknowledged expert in this business, for it had done the same job for Ford (with the Escort Cabriolet), for VW (with the Golf Convertible) and for Jaguar (with the XJ-S Convertible). ➤