



Hood catches are cleverly hidden behind sun visors.



Neatly packaged – the hood cover on.

accordingly and to reflect the amount of labour that went in to each car, at £12,250. Only 75 were built, and they were all sold straight away. There was one colour option, Pearlescent Cherry Red, and, in the spirit of the ERA Turbo, the Cabrio was equipped with a bodykit made from glassfibre. The bodykit looked distinctive and suited the soft top very well.

The hood itself, which was not the easiest or quickest in the world to fold and stow, included plastic side windows and rear screen, and had a separate cover to fit over – a must on any Convertible intended for use in the British Isles. Revolution alloy wheels also featured, together with 175/50x13 tyres. The interior was equipped with a full width Mini Mayfair style wooden dashboard and the wood trim continued along the cappings of the specially made doors.

As a result of the success of the Lamm Cabriolet, Rover went on to produce the Rover Mini Cabriolet and although this feature is about the Lamm it is worth mentioning a few of the differences between the two models. A lot of confusion exists in determining which model is which. Briefly, the Rover was produced in Nightfire Red, Caribbean Blue and British Racing Green. It had 12-inch wheels instead of 13 and glass rear side windows. The hood is, as a result, different and nearer the back of the vehicle.

These Cabriolets were made in far greater numbers between 1993 and 1997 and should not be confused with the Lamm. They are considered to be two different models by Rover in all the parts listings: after all, the Lamm is



Four-speaker ICE. As usual, there's nowhere else to hide Mini speakers.



Interior has plenty of wood trim, including door cappings.