

Full Plastic Jacket

The Mini provided the base for a lot of low-volume specials. The De Joux Mini GT was New Zealand's main contribution.

By 1965 Ferris de Joux (pronounced with a silent x) was a designer of some note in New Zealand. *Motorman* magazine featured a preview of his latest car, still in the design stage – the Mini GT. This was de Joux's fifth car design, and had been preceded by others based on Austin 7, Holden and Ferrari. In fact, the magazine claimed, the de Joux Austin 7 special was the first fibreglass-bodied car to be built in New Zealand.

There is no doubt that de Joux had the credentials to make a magazine take notice, when he proposed building a fibreglass sports car based on the Mini. In *Motorman*, he is quoted on his technique of bonding fibreglass to metal. "I have developed my own methods of attaching the body. With the way the body will be mounted on the Mini GT, I can completely eliminate all body distortion...caused by the different rate of expansion and contraction of the fibreglass and the metal."

He also reportedly discussed chassis construction with members of the McLaren Development team, as he continued. "They made many helpful suggestions, especially about new spot welding techniques, such as spot welding to tubing and other enclosed sections."

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Prototype plans - *Motorman* 1965



Words and photos by Craig Watson