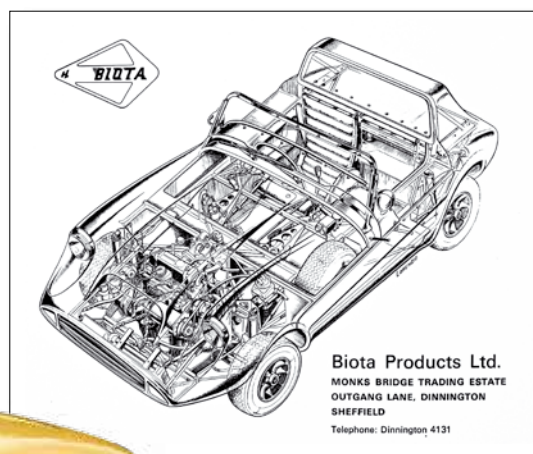


## Biota Mk1

The idea for the Biota was conceived when John Houghton had a Mini-powered Midget racer built. The ungainly car was nicknamed 'The Black Lawnmower,' but Houghton loved it. He started playing with the idea of a Mini-based open roadster and soon sketched the Biota – 'Bi' meaning two, as it had two seats, and 'iota' for small, due to its size. An aluminum body prototype was built using a steel spaceframe chassis with all Mini mechanicals fitted to it, and was first shown at the Racing Car Show in January 1968, attracting quite a stir.

Houghton, who had yet to start production, teamed up with Bill Needham of Coldwell Engineering (see Coldwell GT), based in nearby Sheffield, and formed Houghton Coldwell Limited. Houghton had plans to sell 100 cars in 1969, but Needham never liked the car, he said recently.



### specification

<b>Car</b>	<b>Biota Mk1</b>
<b>Wheels driven</b>	<b>Front</b>
<b>Built</b>	<b>Dinnington (GB)</b>
<b>Years</b>	<b>1968-1972</b>
<b>Number</b>	<b>25</b>
<b>Featured car</b>	<b>Peter Niessen (NL)</b>

## Buckle Monaco

By 1966 the Mini was hugely popular all over the world. In Australia, for example, the cars were built under licence, and a number were also converted there. The best-known conversion is the Buckle Monaco (sometimes called Mini Monaco). The man who came up with the idea was Bill Buckle, a BMC agent in Brookvale who had already been involved in motor manufacture. His dream of building an ~~DSWDSDUDUMGMEPGW~~ with the Buckle Coupé. Although not many of these pretty cars were built, Buckle did have success with his next project, the Goggomobil Dart. It was a tiny roadster based on chassis and mechanicals from the German Goggomobil micro car; with around 700 produced, the Dart became a bestseller.

In 1966, Buckle announced the Monaco conversion. For AU \$400 you could have your standard Mini or Mini Cooper converted into a ~~HHNEPCHDWDCHDCHSRFHG~~ from polycarbonate and extra hoops for additional support. The rear screen was also polycarbonate,

while the side screens were Perspex. The standard Mini front screen was raked back to give the body better aerodynamics. All in all the Monaco was four inches shorter in height than a standard Mini. Naturally it had less headroom, so the front seats were inclined and the steering column lowered to



specification

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<b>Car</b>	<b>Buckle Monaco</b>
<b>Wheels driven</b>	<b>Front</b>
<b>Built</b>	<b>Brookvale (AUS)</b>
<b>Years</b>	<b>1966-1967</b>
<b>Number</b>	<b>Approximately 30</b>
<b>Featured cars</b>	<b>John Centrone (AUS); Col Wickens (AUS)</b>

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## Camber GT

It was in Camber Sands, Surrey, that George Holmes ran an agricultural engineering business selling lawnmowers and maintaining them for green keepers at nearby golf courses. However, in 1966 Holmes' life changed when he also became a motoring manufacturer. His friend, Derek Bishop, from southeast London, had previously built the Heron Europa sports car and was looking for a new challenge; he persuaded Holmes to cooperate.

Together they penned a mini-based GT with a front-mounted engine, and started building a prototype body in Greenwich. Upon completion it was taken over to Camber Sands to fit the mechanicals, the location subsequently providing its name, the Camber GT.

Construction was strong; a tubular steel frame with Mini subframes front and rear, fibreglass body, and reinforced with steel in the roof. The strong, fibreglass body shell had three layers and could be painted white, pale blue, red or Fiesta Yellow, although other colours were available at extra costs. Prices for a body shell started at £260; the design was pretty in its simplicity. The Camber's bonnet was made relatively low as Holmes and Bishop had repositioned the Mini's side-mounted radiator to the front of the car.



### specification

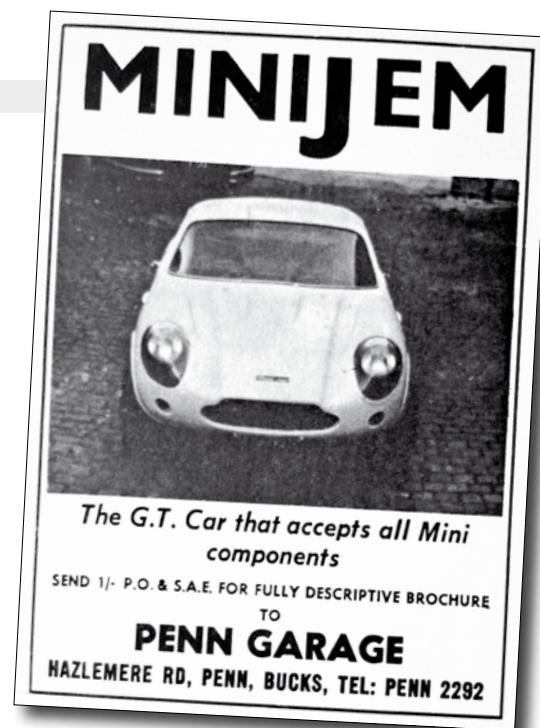
<b>Car</b>	<b>Camber GT</b>
<b>Wheels driven</b>	<b>Front</b>
<b>Built</b>	<b>Camber Sands (GB)</b>
<b>Years</b>	<b>1966-1967</b>
<b>Number</b>	<b>6</b>
<b>Featured car</b>	<b>David Marley (GB)</b>



## Mini Jem Mk1

After DART-instigator Desmond 'Dizzy' Addicott became fed up with the project to build a Mini GT in 1965 (see DART), he sold his plans to racing enthusiast Jeremy Delmar-Morgan for £750. It took Delmar-Morgan a year to come up with a production version of the car, naming it the Mini Jem. The first Mini Jems were finished in the summer of 1966, but the car was officially launched at the Racing Car Show in January 1967. The Mini Jem differed in styling from the original DART prototype, but was still easily recognizable from its aerodynamic shape. Delmar-Morgan had used his nickname, Jem, to name the car, but it is often believed he used it

to tease Jem Marsh. Marsh of Marcos Cars had been involved in the DART project, too, but after an argument with Desmond Addicott had decided to split and work on a similar car of his own; that became the Mini Marcos.



### specification

Car	Mini Jem Mk1
Wheels driven	Front
Built	London/High Wycombe (GB)
Years	1966-1969
Number	About 35
Featured car	Ivor Miller (IRL)




MINI  
JEM



## Mini Minus

**D**uring the late sixties Lotus Cars of Norfolk expanded rapidly, although unfortunately not to the liking of all the workforce. In 1969 a group of employees resigned to start up on their own. They were mysteriously known as the 'Group of 69,' and together came up with various projects. Two of the men were Brian Luff (see Status Minipower and Status 365) and Keith Lain. After Luff designed the Mini Minus, Lain started Minus Cars in the early eighties, working from a converted farm workshop in Wymondham, Norfolk. Initially, the car was offered as the Status Mini Minus, but as Luff moved to Jersey, he gave the job to Lain and the car was renamed.



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### specification

<b>Car</b>	<b>Minus</b>
<b>Wheels driven</b>	<b>Front</b>
<b>Built</b>	<b>Wymondham (GB)</b>
<b>Years</b>	<b>1982-2008</b>
<b>Number</b>	<b>Unknown</b>
<b>Featured car</b>	<b>Terry Handley (GB)</b>