

**May 14/15, 1977**

# **PACIFIC FOREST**

## **RALLY**



*FIAT AUTO CLUB of B.C.*

# GOOD LUCK

*PACIFIC FOREST RALLY*



*and*

# MOLSON'S

*Competitors*

## PACIFIC FOREST RALLY ORGANIZERS

RALLYMASTER:

LORNE NICKLASON

ROUTEMASTER:

RICK HUURMAN

REGISTRAR:

JENNIFER NICKLASON

SENIOR CASC STEWARD:

PATTI KLUCKNER

CHIEF SCRUTINEER:

TED BAUDER

CHIEF CONTROL MARSHALL:

JIM KURTZ

CHIEF SCORERS:

SANDI HUURMAN

CAROL LODGE

MARGARET WOODLANDS

PROGRAM PRODUCTION:

ROB AIRD, JANIE RODGERS,

JOAN GIBBS

PACIFIC FOREST RALLY

SCHEDULE OF EVENTS

Thursday, May 12th

7:30 P.M. Meet and talk to Walter Boyce, Taisto Heinonen and other National rally drivers at the Rally Seminar. See the rally cars on display at the Sheraton Plaza-500.

Friday, May 13th

8:00 P.M. Registration and draw party for starting positions at the Sheraton Plaza-500. ~~Free~~ refreshments available courtesy of the good people at MOLSON'S.

7:00 P.M. - 10:00 P.M. Safety and technical inspection of rally cars at Zephyr Mercury Ford.

Saturday, May 14th

9:00 A.M. - Noon Safety and technical inspection of rally cars at Zephyr Mercury Ford. Registration at Sheraton Plaza-500.

12:30 P.M. Introduction of Officials at Vancouver City Hall.

1:01 P.M. First car starts the Pacific Forest Rally from the Vancouver City Hall

1:30 P.M. - 3:00 P.M. SPECTATOR STAGE near WESTWOOD racetrack.

7:00 P.M. (approx.) Lunch stop near Spuzzum, B.C.

Sunday, May 15th

8:00 A.M. (approx.) Finish of Rally at Vancouver City Hall

11:00 A.M. Awards Banquet at Sheraton Plaza-500

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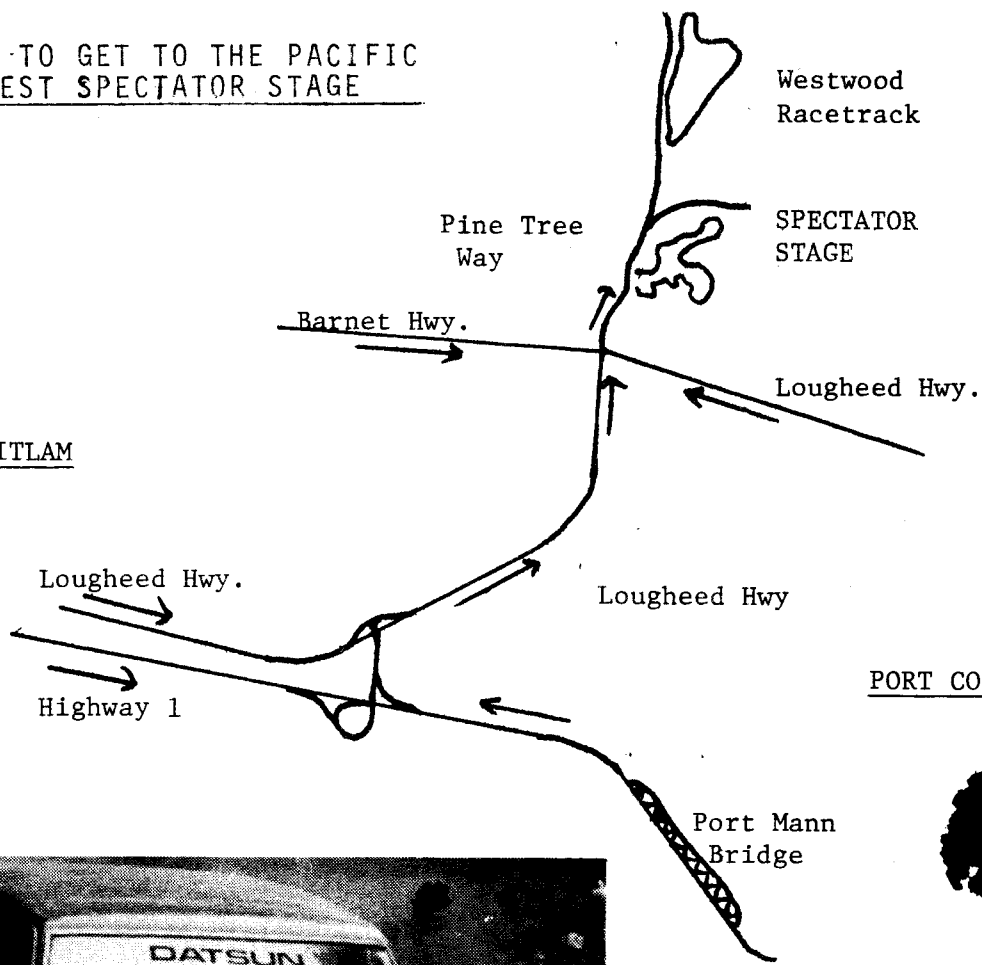
*D. Sabourin*

*Sppo Aronen*

HOW TO GET TO THE PACIFIC FOREST SPECTATOR STAGE



COQUITLAM



PORT COQUITLAM



RICK HUURMAN, THE 1976 P.I.R.S. CHAMPION IS THE ROUTEMASTER FOR PACIFIC FOREST RALLY.

HISTORY OF PACIFIC FOREST RALLY

There is no history, this is the first running of the rally. The idea to run another national level rally originated because of the concern of western Canadian rallyists. Many of the national competitors out west have felt that over the last few years, they have not had the same opportunity as eastern crews to win the Castrol Canadian Rally Championship because most of the rallies were held in the east. Recently, only three events of the regular dozen national rallies held in Canada have been within a day's drive of Vancouver. Now we have four rallies and our top competitors need not spend untold dollars and time rallying in the east against the eastern rallyists who rarely need to find their way to the Pacific Coast. This year at least two eastern crews are expected to enter P.F.R. - hopefully.

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\*\*\*\*\*  
\* WITH THIS PAGE OF THE PACIFIC FOREST RALLY PROGRAM A DISCOUNT WILL \*  
\* BE OFFERED ON ALL THESE PRODUCT LINES WHEN THE PROGRAM IS PRESENTED \*  
\* TO OUR SALES STAFF AT OUR STORE. \*  
\*\*\*\*\*

WE HOPE YOU WILL ENJOY THIS RALLY AND WE LOOK FORWARD TO SEEING YOU ON THE RALLY AND IN OUR STORE.

## C.A.S.C. IS .....

The CANADIAN AUTOMOBILE SPORT CLUBS is an association of motorsport clubs across Canada, whose members have a common interest in automobiles and a desire to enjoy them through motorsports.

CASC events vary from Sunday afternoon rallies that the whole family can enjoy, up to the Canadian Grand Prix.

Geographically, CASC is divided into five Regions for administrative purposes - B.C. Region is one of these, and is made up of about 20 clubs with a total membership of over a thousand members.

The clubs that belong to CASC are all individual organizations, that hold their own regular meetings and social gatherings, as well as many competitive events. Through CASC, these individual clubs get together to formulate common rules, organize Regional and National Championships, and co-ordinate calendars of events. CASC also provides other services, such as arranging for competition insurance, issuing a monthly magazine, "AUTOSPORT CANADA", to all CASC members, and arranging sponsorship for various events and series. In B.C., any person entering a CASC sanctioned event, is automatically covered by liability insurance for one million dollars during the competition. Driver benefit packages are also included in some events, especially races. The B.C. Region of CASC is also a member of the British Columbia Sports Federation, the British Columbia Recreation Association and the Outdoor Recreation Council, and member clubs enjoy all the benefits of these organizations.

Because of the nature of CASC, and the strength it has as the governing body of motorsport in Canada, people entering CASC sanctioned events are assured of safe, well organized and fair competition.

All areas have programs for novices, to teach you how to compete properly. Who knows, if you have the ability and the inclination, you could work your way up to become a B.C. or Canadian, or even an International Driving Champion. Why not join the CASC club in your area now?

RACING:	COLIN BOOTH, 4025 Georgia St., Burnaby, B.C.	298-0101
SOLO:	BOB GARNETT, 8868 Delvista Dr., Delta, B.C.	584-7085
RALLYING:	BOB THOMPSON, #501 - 1575 Esquimalt, West Vancouver, B.C.	922-1650
ICE RACING:	HERMAN KROETLINGER, #39 - 1825 Purcell Way North Vancouver, B.C.	980-2897



## There's an oil that's good enough for both these cars.

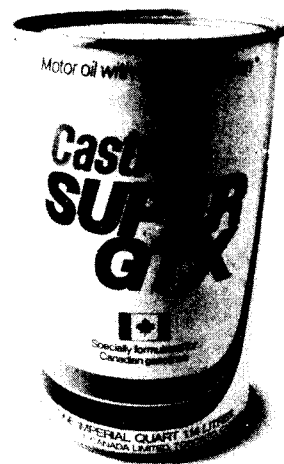
Jean-Paul Perusse is a computer analyst. He's also one of the best rally drivers in the world.

To get to work and to get to the finish line, Perusse doesn't drive the same car. But he drives on the same oil. Castrol Super GTX.

There is no kind of engine torture like a 500-mile-long Canadian rally. But the closest thing is probably the stop and go kind of big-city traffic snarls that you find yourself in every day.

Castrol Super GTX has been tested and proven on rallies and on highways to surpass the requirements of extreme engine stress.

For the past two years, Jean-Paul has won the Canadian National Rally Championship on Castrol oil. He believes Castrol's worth it. Whether you're in a rally or on your way to work.



1977 CASTROL CANADIAN NATIONAL RALLY SERIES

May 28	Trail of the Bison	Winnipeg
June 18	Piston de Wapitis	Québec
July 2	Baie de Chaleurs	Québec
July 23	Highlands	Nova Scotia
July 30	Lobster	New Brunswick
Aug. 20	Mountain Trials	Kamloops
Aug. 27	Rocky Mountain	Calgary
Oct. 22	Tu'um Est	Ontario
Nov. 19	Tall Pines	Ontario

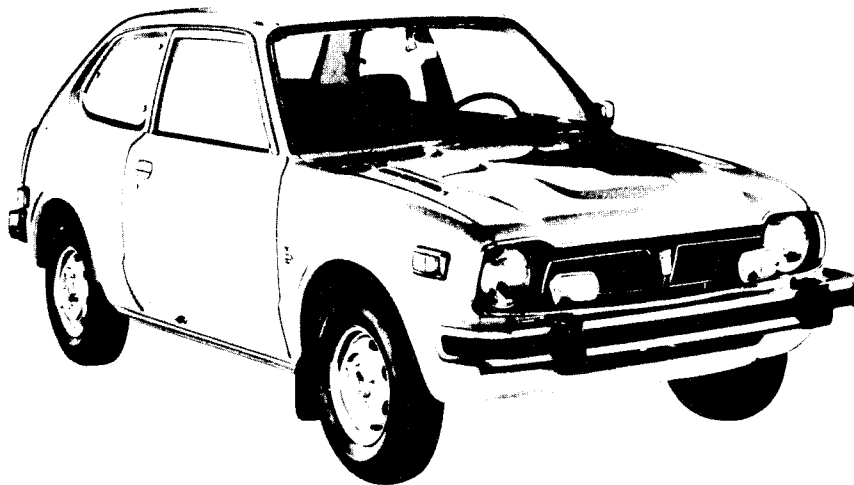
INTERNATIONAL RALLYS

Sept. 17	Critérium du Québec	Montréal
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B.C. RALLYS

June 11	Cariboo Trials I	Chilliwack
July 2	Owl	Victoria
Aug. 13	Cariboo Trials II	Chilliwack
Oct. 15	Fiat 131	Vancouver
Nov. 19	Cariboo Trials III	Chilliwack

**AS GAS GOES UP,  
YOUR SMILE GETS BIGGER.**



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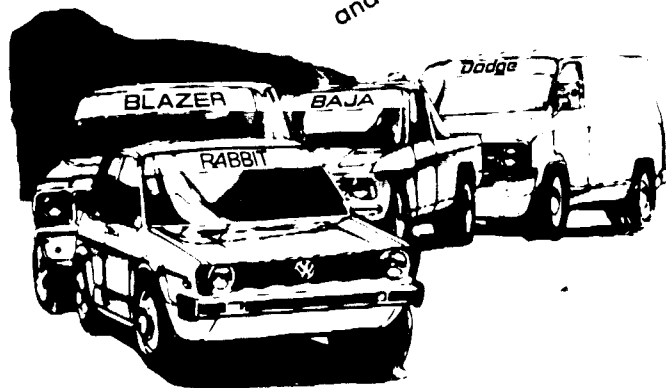
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## LANSDELL & FAURSCHOU TEAM UP

Gord Lansdell of North Vancouver announced that he has signed Henning Faurschou of Burnaby to co-drive the 1977 Castrol Rally Series.

Both men are employees of the British Columbia Telephone Company which makes the alliance a "natural". Until now they competed in separate cars although both have been considering this switch for some time.

Lansdell, a 16-year veteran of Canadian rallying says, "Faurschou has only been in the sport for about four years, but he has progressed further than any other co-driver I can think of. He is accurate and consistent as well as being an excellent competitor."

The team is competing in the Production (Car) Class for the 1977 Castrol Canadian Rally Championship. Their car is a front wheel drive 1977 Datsun F-10. An impressive list of sponsors includes: the Nissan Automobile Company; Castrol Oil; Cibie Lighting; Hugh Rider, Ltd; Abingdon Motors and Hakkapeliitta Tires.

The next event in the series is the Pacific Forest Rally of Vancouver on May 14/15. The event is the third in the series of 12 with others scheduled in Winnipeg, Montreal, Gaspé, Halifax, Moncton, Kamloops and Calgary.

The team will enter all of the rallies and Lansdell feels confident that the new F-10 will take the Production Class prize in the 1977 Castrol Canadian Rally Championship.



SVEN HALLE

BORN IN NORWAY

Sven began his rallying career in 1958 with several local Norweigan Rallys. While going to college he belonged to the same rally club as Tom Trane and Ole Anderson both now famous rally drivers. Sven moved to Toronto, in 1966 and began his Canadian rally career; he later moved to the town of Richmond where he is a partner in a hydraulics company. During the 1973 season Sven won the local Pacific International Rally Series (PIRS) rally "Alpine Express", finished second on the Canadian National "Mountain Trials", third on "Olympus" fourth on "Pek K'lona" and "Nor'wester" and finished 11th overall in the Canadian National Series. Sven says he would forget the 1974 season when they were plagued with car development problems and a lot of bad luck. Luck seemed to be with him in 1975, he won the PIRS Championship by finishing fourth on "Pek K'lona", second on "Alpine Express", first on "Chuckanut Trials", third on "Mountain Trials", fourth on "Rocky Mountain" and third on "Nor'Wester and finished sixth on the Canadian National Championship. During his time in rallying Sven has driven everything from a Volvo 444 to a Datsun 240Z. Presently he is running a Datsun 610.



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**SVEN HALLE**

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## INVASION!!!

Häger the Horrible & Haggis Basher - better known as Sven Halle and Tony Morris will be making their first bid together at a National event in an immaculate Datsun 610.

Sven won the PIRS Championship in 1973, placed 6th in the CASTROL Canadian National Rally Championship in 1975 and 9th in 1976. Sven's 610 has been giving him a few problems of late but maybe the change of navigator will bring him the luck he's been missing.

Haggis of Port Moody, B.C. was born in Johnstone, Scotland in 1940. Tony began his motorsport career in 1955 in Scotland with motorcycles. He moved to Canada in 1967 after heavy involvements as driver with factory racing teams in Europe. He was also involved with the East African Safari Rally for 5 years. Here in Vancouver he has campaigned a Mini and a Camaro on Northwest racing circuits.

Tony journeys back to England every year for the prestigious RAC rally. He also has run in the lead car for that event.

Tony's co-driving career in this area has been limited by time, but he has managed a National Rally this year and a Regional Drivex last year. He hopes to get to more events in the future.





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# TAISTO HEINONEN

**WELCOMES ALL HIS FRIENDS AND  
MOTORSPORT ENTHUSIASTS TO  
VISIT HIM AT HIS NEW BUSINESS**

## FACTORY TOYOTA DEBUTS

Taisto Heinonen of Langley, and Tom Burgess of North Vancouver, are expected to be strong contenders in the upcoming Pacific Forest Rally. The rally is the third event in the 1977 CASTROL Rally Championship of Canada, and will start in Vancouver at noon on May 14. The rally route will cover about two hundred miles of logging roads in the Upper Fraser Valley and Fraser Canyon.

Heinonen and Burgess will be driving a Toyota Celica that is sponsored by Canadian Motor Industries. The car has been specially modified for rallying, and is reputed to be one of the fastest rally cars in North America.

The Heinonen-Burgess combination is the strongest rally team ever to come out of British Columbia. They placed second in the 1976 Championship, winning four of the thirteen events. Their combined rally experience of over thirty years, coupled with their proven ability to win, and the strong, powerful Toyota, ranks them among the top favorites to win the Pacific Forest Rally.



((ICE!!!))

# MAP OF CANABIS

## PACIFIC FOREST RALLY.

- VANCOUVER START : 1:01 P.M.
- SPECTATOR STAGE : 2:01 P.M.
- SELECTIVE 1 UP : 3:30 P.M.
- SELECTIVE 2 DOWN : 4:30 P.M.
- STAGE 1 UP : 5:30 P.M.
- STAGE 2 DOWN : 6:30 P.M.

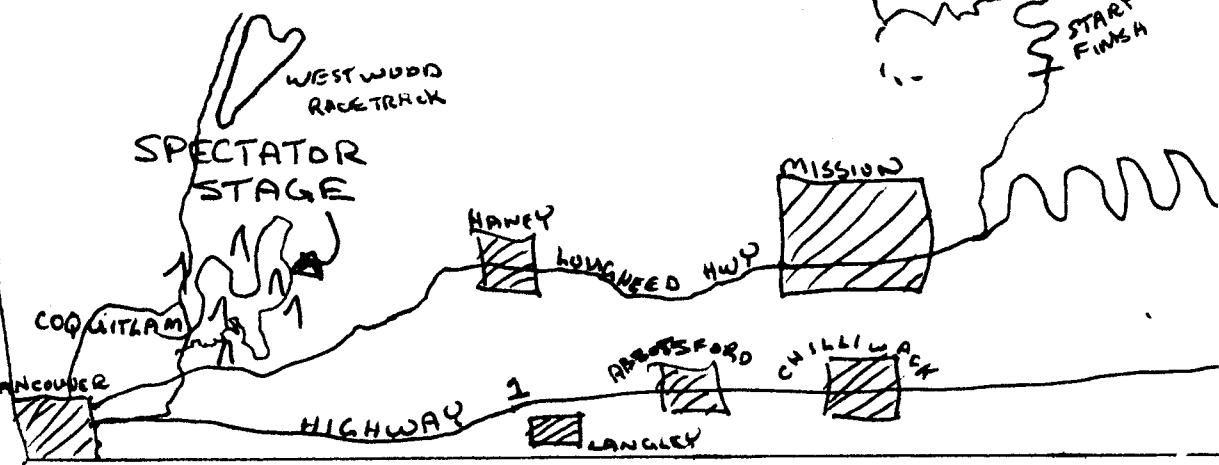
LAST GOOD LIGHT FOR FILMING  
 IS AT AN EXCELLENT CORNER  
 HALFWAY DOWN THE DOGWOOD VALLEY  
 STAGE, OR PART WAY UP THE YALE STAGE.



HMM, AND I THOUGHT  
 BASQUATCHES WERE  
 NUTS! THESE GUYS  
 GO SIDWAYS ALL  
 NITE WITH THEIR  
 LIGHTS ON!!!!

W  
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VANCOUVER ISLAND  
 NANAIMO  
 VICTORIA

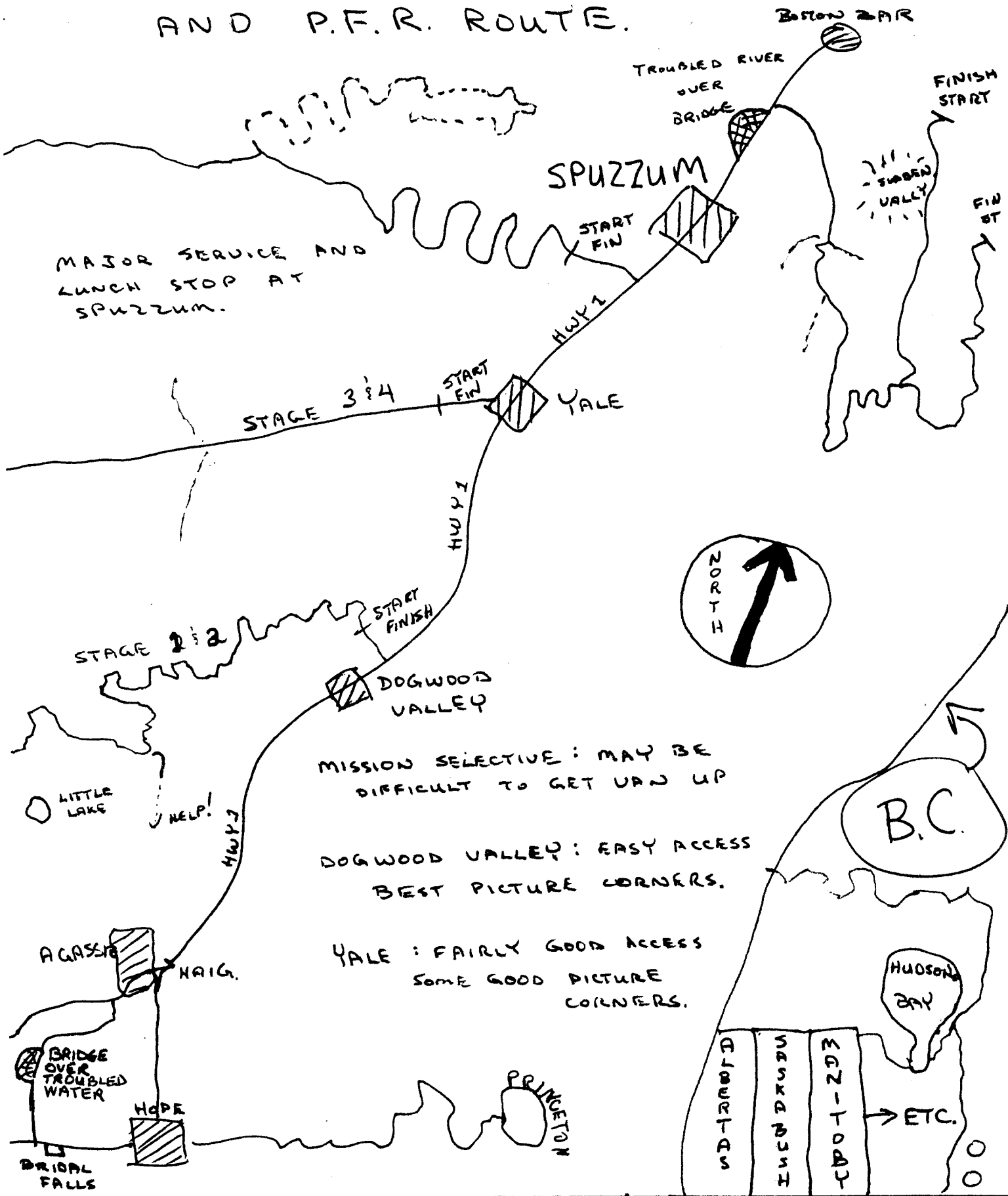


CANABIS

↓ WARMER WEATHER ↓

\* OLYMPUS

# AND P.F.R. ROUTE.



U.S. BORDER.

TAISTO HEINONEN

BORN IN FINLAND

A general automotive repairman by trade, Taisto and his wife Marja and their two children immigrated to Canada in 1970. At present they live in Langley, B.C. where they own a farm.

- 1971 - Taisto began his rallying career in Canada in a self-built Anglia.
- 1972 - Taisto drove the Anglia to victory in the prestigious Thunderbird Rally. Later in 1972, he prepared a Renault 8 Gordini, driving it to victory in the 1972 Mountain Trials Rally. Two other high placings in the R8 placed him ninth in the 1972 Canadian Rally Championship.
- 1973 - In 1973, Taisto was contracted to drive for the More Opel Team in the World Championship Press on Regardless Rally, as well as other major rallies in the Pacific Northwest. Taisto placed well enough in several events to place tenth in the Canadian Rally Championship, and third in the newly formed Pacific International Rally Series (PIRS).
- 1974 - In 1974, Taisto drove the More Opel to victory in the Alpine Express Rally, a PIRS event. Later in the year, Taisto won both the Mountain Trials Rally and the Rocky Mountain Rally for Toyota. His successes placed him fourth in the Canadian Championship, and second in the PIRS Championship.
- 1975 - Taisto retired the Renault after placing second in the Pek'lona Rally, and began preparing a Volvo 142. In the first rally in the Volvo, with the car virtually in stock form. Taisto was winning when a navigational error technically DNF'd him. Despite this he won over half the stages. The following weekend, he took the Volvo to another victory in the Rocky Mountain Rally. Taisto again placed fourth in the Canadian Rally Championship, and fourth in the PIRS Championship.
- 1976 - Taisto joined forces with Tom Burgess, Western Canada's leading co-driver, and the dynamic duo began the season with an impressive win in the Pek'lona Rally. This was followed by another win in the Alpine Express Rally. In the spring Taisto entered into an agreement with Renault of Canada to rally an R17 Gordini for the remainder of the season. After developing the Gordini for rallying through the summer, Taisto drove it to victory in the Rocky Mountain. He also drove to victory in Criterium du Quebec (Canada's most important Rally) and the Rally of the Tall Pines in Ontario. His four wins placed him second overall in the CASTROL Rally Championship of Canada 1976.



**...rugged**

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**Winners All**

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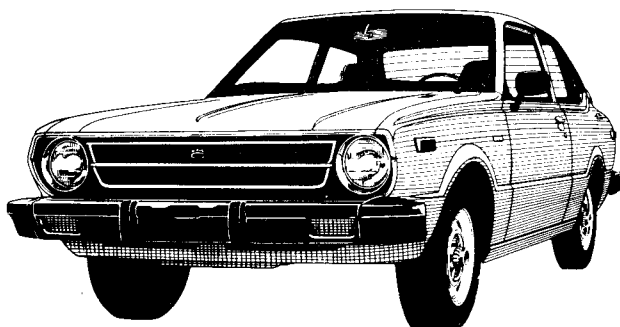
**PORT MOODY**

**racy ...**



**Rallyists**

**who know go TOYOTA**



**... reliable**

GORDON ROBERT LANSDELL

BORN: CALCUTTA, INDIA



Gord is a telephone equipment installer for the British Columbia Telephone Company.

Gord started in motorsport with a Volkswagen in 1961, at the age of 18. He became so interested in the sport that he entered almost every rally in B.C. over the following three years.

From 1965-67 Lansdell competed in slaloms and other smaller events due to employment away from the centre of major rallies.

By 1968, driving a Toyota Corona, he was again gearing up by running all the B.C. regional and national rallies that time permitted. By 1970 he was making trips to Alberta, Saskatchewan, Manitoba and south to Washington to take part in all the major rallies within reach of his finances. In 1971 he won the Loop Rally out of Calgary, then part of the national series.

In 1974 Gord bought a new Honda Civic and had incredible success with it including 2nd overall in the Olympus Rally at Seattle and 2nd overall in the 1975 Mountain Trials. He also entered the 1974 Rideau Lakes and was 9th overall when he rolled the car, putting him out of the event. He accomplished a class win in the same Honda in the 1975 Canadian Winter Rally and firmly established his expertise with front-wheel-drive.

In 1976 Lansdell bought a Datsun 710. His links with the Nissan Automobile Company started to materialize. His best finish was a fourth in the Rocky Mountain Rally with the car still under development. In late 1976, Gord decided to return to front-wheel-drive with a new factory-sponsored F-10. It was agreed that the new production class was the route to take with the new car. He DNF'd Pek K'lona and finished second in production class at Perce Neige.

Lansdell aims to win the production class championship for 1977. He has secured much of the necessary backing and plans to compete in all of the 1977 CASTROL Canadian Rally Championship events.

#### JIM THOMSON

Jim started rallying 14 years ago. He has competed in the International Winter Rally 5 times as well as the 1968 Shell 4000.

Jim has successfully run many national, SCCA Pro and NARA events over the years. He has finished in the top five on a good many of those rallies. In 1975 he won the Mountain Trials Rally in an almost stock Fiat 131.

That 131 has since been replaced by another with a specially constructed 160 hp Abarth-designed engine and a close ratio "crash" gear box.

Jim is well-known as an organizer as well as a driver. He formerly enjoyed ice-racing in Ontario, so three years ago he organized the first ice races in B.C. Two years before that he organized the Fiat Auto Club of B.C. and has since been its president, saviour, and all-round guiding light.



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JIM THOMSON IN THE FAMOUS FIAT



BURCKHARD ("BO") SKOWRONNEK

BORN: Hanover, Germany

Bo started in motorsport in 1962 at the age of 16. At 17 he received special permission to co-drive with his father and his brother in national and international rallies in Germany. At 18 he received his state drivers license in Germany.

In 1970, Bo came to Canada and has been involved in Canadian Motorsport ever since. He started by driving in Regional and National Rallies with Tony Woodlands, Dave Golem and Cathrine Awrey.

In 1972 Bo placed 9th overall in the Silver Lake Rally driving a Datsun 510. This was his first National Rally in Canada. Driving consistently better, he placed 3rd in the International Silver Lake Rally in 1973 and 6th in the World Championship Rideau Lakes Rally in 1974. Bo did not campaign seriously in national rallying in 1974, instead tried his hand at circuit racing and placed fourth overall in "C" Sedan at the CRRC in Gimli.

In 1975 Bo planned on rallying seriously in the CASTROL National Rally Championship. This desire was cut short by spinal surgery in June, but he still managed to finish 10th overall. Bo married his sometimes co-driver Cathrine Awrey in December 1975. Both he and Cathrine were looking forward to a full year of rallying in 1976. Bo, having worked the problems out of his home-prepared Datsun 610 ran every rally within reach of his limited financial budget. He finished 1st, 2nd, 3rd and 4th during the year and finished 5th overall for 1976.

Bo is now running a factory-sponsored Datsun 200 SX and anticipates a high finishing place in the 1977 Castrol Canadian Rally Championship.

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WALTER BOYCE

BORN IN OTTAWA

Boyce now lives in Munster with his wife and two children. Walter is an accountant and enjoys jogging, shooting and skiing. Tried racing in 1969 and found it too boring. Started rallying in 1967 and won the Canadian Rally Championship from 1970 to 1974 and is the only Canadian rally driver to ever win a World Championship event.

Rally successes include: Wins in the Fall Night Rally, Rally de Neige, Trail of the Conestoga, Loyalist, New Brunswick Lobster Rally, Wheatbelt, Licorne 500 in 1972, wins in the Rally of Rideau Lakes, Mountain Trials, Rocky Mountain, Criterium du Quebec, Feuille d'Erable, Rally of the Golden Triangle, Press on Regardless in 1973; wins in the Rally de Neige, Rally of the Golden Triangle, Trail of the Bison, Piston de Wapitis, Nova Scotia Highlands, New Brunswick Lobster Rally, Mountain Trials, Rocky Mountain in 1974, wins in the CASTROL Press Rally and Tu'um Est in 1975; and in 1976, a win in the Madawaska Rally and seconds in the CASTROL Press Rally and the Nova Scotia Highland Rally.



A Triumph TR7 in action on a typical high performance rally road.

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TOIVO HEINONEN

BORN IN FINLAND

Toivo is almost as well-known in area rally circles as his brother although Toivo started in racing in 1972.

He also started rallying in 1972 and between then and 1976 Toivo finished in the top ten on six international rallies.

Rallying didn't mean Toivo gave up racing - particularly not Ice Racing (a very popular sport in his native Finland). Toivo placed second in Ice Challenge '77 Unlimited Stud Class.

Although Toivo has just opened Coquitlam Centre Datsun, he is rallying a 1972 Mazda R100. The car also has a close ratio gear box and a limited slip 513:1 differential to help get the all 225 hp of his RX3 engine to the ground in the right places.

Toivo claims "0 to 60 mph in 7.2 seconds, Hm-m-mmm".

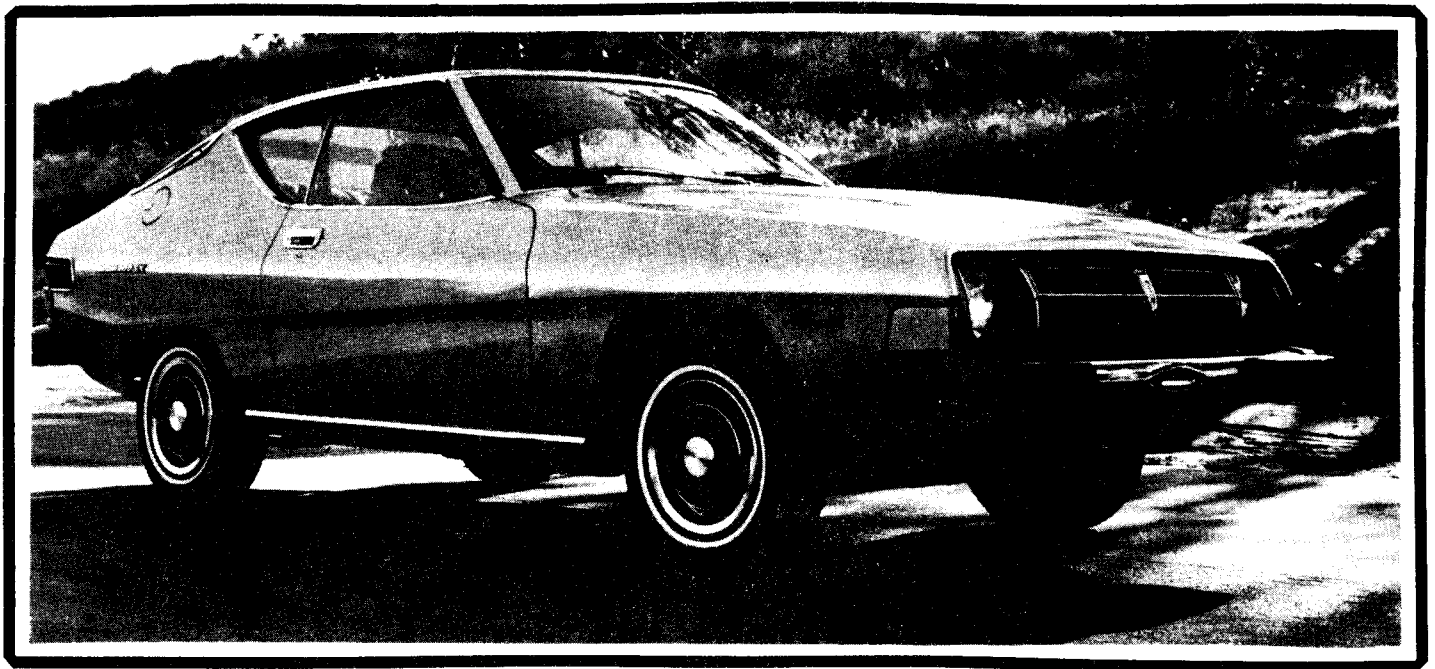


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JOHN RODGERS

BORN IN ST. LOUIS, MISSOURI

John began rallying in 1967 while a student at Cornell University in New York State. His explanation for why he started is "free beer at the end". However, John went on to become First Novice Driver of the year in the local series.

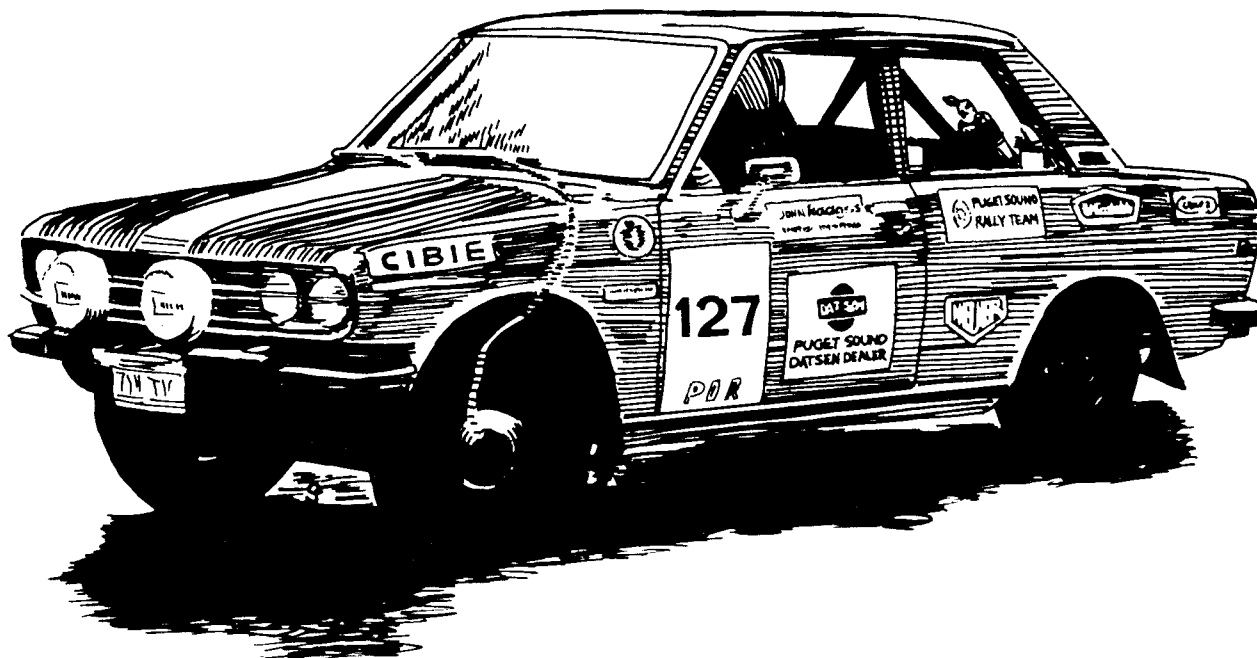
That was only the first of his many successes. John ran mostly navigational or TSD rallies until he went to work for the Boeing Company in 1969. Once in the Seattle area, John soon became acquainted with Canadian National events and since then has come to concentrate solely on driver's events. He has run the prestigious Press-On-Regardless Rally in Michigan three times and is as well-known in the East as he is on the West Coast.

John built his first Datsun 510 in 1972. That engine gave way to a bigger and better one - John's finishes got more consistent and he began to place in the top five almost constantly.

His rise continued until 1977 when he won all the Sports Car Club of America (S.C.L.A.) Pro Rallies he entered plus placing in the top 5 on two other Pacific International Rally Series (PIRS) events. He was 5th in the SCCA National Pro Rally Championship and 2nd in PIRS.

1975-1976 were not as good for John as 1974. He was plagued with mechanical failures on his 510 and a run of plain bad luck. Still, he has never quit and is considered to be a real contender on any rally he runs.

Another 510 shell has replaced the one wrecked on the 1976 Mountain Trials and John expects to get back into the winning habit with the Pacific Forest Rally.





Sanctioning Requirements: All clubs organizing rallies as part of the PIRS calendar are required to have liability insurance and events must conform to the stage format. The sanction fee is the equivalent of one entry fee.

Membership: New and renewal fee is \$5.00 per individual. Members may compete for the PIRS championship, receive information bulletins, current standings and the annual yearbook. Members, both new and renewal, will not be scored on any event until after the membership fee has been received by the PIRS Treasurer. The membership year is January 1 to December 31.

Individual Championship: Awards will be presented to the top overall drivers, co-drivers and unclassified drivers for the year. An unclassified driver is one who has not finished in the top five twice in PIRS events in the previous two years. Events will be scored as follows:

1st - 25	4th - 17	7th - 11	10th - 6	13th - 3
2nd - 22	5th - 15	8th - 9	11th - 5	14th - 2
3rd - 19	6th - 13	9th - 7	12th - 4	
			remainder of finishers	- 1

Competitors may count a maximum of six events with a maximum of four in their country of residence. (If less than eleven events are run, the maximum becomes 50% of the total rallies in the series, plus one). In the event of a tie for award winning positions, the competitors' next highest placing position will be scored, and so on, until the ties are broken.

Manufacturer's Championship: A year end award will be presented to the manufacturer whose cars accumulate the most points in the manufacturer's championship. Only the highest placing car of any one marque will be awarded points for any one event. All events are scored with points awarded as follows:

1st - 9	4th - 3
2nd - 6	5th - 2
3rd - 4	6th - 1

1977 PIRS Executive:

Chairman: Lorne Nicklason, 4-1976 W. 3rd Ave., Vancouver, B. C.,  
V6J 1L1, (604) 733-4644.

Treasurer: Dave Fairhall, 103 - 1844 W. 7th Ave., Vancouver, B. C.,  
V6J 1S8, (604) 736-3093.

Scoring & Gord Lansdell, 211 - 170 E. 4th St., North Vancouver, B. C.,  
Publicity: V7L 1H6, (604) 985-1755.

OTHER WELL-KNOWN RALLYISTS EXPECTED FOR THE PACIFIC FOREST RALLY:

FROM ALASKA:

Satch Carlson/Rusty Link

Driver Dan Goodwin will be co-driving for Canadian Jim Thomson

FROM OREGON:

Roy Donison

FROM WASHINGTON:

Steve Roberts/Don Gibson

John Davis/Karen Davis

Pete Hufschmidt/Steve Richards

Ken Lingbloom

Dave Cherrick

FROM ALBERTA:

Pat Stiles

John Nixon

FROM B.C.:

Dave Fairhall

Ron Mistry

Andy Field

Pete Viridi

Jeff Vanderwall

Derek Steel/Blake McGuffie

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PHOTO CREDITS:

Derek Bell - Front Cover, Pages 11 & 13

Jonathan Stewart - Pages 2, 20 & 24

Barry Rowland - Page 9



# Player's

Warning: Health and Welfare Canada advises that danger to health increases with amount smoked — avoid inhaling  
Av. per cigarette: Regular Size: 19mg "tar", 1.3mg nicotine.