

SHAUNS TRIP TO

MINI

WORLD

ACCESS PROJECT 1993

ACTION PACKED



Fastest rallying Mini?



*Our Bill
climbs
aboard...*

*Targa Rusticana
full story and pics*

JOHN COOPER COLUMN • READERS' **MINIS**
MINI CLUB NEWS • WORKS **MINIS** PART 2

ISSN 0963-1186



12

INTRODUCTION.

On september 22,1993 in communications studies I was given a brief, namely 'To gain access to a place not normally open to the public.' which is more difficult than it sounds. I start off with options; Mini World magazine, television graphics dept' and styling department at Rover cars.

My first choice was Mini World, I am considered 'mini mad'. I am a member of a local and national mini club. I thought it would be a good chance to expand my knowledge as a designer and visit my idols. It would also be a chance to ride in 'Bogus', Mini worlds hybrid car 16 value, twin cam engine, 0 to 60 in a little over 6 seconds compare that with the new Porsche carrera 0 to 60 in 6.7 seconds.

On friday 24 Sept, I sent a copy of the letter below to Mini World.

273 Chorley New Rd,
Heaton,
Bolton,
Lancs,
BL1 4PH.
21st September.

Dear Mr Glenwright,

I am a twenty year old MINI enthusiast, currently studying Graphic Design at Blackburn college. We have recently been set an assignment, namely "To gain access to places not normally open to the public." The reason I'm writing to you, is to send you some photographs of my recently designed "funky grill," and to request the opportunity to spend a day or two in your office. I've followed you and Bogus up and down the country, and would like to see how the magazine is put together. This would fulfil my brief, and increase my experience as a designer.

Confirmation of the brief, can be obtained by contacting Helen Mathers - Head of Graphics - at Blackburn college. Tel. (0254) 55144.

Thanking you in anticipation,

Shaun Weatherall.

Two weeks later on the 8 October, I phoned Croydon and spoke to the editor, who didn't know anything about my letter. I explained the brief. he said he couldn't see any reason why I couldn't go down. He asked me to phone back at a later to confirm dates.

On the 15 of October phoned to confirm, it was green for go. The date was set for 26 October...

This report written is in three parts; dairy form (I wrote notes over the three days that I was there,) how the magazine is produced and a scrapbook with odd bits in.

I hope you find my report both interesting and informative.

Fastest rallying

THE EPIC JOURNEY BEGINS!

11:50 am, I'm Where bacon rolls at 100 m.p.h.

The epic journey begins, I'm due to arrive at Euston at 2:04 pm. I don't feel nervous but, I do feel quite ill, last night was Bolton's Mini Owners club monthly meeting, (in a pub.) The club had around 15 members last month, this increased dramatically to 43 members due to the fact that B.M.C. appeared in **MINI WORLD** magazine last month.

It feels like I'm entering the unknown, I've done some crazy things but this is just mad! I've got to get to East Croydon train station, tubes don't go out that far, find **MINI WORLD** offices, then find some where to sleep, close by. YES, you read that correct I don't know where I'm sleeping tonight. I was only able to confirm my dates yesterday, as the secretary was ill last week. Yesterday I was phoning hotels in Croydon for a room for two nights, which is no easy feat being a single male, as they wouldn't rent me a room incase I held an illegal card game or opened a brothel. It would be easier if I went to Soho, picked up a loose woman and booked into a hotel as Mr and Mrs Smith.

It's quite funny really, I'll get to Croydon at 4 pm-ish and I don't know where I'm sleeping.

12:14 pm.

Time to start reading past issues, I've brought them all with

Manchester and Stockport → London

Principal train service 4 October 1993 to 28 May 1994

Mondays to Fridays

Manchester Piccadilly depart	Stockport depart	London Euston arrive
0522	0530	0816
0600	0608	0840
0645	0654	0917
0710	0718	0944
0730	0739	1010
0830	0838	1113
0930	0938	1218
1030	1038	1310
1130	1138	1414
1230	1238	1510
1330	1338	1616
1430	1438	1711
1530	1538	1807
1630	1639	1904
1730	1738	2016
1830	1838	2107
2000	2008	2259

Saturdays

Manchester Piccadilly depart	Stockport depart	London Euston arrive
0600	0608	0849
0630	0638	0928
0730	0739	1022
0830	0838	1123
0930	0938	1228
1030	1038	1320
1130	1138	1414
1230	1238	1520
1330	1338	1626
1430	1438	1721
1530	1538	1817
1630	1639	1914
1730	1738	2026
1830	1838	2117
2000	2008	2259

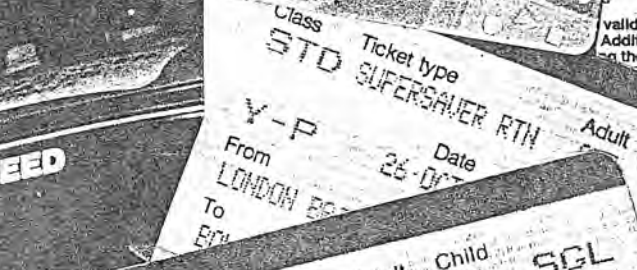
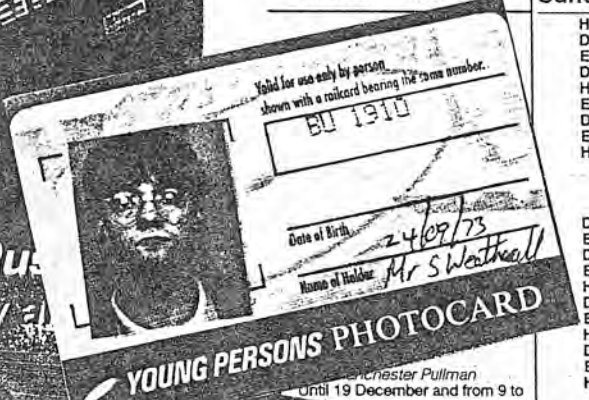
Sundays

H	0700	0708	1002
D	0700	0708	1016
D	0700	0710	1103
D	0800	0808	1116
H	0830	0838	1128
E	0800	0810	1203
D	0930	0938	1244
E	0930	0940	1324
H	1030	1038	1338
D	1030	1038	1344
D	1030	1040	1421
D	1130	1138	1444
D	1130	1140	1520
H	1230	1238	1532
D	1230	1238	1540
D	1230	1240	1620
H	1330	1338	1635
D	1400	1408	1701
H	1400	1410	1749
H	1430	1438	1728
H	1530	1538	1837
H	1600	1608	1908
H	1630	1638	1925
H	1700	1708	2003
H	1730	1738	2036
H	1830	1838	2134
H	1930	1938	2240
J	2030	2038	2330
J	2100	2108	0011
J	2100	2108	0050

City unless stated

on (available for most of journey)

valid for outward travel on
Additionally, SuperSaver
on the period 17 to 31 December.
on the period between
continuous day.



This side up
subject to conditions - see over

This side up
subject to conditions - see over

me well, 17 out of 18 because I haven't got the first edition, (I'm hoping to nick one this week) It's worth it's weight in gold. There was an advert in last months edition, a chap was offering to swap his wife for a copy. She was described as; young sporty, low mileage, body in good condition, good all rounder.

3:57 pm at the Elephant and Castle.

It took so long to get here because the tube station at Euston, was closed for security checks. So my pre-planned route, changed. It's not funny any more.

The train chap said the Guildford train takes me to croydon but on the diagram on the platform it doesn't, I asked if I needed to change he said no, it takes you straight there. yeah, sure hmmm, I still don't know there I'm sleeping.
4:10 pm.

Finally arrived at Croydon WEST I asked for east at the station. Althought, I am better humoured now due to two elderly ladies talking on the train, they were saying "Its going to be a lot windier now, because we'll be getting French wind as well you know, it'll blow through the tunnel."

I walked out of the train station into a finger post sign literately, that said Information. so, I followed the sign to the town hall.

Class Ticket type
STD CHEAP SGL
Y-P
Date 26-OCT-93
From ELEPHANT & CASTLE AS ADVERTISED
To CROYDON BR
Adult Child
ONE NIL SGL
Number 32253 26328524680
Valid Price
£1-60
Route 1505

British Rail

INTERCITY

Manchester and Stockport
→ London

Principal train service 4 October 1993 to 28 May 1994

Mondays to Fridays				Saturdays			
Manchester Priority depart	Stockport depart	London Euston arrive		Manchester Priority depart	Stockport depart	London Euston arrive	
0522	0530	0815		0600	0608		
0600	0608	0840		0630	0638		
0645	0654	0917		0730	0738		
0710	0718	0944		0830	0838		
0730	0739	1010		0930	0938		
0830	0838	1113		1030	1038		
0930	0938	1218		1130	1138		
1030	1038	1310		1230	1238		
1130	1138	1404		1330	1338		
1230	1238	1510		1430	1438		
1330	1338	1616		1530	1538		
1430	1438	1711		1630	1638		
1530	1538	1807		1730	1738		
1630	1638	1904		1830	1838		
1730	1738	2016		2000	2008		
1830	1838	2107					
2008		2259					

Sundays

Manchester Priority depart	Stockport depart	London Euston arrive
H 0700	0708	
D 0700	0708	
E 0700	0710	
D 0800	0808	
H 0830	0838	
E 0830	0840	
D 0930	0938	
E 0930	0940	
H 1030	1038	

LINK HOUSE
VISITOR

Class Ticket type
STD CHEAP SGL
Y-P
Date 28-OCT-93
From CROYDON BR
To ELEPHANT & CASTLE
Adult Child
ONE NIL SGL
Number 61012 20305411502
Valid Price
£1-60M
AS ADVERTISED
Route 1322
British Rail

H950 VCY

"No, sorry mate informations shut for two weeks, refurbishment try Croydon council, houseing department. Just round the corner but, it closes at 4:30 (It was then 4:26 pm).

I got there as they were closing, I explained what I wanted and she started asking was I on the social and if I was of a fixed abode? In the end she gave me a list of D.S.S claimant guest houses, then closed.

So, aided with my AtoZ I set about looking for a place to stay, in the dark, I'd like to add.

6:10 pm Park bench,

Still no where to stay.

Considering catching the next train back to Manchester. Shaun's not a happy chappy. I've tried 3 hotels and they've all been full, I feel like Joseph from the bible "Sorry, we've no room in the inn." It's dark, I'm cold and hungry.

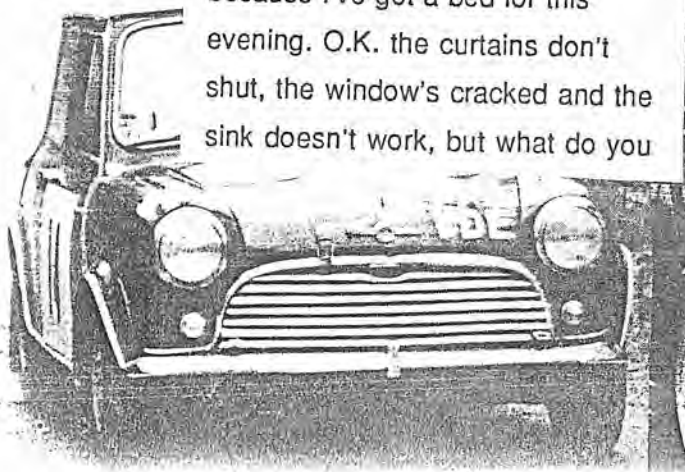
6:36 pm Refuse.

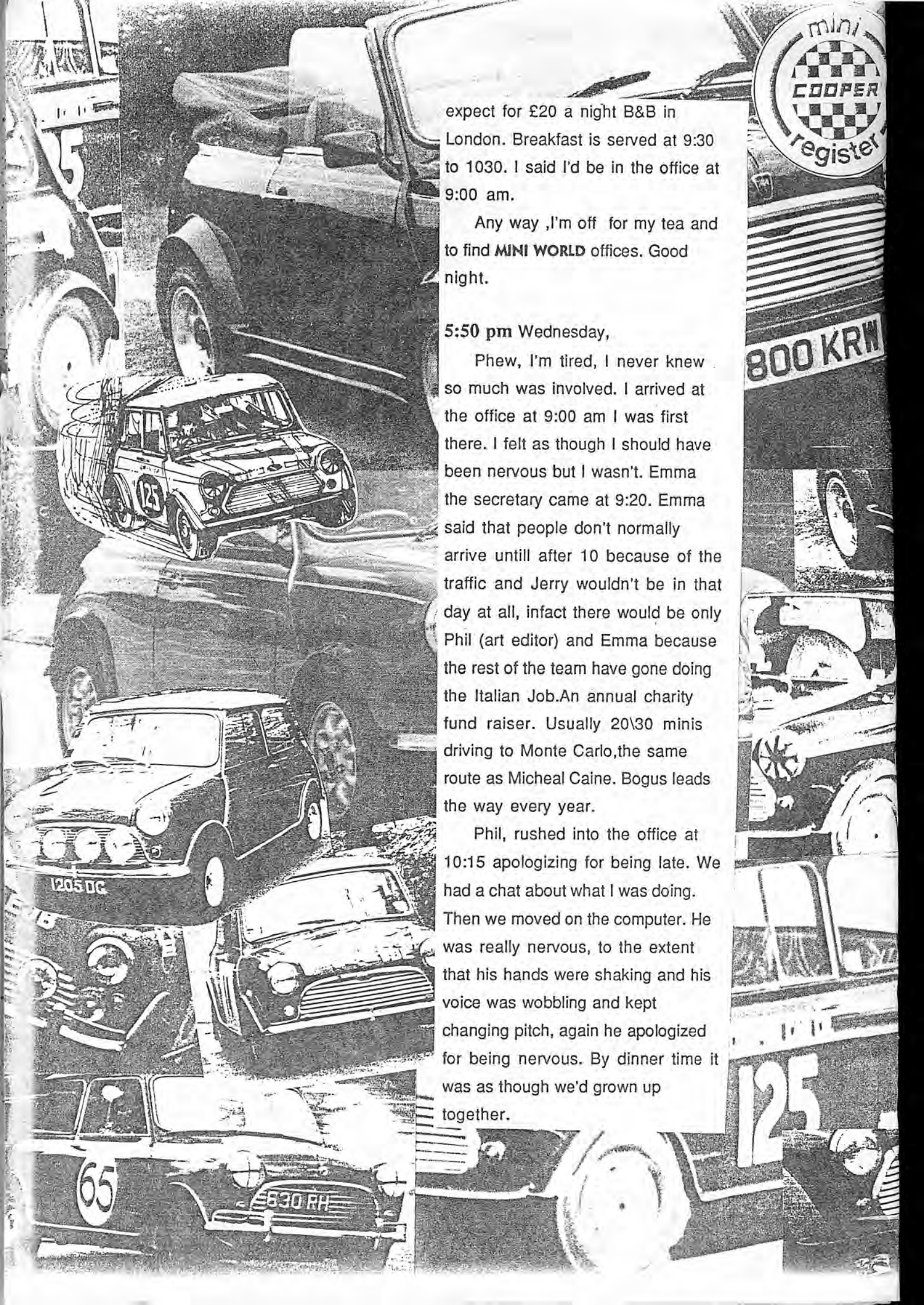
Yes, I'm in a refuse for battered wives on 'Friends road' this was hotel number 5, it's not on the list. I tried the 'friends hotel' which was also full but they directed me to here. To this 'house' because you can't tell it's a hotel, well hostel. It took some explaining and a bit of pleading but it paid off in the end because I've got a bed for this evening. O.K. the curtains don't shut, the window's cracked and the sink doesn't work, but what do you



THE MAGAZINE FOR THE MIGHTY **MINI**

MINI
WORLD





expect for £20 a night B&B in London. Breakfast is served at 9:30 to 1030. I said I'd be in the office at 9:00 am.

Any way ,I'm off for my tea and to find **MINI WORLD** offices. Good night.

5:50 pm Wednesday,

Phew, I'm tired, I never knew so much was involved. I arrived at the office at 9:00 am I was first there. I felt as though I should have been nervous but I wasn't. Emma the secretary came at 9:20. Emma said that people don't normally arrive untill after 10 because of the traffic and Jerry wouldn't be in that day at all, infact there would be only Phil (art editor) and Emma because the rest of the team have gone doing the Italian Job. An annual charity fund raiser. Usually 20\30 minis driving to Monte Carlo, the same route as Micheal Caine. Bogus leads the way every year.

Phil, rushed into the office at 10:15 apologizing for being late. We had a chat about what I was doing. Then we moved on the computer. He was really nervous, to the extent that his hands were shaking and his voice was wobbling and kept changing pitch, again he apologized for being nervous. By dinner time it was as though we'd grown up together.

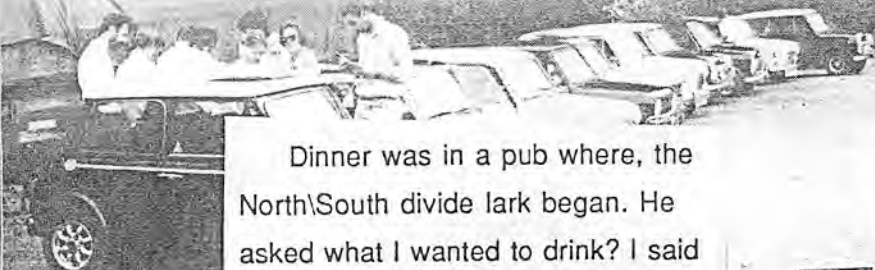


800 KRW

125

65

830 RH



Dinner was in a pub where, the North\South divide lark began. He asked what I wanted to drink? I said bitter. Oh,yes your a northern not like us southern wimps that drink lager. This was a good subject matter as we both took it lightly and found plenty to say.



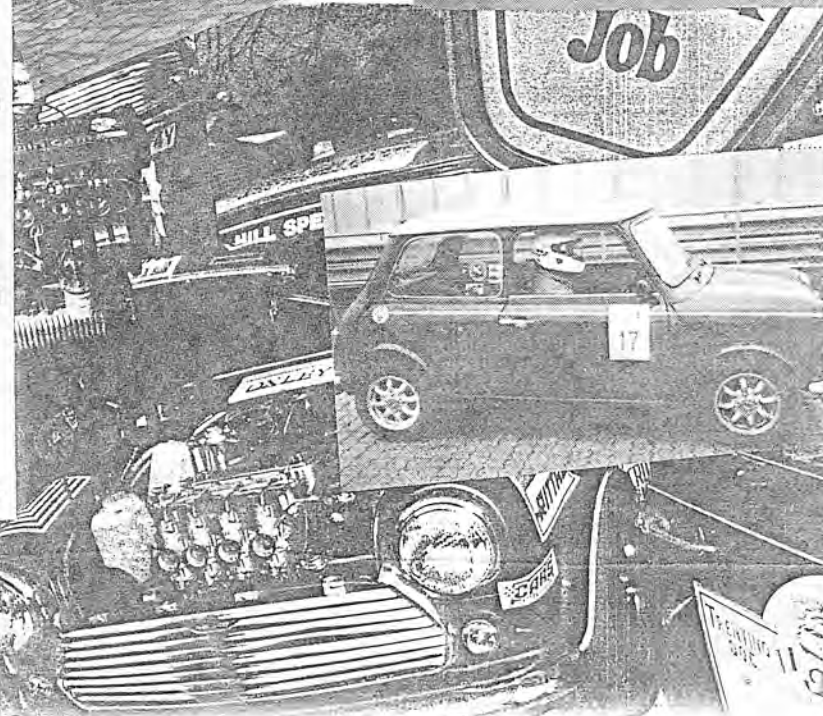
In the afternoon I watched Phil on the on Mac, then it was my turn. My task to design the cover of the November issue.Which I did with Phil's assistance. I was proud this afternoon. I'd been sat in **MINI WORLD** offices and designed the cover of the next issue with a big grin on my face, it was surely a dream.

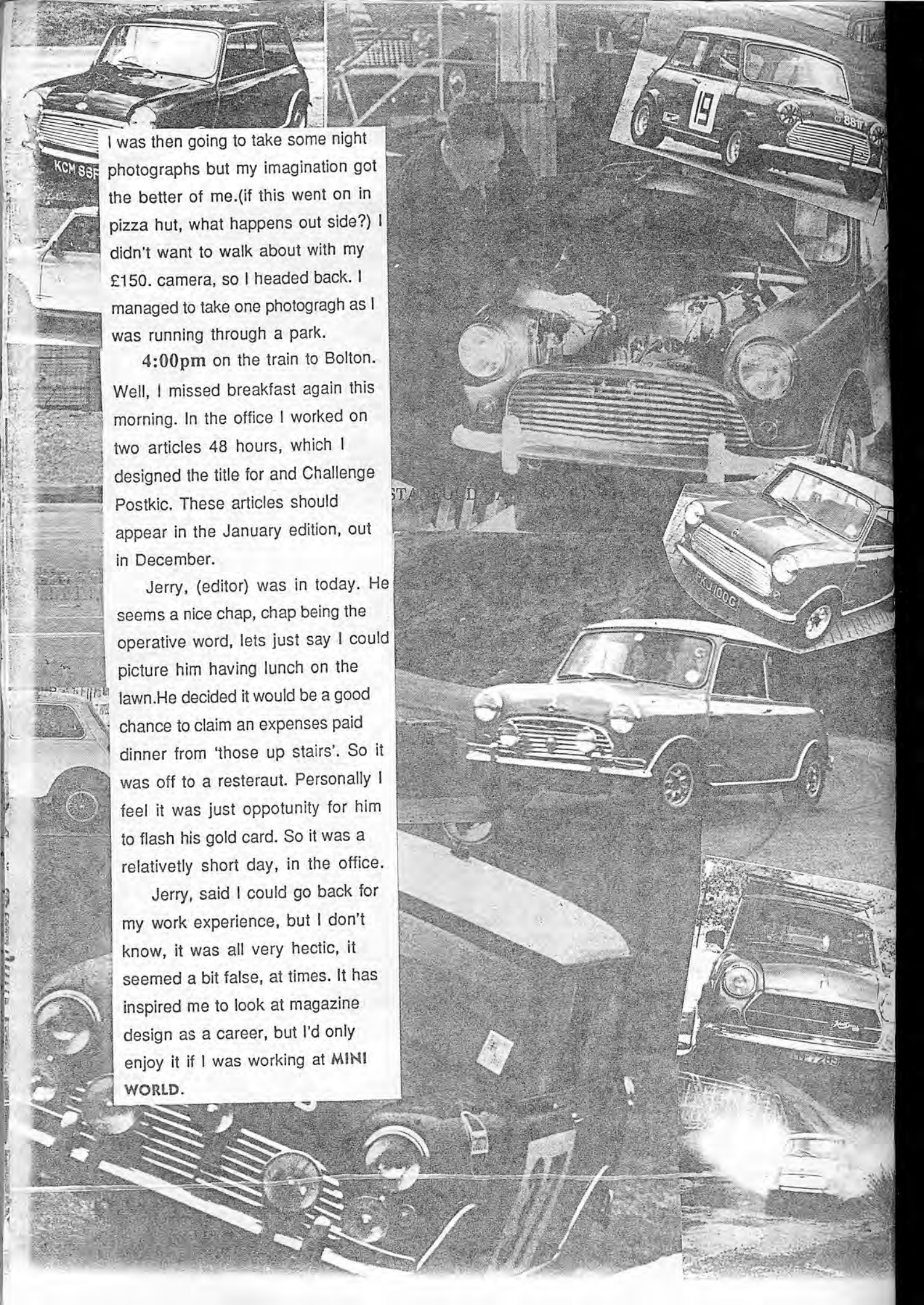


Tea time,I feel abit adventurous tonight, last night it was Mcdonalds, tonight it might just be Pizza land. I also want to take some photos of Croydon and some in the office tomorrow but it's not the type of office you start taking photo's in, so I will feel silly.



8:30 pm what an evening. I ended up in Pizza hut, this was certainly entertaining. Two girls about 14, ordered loads of food. Then tried running out without paying but, the manager saw them and locked them in.They claimed they'd lost their money.In an attempt to get out they; threatened to smash the window, stab him and set chairs on fire. The police came and took them away, this went on for over an hour.





I was then going to take some night photographs but my imagination got the better of me.(if this went on in pizza hut, what happens out side?) I didn't want to walk about with my £150. camera, so I headed back. I managed to take one photograph as I was running through a park.

4:00pm on the train to Bolton. Well, I missed breakfast again this morning. In the office I worked on two articles 48 hours, which I designed the title for and Challenge Postkic. These articles should appear in the January edition, out in December.

Jerry, (editor) was in today. He seems a nice chap, chap being the operative word, lets just say I could picture him having lunch on the lawn.He decided it would be a good chance to claim an expenses paid dinner from 'those up stairs'. So it was off to a resteraut. Personally I feel it was just oppotunity for him to flash his gold card. So it was a relatively short day, in the office.

Jerry, said I could go back for my work experience, but I don't know, it was all very hectic, it seemed a bit false, at times. It has inspired me to look at magazine design as a career, but I'd only enjoy it if I was working at MINI WORLD.

HOW THE MAGAZINE IS PRODUCED

MINIWORLD

January

SCHEDULE

#1

26 AD / 50 ED

1	Cover	C	X
2	Ad		X

76	Ad		X
75	Subs	C	X

3	Ad		X
4	Ad		X
5	Contents	C	X
6	News (1)	C	X
7	News (2)	C	X
8	News (3)		X
9	Ad		X
10	Ad		X
11	Ad		X
12	Rally Bristowe Report (1)	C	X
13	Rally Bristowe Report (2)	C	X
14	Rally Bristowe Report (3)		X
15	Ad		X
16	Crush Paris Trip (1)	C	X
17	Crush Paris Trip (2)	C	X
18	Photo Spread (1)		X
19	Photo Spread (2)		
20	Reader Trip (1)		
21	Reader Trip (2)		
22	Reader Trip (3)		
23	Ad		X
24	Bogus Suspension (1)	C	X
25	Bogus Suspension (2)	C	X
26	Bogus Suspension (3)		X
27	Bogus Suspension (4)		X
28	Ad		X
29	Ad		X
30	JC - Guy Smith #3 (1)	C	X
31	JC - Guy Smith #3 (2)	C	X
32	JC - Guy Smith #3 (3)		X
33	JC - Guy Smith #3 (4)		X
34	Ad		X
35	Ad		X
36	Ad		X
37	Ad		X
38	Steve Bennett Drives (1)	C	X

74	Ad		X
73	Ad		X
72	Ad		X
71	Ad		X
70	Clubs List (3)		X
69	Clubs List (2)		X
68	Clubs List (1)		X
67	Clubs (2)		X
66	Clubs (1)		X
65	A Bridges Too Far (2)	C	X
64	A Bridges Too Far (1)	C	X
63	Ad		X
62	Reader Car (3)		X
61	Reader Car (2)	C	X
60	Reader Car (Poskitt) (1)	C	X
59	Ad		X
58	Ad		
57	John Cooper (2)		
56	John Cooper (1)		
55	Ad		
54	All Your Own Work (3)	C	X
53	All Your Own Work (2)	C	X
52	All Your Own Work (1)	C	X
51	Ad		X
50	Tech Tips (3)	C	X
49	Tech Tips (2)	C	X
48	Tech Tips (1)	C	X
47	Ad		X
46	Book Club		X
45	Letters (2)	C	X
44	Letters (1)	C	X
43	Ad		X
42	Steve Bennett Drives (50)		X
41	Steve Bennett Drives (4)	C	X
40	Steve Bennett Drives (3)	C	X
39	Steve Bennett Drives (2)	C	X

The magazine is produced a month before it's published, At the start of the month Jerry, makes up a schedule. Above is the schedule for January'94 which is out in december.

left hand column is the page numbers, the numbers in brackets, are how many pages the article spreads over. The right hand column is whether full colour/spot colour or if black and white is to be used.

Emma, types the article then passes it on to Phil. Phil, then sets about designing the layout. or in this case I did. First of all, I looked to see how much text there was and how many photos I could use. then after chosing the photos and completeing the layout, a lazercopy is run off the printer, to see the result. Then I took the slides into the dark room and projected the image on to the lazercopy, tracing in a rough outline in blue ink ,(blue doesn't reproduce on a photocopier) to show the printers were to postion the image.

Challenge Poskitt

Gordon Poskitt, erstwhile head of Pan Am Conversions had an engine without a home when he dreamed up his latest project Mini challenge. The sell-off enabled him to concentrate on his tool business and, more importantly, to begin his next Mini project. Having found a 1310 (ex rally) going cheap in the local press, he snapped it up and the ball started rolling.

Unfortunately, that ball has hit many a pothole over the past year during its arduous journey to the finished product featured here.

Gordon has been interested in cars for almost 25 years, from restoring classic cars to building kit cars and drag racers. 'My first ever custom car was built in 1972,' he reminisces. 'It was a Mini which I

deseamed, put a 1300cc engine in, fitted Rover P6 seats and painted it in orange with metal flake and lacquer. The whole project cost roughly £300.'

Over the years, Gordon gradually developed a talent for producing eye-catching cosmetics. Anyone who visited Pan Am Conversions when it was in his hands, would have noticed that his Mini cabrios had far more to them than just a roof chop. Bulging body kits, fat tyres and colour co-ordinated upholstery were just a few of the features.

But why the idea for a race-prepared Mini? As Gordon explained, 'I saw it as a challenge.

'I've done all cosmetic bits on Minis so I could look after that and get the experts to deal with the running gear.'

So with a clear view of what he wanted, all Gordon had to do was find the bits and pieces required, then put 'em together.

This couldn't have been easier when he stumbled across a neighbour of his with a half rebuilt Mini, stuffed with dismantled

mechanics and a useless engine, but essentially sound bodywork.

The car fitted the bill, the engine was discarded, an interior was required, but the biggest plus was the bodywork. After closer inspection, it was clear that new panels had been fitted in the boot, doors and floor, and the front-end had been treated to a new set of wings, front panels and A-posts.

The next stage was to fit the 1310 and add a few extras which included an MG Metro Turbo gearbox, belt timing, electronic ignition, a 289 cam, Cooper distributor, oil cooler and finally, a high-pressure high-volume fuel system. "This went smoothly," explained Gordon, "but while the engine was being fettled, I discovered a crack in the block."

The remedy was found again in the local press. This time, in the form of an MG block which was fitted, and the engine duly bored out to 1380cc. At the same time, a different head was acquired along with bigger valves. At this stage Gordon handed over the engine build to some so-called experts who, unfortunately, put it together back to front and inside out.

As for the suspension, with a full set of Spax adjustables, John Bartlett made a few adjustments to give negative camber of 1.5degrees at the front and 3degrees at the rear. Cooper items came into play for the brakes, with discs and shafts at the front and drums on the rear, all servo assisted. These were linked to the tarmac with 13x7 8-spokes clothed in 175/50/13 Yokohamas.

As you can see, the paint work came in for a touch of variation. After fitting a body kit, grille, roof and boot spoiler, and a couple of RS air vents to aid engine cooling, the two-tone green and yellow was applied (not available in one can, I'd like to add...). And to top it all off, a couple of high level brake lights were positioned on top of the roof spoiler.

The final stage of the build involved the interior. Gordon has a reputation for filling his interiors full of leather and fitting little gadgets like electronic door releases. A role of MG cloth bought at an

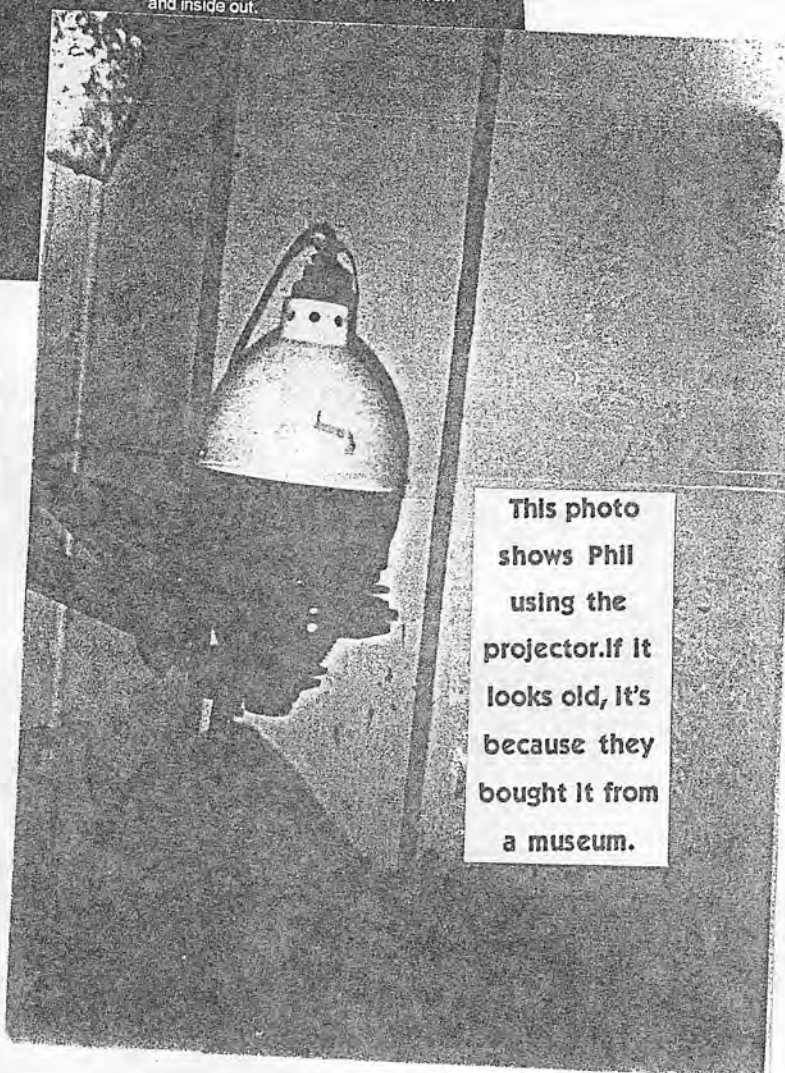
autojumble provided the covering for the dashboard and top, door panels, and the Recarro seats (from a 3litre Capri).

Nine dials, clocks and gauges were neatly fixed into the dash, displaying everything from the state of the oil to the time according to TIM. These are a mixture of Mini and Triumph Dolomite units.

At the time of my visit, Gordon was running the car in. He was pondering over the idea of fitting a Jack Knight 'box and on the cosmetic side, was working on a centre console for "somewhere to hang the stereo."

Once the 'running in stage' is complete, he also intends to change the current 1.75inch SU carb for a Weber 40. Then he'll consider entering some competitions, but at the moment, he's half-eager to sell the car and start on another.

So if anyone is interested, Gordon might be persuaded on (0482) 824073. ■



This photo shows Phil using the projector. If it looks old, it's because they bought it from a museum.

THE MAGAZINE FOR THE MIGHTY **MINI**

MINI WORLD

DECEMBER 1993

£2.20

ACTION PACKED!

Fastest rallying Mini?



***Our Bill
climbs
aboard...***

***Targa Rusticana:
full story and pics***

JOH
MI

This is a lazercopy of the front cover which I designed.(unfinished). Before the cover goes into mass production a proof copy is printed. This is a chance to solve last minute mistakes etc. Over the page is proof copy of the August issue, what do you think wrong with it?

THE MAGAZINE FOR THE MIGHTY **MINI**

MINI

WORLD

AUGUST 1993

£2.10

HIGH NOON

Rival tuners in ten-car shootout

Mammoth Mini Run

Brighton Rocks!

1100 bhp
on trial!



BOGUS RE-TRIM • HISTORIC **MINI** RACERS
MINI CLUB NEWS • JOHN COOPER COLUMN



THE MAGAZINE FOR THE MIGHTY **MINI**

MINI

WORLD

AUGUST 1993 273 c/mw £2.10

HIGH NOON

Rival tuners in ten-car shootout

Mammoth Mini Run
Brighton Rocks!

ALL THE
TRIMMINGS
Bogus made
beautiful

1100 bhp
on trial!

BUI
M

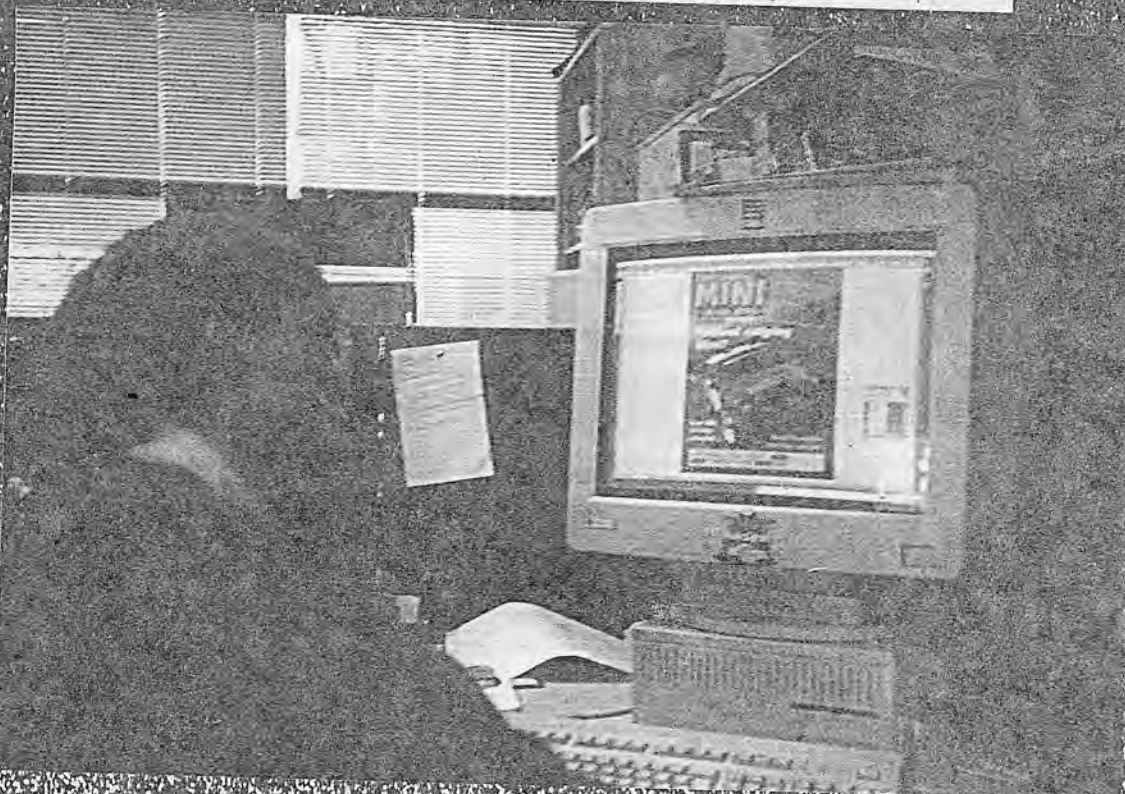
This is a copy of the actual cover used. the changes are; a white box around the photo, white subheading under 'High Noon', relocated and colour change of '1100 bhp' and extra title.



SCRAPBOOK



ME WITH A COPY OF THE FIRST EDITION, SHORTLY BEFORE IT WAS RIPPED OUT OF MY HANDS. (THE ONLY THE ONE LEFT IN THE OFFICE)



SAT AT PHILS MAC, DESIGNING THE COVER IN QUARK EXPRESS. PONDERING ON HOW TO ANGLE A PICTURE BOX.



**PHIL ATTEMPTING TO REVEAL EMMAS FACE FOR THE
CAMERA.
(UNSUCCESSFULLY.)**

**PHIL
STILL
BATTLING
IT OUT...**



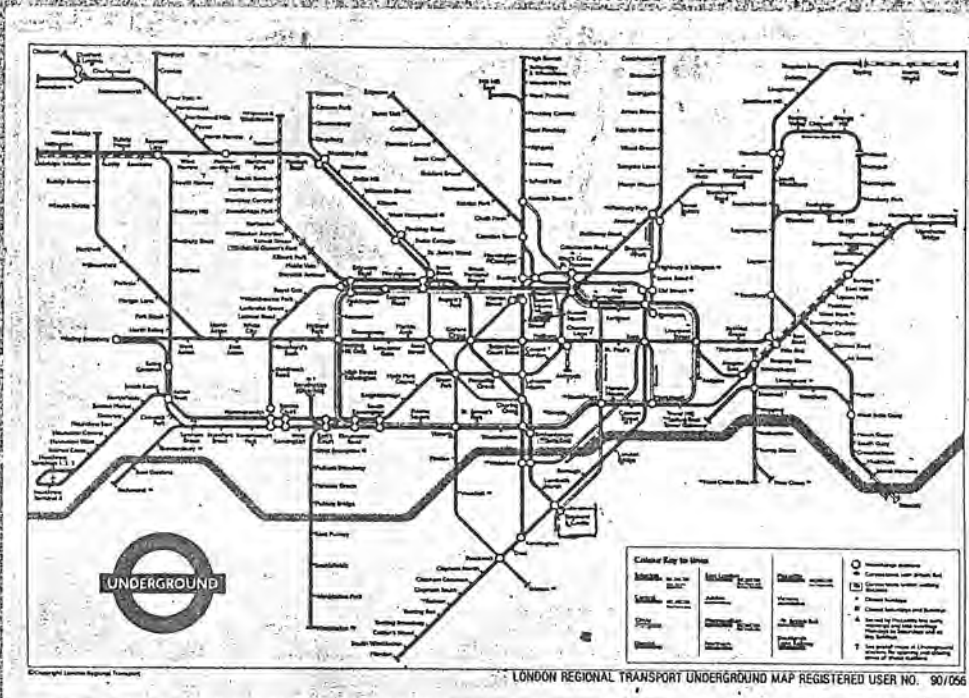
SHAUNS TRIP TO
M I N I
W O R L D
ACCESS PROJECT 1993

CROYDON
BY NIGHT,
TAKEN VERY
QUICKLY
RUNNING
THROUGH A
PARK, BEING
CHASED BY MY
IMAGINATION.



THIS IS THE
RESULT OF
ME SAYING
"BYE, EMMA
I'M GOING
NOW."

MAPS



LONDON BOROUGH OF CROYDON

This is a copy of the form that Croydon council gave me and I didn't stay in one of these after all, although with out it I won't have found my refuse on "Friends road."

TOBER 1992

HOTELS, GUEST HOUSES OFFERING BED AND BREAKFAST IN THE AREA
(INCLUSION DOES NOT IMPLY RECOMMENDATION)

D.S.S. CLAIMANTS ACCEPTED

ADDRESS	MEN/WOMEN	MEALS PROVIDED	CHARGES		ENVIRONMENTAL HEALTH DEPT. STANDARDS	
			PER NIGHT	PER WEEK	DATE INSPECTED	GRADE AWARDED
APOLLO HOTEL 33-37 Morland Ave Croydon, CR0 6EA Tel.No. 081-653 2830 081-656 8584 Contact: Mrs Rhead	BOTH Minimum age 25 years	Breakfast (cooking facilities)	£17 + VAT	£108	16.12.91	Grade A
ASH HURST LODGE Guest House 2 Windmill Road West Croydon Tel.No. 081-689 6214 Contact: Mr Gough	BOTH Minimum age 25 years	Breakfast (cooking facilities)	£15 - Deposit £20	£85 (shared) £95 (single)	29.4.92	Grade C1
BEULAH HOUSE HOTEL 29-31 Beulah Road Thornton Heath Tel.No. 081-653 1788 Contact: Mrs Towers	BOTH over 20 years preferred	Breakfast (shared kitchen)	£18.80	-	6.1.92	Grade C2

Important Health & Safety Message:

If you are concerned about the repair condition or means of escape from fire and the protection from fire of any of the properties on this list, please report it immediately to the Environmental Health Department, Croydon Council, Taberner House, Park Lane, Croydon, CR9 1DH - Telephone 081-686 4433 exts 5503/5505.

01AD-92.152(J)

ADDRESS	MEN/WOMEN	MEALS PROVIDED	CHARGES		ENVIRONMENTAL HEALTH DEPT. STANDARDS	
			PER NIGHT	PER WEEK	DATE INSPECTED	GRADE AWARDED
BIRCHANGER LODGE 118-120 Birchanger Road South Norwood Tel.No. 081-654 4843 Contact: Mr. Fenton	No woman unless with partner Minimum age 25 years	Breakfast (cooking facilities)	£12.50	£89.75	Jan 1992	
FRIENDS HOTEL 50 Friends Road Croydon Tel.No. 081-688 6215 Contact: Mr Karim	BOTH any age	Breakfast (cooking facilities)	£14	£95	29.5.92	Grade A
JILOMI GUEST HOUSE 65 Briggscock Road Thornton Heath Tel.No. 081-689 3101 Contact: Mrs Farouk	Women preferred and families Any age	Breakfast (kitchen facilities)	£17 Double £30 Family £35		31.12.91	Grade C1

Important Health & Safety Message:

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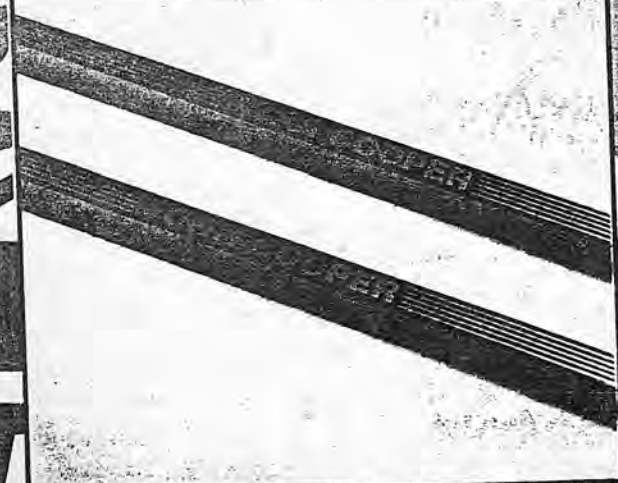
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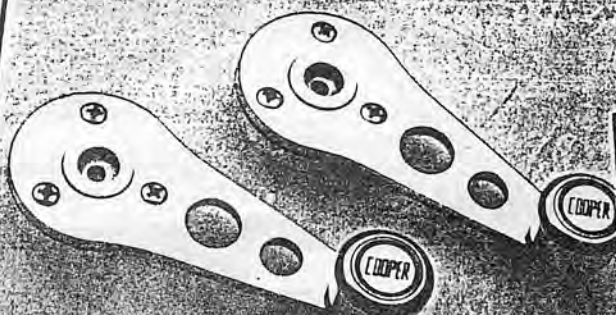
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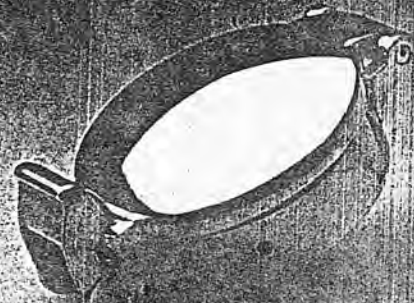
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Alloy Gear Knob
(Part No: MCC 526) £21.15



Alloy Window Winder Handles (Part No: MCC 507) £51.70 pair

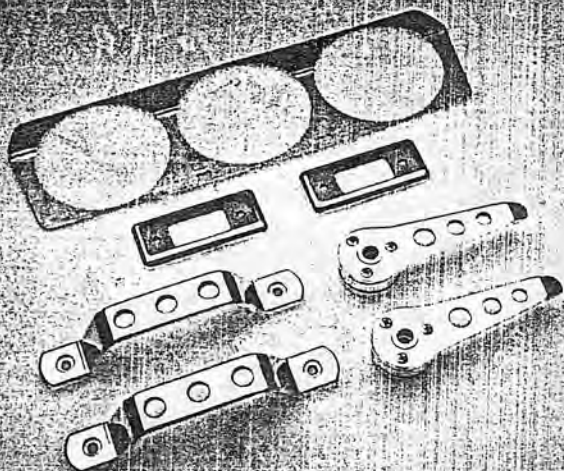


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