

5x12 Revolution RFX-style alloy wheels.



Spoiler has built-in driving

lamps. Lower lip vulnerable.



Rear has built-in fog lamps.



Distinctive rear Cabriolet badge.

Introduction and history

Following on from Rover's 'toe in the water' exercise with the LAMM Mini Cabriolet, of which only 75 were made in conjunction with LAMM Autohaus in Germany, Rover decided to produce its 'own' Cabriolet version. So it came about that the Rover Mini Cabriolet was launched at the Birmingham Motor Show in October 1992.

This time the bodywork engineering was developed by Rover Special Products in conjunction with Karmann, but the entire build of the bodyshells was carried out at Longbridge rather than shipping the 'shells out to Germany for conversion. This was partly for economy reasons, but also because production numbers were intended to be much higher than the 75 of the LAMM.

Although the Rover version looks at first glance very similar to the Lamm, and many people including some Mini enthusiasts confuse the two, under the skin the Rover is constructed in a very different manner. The strengthening that was added to the 'shell is concentrated inside with the Rover, as opposed to the LAMM where it features on the underside. Both systems are very effective and resulted in a very strong 'shell which gave virtually no scuttle shake - a problem normally associated with Convertibles.

The Rover Cabriolet used a third sill which fitted over the existing inner sill creating an additional box section, and narrowing the floor area internally. This was used together with a strengthened seat crossmember, as the main 'shell strengthening. The A-pillars and rear seat pan area were also reinforced. All this extra metal added 154lb to the weight of a standard Rover Mini Cooper 1.3i upon which the Cabriolet was based.

Initially, the Cabriolets were available in Nightfire Red and Caribbean Blue, but after approximately one year of production British Racing Green became a third option. The colour-coded hood was manually operated, like the Lamm, but it folded in a different way, was sited further back and looked



Seat-belt mounting/strengthening pillar dominates side view. Type approval

regulations dictate seat belt upper mounts height - body lip is too low.