

THE OFFICIAL NEWSLETTER OF THE MOTORSPORT EMERGENCY AND TURNWORKERS ASSOCIATION
M.E.T.A. BOX 82435, NORTH BURNABY, B.C. V5C 5P8
VOLUME 16, NO. 8 SEPT/OCT 1991

20 years



MAYDAY



year 20



The Official Newsletter of M.E.T.A.

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Per Issue:	\$80	\$45	\$20	\$10

CLUB MEETINGS: September 25, October 23, November 27;
Moody Park Recreation centre, 8:00 p.m., Oak Room.

All opinions expressed in the Mayday are those of the individual authors and do not necessarily reflect the opinions of the Mayday staff, the club executive, or the members of the Motorsport Emergency and Turnworkers' Association.

Deadline for newsletter submissions and advertising for inclusion in the next issue is the 21st of the month. Articles and advertisements should be camera ready, and ideas and suggestions should be written as clearly as possible.

EDITORIAL COMMENT

After looking forward to it for a very long time, I can finally welcome Mikko to the Mayday as my official Assistant Editor. His help is enormously appreciated, both in easing the workload and in bringing a greater balance and wider range to this newsletter. Mikko is conscientious, articulate, and enthusiastically involved in club matters - in short, he is the perfect Editor-in-training...

Thanks also to my children, Megan and Jeremy, who have been helping me get the Mayday out by folding newsletters, and stuffing and stamping envelopes, and to Olov for his regular column and for reminding me frequently that I do this newsletter stuff because I like it. I really appreciate the help!

Elsewhere in this issue is an article on the Indy race by Dave Forster, followed by a questionnaire which he asks that anyone who worked the race take the time to fill in and return, either to him or to META's post box. Please - Thank you!

Lately we have been so busy with preparations for our wedding and for the last couple of races of 1991 that what should have been the September issue of the Mayday has become the September/October issue. My apologies to all META members, and especially to those who have contributed articles which are now out-dated, and are therefore not appearing in this issue - please don't be discouraged!

Racing 1991 is almost over - but what a season it's been! Huge grids, exciting racing, great food, convivial company... Now there remain only the Enduros, at Portland and Seattle. Olov and I will be driving in the Seattle 4-Hour race, thanks to the generosity and confidence of Bob Soelberg. Wish us luck!

* * * * *

Olov and I would like to thank all our racing friends for contributing to our wonderful wedding memories! I know some of our relatives had their doubts when they found us out in the shop after the ceremony, revving up the Tiga and sniffing the air appreciatively... it's always nice to have friends around who understand you, and love you anyway!

Danielle

VICE PRESIDENT'S REPORT, SEPTEMBER 1991

ICE RACING SEASON Races are January 4/5, 11/12, 18/19 (20th Anniversary Weekend), at Barnes Lake, and February 1/2 at Logan Lake. Lots of entries expected for the 20th Anniversary, and possible TSN coverage! Anyone who has ever been involved is invited to attend this reunion event, and workers should note that sleeping space (and possibly a ride up there) is available. On Saturdays of regular race weekends there are sprints: one car at a time, doing timed runs. I offer my car (Brave man! - Ed.) to any workers who wish to run these sprints! Rules are available now - contact me for further info.

Continued on page 7

CLASSIFIEDS

META crests (\$3.00) and decals (\$1.00) for sale: contact Jan Smale.

Still for sale! '74 Fiat X1/9 race car, plus spares. GT5, Enduro. \$2500 OBO. Brian Meakings, 467-7510.

The '91 Cosworths are here! Emily Cosworth's kittens were born August 23 and are ready for adoption. Honda, Judd, and Ilmor are spoken for, but Ferrari and Lamborghini still need good homes... Call Danielle or Olov, 533-8851.

A N N O U N C E M E N T S

META ANNUAL GENERAL MEETING November 27, 1991. Moody Park Recreation Centre, Oak Room, 8:00 p.m. Election of the 1992 META executive will take place at this time. Nominations for club executive positions should be made now: contact the head of the nominating committee, Joe Proud, at 438-6648.

ATTENTION ALL MEMBERS: one of the subjects of discussion at this year's AGM in November will be a proposal to increase META membership fees, to reflect the increasing costs of printing, paper, postage, etc. Come on out and give us your two cents worth (so that later when we ask for more, you can't say you weren't consulted)!

META will be selling ENTERTAINMENT '92 coupon books to raise money for the club. The cost is \$43.00 per book, of which \$8.00 goes to META. Contact Roger Salomon (581-7189) or Ann Peters (327-1171).

AGAIN! Our mailing list for the Mayday is still not complete and correct! Please check EVERYTHING on your mailing label, and on the membership list (in last issue, and coming again before the end of the year). If you know of a member who is not getting their newsletter, tell someone on the Mayday staff! Call either Mikko (533-0260) or Danielle (533-8851) and help us cut down the cost and frustration of misdirected mail and neglected club members! If we don't know about it, we can't fix it.

C O N G R A T U L A T I O N S ! To Lauri Velandar and John McCully on the arrival of their long and anxiously awaited son, Brennan James Emerson McCully, born October 4, 1991, at 11:15 p.m., weighing 8 lb., 1 oz.

Run, Run, Run! See Spot Run! For a META executive position, that is... elections will be held November 27, during the AGM. When the nominating committee calls on you, say yes!

ICE RACING Meeting, Monday October 21, Douglas College, New Westminster. For time and/or other details please call Brian Meakings at 467-7510.

SPEED READING

October 19	Enduro, Pro Club Ford	P.I.R.
October 20	WMRRA Motorcycle Race	S.I.R.
October 26	Enduro	S.I.R.
November 15-17	ICSOC Meetings	Seattle
November 16	ICSOC Awards Banquet	Seattle
November 27	META AGM	Moody Park Rec Centre

INDY WEEKEND

Dani Kasburg

What's with the weather! Does the PNE have a monopoly on rain? It sure was miserable during the week before Indy. I heard on the radio that all we could expect was rain. The announcer went on to say that it didn't matter if it rained for Indy weekend, because it was a street course: "the street could handle the rain". Well that's all fine for the street, but what made them think the drivers could handle the rain? Needless to say, I commenced to pray for sun....I even did a sun dance at every opportunity, convincing my co-workers at my new job that I was totally insane.

OK, Friday rolls around and we have torrential rains. What else could possibly happen to make my day? Oh boy! I'm at Turn 3, with Mr. Kevin "Magnetic Shorts" Kochi as Turn Marshal. Thanks, Dave...

Actually, Turn 3 was a lot of work but the turn crew were the greatest and very diverse and we all had a lot of fun. Friday was pretty calm on the track once Tony Bettenhausen and the S2 drivers figured out that Turn 3 was a right hander all the way around the hairpin, which is why it's called a hairpin.

Saturday was a totally different story. I couldn't believe it was the same drivers! Due to the track being dry, the drivers forgot how brakes worked. Our run off area was a major parking lot for the GMs. We had seven of them in there, all trying to get out at the same time. Car #2 managed to miss the entrance to the run off, and ran into the tire wall sending a tidal wave over all the photographers perched there. He went on his merry way and the photographers scrambled to dry their cameras. It was good for a laugh. Bobby Rahal and Michael Andretti learned that when you hit the concrete barrier with your right rear wheel, it screws up the handling of the car, as well as incurring smirks from everyone with a view.

The GM race was total carnage. (Surprise?) It never ceases to amaze me that drivers will insist on trying to go around any turn four or five cars abreast when there is only room for two. You guessed it: it didn't work. We had so much "racing contact" happening that I'm not even sure we caught it all. Oh dear, and those cars looked so nice on their parade laps, too. The Formula Atlantics were much better behaved, though the leader spun all on his own causing the second place car to come to a grinding stop. Leader continued a few positions down but the second car had to be push started and lost alot of time. That was one unhappy camper. Our corner crew got a real workout, but the spectators loved it.

By Sunday the S2 drivers had finally figured out the layout of the track, but they too thought they could go around Turn 3 at least four cars wide. It still didn't work. I think they took lessons from the GM drivers. One car got tagged and spun while another visited the wall. Oh sure, mess up our corner with debris. The Indy drivers handled our turn much better. They sounded like thunder as they came by: the ground shook and it was a real rush. That is the feeling I remember the most about the weekend. Unfortunately, Willy T. Ribbs managed to leave bits and pieces of his car all the way from Turn 2 into Turn 3. The good news was that he was all right; the bad news was that we had to clean it up. Our thanks go out to Cart Safety 1 and 2 for working with us: they made it easier and safer for all concerned.

The only other minor incidents involved Jeff Woods making contact with Jeff Andretti which caused Jeff 2 to spin. And Emerson Fittipaldi trying the same manoeuver on John Andretti with the same results. Must be something about the Andretti name.

I would like to give a great big thanks to Pete Jadot and SOCBC for the parking facilities and the wonderful shuttle bus service. That was greatly appreciated, especially at the end of the day. Thanks also to Pam Reynolds for the superb lunches which were fresh, delicious and nutritious. And thanks to those involved with worker refreshments at the end of the day, once the location could be decided upon. It all came together to make it a safe and fun weekend. Thank you all and let's do it again next year!!

META MEETING, August 29, 1991

Meeting called to order by Brian Meakings at 8:16pm. 30 members present and 3 guests: Steven Bibby, Bob and Candi Christolear.

Minutes adopted as read by Vic, seconded by Thomas.

Treasurer: Rick - Absent. Received \$50.00 from Joe from Social.

Correspondence: Dani - Many Vantage and Firehawk Enduro Newsletters.

Social: Joe - Beer, hats, Indy poster and the 50/50 draw.

Mayday: Mikko - It's in production. Due to mail strike, who knows. How about hand delivery?

Membership: Russ - 77 members and 7 honorary. Joe Proud nominated Bernard Beaumont for membership, seconded by Bruce. 9 in favour, 0 against, 11 abstentions. Bernie nominated Emil Hamm for membership, seconded by Thomas. Passed unanimously. Welcome to Bernard and Emil to META.

Historian: Joe - Album is not here.

Race Chairman: Bruce - We have a new racetrack which we get to use for 3 days this weekend. Smallest grid will be Cart with 20 cars, ACRL will have about 24 including 9 local drivers, GM and Formula Atlantic will have about 30 cars each. As far as a new track for us is concerned there are about 19 sites between Vancouver, Squamish, Hope, Ashcroft and Merrit. Take your pick.

Course Marshall: Dave - Absent.

Old Business: Brian - Name tags are here. Sign up for yours if you haven't already.

Vic - The "It Ain't Gonna Rain" Rally is scheduled for September 22nd. Instructions will be simpler for those who had trouble last time. Also - Will call a meeting of all who worked the Minisprints in Mission, to set up recommendations for changes in safety. These will be given to the Minisprint Club. Brian - BBQ at Al's was a success! META shuffle was performed on the street to the delight of the neighbours who ran for their video cameras. Don Souter - Roger has received a cheque from the Flying Club as a thank you for the use of the fire bottle. Jo - Race at Ephrata cancelled for this year. They are trying for next year instead. Dick Gadsden - Thanks to META for coming to Seattle Conference race in August. There were 305 car entries with some grids having upto 50 cars in them. There was some good racing!

Break 8:44 - 8:52pm

New Business: Brian - Letter will be sent to Victoria Club offering our assistance with worker training, course layout, etc. Also talked about ice racing (trying to solicit racers and/or spectators).

Good & Welfare: Rio and Angie got married about a week ago. They are having a BBQ on Labour Day Monday. Should be fun. Danielle and Olov are getting married on September 21st.

Swap & Shop: Jo has nothing! Steve Bibby looking for a racing seat.

Raffle: Ann - Beer; Bernie - Hat; Al - Hat
50/50 Draw: Brian wins \$11.50 with \$11.50 to debenture fund.

Motion to adjourn meeting at 9:15pm by Jo, seconded by Vic, passed.

Respectfully submitted,
Dani Kasburg, Secretary

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META MEETING, September 25, 1991

Meeting called to order by Roger Salomon at 8:12pm. 27 members present, 3 guests: Jane Beyhlan, Sean Mulgrew and Matthew Roddis. Minutes adopted as read by Thomas, seconded by Nick.

Treasurer: Rick - As of Aug. 30/91: General account \$1300.94 and Equipment account \$2616.83. Books will be closed at the end of September so get any receipts in before then. At that time books will be sent to Pat Shewchuck. There is still \$1500.00 to come from Sports Car Club for our expenses re: Indy.

Correspondence: Dani - Vantage & Firehawk Enduro Newsletter. Letter has been sent to the Victoria Club. Read letter from new member Bernard Beaumont.

Social: Joe - Beer, Liquid Tide hats (donated by Gerry Lomas), mugs, first aid kit and microwave popcorn.

Mayday: Roger - Late as editor got married. We do need articles.

Membership: Russ - 78 members and 7 honorary.

Historian: Joe - Album is here. John Mocyk has given photos of '90 Vancouver Indy and '91 Portland IMSA race. There are pictures of Van. Indy Shuffle performance, of the Rally and of Danielle and Olov's wedding.

Race Chairman: Bruce - Successful club race on Labour Day weekend. Accolades to all. There will be a co-sanctioned race between IRDC & SCCBC in Seattle on Oct. 5/6 weekend. We seem to be down to 3 sites for the new track with hopes to turn sod by this time next year with racing hopefully by 1993.

Course Marshal: Dave - absent. Roger says he was pleased with the way we all conducted ourselves during Indy weekend. Flagging was good. Security was better. In November, there will be a meeting of the turn marshals from Indy. If you have anything at all you wish to say about the weekend, write it down and give to Roger or Dave.

Old Business: Rick N. - Asked how it was going with our trying to achieve non-profit status. Rick S. didn't think we qualified but Dani will try anyways. Rally only made 87 cents due to small turnout. I.W.E. donated \$125 in beer and wine. Thanks to Vic, Thomas, John, TJ and Dani for all the work to put the Rally on. Next rally in the spring will have pre-registration with an extra fee for late registration. Bruce suggested we serve hamburgers instead of steak at the BBQ and that we sell any steaks that were left over from this rally. We need more ideas from everybody on raising money.

Vice-President: Brian - Ice Racing dates are Jan. 4/5, 11/12, 18/19 (20th anniversary weekend) all at Barnes Lake and Feb. 1/2 at Logan Lake. Club will try to arrange accommodations and rides for workers. There will be sprints on all Saturdays except anniversary weekend and Brian is offering the use of his car (if you dare). Portland Conference Race - Weather was great, grids huge. Tried to learn the course with a car that had severe toe-in. Race Steward got ticked during an alert at turn 10. He was trying to get driver out of a car that had rolled while the rest of the field wouldn't slow down. He called a meeting as soon as race was over of all the drivers and reamed them out.

Break: 8:51 - 9:02pm

New Business: Sports Car Club needed extra yellow and green flags for the Indy weekend. Roger approached the club and offered Ann's services for less than anyone else could do them. META made \$300 on the deal which will go towards the debenture. Thank you Ann! META Shuffle rehearsal Oct. 2/91 behind Presbyterian Church at 41st & Trafalgar at 7:30pm. We will be performing during driver's meeting at noon on Sunday of Seattle weekend. We may be filmed this time which will be shown during Conference Banquet. Elections coming up in November. To run for office you must be a member for one complete year, so think about it guys. Nominating Committee: Joe Proud, Thomas Leisner and Nick Roche. Bruce made a motion: To change our voting of new members from an open type forum to secret ballots with potential new member and sponsor out of the room. John seconded. Discussion ensued.

Bruce amended his motion to: All new members to be voted in en masse at the AGM and not on an individual basis and any expulsion from the club should be handled by the membership committee and the executive. Jo: If new members are voted in en masse, would they also not be allowed to join if one person was not voted in. Rick S.: It is in the by-laws that any expulsion would be handled by the executive and thinks membership committee should handle the ballots. Amended motion is on the floor, no second. Motion denied. Original motion is on the floor, John seconds, unanimously passed.

President: Roger - Don't forget META banquet on the 3rd weekend of January at the same place.

Good & Welfare: Andy Elliott having a "Booze Cruise" Oct. 25/91 at \$25 each.
Roger putting together an Indy collage as a thank you to I.W.E.

Swap & Shop: none

Raffle: Genevieve - First aid kit & popcorn; Thomas - Beer; Ruth - Tide hat
50/50 draw: Rick S. wins \$16.50

Motion to adjourn meeting at 9:57pm by Jo, seconded by John, carried.

Respectfully submitted,
Dani Kasburg, Secretary

Vice President's Report, Continued...

CONFERENCE RACE, PORTLAND Weather was great, grids were huge. All production cars were combined for Saturday: 51 cars! I was still trying to learn the track in afternoon qualifying, and also finding the car a bit difficult to handle with 1" of toe-in at the front. I found out how far you can push it through Turns 9 and 10: just watch for the workers to start ducking behind the wall when they see you coming, and then ease off a little. Sunday I took four seconds off my lap times and moved up two grid positions. Unfortunately my starter wouldn't work, so I ended up starting last. But I passed one car before start finish and 3 more on the first lap. Then on lap 2 I went crazy: heading into Turn 1 I dove down the inside to make it three wide, went in deep, cut it tight, and spun in front of everyone I had passed. (And everyone says Formula Ford drivers are lunatics. - Ed.) Everyone got past without any damage, I don't know how! I made it back on track, and drove off, leaving Doug Taylor and Bill Carr laughing uproariously. From there I played catch-up, driving like a mad man. (Like I said... - Ed.) I gained back a few positions and had the third place J Production car in my sights when the checkered flag flew. I had to settle for 4th in class, but it was a great race!

Brian Meakings

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THE TWO-WHEELED VIEW

By Olov Brandfors

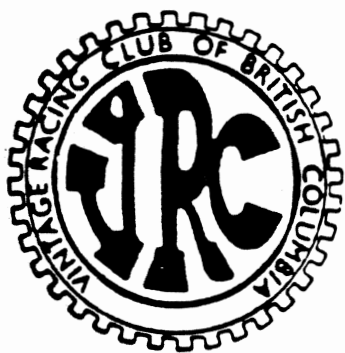
No, motorcycle racing hasn't claimed this META member yet. Between moving to Canada and getting married I haven't had time to write about the July 28 race, eh! So here it is!

Saturday, as on the first race weekend, was a Rider Clinic and Enduro. The students behaved pretty well, though some of them need to learn a thing or two about preparing race machinery. The afternoon mini-enduros have had very small grids and have operated at a loss. To change this, the entry fee was lowered, and any bike could run in all three events. The fast bikes were lapping slower riders after only three laps. I saw some pretty dicey overtaking at Turn Five, where I had decided to spend my afternoon. One race had to be red-flagged to attend to injured riders who were victims of this divergence in speed and skill.

Sunday morning, and beautiful weather, and motorcycle racing... Well, it's about time! Maybe I can get some wear on the tires! The bike handles well, and practise raises my confidence. Spoke too soon - in the final practise session, someone blew their engine and oiled from Turn One to the middle of Turn Two. The cleanup took 45 minutes, and the delay necessitated a change in the schedule. There would be no heat races and the main races would be 14 laps.

Being in the first group, 450 Superbike, I would get to critique the cleanup while in battle. It took four laps for the grease sweep to dissipate, but by then I couldn't see anyway for all the grit in my eyes. Who cares how I finished - where's the sink? Rice hull ash is very difficult to rinse out of the eyes. But am I ready for the 650 Battle of the Twins race? You bet! I managed a reasonable start, but swerved to avoid a bike that had broken a chain and was passed by a couple of bikes. Long race - no problem - get them later. Alas, it was not meant to be. Exiting Turn Four the bike I was following crashed, and I crashed trying to avoid him. As it turned out, he hadn't scrubbed in his new rear tire well enough... Neither of us was injured, and though our bikes had identical minor left side damage we were able to ride in with bent shifters and clutch levers. I was thankful my first crash was minor and cheap to fix, but it would have been nice to finish more than 1/3 lap. (Typical racer: while his wife is frantically running around the pits trying to figure out what happened, and whether she'll have to get a second mortgage to fix him and his machinery, he's sunning himself at Turn Four and jovially comparing bent parts with his new-found friend. - DB)

Now that I live further away from a race track, I will have to plan well ahead to make the races. Meanwhile I am joining the rest of the racers of British Columbia in hoping that the government will actually help us with a new track soon. (Bloody likely. -DB) Wish us luck, eh!



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7:30 PM**

INFORMATION: Ralph Zbarsky, 604-733-4955

SOME FACTS AND FIGURES

by Dave Forster

	<u>1990</u>	<u>1991</u>
Communication Stations	17	14
Flagging Stations	23	22
Turns	11	10

Of the 145 people that pre-registered to work on the flagging and communications crew, 7 people were kind enough to call and cancel in advance, and 26 were classed as "no shows" on Friday morning, leaving us a grand total of 112 people. For comparison purposes, the total number on the crew last year was 162. Here's where they came from:

British Columbia	44
Alberta	12
Ontario	5
Quebec	4
Michigan	1
Indiana	1
California	2
Oregon	16
Washington	27

22 people that worked this year's race were not in attendance as workers last year.

From my perspective, this year's race was a tremendous success, as was last year's. This year's race was made somewhat easier to organize due to the groundbreaking that we had done the previous year. Complements galore were passed my way from within the SCCBC organization, the CART organization, and from your fellow workers. From the departments that our crew had to liaise with, there was not one negative comment. I personally feel that the credit for this year's success is a combined effort of cooperation and understanding on each person's part. Give yourselves a pat on the back.

Certain situations developed over the weekend whereby fence holes had to be moved, barriers penned, signs taken down or moved, etc. At a lot of race tracks, it's been my experience that many of the requests made by the workers would not have happened. Compromise was appropriate in all situations, but a lot of the credit should go to Paul Cooke, our Clerk of the Course, whose unquestioned support made things much easier, thus allowing the sponsors to have their products properly advertised and allowing the workers to see appropriately.

The people in worker services deserve a big thank you from all of us. They are the ones that provided you with transportation to and from parking and around the racetrack, and food and beverage during and after the event. In comparison to last year, I think you'll all agree this was one area that was vastly improved. At the risk of excluding somebody, these people were Pam Reynolds, Rod Matthews, Mike Kaerne and Ray Stec.

Thank you's go out to those that braved the elements on Thursday to carefully destroy certain parts of the fencing to provide the necessary flagging and emergency holes. (Roger Salomon, Lori Newby, Rick Neyedli, Paul Bjerkan, Monte Simmons, Dick Gadsden.) (Lori - how much did Roger charge you for the damage you did to the NESA machine?!?!?) I would also like to thank Roger and Lori for the countless time and energy they put forth to make my job easier.

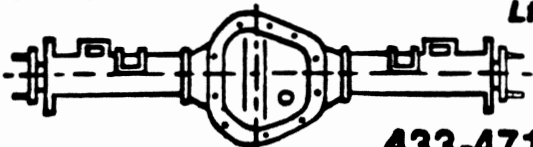
After last year's event, the recent questionnaire found in the Mayday was designed to solicit comments to find ways to improve for this year. Now that this year's event has passed, I would like to open up discussion using 1990's event as a comparison and have as many people as feel inclined submit their thoughts on how they thought this year's event went in comparison to last year's event.

Again, my complements to all of you on a job well done.

We would like you to provide us with some written thoughts based upon your experiences and any comments that were made to you by your crews. To give you an idea of what we are looking for, the following is a list of points for your consideration:

- 1) flagging and communication stations (adequacy, placement, visibility, etc.);
- 2) crowd control;
- 3) morning meeting location;
- 4) worker parking;
- 5) registration;
- 6) worker refreshments and meals;
- 7) numbers of workers (do we need more, could we have done with less);
- 8) advertising signs;
- 9) communications equipment;
- 10) turn equipment;
- 11) the level of your crew's experience as provided to you;
- 12) the cooperation or lack thereof between you, your crew and other track officials;
- 13) was the information provided to you in your turn marshall packages sufficient;
- 14) due to the cross-section of workers from various regions, was there any problem in standardizing the use of hand signals and flagging procedures.

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