

an evolution model and ultimately should be worth more money as a result.

Despite the fact that some Mini models seem to go in and out of production unlike any other model from any other manufacturer, Rover says that there won't be any more Cabriolets. The firm declined to comment when we asked whether there will be a Cabriolet version of the new Mini...

Mechanical checklist

The Lamm is powered by the carburettor version of the 1990s Cooper engine, complete with its two-way catalytic converter and, in all other respects, it is mechanically identical. Many Lamms are low-mileage, having been used by their owners as summer cars, which means that this year they will have had even less use than usual! Check for problems associated with a vehicle that has been standing around, eg, rusting exhaust systems and perished tyres.

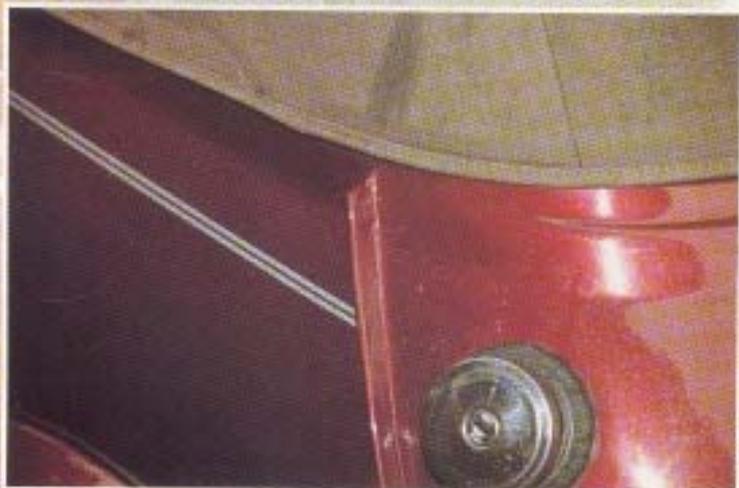
As these cars are still relatively new, a service history is important: some vehicles that are used as playthings can be neglected in this area. Drive the car and check for gearbox problems, such as worn synchromesh and jumping out of gear. The clutch should engage smoothly and not drag - another problem that can occur through lack of use. Check brakes and suspension, too. It should ride well on the 13-inch wheels. As a general rule, if the car is a low-miler, make absolutely sure that it drives, sounds and looks like one: unlike many of the Mini models we have covered in *Buying Used* recently, the Lamm could be a target for clocking.

Bodywork checklist

The Lamm Cabriolet is, as you would expect, very well engineered structurally and it is well-finished, too. With any Cabriolet conversion to a saloon car there is always a degree of scuttle shake that isn't present on the saloon version. This is kept to a minimum on the Lamm. Yes, it moves around a little more than a 'roofed' Mini but it doesn't cause any problem for the driver or the passengers.



Vertically-mounted spare wheel - doesn't fit into usual spare wheel well.



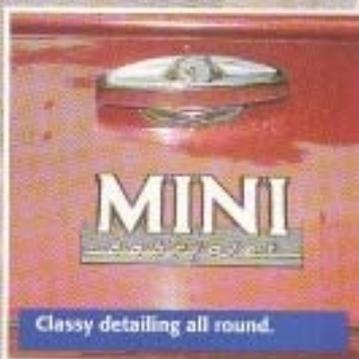
Rear has specially shortened gutter seams - labour intensive build process.



Front spoiler has built-in driving lamps.



Special Revolution alloys.



Classy detailing all round.

Problems that you should be on the look out for are really much the same as any other Mini - plus and minus a few! For a start, the cars are still too new to have any serious rust problems and at least there can't be any rust around the roof guttering. You do need to check around the wing seams, the front panel, the bottoms of the doors, sills, rear valence, and also take a look along the sides for dents and scrapes.

As the vehicle is fitted with a bodykit, which sticks out further than a Mini saloon, it is very often the recipient of a scrape or two. The front corners of the spoiler are particularly prone to this - check, too, that the front hasn't been damaged when negotiating road humps and the like. The leading edge of the spoiler is very near to the ground.

Underneath, the strengthening should be present, undamaged and neat. If it isn't, suspect a fake. No one has actually produced a 'proper' fake as far as it is known but there are some characters out there who will try to pass off a DIY creation to an unsuspecting buyer as the real thing. There is no internal strengthening to the sills on a Lamm. This