



MAYDAY

THE OFFICIAL NEWSLETTER OF M.E.T.A.

VOLUME 16 NO. 1

JANUARY 1991

Is this weather some sort of retribution for all the remarks we've made about the sanity of ice racers? I suppose I should appreciate the race track ambiance my house develops when the toilet pipes are frozen solid.

Several innovations are being launched on my unsuspecting readers this month. These include a contribution from our president, Roger Salomon, which will be followed in turn by contributions from the other executive members; a column by Olov Brandfors entitled "The Two-Wheeled View", which he conceived as a contribution to the IRDC newsletter but which will serve also to give us some insight into another side of road racing; and, wonder of wonders, a letter to the editor! Truly amazing.

On the subject of motorcycle racing, and with Westwood receding into history, META members will be looking around for other tracks and events to keep us involved, preferably as a cohesive group. We have an invitation from the Washington Motorcycle Road Racing Association to come down to Seattle and work their races, all held on Sundays only. Hitherto the local chapter of the Goldwing Club have been providing workers for the Seattle bike races, but their lack of training and experience in safety and communication does little to reassure the riders. WMRRA would be happy to have our expert assistance, and I can assure you they do put on a good show!

Also in this issue, a summary of the Coroner's report on the fatal incident during the first Vancouver Molson Indy. I have simply given my impressions of it, and outlined the recommendations made, both to workers and to other parties involved. Much debate could surely follow - anyone wishing to use the Mayday as a forum therefore is more than welcome to write!

Finally, welcome and congratulations to our new executive! I look forward to working with them - a strong, energetic, efficient (obstreperous, opinionated...) group, committed to the best interests of META and of racing.

Danielle

THE TWO-WHEELED VIEW

Olov Brandfors

Motorcycle racing in the {META} newsletter? But those guys are deranged! Unfortunately they have the same track preparation and availability problems and cost concerns as car road racers. We also share the goals of safe, competitive racing and community acceptance. IRDC and WMRRA (Washington Motorcycle Road Racers' Association) have many more similarities than differences, and by understanding one another and fostering goodwill between the two clubs we might be better equipped to ensure that our home track looks to the needs of all road racers.

I started corner working for car races about four years ago, and still work 10 -20 races per year. It was inevitable that I take a driver school and see if I had, as I figured, learned anything from what I had experienced trackside for a year. The beginning of the next season I rented a Formula 440 for a few races and finished my novice requirements. As I was not in a position to buy or build a race car this had to suffice. I only drive in a couple of races each year, as the budget allows. Then last year I bought a motorcycle (handy, economical second vehicle, right?) and decided I should at least try racing it.

Now, after the rider clinic and four motorcycle races, I understand what compels people (there are women motorcycle racers) to this end of the motorsport spectrum. Auto racing is still my preference, but after experiencing full throttle standing starts, Turn 2 in a group of 25 riders elbow-to-elbow, and spinning the rear tire exiting Turns 3B and 8 (4 and 9 for bikes) I don't expect I'll survive a year without doing a few bike races.

Although informal as it is, the relationship between IRDC and WMRRA has already borne fruit. Critical sections of S.I.R. have been repaved (only two miles or so to go!), spectator and turn station visibility is the best its been in years, and with the help of Mike Burris, Course Marshal for WMRRA, we've begun a crucial crossover of turnworkers so that both clubs might have enough trained workers to keep racing as safe as possible. WMRRA is preparing to produce a calendar, the proceeds of the sale of which will go to a track repair and safety fund. They have offered to include, at no charge, all of IRDC's race dates.

Through this column I will try to keep you abreast of the goings-on in WMRRA (they may have some unique ideas we may want to incorporate) and of course amuse you with trials and tribulations (triumphs?) of a six foot three inch Swede (can't quite get down behind the fairing...) learning how not to get his you-know-what kicked in a very demanding, sometimes frightening, and extremely competitive, sport.

* * * * *

NAMETAGS

We are (really) ready to order nametags for META members who wish to have them. They will cost \$3.00 each, and anyone who wants one should call Danielle at 942-4762, during business hours, or 879-9029 weekdays 'til 10 p.m.

5

META MONTHLY MEETING
NOVEMBER 28, 1990

Meeting called to order at 8:06 p.m.

50 members present, 1 guest: Sue Proud.

Bob moved, Brian seconded, that minutes of previous meeting be adopted as read.

Treasurer:	Fran	Not here. General revenue: \$1728.51 Equipment fund: \$2496.56 As per statements.
Correspondence:	Joey	Note from J.P.'s family CASC slalom bulletin Vancouver Public Library form Letter from Rodney Cockroft
Social:	Joe	Raffle: beer, Armorall, air freshener.
Mayday:	Danielle	She's here, they're here, help yourself.
Membership:	Russ	Same as before: 87, plus 7 honorary.
Historian:	Joe	Photo album is here, and more Vic's pix.
Training:	Roger	Nothing to report.
Race Chairman:	Bruce	Quit. Race track rumours include Kamloops, Squamish, Maple Ridge, and Kelowna.
Course Marshall:	Dave	Quit. Has T-shirts for those who didn't get them yet, Fire sale continues on dash plaques, etc.
Old Business:	Dave	Rumour has is that city police have ruled J.P.'s death an accident.
Vice President:	Danielle	Nothing to report.
New Business:	Nick Rick N. Lori	Turn 1 didn't eat their noodles at the Enduro. Has summary of turn working records. What should be done with them? Roger suggested executive have custody. Thanks to Rick for keeping these statistics. Did roll call to determine mailing list for awards ballots.
Break:	8:30 - 8:45	
ELECTIONS:	President Vice President Secretary Treasurer	Roger Salomon Brian Meakings Dani Kasburg Rick Smale

November 28, 1990 minutes, cont.:

Reminder: Attendance to qualify for awards: Non-member rookie - 50%
Member rookie - 50%
Member of the Year - 75%

New Business: Vic Variety Club Telethon, February 16/17, 1991. Drivers' meeting
Renfrew Community Centre, 22nd and Renfrew. Also Mission Mini
Sprints, 1/16 mile clay oval, needs workers. Will pay -
perhaps transportation costs or donation to META, as we are all
volunteers - 10 Saturday nights. Vic will bring someone to
our next meeting to tell us more.

President: Lori Thanks to everyone for all the help this year, especially the
executive. Welcome to the new executive. SCCBC will have
class winners' cars on display at their banquet.

Good & Welfare: Charmaine Let her know if you are coming to the banquet.

Next Meeting: Roger As we are between facilities, moved that we hold our January
1991 meeting in conjunction with our banquet, on the 19th.
Lori seconded. Carried.

Swap and shop: Joey Yes...

Adjourned: Ruth Moved that meeting be adjourned, at 9:35. Brian seconded.
Carried.

Happy Birthday to Dani (November 29) and to Danielle (December 11)!

Raffle: Beer - Peter, freshener - Bruce, Armorall - Jo.

Respectfully submitted, Jo Adair, Secretary.

DON'T FORGET! That we need gag awards and a sound system for the banquet.

PRESIDENT'S REPORT

First of all, I would like to thank all members for their confidence at the elections.

This year will be a big challenge for META as we have lost our playground (Westwood) thus
giving us no place to train new people nor keeping us involved in racing. WRONG!!

How about starting the race season in January? Yes, you heard right, ICE RACING in January
and February at Logan Lake near Ashcroft - more info elsewhere in this issue, or ask our Vice
President, Brian Meakings, as he plans to go racing. So if you like to freeze your ??? off,
this is for you.

Later we have a chance to work some mini stock racing in Mission, Saturday nights; what a way
to spend a night! For those who want to travel south, Seattle and Portland added on one
extra race in the Conference series so you get a chance to work eight races without having,
or purchasing, a license. Expensive? Not really, because Seattle and Portland workers are
...continued on page 5

5

Brian Meakings is going Ice Racing this year, and says that the Ice Racers would be very happy to have some workers for their events. If you like the idea of standing around in sub-zero weather watching a bunch of certifiable lunatics sliding around some frozen wasteland in Armpit Popsicle, B.C., this is for you. (If you don't, you have probably skipped a lot of the races at Westwood lately - possibly even skipped town altogether.) Accomodation can be provided for those needing it. Dates, locations, and contacts are as follows:

January 5 & 6, Barnes Lake	Lorne	271-4651
19 & 20, Logan Lake	Tom	921-7391
February 9 & 10, Barnes Lake	Doug	941-0666
16 & 17, Barnes Lake		

Races are weather-dependent! Call before making final travel plans!

President's Report, continued:

are giving us shelter. Remember, working different tracks is a great way to gain more experience. A full race schedule for the Northwest tracks will be published in the February Mayday. So as you can see, still lots to do in 1991.

Have you ever wanted to get involved in club activities but were afraid to? Well, here it is folks: META's 1991 social ideas. Fun rallies with a great barbecue at the finish; trips to Skagit Speedway (dirt track) - if you have not seen this, it's a must; the META shuffle - yes you heard right - hand signals and flags put to music. We decided to leave this to our opposite sex as they have more moves (hips, etc.) than the male, but myself and the Treasurer, Rick, promise to participate at the final stage, providing the girls' patience with us lasts.* You never know, this could be PNE parade material. META strikes again!

As most of you have probably heard, the 1991 Molson Indy Vancouver has been signed, and this year it will be an even bigger task to organize the event. I still plan to have at least three training sessions prior to the Indy race, starting end of February - more info in February Mayday.

We also aim to have our Mayday published by the beginning of each month, informing our members of happenings in the racing world. As you can imagine, there is nothing worse than publishing a newsletter with no input from the rest of the members, so how about giving Danielle and staff a hand: submit an article, news, ideas, complaints, or whatever, to make it the most interesting little paper in the Lower Mainland. One member of the executive will contribute an article every month.

As you can see, the executive has its work cut out for this season, but we have to make it a club effort - everybody has to get involved, so don't be surprised if one of us asks you to do something.

With or without a race track, let's start 1991 with a party! Yes, the META banquet, and we promise it will be great fun and good food. We will have funny awards and tons of door prizes, and big ones too... and bring your boogie shoes. Remember, you don't have to be a META member to come - bring a friend. (Members \$10, non-members \$20)

Yours in the sport, Roger.

* Views expressed by columnists are not necessarily shared by the Editor. More moves? You must be joking. And who the hell is "we"??

6 .

A SUMMARY OF THE CORONER'S REPORT
Into the Death of J.P.Hien

The findings and recommendations of the Coroner's inquiry into the death of Jean Patrick Hien are of interest to everyone involved in racing, especially the future of racing in the Vancouver area. It is in the best interests of us all that we familiarize ourselves with it, both to ensure that we get the maximum possible benefit from its scrutiny of our methods, and to ensure that we are prepared for the further scrutiny they will receive before and during our 1991 Indy event. The following is a summary of its contents:

* * * * *

Medical cause of death was massive brain injury, resulting from a fractured skull incurred when Mr. Hien was struck and run over by a race car. Death is classified as accidental.

The report gives a detailed outline of the workings of a turn station, including a description and explanation of each flag used, the responsibilities of each of the persons at a turn station, the other emergency aid available, and the rules the drivers were to follow both under normal circumstances and in the event of a blockage of the Turn 5 chicane. This outline shows a good understanding of race procedures. The report goes on to summarize Mr. Hien's raceworking experience, and from there to describe the Turn 5 area, and thence to a detailed account of the incident from start to finish. Results of the Post Mortem examination follow, along with testimony of the Turn Marshal. Conclusion of accidental death is followed by recommendations.

Recommendations of the inquiry are that:

- 1) "All track workers be supplied with and wear a designated fluorescent-coloured uniform (jumpsuit/coveralls) and gloves (fluorescent orange or yellow) to clearly distinguish the track worker from the background and for easy identification by race car drivers."
- 2) "The Turn Marshal's only responsibility be to supervise turnworkers and delegate duties prior to and during the race."
- 3) "No response person will leave his/her position and go to the track for any reason unless instructed to do so by the Turn Marshal and only after the Turn Marshal has determined that it is safe to do so."
- 4) "One worker be delegated as a lookout. This will be his only responsibility while workers are on the track and he will be equipped with an air horn to sound an alarm when there is an impending danger."
- 5) "All course workers who witness a traumatic event be relieved of their duties. There should be an adequate number of course workers available on site to replace traumatized personnel."
- 6) "A directional signal shall be erected at the entrance to the chicane/by-pass. The signal will be controlled and activated by the Turn Marshal when a blockage or incident occurs in the chicane. This signal is in addition to the traditional use of hand and flag signals. The signals shall consist of:
 - 1) A green directional arrow pointing to the chicane indicating that the chicane is open.
 - 2) A yellow directional arrow pointing to the by-pass indicating that the by-pass is to be used and the chicane is closed.

...continued page 7

2

LETTER(S) TO THE EDITOR...

Dear Editor and Friends in Conference,

1990 was a fantastic year for Conference - more races and racers, officials and enthusiasts than ever before. What a great way to usher in the final decade of ICSCC in this millenium. Although there's no more Westwood (no more Mountain High mooning, eh?), we raced an "interesting" (to say the least) double event at the Tri City Grand Prix. Throughout the season we welcomed many new friends to Conference racing while conducting what many recognize as the finest amateur road racing series west of the Mississippi (well... west of the Snake anyway).

As a member of the ICSCC Race Officials Division, Cascade Sports Car Club, Team Continental, and M.E.T.A., it has been my pleasure to share in your racing experiences at all eleven points contests and several driving schools. I was surprised and very honoured to be named ICSCC's 1990 Worker of the Year. The honour is especially meaningful to me because I very much value many friendships which have been formed through racing.

Thank you all for an exceptional season: drivers for consistently putting on a super show, sometimes under very challenging conditions (rain); officials for being there to support safe, enjoyable events no matter what befell you (rain); crews and families for keeping competitors in the run and reasonably happy even when the circumstances were "trying" (rain). There's very little I can think of that could have improved our competition year (sun).

1990 will be a "hard act to follow" and there are many challenges facing us as the number of permanent race venues dwindles. I've seen the camaraderie of the racing community before as we've struggled, successfully, against challenges to our existence. It seems to me the reason it's always worked is because we have worked together. Conference can produce an "encore" year in 1991 if all the clubs endorse a joint goal of maintaining the health and growth of ICSCC racing and demonstrate this by working together through the differences they may encounter.

Thanks again to all. May you enjoy safe and happy holidays and a bit of R & R before we rrr-rev up again.

Greetings to all up North!

Pat Ross.

Coroner's Report, continued:

The design of the aforementioned will allow only one arrow to be illuminated at a time. Above the yellow arrow, there will be a bank of yellow strobe lights that will operate in conjunction with the yellow arrow."

- 7) "No advertiing signs to be placed on the fence of the chicane that would obstruct the view of the course workers and the race car drivers from each other."
- 8) "No signs or banners to be displayed on the island of the chicane."

* * * * *

To those of you who have taken the time and effort to fill in and return our safety questionnaire, our thanks. Those responses will make a fitting and enlightening follow-up to these recommendations. Again, anyone wishing to add their comments on this (or any) issue is encouraged to do so!

8.

A RACER'S GLOSSARY, continued

CREW CHIEF	The senior member of a racing pit crew, responsible for co-ordinating the duties of each member of the group so that together they form a cohesive, efficient unit. The skill and co-ordination of the crew can be the deciding factor in a race, hence the crew chief's vital importance. Ideally he or she should be an expert race car mechanic, an intuitive diagnostician, a brilliant improviser, and combine the essential character traits of Mary Poppins and Ghengis Khan.
DRIVERS' MEETING	A mandatory gathering of all drivers intending to participate in a given event, at which they are informed of prevailing track conditions, reminded of local passing rules, etc., and admonished to behave themselves. The whole exercise is strongly reminiscent of a parent instructing small children to keep their coats buttoned, stay out of the neighbors' yard, and remember not to wipe their noses on their sleeves, and is about as effective.
HEEL AND TOE	Just like it sounds: an intricate dance step, performed by drivers as they downshift. The intention is to co-ordinate the RPM of the engine with the RPM of the driven wheels, resulting in a perfectly smooth downshift: if not correctly performed the result is more likely to look and sound like a cat choking on a bone.
RACE	An event in which the owners and operators of a group of race cars compete fiercely for small tokens which are recognized by the group as the ultimate justification of the amount of time, effort, and money spent on the endeavor. The event itself involves 25 or so allegedly sane and healthy adults driving repeatedly around in warped circles, striving constantly to achieve that razor's edge between heroism and idiocy, with predictable results.
RACE CAR	Any of a wide variety of vehicles having (at least initially) four wheels, an engine, and a transmission, and (always) a limitless capacity to absorb money.
REV LIMITER	A mechanism which restricts the car's motor to a preset RPM limit. An essential item for the type of driver who as a child could never resist hanging from the scales in the produce section at Safeway, to see how many times around the little needle would go before something exciting happened.
SPEC TIRE	This is a tire specified for use in a given series. The result is that the tire company receives a large chunk of business and a base on which to build an advertising campaign, the race team receives an alternative to tearing out their hair (and possibly each others' throats) over tire selection, and everyone else receives the impression that there is no other way to persuade racers to put those particular tires on their cars.
SPONSOR	An individual or organization which provides material or financial support to a race driver or team. The type and amount of such support varies according to the sponsor's financial and mental capacities; these are usually in inverse proportion to each other, hence the sponsor's involvement in the sport in the first place.

META MEMBERSHIP LIST NOVEMBER, 1990

ADAIR: Jo	301-2265 Eton Street, Vancouver BC V5L 1C9	(H)	225-9285	(W)	325-3221
BAISCH: Jeremy	505 West 49th Avenue, Vancouver BC V5Z 2S3	(H)	325-4610		
BAXTER: Danielle	725 West 17th Avenue, Vancouver BC V5Z 1V1	(H)	879-9029	(W)	942-4762
BEGLEY: Lori	8606 Premlin Street, Vancouver BC V6P 3X3	(H)	327-0240	(W)	276-3067
BELEY: Buzz	S.E. 170 Madrona Beach Lane, Union WA 98502	(H)	(206) 898-3342		
BELEY: Mary-Margret	S.E. 170 Madrona Beach Lane, Union WA 98502	(H)	(206) 898-3342		
BENNIE: Tom	210-1215 Lansdowne Drive, Coquitlam BC V3E 2P2	(H)	942-7436	(W)	669-4646
BENTLEY: Robin	234-9458 Prince Charles Blvd., Surrey BC V3V 1S6	(H)	581-6849	(W)	588-8383
BOHAN: Steven	4701 N.E. 72nd Avenue, Vancouver WA 98661	(H)	(206) 896-4965		
BOYKO: John	63-172nd Street, RR#7 Whiterock BC V4B 5A8	(H)	538-5606		
BRANDFORS: Olov	16529 10th Avenue N.E., Seattle WA 98155	(H)	(206) 364-8041		
CAPPERKY: Kevin					
COCKROFT: Rodney	515-2780 McCallum Road, Abbotsford BC V2S 5S7	(H)	859-9462		
DEFRY: Charmaine	23-21668 Lougheed Highway, Maple Ridge BC V2X 2S1	(H)	463-0403		
DOYLE: Judith	13055 S.W. Hart Road, Beaverton OR 97005	(H)	(503) 626-6430		
EDWARDS: Joan	1420 Kamloops Place, Port Coquitlam BC V3B 5E3	(H)	942-8383		
PETTERMAN: Gail	2504 S.E. 51st Street, Portland OR 97206	(H)	(503) 235-4601	(W)	(503) 231-5349
FORSTER: David	2-1336 Pitt River Road, Port Coquitlam BC V3C 1N7	(H)	942-2350		
FORSTER: Deryk	3089 West 44th Avenue, Vancouver BC V6N 3K5	(H)	263-3498		
FORSTER: Shari	338 English Avenue, Monterey CA 93940	(H)	(408) 373-8324	(W)	(408) 372-7223
GADSDEN: Dave	16635 S.E. 279th Place, Kent WA 98042				
GADSDEN: Dick	16635 S.E. 279th Place, Kent WA 98042				
G N: Joanne	16635 S.E. 279th Place, Kent WA 98042				
GILCHRIST: Peter	6468 Sunshine Drive, Delta BC V4E 1P2	(H)	591-8438	(W)	596-8676
GILDEMEISTER: Doris	102-11240 Daniels Road, Richmond BC V6X 1M6	(H)	273-3700		
HAMM: Bernard	21888 Lougheed Highway, Maple Ridge BC V2X 2R4	(H)	467-3400		
HARTSON: Donna	205-6920 Gilley Avenue, Burnaby BC V5J 4W7	(H)	439-9077		
HEALY: Bonnie	1105-11920 80th Avenue, Delta BC V4C 1Y2	(H)	599-5457	(W)	688-1221
HURST: Laurie	102-9148 Saturna Drive, Burnaby BC V3J 7K2	(H)	421-0957		
HUTCHINGS: Kerry	6870 Strathmore Avenue, Burnaby BC V5E 3M7	(H)	524-8695		
IWATA: Genevieve	9662 139th Street, Surrey BC V3T 5H3	(H)	584-7242		
IWATA: Ruth	9662 139th Street, Surrey BC V3T 5H3	(H)	584-7242		
JAMES: Glenn					
JOHNSON: Ben	1424 Dansey Avenue, Coquitlam BC V3K 3H8	(H)	936-4640		
KASBURG: Dani	2012 Grant Street, Box 4672 Vancouver BC V6B 4A1	(H)	251-4591		
KATHWAROON: Frank	307-1230 West 12th Avenue, Vancouver BC V6H 1M1	(H)	731-7979		
KAUPPI: Kimmo	6711 196A Court, Langley BC V2Y 1J7	(H)	530-1160		
KAUPPI: Mikko	6711 196A Court, Langley BC V2Y 1J7	(H)	533-0260		
KENNEDY: Vic	1342 East 27th Avenue, Vancouver BC V5V 2L8	(H)	876-5981	(W)	291-8286
KOCHI: Kevin	5660 Parker Street, Burnaby BC V5B 2A1	(H)	299-4258		
LAMB: Laurie	207-4290 Maywood Street, Burnaby BC V5H 2J3	(H)	436-0431		
LASSEN: Grace	132-7476 138th Street, Surrey BC V3W 6G4	(H)	583-5139	(W)	590-3346
LATHROP: Michael	703 High Avenue, Bremerton WA 98310	(H)	(206) 377-9997		
LEDLIN: Margaret	15 West 11th Avenue, Vancouver BC V5Y 1S6				
LEDUC: Bob	13042 103A Street, Surrey BC V3Z 1S5	(H)	585-7692		
LEIGHTON: Al	c/o Valley Helicopters, R.R.#2, Airport Rd Hope BC V0X 1L0	(H)	869-7460	(W)	869-2131
LEISNER: Thomas	13425-87B Avenue, Surrey BC V3W 6G7	(H)	591-7729	(W)	321-2231/2214
M LLY: John	306-7459 Moffat Road, Richmond BC	(H)	273-3540		
Tom	4109 N.E. 137th Street, Portland OR 97223	(H)	(503) 252-6476		
McCOY: Karen	11925 S.W. Morning Hill Drive, Tigard OR 97223				
McRAE: Jim	204-1625 West 13th Avenue, Vancouver BC V6J 2G9	(H)	736-5796		
MEAKINGS: Brian	23-21668 Lougheed Highway, Maple Ridge BC V2X 2S1	(H)	463-0403		

10

MITCHELL: Raemar 3032 Armada Street, Coquitlam BC V3C 3S3 (H) 464-8309

MITCHELL: Russ 3032 Armada Street, Coquitlam BC V3C 3S3 (H) 464-8309

MOCYK: John 4-2023 Grant Street, Vancouver BC V5L 2Z2 (H) 255-1598

MOEWES: Barb 3320 Francis Road, Richmond BC V7C 1J2 (H) 277-7951 (W) 421-9133?

NERADA: Larry 7611 Burris Street, Burnaby BC V5E 1Z2 (H) 524-0964

NEWBY: Lori 13070 106A Avenue, Surrey BC V3T 2E5 (H) 584-4641

NEWBY: Stephen 13070 106A Avenue, Surrey BC V3T 2E5 (H) 584-4641

NEYEDLI: Rick 7450 Humm Street, Vancouver BC V5P 4B8 (H) 325-2792 (W) 735-0627

OLUND: Shirley 7236-140th Street, Surrey BC V3W 5J7 (H) 597-1451 (W) 585-8328

OSBORNE: Bob 824 Hubbard Road, Kelowna BC V1W 1N4 (H) (604) 764-4859

PACKARD: Ashley 375 Timbertop Drive, Lions Bay BC V0N 2E0 (H) 921-6402

PELLETIER: Fran 310-170 East 4th Street, North Vancouver BC V7L 1H6 (H) 985-9845

PENNICOTT: Granville 1003-285 Enfield Place, Mississauga ONT L5B 3Y6 (H)

PETERS: Ann 2212 Pontside Court, Vancouver BC V5P 4V1 (H) 327-1171 (W) 665-7002

PROUD: Joe 7749 Gilley Avenue, Burnaby BC V5J 4Y1 (H) 438-6648

RANDALL: Bob 1755 West 68th Avenue, Vancouver BC V6P 2V9 (H) 266-8569

RANDALL: Hilda 1755 West 68th Avenue, Vancouver BC V6P 2V9 (H) 266-8569

ROCHE: Nick 11053 81A Avenue, North Delta BC V4C 1Z7 (H) 599-9260 (W) 266-3744

ROHLINGS: Gerry 3357 West 26th Avenue, Vancouver BC V6S 1N4 (H) 732-6768 (W) 228-6391

ROSS: Patricia 6128 S.W. Minnehaha Crescent, Lake Oswego OR 97035

SALOMON: Roger 10952 McAdam Road, Delta BC V4C 3E8 (H) 581-7189 (W) 686-3821

SAVARD: Kerry 110-1739 130th Street, Whiterock BC V4A 4A2 (H) 536-4926

SCAIFE: Matt 580 Seaford Road, Kelowna BC V1X 5L4 (H) (604) 765-0615 (W) 762-3115

SHEWCHUK: Pat 101-120 East Keith Road, North Vancouver BC V7L 1T8 (H) 987-1081

SLUKA: Angela 11522-92nd Avenue, North Delta BC V4C 3K7 (H) 584-9432

SMALE: Jan 3016 Ashbrook Place, Coquitlam BC V3C 4A7 (H) 464-0179 (W) 942-7622

SMALE: Rick 3016 Ashbrook Place, Coquitlam BC V3C 4A7 (H) 464-0179 (W) 666-8433

SMITH: Michael 13055 S.W. Hart Road, Beaverton OR 97005 (H) (503) 626-6430

SOUTER: Don 303-13525 96th Avenue, Surrey BC V3V 1Y8 (H) 584-7759 (W) 294-7258

STEWART: Al 4686 Canada Way, Burnaby BC V5G 1K8 (H) 294-0679 (W) 321-6681

STROUD: Tony 3947 Pimlico Place, Port Coquitlam BC V3B 6L1 (H) 944-1451

TAYLOR: Doug 1629 Harvard Avenue, Unit #301, Seattle WA 98122 (H) (206) 324-3902 (W) (206) 628-4788

VELANDER: Brad 1-190 Angela Drive, Port Moody BC V3H 1R7 (H) 931-5141

VELANDER: Lauri 306-7459 Moffat Road, Richmond BC (H) 273-3540 (W) 278-4000

WALKER: Wally 942 Somerset Place, Port Coquitlam BC V3B 2M3 (H) 941-2888

WALTERS: Mark 132-7476 138th Street, Surrey BC V3W 6G4 (H) 583-5139

WELLS: William C. 4808 N.E. 28th, Vancouver WA 98663 (H) (206) 694-6616

WHITMAN: Joan 233 North Ellesmere Avenue, Burnaby BC V5B 1K1 (H) 291-7018

WHITMAN: Richard 233 North Ellesmere Avenue, Burnaby BC V5B 1K1 (H) 291-7018

WISEMAN: Larry 30 Julia Drive, Beeton ONT L0G 1A0 (H) (416) 729-3065 (W) (416) 629-1033

YEO: Bruce 208-10620 150th Street, Surrey BC V3R 7R9 (H) 585-1329

ZOSIAK: Bernice 6811-134th Street, Surrey BC V3W 4S7 (H) 591-7213 (W) 936-3353

ZOSIAK: Mike 6811-134th Street, Surrey BC V3W 4S7 (H) 591-7213