

Buying Used Minis

Although it was produced in this decade, the Rover Lamm

Cabrio must be one of the rarest production Minis ever.

Tim Mundy hunts down a real one.



Lamm – predecessor of Rover's own Mini Cabrio...



...looks far better with roof down. ERA Turbo influence in GRP body kit.

Introduction and history

Ever since the Mini, in all its variations, has been in production, numerous companies and individuals have been cutting off the roof and creating Mini Convertibles. Probably the best known early conversions were carried out by Crayford – and they were made even more famous by the Heinz 57 competition. Nowadays, there are a number of companies carrying out Convertible conversions and also offering DIY kits. Demand, it would seem, has never been higher.

In 1991, Rover took the plunge and launched an exclusive and very limited edition Cabriolet of its own. Perhaps to call the car its own is a little unfair, for it was produced as a result of a tie-up with Rover dealer Lamm Autohaus of Germany, which had been manufacturing high quality conversions to Minis for some time.

Rover engineers worked jointly with Lamm in creating the Cabriolet and, once everything had been finalised, Mini bodyshells were shipped out to Germany for the basic conversion work to be executed, and then returned to Longbridge for the rest of the build. The project was carried out by Rover Special Products (RSP) very much as a toe in the water exercise to test public and press response and the market in general.

Rover was going up-market at this time and the Cabriolet was priced