

the official newsletter of the Motorsport Emergency and Turnworkers Association

MAY DAY

APRIL 1992

SPEED READING

April 24-26 (SCCA) School/Regional (NORC)/National SIR

April 25/26 (CSCC) ICSCC Race PIR

May 2/3 (IRDC) ICSCC Race SIR

May 9/10 (SCCA) Regional (NORC) PIR

May 9 (SOVREN) Vintage Race SIR

May 16/17 (CSCC & SCCBC) ICSCC Race PIR

May 23/24 (SCCA) Regional (NORC)/Double National SIR

May 29 (TC) Drivers' School PIR

May 30/31 (IRDC) ICSCC Race SIR

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ADVERTISING:

Size:	Full page	1/2 page	1/4 page	Bus. card
Per Year:	\$130.00	\$85.00	\$50.00	\$25.00
Per Issue:	\$80.00	\$45.00	\$20.00	\$10.00

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.

MAYDAY: APRIL 1992

VOLUME 17 NO. 4

ANNOUNCEMENTS

TOP FINISHERS in the March 22 car rally were: Non-META; Dave Ledlin and Valerie Berry, first place - Marc Ramsey and Kirk Holland, second place - Gerry Frechette and Sue Phypers, third place. META; Barb Moewes and Irene Mitchell, first place - Brian Meakings and Charmaine Defry, second place - Ann Peters and daughter Melanie, third place. Congratulations to everyone who participated in making this rally such a success!

CLUB MEMBERSHIP MEETINGS: April 22, May 27, June 24, July 22, Moody Park Recreation centre, 7:30 pm, Oak Room

KNOX MOUNTAIN HILLCLIMB will again be run on the May long weekend in Kelowna. **META workers are needed.** If you are planning to attend, please contact:
Matt Scaife Tel. (604) 861-6578 H, (604) 762-3115 W

INTERNATIONAL RACE DRIVER'S CLUB worker registrar is **DOUGLAS TAYLOR.** If you will be working IRDC races at Seattle this year, please notify Doug in advance at:
1629 #301 Harvard Avenue Seattle, WA 98122 (206) 324-3902
Accommodations can be arranged with advance notice of your visit.

SCCA's Northwest Region and Oregon Region have announced a combined Regional road racing championship. The **1992 NORC RACING SERIES** will be open to all SCCA Regional or National License holders, and all ICSCC License holders (Area or Senior) with SCCA memberships. The 10 event series will be run at the PIR and SIR racetracks.

Portland International Raceway has announced a new **oil disposal policy** for 1992. There will be no disposal barrels at the track, and *everyone* will be responsible for removing their own waste oil from the facility. Anyone caught in violation of the new rule will be barred from PIR.

Please check everything on your mailing label, and updated membership list for accuracy. If you know of a META member who is not receiving a newsletter, please call Mikko (533-0260). Your comments and suggestions are always welcome.

FOR SALE: Panasonic microwave oven, \$200.00 Call; Lori Newby 584-4641

DB's \$.02 WORTH

Did anyone see the South African Grand Prix? How about the Surfers Paradise IndyCar race? We watched the Malaysian Grand Prix motorcycle race - the last of the 1991 season - last week. Before that we had seen all the other races of the 1991 season, beginning in late fall, each one shown several times a week for three weeks. We were so excited about the start of the 1992 season - at last! new races to watch! Ha. Daytona? Never heard of it. Kyalami? Ditto. Well, there was Mexico - sort of. Lovely color! And such sound quality! But what happened to Senna? A replay would have been nice - maybe even a comment from the pits. And there was some confusion about whose car that camera was in... Then there was the NASCAR TransSouth 500. Twenty-six laps into the race TSN saw fit to interrupt the program for half an hour for an update on the NHL situation. When do we get to see them carve a great hole in the middle of a hockey game to host an in-depth discussion of the latest political developments in Indy car racing, or the F1 drivers' feelings about the condition of the tracks they race on? The time wasn't a complete waste because although we missed thirty laps of the race we also made a decision to buy a satellite dish so we can get ESPN.

March 28 we went to Monroe to see the first NASCAR Northwest Tour race of 1992. I have always enjoyed the "roundy-round" races, but I think it will be a while before I go again... not least because the admission has crept up from \$12 the first time I went (1986?) to \$18.50. The racing itself will be better in summer - the first race of the tour is always a glorified demolition derby, both because of rusty driving skills and because it is so cold. The temperature dropped almost to freezing Saturday night, and neither tires nor track could hold much warmth. So the race reminded us of that old joke about going to the fights and seeing a hockey game break out... Next race May 2, if you're interested.

On the plus side there was the March 14 IRDC Drivers' School at S.I.R., which was very enjoyable for almost all concerned. There were a few tense moments when a white Toyota Supra got upside down in turn six... Our new worker at turn five was most disappointed that she hadn't been able to see. Sorry, Sandy! I'm sure there will be plenty more... It was great to see all those familiar faces again! I have decided that it is much more nerve wracking to watch someone you love riding with students during a school than to watch them race! Unless of course they are racing motorcycles...

Anyone interested in answers to last month's trivia questions? Senna's full name is Ayrton Senna Da Silva, and he is named after the British sculptor Michael Ayrton (whose name, just in case any of you sports-caster types are reading this, is pronounced "Air-ton", *not* "Eye-air-ton", or Eye-erton").

Household tip of the month: Next time you mow the lawn, forget the regular unleaded and try running the lawnmower on ERC race gas. It won't go any faster, but the delightful aroma of the exhaust fumes will transport you to your favorite race track, and the time will pass most pleasantly...

Last but most certainly not least - Congratulations to Ross Bentley on his 11th place finish in the Surfers' Paradise CART race! Ross finished in the points and the money, and I hear he was also named most outstanding rookie of the event, which is (if you'll pardon my being blunt) Pretty Damn Good.

-Danielle Brandfors

META MEETING

March 25, 1992

Meeting called to order by Roger Salomon at 7:39pm. 30 members and 1 guest, Sandy Meggyesi present. Minutes adopted as read by Bob and a whole bunch of others, seconded by same bunch.

Treasurer: Rick - Received \$180.70 from Dani for the flea market and \$765.00 from Vic for the car rally. General account \$4075.92. Equipment Fund \$2657.49.

Correspondence: Dani - Roger forgot to bring it.

Social: Joe - Beer, Desk Set and assorted stuff

Mayday: Mikko - April issue will go to printers next week which will include updated membership list. More articles needed.

Membership: Jan - 51 members, 7 honorary. Albert Manson nominated by Dani and Sandy Meggyesi nominated by Danielle for membership; both passed unanimously.

Historian: Joe - Album is here and Roger still has the pictures.

Training: Roger - There was some interest generated at the Motorsport Show.

Race Chairman: Bruce - Got here late and lost his chance to speak.

Course Marshal: Dave - What's there to say?

Old Business:

- Vic; Rally was a complete success. All of the rally committee survived and weren't hanged. Next rally will be next spring as an annual event. Next issue of Mayday will include best answers of all three rallies. Food was great. Chicken donated by Dennis, cake by NESA. Roger made the motion that the proceeds from the rally be put in the equipment fund. Seconded by Brian. Passed unanimously.
- Roger; Motorsport Show went well. The booth was well manned and was in a good spot.
- Dani; Flea market also went well. Thanks to all who helped or came by to say hi.
- Roger; Conference papers will be sent out this weekend.

Break: 8:04pm - 8:18pm

Vice-President: Dave - Worker manual committee got together and each got an area to work on. If you have any ideas, get them to Dave fast as deadline is fast approaching.

New Business:

- Roger; PNE parade is week before Vancouver Indy. We applied to be in the parade last year but the roster was full. Genevieve has graciously volunteered to look into us trying again this year.
- Brian; Hondas will be running at Western Speedway in Victoria on July 18 & 19. Date doesn't conflict with any other races.
- Roger; March 28 or April 4 is first NASCAR NW race in Monroe. This is a must see event. Call to confirm date.

President's Report: Roger - Thanks to Vic and crew for all the hard work on the car rally. Joe thanks Roger and crew for supplying and manning the BBQ after the rally.

continued next page...

META MEETING continued:

Good & Welfare:

- SCCBC will be having a car rally on June 7th.
- Don & Lise are engaged.
- Mr. & Mrs. Nigel Purvis are expecting baby in September.
- Roger will look into arranging a tour of the Toyota wheel making plant in Richmond.

Swap & Shop:

- Lori still has microwave for sale. See Mayday.
- Roger planning garage sale sometime this summer.

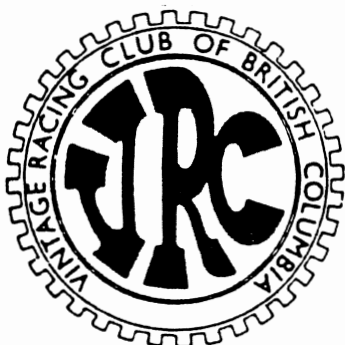
Raffle: Thomas: hat
Sandy: hat
Russ: beer

50/50: Thomas

Motion to adjourn meeting at 8:43 by Lori, seconded by Brian. Motion carried.

Respectfully submitted,

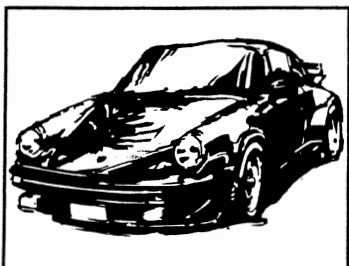
Dani Kasburg
Secretary



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MEETINGS: 2nd Tuesday of every month
Officer's Mess, 4100 W.4th
Vancouver
7:30 PM

INFORMATION: Ralph Zbarsky, 604-733-4955



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THE BEST SEAT IN THE HOUSE

"PORGY AND BESS AT PORTLAND..."

Stripped of it's cars, parts, and sanctioning bodies, auto racing is very much a sport of people with all of our varied personalities, skills, and backgrounds. So it must have been with considerable hubris that Tom McCoy, the Course Marshall for Cascade Sports Car Club made the turn assignments for the final Conference championship race at Portland. For Turn One he chose the great-grandson of a slave, A reincarnated Teutonic Field Marshall, a transplanted southerner and another transplant, this a Los Angelo now getting his mail in Vancouver, B.C.

Bill Carr was the Turn Marshall, Bob Dratwa the ATM, with yours truly and Ashley Packard the field hands. We also had a communicator I'd never worked with before along with a couple of new turn workers and novice drivers as an audience. To set the scene, you have to understand that Bill Carr has a mouth to match my own combined with an outrageously bawdy sense of humor. He also has a reputation... He delegates authority and responsibility well (he's lazy), he makes himself understood (he's loud), he stands out amongst Turn Marshalls (his blackness is second only to his badness) and he has a wealth of experience (he might be getting senile).

Saturday was quiet on the track but hilarious at the turn station. Together we shared over 60 years of on track experience. We each knew what had to be done and who was going to do it. Isn't that right, Ashley? Dratwa made sure of it for us. Come the Novice races and the observer truck pulled up. Drivers hopped out, looked at who the turn crew was and turned right around and hopped back in. All except Al Ores who couldn't get the door open fast enough as the truck departed. I don't know what his notes looked like but the handwriting must have been like a Doctor's prescription as Carr and Dratwa had him laughing so hard he was shaking. Of course, it didn't help his concentration that I would sneak up behind and simultaneously grab his ribs and scream as the lead pack turned into the turn.

Three laps into the Novice Open-wheel race, an unlucky Formula 440 driver pulled off just shy of the station. I hooked my tow strap around his front suspension and pulled it well off the track and escorted the driver to the station. This poor soul had DNF'd his last four races and wasn't going to finish this one either so he was in a black depression when I got to him. Twenty minutes of Carr, Dratwa and Ores changed his outlook on life and he was holding his sides with tears running down his cheeks when we left to get him strapped in for the tow home. His parting comments were "I haven't laughed this hard or this long since I bought this damned car... You guys sure know how to have a good time out here..."

We had some serious moments also, like Sunday morning when a GT2 Datsun lost it's brakes coming up the inside and literally ripped the entire right side off of the Alfa GTV that was turning in front of him. At this point all the joking stopped and everyone did their duties without fail. And when Ed Zabinski brain-faded his RX-7 all the way to the dike at the far end of the run-off area, Bill's response was prompt and appropriate, and left me clinging to the cement barrier with laughter as Zabinski sheepishly regained the track at Turn Two.

This scene culminated with an Argo-Mazda sports racing coupe slithering off the inside of our turn with a shredded right rear tire. Normally we'd have called for a wrecker at the end of the race, but in this case there was nothing to hook up to! Instead we called for his crew with the appropriate parts and tools to be delivered after the next race. Not only did this give us a new audience, but we made the best of it, particularly when the erstwhile crew chief couldn't figure out how to fix the problem and I had to step in to disassemble and reassemble the hub assembly. At this point we could push the car back over by our own cars where he could restart at the conclusion of the next event. Bill Carr stood by to supervise as the rest of us started to push...

Bill was prancing with glee as he exclaimed "My people have waited over 200 years for just this moment! Push that car! Tote that wheel!" To which I replied in my best baritone of that memorable tune from Gershwin's "Porgy and Bess", "and if you get a little drunk, you'll land in jail. Old man river, that old man river..." Paul Robeson would have been proud.

At the other end of the track, events were just the opposite as Turn Ten had back to back Alerts, the first a 240Z hard into the cement barrier on driver's right followed by a Firebird that hammered the wall right at the turn station, rolling up atop the tire wall before coming to rest on it's roof in the middle of the track. Nobody was hurt, but the motordrive photo sequence is spectacular. Even Gail Fetterman's radio call was louder and more emotional than her first Alert call. And Gail makes the calmest, coolest, most accurate radio calls you'd ever want to hear in an emergency.

I knew my turn assignment had been too good to be true the last few races, so it was no surprise that I drew Turn Nine at SIR for the Conference finale. Turn Nine is a very important though tedious station, but I was ably helped by Peter Martin and Don Souter along with a couple of first time workers. The racing was hot, hard and close to end the Conference season with many of the class championships being decided here at the last race.

The Endurance races are events that I look forward to all year. They're a lot different than the sprints, and I find it a personal challenge to try and keep a reasonably accurate lap chart in my head for the Six Hours at Portland. For this day I was teamed with Don Boulton and Rick Neyedli at Turn Three... one of the nicer places to spend the longest day in Northwest racing. Enduros have become long sprints with emphasis on car preparation and pit strategy. Into the third hour this year's race was a three way contest between two Sports 2000 cars and a Porsche 944 Turbo from Calgary. Lap after lap they fought it out with John and Ralph Hill's old Tiga literally sticking it's nose under the rear of the Porsche through the turns.

Pit stops separated the three after the halfway point, but the lap times were still very quick and the pressure was on, particularly for the Porsche. Unfortunately, the pressure got to their engine as it expired in a ball of flame as it crossed under the starter's stand. This left shrapnel on the front straight and brought out the only full course yellow of the race, which gave us an opportunity to discuss our position regarding the current flagging rules regarding pace cars... Waving yellows are unsuitable for indicating that a pace car is on the track and I'm happy to report that this rule has been changed for the upcoming season.

The weather for this year's Portland enduro was fantastically warm with a clear, sunny sky that ended with a spectacularly long and colorful sunset in the fourth hour. Very few cars had dropped out and with the lights coming on in the technicolor twilight I knew that I was seeing one of the most visually beautiful scenes I'd ever witnessed in motor racing...all the while realizing that I'd left my camera at home. Ah, but we still had a soft warm breeze blowing and lots of hard racing on the track. The second place Swift S2 had dropped a couple of laps after pit stops, and with just over 90 minutes to go was reeling in the leading Tiga. Lap after lap they made up time, unlapping themselves with just under an hour to go.

I don't know who was driving the Swift, but in the darkness they put on a brilliant display of driving to get those two laps back with all the traffic left on the course. They got up with the leader with just over 30 minutes left but had to make one last stop for fuel, dropping them just one lap down at the finish. The Rabbits put on their own great show as they drove the entire Six Hours like it was a 30 minute race, and I mean nose to tail, door handle to door handle racing which found them lined up on the track and mostly all on the same lap with just over an hour to go. Unfortunately some mechanical trouble finally split up this pack with the last car falling by the wayside on the final lap. It was a great ending to the Portland season, and yes, my mental lap chart was accurate for the first eight positions, plus or minus a couple laps difference between cars. My only mistake was figuring the first two places being on the same lap at the end...

If only the inaugural Four Hour Endurance Race at SIR the following weekend would have been so good. Not that it was all that bad mind you, it's just that we were rather short-handed as far as turn crews went. And it was cold. Even I was cold standing out in the open at Turn Eight wearing Nomex underwear, turtle neck sweater, three (!) pairs of socks, a heavy shirt, jeans and a jacket plus gloves and hat. I like it cool, so if I was uncomfortable, Dani Kasburg who did Comm. and yellow flag as we worked a buddy station must have been miserably frozen.

The start of the four hours saw the Tiga and the Swift picking up where they left off the week before in Portland. It also saw a surprise Alert in Turn Six which tore up a Honda and a Scirocco before even one lap was run. While the Swift and Tiga were being chased around by Mike Rockett's GT1 Camaro, the Scirocco and Honda were patched back together enough to continue, the Honda suffering some outrageous handling difficulties due to enormous camber and toe discrepancies at the rear end. He finally suffered a slow but humorous loss of control that eventually saw the car go through the fence (!) into the paddock at Turn Nine.

The battle up front was reduced to two when Rockett glanced off the wall at Turn Nine and broke his steering, and finally the Swift suffered an odd fuel transfer pump failure at the halfway mark to give the Hill's old and by now tired Tiga an advantage that even losing second gear didn't hurt. I spent the entire event on blue flag, and because of the enormous speed differential in the cars I got a workout that has lasted through the winter. I was definitely stiff and sore for more than just a day after this one... almost as sore as when a particular 240Z driver didn't acknowledge my blue flag with the Hill's Tiga under his rear bumper. When I waved the blue at him though, he did signal back with a finger...

This concludes my less than short story about the past racing season. I hope that y'all have enjoyed my remembrances and that these tales have brought good memories for you as well. The 1991 season was a wonderful experience for me after the painful abbreviation of my season the year before. And one of the nicest events of my life, and certainly the greatest honor was bestowed upon me when I was ICSCC Worker of the Year at the end of the 1991 season.

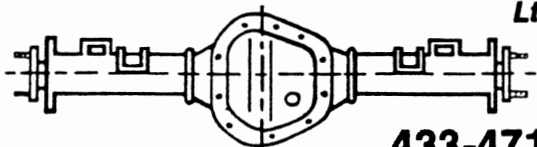
For all my verbosity and bluster, not to mention wordy sentences, I find it very hard to put down on paper what is in my heart now... Suffice to say that this past year has been a turning point in my life, and many of you who are reading this have been very important to me this, and many past years. I feel like I should list who you are, but as I think of all of you I realize that I can't hope to remember all your names (nor do I dare take up another four pages of the Mayday), and for fear of leaving someone out I just want to say Thank You to all the Turn Crews who have accepted me and worked with me, and especially those that have offered their unconditional friendships over these past years.

Being named Conference Worker of the Year is really a great honor, and all the more because I was recognized by both workers and drivers. The people that belong to META, the workers comprise Conference's R.O.D. and the drivers who are the backbone of Conference really are individually and together some of the finest people I could ever hope to meet and call my friends. For this I thank you with all of my heart.

- Douglas Taylor

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1992 CARS ON ICE

On the weekend of January 18/19 a hearty handful of META members ventured onto Barnes Lake, near Cache Creek, to participate in the twentieth anniversary of Cars on Ice.

The official welcome occurred on Friday night. While searching for their room, Don Souter and Thomas Liesner were met by a group of drivers. Upon recognizing the META name on Tom's jacket one of the drivers exclaimed, "Hey, real workers!"

We arrived at the lake on Saturday morning and were able to turn a few hot laps before the morning meeting. Rick Neyedli's Westphalia looked quite graceful as it completed a couple of 360 degree turns on the slippery surface.

The first race on Saturday was the novice, rubber to ice class race. This contest saw the racing debut of future Formula Atlantic hopeful, Keith Peters. After spinning Brian Meakings' Lada eight times on the first lap Keith settled down and performed admirably as the race went on. That night we asked Keith about his racing philosophy. He said he initially set out to win the race, but after his first spin, he reassessed his goals and just tried to make it to the next turn.

I can personally attest to Keith's difficulties as I took to the ice in Brian's Lada, which he graciously offered to the workers. Don S., Bonnie, and Charmaine also took the opportunity to burn up the track with varying degrees of success.

On Sunday morning Roger turned a few laps, and afterwards he was talking excitedly about putting a car together for the next race season. (Hopefully not a black, cycle fendered, Union Jack bedecked car - Ed.) Stay tuned for this one.

The competition was split into two categories; rubber to ice on Saturday, and limited studs on Sunday. The rubber to ice race provided the most entertainment for us working in Turn One, at the end of the front straight. Some drivers would drive deep into the entrance of the corner in order to gain traction in the snow. Others would slide their cars past the apex and gain traction on the exit. The end result was that the apex became an intersection, like that in a figure eight demolition derby. Miraculously none of the twenty-four cars in the grid were involved in any major altercations.

On Sunday thirty-four cars made up the grid for the first limited stud race. Although they appeared to have more control than Saturday's group, our crew observed much more body contact including a nose to nose confrontation between two Chevettes.

The best description of the weekend's excitement is that it was like watching a grid of thirty Formula Fords on dry tires driving in a light rain.

A mid-winter racing fix was just what the doctor ordered. We were treated to excitement on the ice and a fabulous banquet provided by the race organizers. The climax of the festivities occurred when one of the drivers ran backwards down the middle of the dance floor and mooned the entire hall.

A good time was had by all who made the trip as we enjoyed unseasonably warm weather, great hospitality, and good racing.

- Don Liebich

META Membership List 1992

revised March 21, 1992

ADAIR: Jo	301-2265 Eton Street, Vancouver BC	V5L 1C9	H	255-9285	W	278-4000
BEAUMONT: Bernard	Box 332, Pemberton BC	VON 2L0	H	988-3699		
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		
BOHAN: Steve	1308 Village Meadows, Lompoc CA	93436	H (805)	737-4446		
COCKROFT: Rodney	517-2780 McCallum Road, Abbotsford BC	V2S 5S7	H	859-9642		
CONSTABLE: Angela	11522 92nd Avenue, North Delta BC	V4C 3M7	H	584-9432		
FAIRSERVICE: Robin A.	1125 Stirling Drive, Prince George BC	V2M 6P5	H	563-8627		
FETTERMAN: Gail	2504 S.E. 51st Street, Portland OR	97206	H (503)	235-4601	W (503)	231-5349
FORSTER: Dave	2-1336 Pitt River Road, Port Coquitlam BC	V3C 5Y7	H	942-2350		
FORSTER: Deryk	3089 W. 44th Avenue, Vancouver BC	V6N 3K5	H	263-3498		
FORSTER: K. Gael	3089 W. 44th Avenue, Vancouver BC	V6N 3K5	H	263-3498		
FORSTER: Maida	3089 W. 44th Avenue, Vancouver BC	V6N 3K5	H	263-3498		
GILCHRIST: Peter	6468 Sunshine Drive, Delta BC	V4E 1P2	H	591-8438		
GILDEMEISTER: Doris	102-11240 Daniele Road, Richmond BC	V6X 1M6	H	273-3700		
HEALY: Bonnie	1105-11920 80th Avenue, Delta BC	V4C 1Y2	H	599-5457	W	688-1221
IWATA: Genevieve	9662 139th Street, Surrey BC	V3T 5H3	H	584-7242	W	596-7733
IWATA: Ruth	9662 139th Street, Surrey BC	V3T 5H3	H	584-7242		
JOHNSON: Ben	1421 Dansey Avenue, Coquitlam BC	V3K 3H8	H	936-4640		
KASBURG: Dani	2012 Grant Street, Box 4672, Vancouver BC	V6B 4A1	H	251-4591	W	294-2288
KAUPPI: Mikko	6711 196A Court, Langley BC	V2Y 1J7	H	533-0260	W	888-7897
KENNEDY: Vic	1342 E. 27th Avenue, Vancouver BC	V5V 2L8	H	876-5981	W	574-1316
KOCHI: Kevin	5660 Parker Street, Burnaby BC	V5B 2A1	H	299-4258		
LASSEN: Grace	6129 126th Street, Surrey BC	V3W 4A1	H	591-3476	W	590-3346
LEDLIN: Margaret	9-1465 W 14th Avenue, Vancouver BC	V6H 1R4	H	731-6487		
LIEBICH: Don	1037 Delestre Avenue, Coquitlam BC	V3K 2H1	H	936-7838		
LIESNER: Thomas	13425 87B Avenue, Surrey BC	V3W 6G7	H	591-7729		
LOMAS: Gerald	12-6537 138th Street, Surrey BC	V3W 0C3	H	594-3141	W	521-1821
MANSON: Albert	104-8673 80th N.W., Oak Harbor WA	98277				
McRAE: Jim	204-1625 W 13th Avenue, Vancouver BC	V6J 2G9	H	736-5796		
MEAKINGS: Brian	23-21668 Lougheed Highway, Maple Ridge BC	V2X 2S1	H	467-7510		
MEGGYESI: Sandy	14090 66A Avenue, Surrey BC	V3W 6M4				
MITCHELL: Irene	15035 96A Avenue, Surrey BC	V3R 8K5	H	589-1385	W	254-9543
MITCHELL: Raemar	3032 Armada Street, Coquitlam BC	V3C 3S3	H	464-8309		
MITCHELL: Russ	3032 Armada Street, Coquitlam BC	V3C 3S3	H	464-8309	W	942-7622
MOCYK: John	4-2023 Grant Street, Vancouver BC	V5L 2Z2	H	255-1598	W	298-8200
MOEWES: Barb	3320 Francis Road, Richmond BC	V7C 1J2	H	277-7951	W	986-1544
MURRAY: Lise	1037 Delestre Avenue, Coquitlam BC	V3K 2H1	H	936-7838		
NEUBY: Lori	13070 106A Avenue, Surrey BC	V3T 2E5	H	584-4641		
NEUBY: Stephen	13070 106A Avenue, Surrey BC	V3T 2E5	H	584-4641		
NEYEDLI: Rick	7450 Humm Street, Vancouver BC	V5P 4V1	H	325-2792	W	735-0627
OLIVER: William	2025 N Saratoga Street, Portland OR	97217	H (503)	289-6981		
OLUND: Kevin	7236 140th Street, Surrey BC	V3W 5J7	H	597-1451	W	290-1166
OLUND: Shirley	7236 140th Street, Surrey BC	V3W 5J7	H	597-1451		
PACKARD: Ashley	375 Timbertop Drive, Lions Bay BC	VON 2E0	H	921-7776		
PETERS: Ann	2212 Portside 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 W 68th Avenue, Vancouver BC	V6P 2V9	H	266-8569		
RANDALL: Hilda	1755 W 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
ROSS: Patricia	6128 S.W. Minnehaha Court, Lake Oswego OR	97035	H (503)	620-5620		
SALOMON: Roger	10952 McAdam Road, Delta BC	V4C 3E8	H	581-7189	W	686-3281
SHEWCHUK: Pat	203-607 E 8th Avenue, Vancouver BC	V5T 1T2	H	873-0476		
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	666-1057
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
WALKER: Wally	942 Somerset Place, Port Coquitlam BC	V3B 2M3	H	941-2888		
WALTERS: Mark	6129 126th Street, Surrey BC	V3W 4A1	H	591-3476		
YEO: Bruce	170-10077 156th Street, Surrey BC	V3R 4L6	H	585-1329		