

Under The Radar

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The Award Winning Monthly Newsletter of Corvette Super Sports
WWW.Corvettesupersports.com



Officers 2015

PresidentTony Schavone
 Vice-PresidentDonna Stewart
 Secretary Bert Wiest
 Treasurer.....Mike Baddley
 NCCC Governor.....Joe Orrico
 Newsletter Editor.....Debra Ruby
 Webmaster.....Douglas Mariani

Board of Governors 2015

Amelia Allison
 Claude Allison
 Eric Ellsworth
 Gary Maleski
 Gary Plehn
 Laura Schavone.

Committee Chair

Banquet.....Dianne & Bert Wiest
 Car Show.....Claude Allison
 Care & Kindness..... Dianne Wiest
 Charity.....Dianne Wiest
 Clothing.....Shirley Jones/Marcia Lynch
 Historians.....Pat & Jan Works
 Meeting Hostess.....Dianne Wiest
 Membership.....Donna Stewart
 Raffle.....Linda Norris/ Shirley Jones
 Sergeant at Arms....Ron DeBartolomeis
 Trophies/Awards.....Tom Cuccio

Car Show Champion
 Rally Champion
 Auto Cross champion



CSS Board Elections

President: Tony Schavone
 Vice-President: Donna Stewart
 Secretary: Bert Wiest
 Treasurer: Will Grohmann
 NCCC Governor: Joe Orrico
 Newsletter Editor: Debra Ruby
 Webmaster: Douglas Mariani

Running for the Board: (6 spots available)

1. Gary Plehn
2. Dianne Wiest
3. Laura Schavone
4. Eric Ellsworth
5. Sal Cruz
6. George McMullen
7. Joyce Grohmann
8. Ron DiBartolomeis

Who We Are

We are a car club made up of Corvette owners with a passion for a fine driving machine, with the goal to participate in and support auto-related activities, such as: car shows, auto-crossing, rallies, drag racing, caravans, cruises, parades, etc.

We support (N.C.C.C.) **National Council of Corvette Clubs, National Corvette Museum**, several social, civic, and charitable organizations. CSS is incorporated as a non-profit organization in the County of Orange, California.

CSS Family Updates

Pat Works will be awarded the Stefan Banic Gold Metal at Skydive Perris at noon on November 28th by Rear Admiral (Ret.) George Worthington, Board of Directors of the Stefan Banic Foundation.





CSS Upcoming Events 2015

Nov. 7	Miniature Golf
Nov. 14	Annual Turkey Bowl and Pot Luck
Nov. 15	Vettes for Veterans, Carlsbad. We'll let you know about a Caravan
Dec. 5	Club Christmas Party at Tony and Laura's home.
Jan. 16	Club Banquet

Corvette Time Line: June 1, 1981. A new Corvette assembly plant in Bowling Green, Kentucky builds its first Corvette.

Please let us know of any events you would like to plan and organize. Your ideas and participation are welcomed.

Thanks,
Vice Prez
Donna Stewart

*** Attention Club Members! ***

Last Chance! Membership renewal's are due NOW! The renewal fees are **\$45 for one person, or \$75 for a couple**. The dues are **due by November 4th, 2015** to avoid a NCCC mandated late fee of \$10.

If you haven't paid yet, bring your check to the next general meeting on November 3. Please **make all checks payable to Corvette Super Sports**.

Michael Baddley (CSS Treasurer)

*** SAVE your POP TOPS from cans for
the Ronald McDonald House! ***

*** Please bring your pop tops to our next
meeting and give them to Dianne.**

Thanks!





President Tony

THE 1962 CORVETE

Having owned a 1962 Corvette for 40 years, I've searched for some of the unique things about the last model of the C-1 era.

The 1961 Corvette was good but the 1962 was even better. With more power and a cleaner look, it ranks as perhaps the most desirable Corvette between 1957 and 1963. The base price was more than \$4,000 for the first time. A heater was finally standard equipment, but could be deleted if so desired.

The 1962 Vette came with a blacked out grill, simple vents instead of chrome windsplits in the coves, ribbed rocker panel trim and no optional two-toning. The big news was a new small block V-8 enlarged to 327 cubic inches in four versions, 250 HP to 360 HP. Sales jumped nearly 40% to 14,531 units which firmly put GM in the black.

1962 Facts

1. It was the first year for the 327 CI engine. The dual four-barrel carburetors were gone and replaced by a single four-barrel.
2. 1962 styling was similar to 1961. The cove outlined in chrome for the '61 was now outlined by a lip of fiberglass. Coves were now solid color only.
3. 1962 is the last year with an external trunk opening.
4. 1962 is the first with narrow whitewalls of 1 inch.
5. 1962 was the first Corvette to feature an aluminum transmission case for the powerglide automatic.
6. 1962 was the last to feature exposed headlights until the 2005 model.
7. The 1962 is the last Corvette with a solid rear axle.

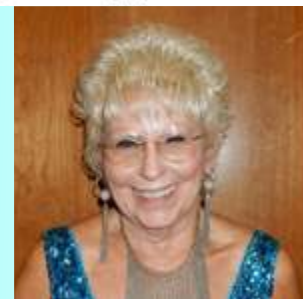
The 1962 represented the best GM could do on the Corvette for that time. The design finalized the C-1 evolution. It will long remain a classic.

"Save the Wave"!! Tony

TRIVIA QUESTION: What was the first Corvette model with a "dead petal", a rigid resting or bracing place for the driver's left foot.

(Answer to Last Month's Trivia Question): The '53 and '54 Corvettes were only available with automatic transmissions. Which other model year offered automatic transmissions only? Other than the '53 and '54. 1982

The VP's Column The VP's Word By Donna Stewart



As we wind down the summer months, I can't believe how fast the time has gone by. I hope you are all looking forward to the fast approaching Holiday Season.

Be sure and mark your Calendar now for all the upcoming events and especially the club Christmas Party on Saturday, December 5th to be held at Tony and Laura's home. It is a "pot luck" and also please bring your favorite "adult" beverage. You sure don't want to miss this fun evening.

It's the time of year when we will be electing next year's Officers and Board Members. I hope you will give it some good, hard and serious thought. Try and consider as your representatives, people who are active, reliable and dependable. It is very important to have strong representatives to keep this club as successful as it has been. Consider running for a position. You all need to be involved in the elective process.

My Special Thanks! to Bert Wiest for planning and organizing our club event to the Railroad Museum and then on to the Parris Airport for lunch while enjoying the many skydivers. It was a great experience. In all my years in Southern California, I never knew about the Railroad Museum. It houses a lot of history and sure brought back many memories of years gone by. Bert, I know we all had a great day. My thanks and appreciation goes out to you!

We have the Miniature Golf Tournament on Saturday, November 7th and the Turkey Bowl and Pot Luck on November 14th to look forward to. You don't want to miss any of the fun!

Please keep up with all the important coming events. There are a lot of fun and wonderful events to keep us all busy. (Check the Events Calendar).

As we enter the Holiday Season, with the stress and many obligations, please make time to stop and enjoy the many wonders of the season. Celebrate and enjoy your families and friends for they are what it is really about! We all have so much to be thankful for.

Vice Pres.
Donna Stewart





Getting to Know Our New Members!



Gary Gutjahr

Married wife Sharon; 3 children; 5 granddaughters

* Pictured with me is my 6 year old granddaughter, Payton, 2009 corvette convertible, behind is my 2003 Z06 corvette.



Phil and Sharon

met in 1958 and married July 9, 1960. He was a machinist and she worked in a bank. They bought their first Corvette in 1964, a red 1963

removable hard top. They joined Clippenger Corvette Club and enjoyed participating in, rallies, numerous slaloms (one at the old Riverside raceway), caravans (including one to Pikes Peak Hill Climb) and charity events. One was a rally with blind children as navigators. In late 1965 Phil was elected President and they looked forward to another fun packed year. That Christmas Eve Phil was sent draft greetings from the President and had to report to the Army on January 4th. Not the year they had planned. After basic, he was offered OCS and went on to become the oldest in his class. His first assignment was to Ft Hood, Texas. Followed by unaccompanied tours in Korea and Thailand. During assignments in the Los Angeles area in the 1970's, they bought a 1969 gold 427 corvette, followed by a 1970 blue 454 one. They had other assignments in Maryland, Thailand again, Tracy CA, Saudi Arabia, Oklahoma and again in Korea. After 21 years of service, Phil retired and went to work for McDonald Douglas, then Boeing, on the C17 program, retiring from there after 16 years. Sharon worked off and on at several banks, retiring from Wells Fargo. During those years, they raised 3 children and now have 6 grand children. They have been enjoying going on cruises, visiting the US in their RV and attending NASCAR races. In February, after almost 40 years, they bought a red 2009 corvette coupe. They are happy to have found the Club after reading the article in the Register.



Cathy and I met in high school in September of 1968. I thought Cathy was initially attracted to me but now I am thinking it might have been my metallic red 1962 Impala (327 stick shift). We were married in 1972(drove from the wedding to the reception in a 1970 Challenger) and for our honeymoon took a road trip up the coast to San Francisco, over to Tahoe and Reno, and camped out in Yosemite (we drove Cathy's 1971 mustang). I graduated from Cal State Fullerton in 1974 (drove a 1953 Pontiac Chiefton to school) and from Optometry school in 1978 (drove a 1957 Triumph TR3). During those years Cathy worked for Edison (drove a VW Dasher) and earned her PHT (put hubby thru). Cathy earned her BS in business Administration earning another PHT(put herself thru). In 1986 I inherited the 61 Impala from my Great Auntie. As far as Corvettes go, we bought an 1987 C4 Corvette Convertible new which we owned for 4 years. In 2004, we bought a 2002 Torch Red C5 Convertible 6 speed which we drove to the Corvette Museum and Assembly Plant in Bowling Green Kentucky last April and recently sold. We are currently the second registered owners of a 1975 C3 Corvette Convertible which we purchased in September 2014. It was a garage find after sitting for 27 years in an Oregon Garage from 1987 to 2014. We are considering buying a C6 or C7 Corvette in the near future. I retired from full time optometry in 2003 working part time and became a full time house husband in 2010. Some say I was always retired. Cathy still works 3 days a week (drives a 2004 SSR). We have a son who is 35 (drives an HHR) giving us a granddaughter (rides a bike) and a grandson (also rides a bike). We also have a daughter who is 32 (drives a Pathfinder) who gave us a grandson (drives a pedal car) with another grandchild on the way (not yet driving). Cathy and I both hold pilot licenses and motorcycle licenses. Currently our interests are cars, motorcycling, kayaking, bicycling, golf, and enjoying our grandkids :-)

Steve and Cathy Melton





Planes, Trains & Automobiles 10/3/15





Planes, Trains & Automobiles (Con't)



Greasing the parts to make the 1920's engine run!





Planes, Trains & Automobiles (Con't)





Perris Airport





Parris Airport (Con't)



Pat and Pat



Pat Works, The Legend!



Children Can Fly! Ask Me.

by Pat Works

High-fall landings hurt, chiefly the last inch. Worse, it's a bad trip coupling fear, falling and impact with major pain and/or oblivion. Jumping off our balcony with a bed sheet held aloft worked fine for me as a six-year-old. My mother's strong objections and threats discouraged me. Hurt my feet some, too. Of course, as a boy-child, I'd tried the same thing with the kitty-cat, who ALWAYS landed feet-first. With agility, too. Ran away like the wind. Magic animal.

For me, the very same jump involved wearing my blue jammies (with feet); underpants on top, of course. Importantly, a BRIGHT red bath towel clipped to my neck with safety pins... well, pink or white worked just as well, too. I mean that I am (was) Superman. Shades of cape color mattered not. I jumped with what I had. Pale blue sleep suit with stocking feet and button-down trapdoor rear-end. Probably equal to a Level 3 Armor vest. Or, not. Depending.

Umbrellas sucked. Inverted. Useless. However, big bath towel capes and bed sheet parachutes worked great. Right up to impact. Ouch! Time to recalibrate. Cat-check retest worked flawlessly as usual. My brazen leap of faith hurt my feet as usual. I moved on. The cat approved. Mom relaxed some.

Children independently learn to steer clear of action which brings pain or Mom's wrath. Often one lesson is sufficient and deters repetition. But that's Darwinism. For example, to grab a hot pot off a stove leaves no urge to make it a hobby. That is one-lesson learning on a single grab. Once burnt is plenty. We back off from opportunities to retest.

This cowboy learns *slow*. Being slow to learn, I got back to jumping about 12 years later. Exchanging bed sheet and balcony for parachute and airplane provided sufficient altitude to diffuse negative feelings about "I'm falling!" After my senses had confirmed flight, I took a longer perspective and pondered falling. The question was classic "*Whuffo: Say, why for do people jump, anyhow?*"

Falling can be initiated by intent or accident. Jumping, plunging, plummeting implies intent. We still temp fate when it comes to surviving a fall. Always have; still do. Probably some tree dwelling proto ancestor's fault. Plausible chronic falling out of trees sparked some Mr. Fix-It drive to jump and to survive the fall.

Not unlike lemmings or flying squirrels, humans want to jump from high places. It is hard to explain why man—the one with the brain—has been jumping off of objects repeatedly with enough success to refine the methods. Both shared results and stubborn persistence won out, so that today in the current era we have those 2015-some years plus those several centuries before, starting with recorded history, which document in legend successful jumps from tall objects wherein the jumper landed and lived.

As 1970-80s era skydiving photographer Andy Keech noted in his classic three-book series: "Why Fall?" ... "Skies Call. That's all."





OLD GLORY

I am the flag of the United States of America. My name is OLD GLORY. I fly atop the world's tallest buildings.

I stand watch in America's halls of justice. I fly majestically over great institutions of learning.

I stand guard with the greatest military power in the world. Look Up and See Me! I am confident, I am arrogant, I am proud. When flown with my fellow banners, my head is held a little higher, my colors are a little truer. I bow to no one.

I stand for Freedom, Liberty, In God We Trust. I am saluted, I am respected, I am revered, I am loved, I am feared.

For more than 200 years I have fought in every battle, of every war, from Tripoli, Gettysburg, Shiloh, Appomattox, San Juan Hill, the trenches of France, the Argonne, Anzio, Rome, the beaches of Normandy, to the steaming jungles of Guam, Okinawa, Tarawa, Korea, Vietnam, and the heat of North America and the Persian Gulf, and scores of other places. Faded or long forgotten by all, but by those who served with me. I was there.

I led Sailors and Marines, I followed them, I watched over them, they Love Me! I was Proud. I have been soiled, burned, torn down, and trampled ... on the streets of countries I have helped set free. It does not hurt, for I am invincible.

I have been soiled, burned, torn down, and trampled here ... in the streets of my own country: and, when it is done by those with whom I have known, that hurts. But, I shall overcome, for I am strong.

I have slipped the surely bounds of earth and, from my vantage point on the moon, I stand watch over the world and the new frontiers of space.

But, my finest hour comes when I am torn into strips – for bandages, for my wounded comrades on the Field of Battle ... and when I fly at half mast; to Honor my Sailors and Marines. And when I lie in the trembling arms of a grieving family at graveside. I am proud!

My name is Old Glory. Long may I wave, dear God, long may I wave.



DebraRubyPhotography.com





Where You Can Find Corvette Parts and Merchandise

For those of you who have been into Corvettes for awhile most – or all – of the following will not be news to you, but for you relative newcomers to the love of Vettes this offering is being made to help you find the parts you may need for your classic or the trim add-ons you might want to buy to personalize your Vette or the clothing, gear, etc. you might like to own to show others of your interest in the sport.

It's amazing just how many publications are out there that are dedicated to Corvettes and how helpful many of them can be. Following is a list and quick summary of the more popular catalogs that you might want to look into. Most of them are available for routine periodic mailing if you request it, and most of them have a web site from which you can peruse their offerings. Me, I prefer to receive the catalogs so that I can better see just what's out there I might not have not seen before.

The three largest, most popular catalogs with the most items that are non-"parts" are:

- a. Mid America Motorworks, www.mamotorworks.com, (800) 500-1500;
- b. Eckler's Corvette, www.ecklersCorvette.com, (800) 327-4868;
- c. Corvette America, www.CorvetteAmerica.com, (800) 458-3475.

Those publications periodically also publish catalogs geared specifically for a single generation of Corvettes so when they ask you for the year and model you drive don't be afraid to tell them.

Then there are catalogs that are almost exclusively for parts, especially of older model Corvettes:

- a. Volunteer Vette Products, www.volvette.com, (865) 521-9100;
- b. J & D Corvette, www.jdcorvette.com, (800) 838-8353 (located locally in Bellflower, CA).

For trim and accessory items as well as clothes, furniture and the like, you should look at:

- a. Corvette Central, www.CorvetteCentral.com, (800) 345-4122. They have an accessories catalog and a separate catalog of parts, etc., for each generation of Corvettes.
- b. Burston Marketing's Corvette Collection, www.CorvetteCollection.com, (800) 653-1375.
- c. And finally, the catalog from the retail store at the National Corvette Museum, www.CorvetteMuseum.org, (800) 538-3883.

In addition to the above, you might also consider visiting the show rooms of Corvette Mike's at 1133 North Tustin Avenue and West Coast Corvettes, 1210 N. Kraemer Blvd., both are located near each other in Anaheim just off the 91 freeway in Anaheim. They have a selection of GM authorized accessories and clothes for sale, as well as an indoor Corvette sales room with used road gems. Both also maintain service departments for installing accessories and the like and for general maintenance of Corvettes. West Coast Corvettes has a new catalog that was just released and is available for pick-up at the store. (Price is pre-printed on each catalog as \$12.95, but don't be fooled, they're free - just ask for one.)





CSS General Meeting Minutes October 6, 2015

Officers present:

Tony Schavone, Donna Stewart, Bert Wiest, Douglas Mariani, Mike Baddley, Debra Ruby

Board members present: Laura Schavone, Claude Allison, Amelia Allison, Gary Maleski, Eric Ellsworth, Gary Plehn

Members present: 46

A quorum was present.

Sergeant At Arms Ron DeBartolomeis called the meeting to order at 1900 and led the club in the Pledge of Allegiance.

President Tony Schavone welcomed the assemblage, thanked them for their attendance and encouraged all to participate in the varying club activities. He reported that the club now has 102 members.

Vice President Donna Stewart welcomed and introduced the evening's guests: Steve and Cathy Melton, Grace Ann Des Biens, Gary Gutjahr.

Donna also introduced, and presented club name badges and notebooks to new members Dorothy Secker, Ken and Jean Pence, Dale Dobernecker and Kristine DesBiens.

A motion was made, seconded and carried to waive the reading of the minutes. Bert Wiest then gave an explanation of the MVP award voting to be in December, nominations in November. He also explained the upcoming miniature golf tournament on Nov. 7.

Treasurer Mike Baddley gave the month's financial report.

Donna Stewart gave a rundown of upcoming events: The turkey bowl, Nov. 14; Vettes for Vets car show, Nov. 15; Orange County Auto Show, Oct. 15-18; CSUF car show, Nov. 1; Spring Mountain track days, Dec. 5-6.

The birthdays were: Gary Plehn, Ginger Girvin, Karen DeBartolomeis, Betty Heard, Ken Pence, Debra Ruby, Barbara Ortiz, Shannon Norris, Rich Carias, Dorothy Secker, Kevin Presser, Michele Boucher, Larry Farrell.

The Anniversaries were: Cliff and Michelle Owens, Connie and Sue Killian, Mike and Kathy Baddley

Donna Stewart also reminded the club that October is Breast cancer awareness month, recognizing survivors Donna Stewart, Dianne Wiest and Jennifer Spencer.

Dianne Wiest reports that Ginger Girvin is improving since her ankle surgery. She would appreciate cards from friends.

Dianne also reported that the Banquet, a "senior" prom will be held on Jan. 16 at the Eagles Nest. 30.00 Per member, 35.00 non members. Because of long standing advance bookings we will be in the main dining area.

Please send pictures to the website and the newsletter.

Gary Maleski has submitted an article to Victory Lane Magazine.

Rick Miller shared about the trip to Tahoe 47.

Rod Natale won the clean car award.

Dianne Wiest won the dinner raffle.


Claude Allison has the club logoed Nexbelt belt buckles

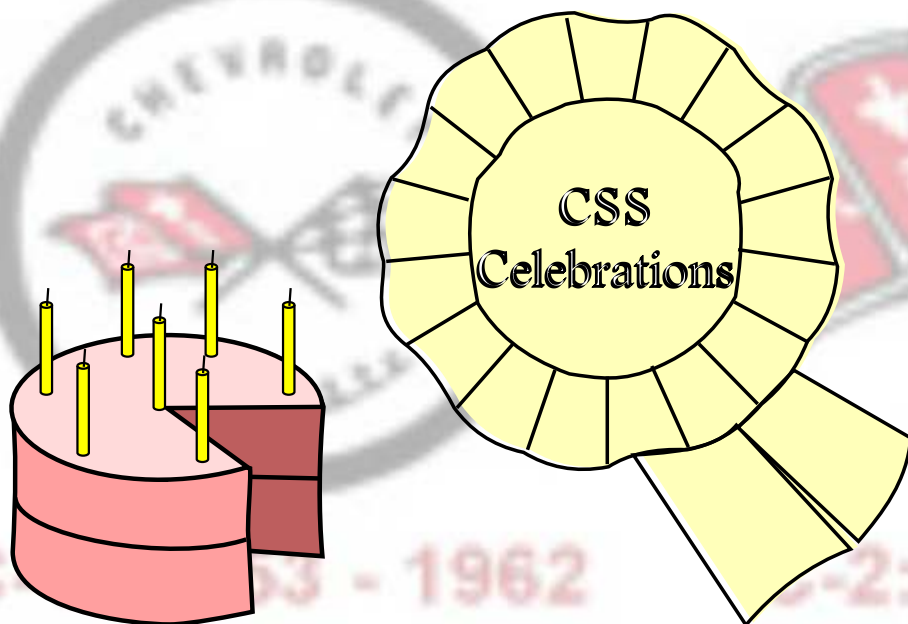
The goodies were courtesy of Joyce Grohmann and Dianne Wiest.

The raffle winners were: Rick Miller, Kristine DesBiens, Vickie Kump, Ed Norris, John Spurr, Debbie Ruby and Sarah Cheek.

The meeting was adjourned at 2030

Respectfully Submitted,
Bert Wiest, Secretary





October Birthdays

5 - George McMullen
10 - Jackie Lyon
18 - Tony Schavone
22 - Andy Ersek
27 - Aline Maleski
27 - Bud Norris
27 - Ed Norris
31 - Joyce Grohmann

November Birthdays

4 - Wanda Utash
7 - Dave Alciatore
8 - Marcia Lynch
9 - Jenny MacDonough
18 - Dave MacDonough
24 - Jim Raymond
28 - Donna Stewart

October Anniversaries

14 - Joe/Cindy Orrico
23 - Garry/Shirley Jones

November Anniversaries

18 - Jim/Elaine Cooper
24 - Andy Ersek



Sponsor's Corner:



Connell Chevrolet helps sponsor our Corvette Club. They have been family owned and operated by the Doddridge family since 1989 when Paul Doddridge purchased the franchise from John Connell. Paul is still active with the dealership, but he also spends a lot of his time at his ranch in Montana. His son Wayne Doddridge is the active General Manager.

Connell Chevrolet was first opened in the late 1950's and was located in Newport Beach on Pacific Coast Highway. Then in 1963, they relocated to Harbor Boulevard in Costa Mesa.

Connell has one of the largest new, certified, and pre-owned inventories in Southern California. If you're looking for a specific Tahoe, Silverado pickup, Corvette, or a late-model used car or truck, chances are, Connell Chevrolet has it.

And over the years, Connell's Service Department has built a reputation fixing your GM vehicle right the first time and in a timely manner. They currently have more Chevrolet Master Technicians than most other Chevrolet dealers in the entire USA.

When you go to Connell for service ask for Todd Mack. Todd has been a Service Consultant at Connell for over 20 years and is a recommended advisor in the Corvette forum. For you "do-it-yourselfers," Connell Chevrolet has an expansive Parts Department. They are one of the largest wholesale dealers in the area. And if they don't have your specific automotive part on hand, they can probably secure it within a few days.

Lastly, let's talk about the Connell employee family. To many, their employment at Connell is not a job... It's a career. Many employees including the sales, service and office personnel have worked at Connell for twenty years and more. Even the outside vendors who help to support Connell Chevrolet, have been within the Doddridge family for many years.

Look for Wayne Doddridge next time you're at the dealership and introduce yourself. He is a family man with 6 children and supports the local community. He and Connell Chevrolet help sponsor Orange Lutheran High School, Crean Lutheran High, Costa Mesa High, Fountain Valley High, Estancia High, the Orange County 4H clubs, Newport Harbor Corvettes, Corvette Super Sports, Better Business Bureau, Auto Club, Costco, Los Angeles County Police and Fire Departments, the Orange County Fire Department, Costa Mesa Police, Newport Beach Police, Huntington Beach Police and Irvine Police.

Connell Chevrolet is located at:

2828 Harbor Boulevard, Costa Mesa, CA 92626

Sales (714) 546-1200

Service (714) 755-3335

Parts (714) 546-9400

Website: www.connellchevy.com

In Other News:

Homeland Security Training is now called: **Corvette Super Shots**. We typically meet on the fourth Saturday of each month with lunch afterwards. All are welcome to join!

Editors' Note:

Hi everyone! I am really enjoying my position as newsletter editor! As always, I welcome pictures and extra articles from other members as long as you send them to me at least **five (5) days before** the end of each month. I especially need pictures and copy for events I do not attend!

Thank you to our new members who sent me pictures and short biographies of themselves for me to include in this month's newsletter. (p. 5)

Thank you Tony for taking a picture of Pat's picture on the wall at the Perris Airport for me. (p. 10)

And, a special thank you goes to Pat and Jan Works who gave us the opportunity to fly! :-)) I can now check that off my bucket list!

Enjoy!

Debbie :-))



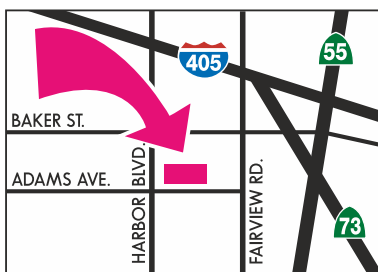


CONNELL CHEVROLET



ALL NEW
2014

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Connell Chevrolet



**2828 HARBOR BLVD.,
COSTA MESA**



SALES HOURS
MON- FRI 8:30AM -
9:00PM

SERVICE HOURS
MON- FRI
7:00AM-



FIND NEW ROADS™





THE CITY OF LA PALMA'S 31ST ANNUAL PARADE NEEDS YOU

Convertibles are needed to carry dignitaries in the parade and it will provide you an opportunity to show off your car.

You have the opportunity to participate in La Palma's 31st Annual La Palma Days Parade to be held on Saturday, November 14, 2015. Again this year, La Palma will host and include the Orange County Veterans Parade in our event.

Dickson Lew, Co-Chairperson-Dignitary Vehicles, a car enthusiast. Wayne Zehner, Co-Chairperson-Dignitary Vehicles, is a member of the PT Cruiser Club. Both have driven in many parades over the years and are aware of how a poorly organized parade can cause possible harm to a car and frustration to the driver. The La Palma Days Parade Committee spends many hours in preparation to strive for a well-organized parade that stays on the predetermined time schedule.

The following are important advantages to driving in the La Palma Days Parade:

- The parade route is approximately 1 1/2 miles in length.
- The bands participating in the parade are judged prior to the main parade, which eliminates time delays for judging during the parade.
- You have control as to the number of people placed in your car.

The line-up for the parade will begin at 9:15 a.m. and the parade concludes at approximately noon.

If you or someone you know is available to drive in our parade on Saturday, November 14th, please contact Wayne Zehner or Dickson Lu by Sunday, November 7th.

Wayne Zehner
Cell: (714) 222-5242
E-mail: waneswld@aol.com

Dickson Lew
Cell: (714) 342-9923
E-mail: dlewsix@gmail.com

We hope that you will be able to participate in our 31st annual parade.



Consequences

