

Drivers Ed May Not Die, But Funding Does

By Tony Saavedra
DSP Staff Writer

BREA — Learning to drive an automobile before 1947 was a matter of hit and miss — er — trial and error.

Teen-agers were given behind-the-wheel pointers by parents, grandparents or whoever else had the patience and courage.

Sometimes the kids taught themselves.

"The only way a teen-ager could drive in those days was to beg, borrow or steal a car," remembers Cuba Morris, a retired traffic officer and former county transportation executive.

Morris and former Brea businessman Frank Burrill have watched over California's High School Driver Education program like two dozing parents.

In a sense they are.

Driven by the fear of haphazardly taught youths speeding down the highways, the duo drafted the state's first school driver education law in 1946.

Through Newport Beach Assemblyman Earl Stanley, they steered the idea through the 1947 legislature, mandating the program and setting the stage for safer roadways.

While there are no statistics proving the program prevents accidents, Morris and Burrill remain convinced.

"It must be worthwhile, because it's still in effect after 35 years," says Burrill, former vice-president of the old Chiksan Co. in Brea. "I don't think driver education will ever die."

However, Al Bishop, head driving instructor at Brea - Olinda

High School, is less optimistic about the program's feasibility.

Driver education at the school is split into roughly 60 hours of classroom time and 10 hours behind the wheel.

Funds for the in-class training come from the state's regular allocation according to average daily attendance.

Additionally, California school districts are allotted up to \$60 for

each student trained on the road.

Last year, \$17.8 million out of the \$29 million collected from statewide traffic violation fines were budgeted for driver education.

But as the red ink smears on state and local ledgers, school districts are complaining that there isn't enough state funding to train California's 300,000 stu-

(Continued on A-2)

FUHSD Funding Could Rebound

By Gary Harmon
DSP Staff Writer

FULLERTON — Under present law, Fullerton Union High School District's declining enrollment could rebound to the district's financial favor.

Assistant Superintendent Harvey Grimshaw began Monday night's overview of the budget by noting that the figures of real and projected student declines "are loaded with a great big keg of dynamite."

In the first special budget session held by trustees, Grimshaw noted that while enrollment is projected to decline 725 students for the next school year, revenues from four major sources are expected to post an increase of more than \$500,000.

That half-million dollar increase depends largely on special state funding for declining enrollment and a promised 2 percent increase over the previous year's income.

But Grimshaw noted there are moves afoot in the state legislature questioning whether school districts should be paid for students they don't have. And Gov. Edmund G. Brown has suggested that promised 2 percent annual increases be eliminated, leaving funding at the previous year's level.

There are also threats to the projected increase from within the district itself, Grimshaw said.

For instance, if the district's total number of full time equivalent employees increases above last year's level, the district could lose its declining enrollment funding, Grimshaw said.

"That is a problem that needs to be considered" in setting staffs for the coming year, he said.

Current projections of income from the four major sources —

state basic and equalization aid, secured and unsecured roll taxes and prior year's taxes — amount to more than \$28.5 million, Grimshaw reported to the board.

The loss of declining enrollment funds could drop that figure by about \$2 million, to about \$26.4 million, he said.

Because of the way the declining enrollment funding is set up, Grimshaw noted an increase of students in the coming year that does not go over the 1981-82 enrollment of 11,825 would cost the district money.

But, a sudden loss of students, possibly through a state Supreme Court ruling against the district in the Yorba Linda unification decision, would cut the enrollment, but not the revenue, under present law, Grimshaw said.

Declining enrollment funding was conceived as a way to help districts that had facilities and staffs to maintain while losing students and money. "We just can't close a school everytime we lose 700 students," Grimshaw noted.

A 2 percent increase in state funding to the district contained in past legislative actions appears relatively safe this year, said Superintendent Walter Ziegler. Moves to lower the increase to 1 percent or eliminate it altogether have so far failed in all legislative committees, he said. There has not been any suggestion of cutting funding below the previous year's level, Ziegler added.

The district's total budget is pegged at \$36.3 million, including the four major sources of funding, as well as other local, state and federal revenues.

According to Grimshaw's projections, the state will provide 56 percent of the district's funds

(Continued on A2)

It's Tuesday, May 25, 1982 15¢

Daily Star-Progress

La Habra/Brea, California

Thatcher Vows No Truce Until Argentina Leaves Falklands

By The Associated Press

The Falkland Islands war will not end until Argentina withdraws from the South Atlantic British colony, Prime Minister Margaret Thatcher said today.

In some of her toughest language in the seven-week conflict, Mrs. Thatcher also told Parliament that Britain will veto any cease-fire proposal by the U.N. Security Council meeting in New York.

"There can be no cease-fire without full withdrawal of all Argentine troops," she said. "Our objective is to retake the Falklands. They are British sovereign territory and we wish to restore British administration."

Her remarks hardened the stance her government took during talks on at least seven peace plans following the Argentine invasion April 2. Those efforts collapsed last week and Britain invaded the islands.

In Washington, Secretary of State Alexander M. Haig Jr. told a White House meeting today that Britain is approaching a position to bring the war "to an early conclusion," House Republican leader Robert H. Michel reported. He offered no details, but British military officials have predicted they will retake the heavily defended Falklands capital within days.

In fighting Monday, Britain claimed it shot down eight more Argentine planes, but said it lost its third major warship, the frigate Antelope blown up by an Argentine bomb.

At the United Nations, Ireland submitted a resolution to the Security Council calling for a 72-hour cease-fire while Secretary-General Javier Perez de Cuellar made another attempt to negotiate a peaceful solution. But British Defense Minister John Nott said a truce would not be considered until Britain's troops retake the islands. Britain was expected to veto the resolution.

In Buenos Aires, the military junta warned that the war could expand and hinted it may seek help from its Latin allies and the Soviet Union. Defense Minister Amadeo Frugoli told the United States to stop supporting Britain in the seven-week conflict.

British war correspondents reported waves of Argentine Mirage and Skyhawk jets attacking Britain's invasion fleet Monday afternoon in Falkland Sound off the British beachhead. It was the third such attack in four days.

The British Defense Ministry said its Harrier jets and anti-aircraft fire from the ships and shore batteries brought down eight of the attackers.

This raised to 64 the total number of Argentine aircraft shot down or destroyed on the ground. Nott told the House of Commons more than a third of the Argentine air force has been destroyed, and more ships were arriving to strengthen the British task force.



FRIGATE EXPLODES — The British frigate HMS Antelope explodes on fire in San Carlos Bay off East Falkland before sinking Monday. A bomb disposal man was killed as he attempted to defuse an unexploded Argentine bomb lodged in the ship's engine room during air attacks Sunday.

(AP Laserphoto)

Whittier Christian School Neighbors To Get Hedges

By Anne La Junesse
DSP Staff Writer

WHITTIER — Neighbors of Whittier Christian High School will apparently have to settle for a hedgehog instead of a block wall to protect them from what they claim is a noisy parking lot.

Lowell Joint School District trustees voted Monday to require the high school to plant the hedge to protect the residents of Gregory Street, which borders on the north side of the private school.

Whittier Christian, formerly Starbuck Intermediate School, was closed last year by the school district, then leased to the private school.

Since November 1981, residents have tried to get protection from the now-completed parking lot that fronts on Beach Boulevard in the northeast corner of the property.

Residents at the school board's regular meeting complained of excessive horn honking, the buzz of model airplanes and an abundance of trash and weeds on the school property lines.

The residents said they purchased their homes before the parking lot was built, and said the school should have applied to the city for a conditional use permit for the lot.

Although no robberies have occurred since the arrival of Whittier Christian School, resi-

dents claim that every home along the border of the school has been victimized because of easy access to homes through un-locked school gates.

The board voted to prohibit all but WCHS functions in the parking lot.

The board, however, rejected the proposal by the Gregory Street residents of a solid block fence between the school grounds and the slopes of the residential property.

Trustee Joyce Canfield expressed concern that such a wall would create an area several hundred feet long and about six feet wide where beer parties or other clandestine activity would be ideally conducted without apprehension by authorities.

She stated that such a wall would create problems that the residents had not yet considered.

(Continued on A-2)



INJURED — An unidentified infant is removed to an awaiting ambulance by a Los Angeles Fire Department paramedic Monday night after the child was injured in an explosion at a Los Angeles apartment building. Seven persons were injured in the blast, which, according to authorities, might have been caused by a natural gas leak.

(AP Laserphoto)

Good Evening!

A Free-Lance Newspaper

66TH YEAR
NO. 32
ONE SECTION
(16 PAGES)

The Weather

Considerable low clouds tonight with local morning drizzle Wednesday. Partial clearing Wednesday afternoon. High Wednesday 65 to 73. Lows tonight 54 to 62.

Quotable Quotes

"What sculpture is to a block of marble, education is to the soul." — Joseph Addison, English statesman - writer.

Of Historical Note

The first bank to be established in Brea was the La Habra Valley Bank, located at the southwest corner of Pomonio and Ash Streets. After a change in ownership in 1920, the bank was dubbed the First National Bank of Brea.

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Whittier Christian School...

Dateline Today:



Statewide

Heisman Winner Joins Race

SAN DIEGO (AP) — Former Heisman Trophy winner Mike Garrett plans a write-in campaign for the Republican nomination to Congress with only two weeks to go and \$20,000 to spend, his manager Lew England says.

Garrett's decision was described as "insulting to the voters" by Shirley Gissendanner, the only GOP candidate whose name will be on the June 8 ballot.

The former University of Southern California football star who played professionally for the Kansas City Chiefs and the San Diego Chargers "must think we're pretty stupid in the 44th District," Ms. Gissendanner said Monday.

TV Deregulation Advances

SACRAMENTO (AP) — In an action supported by California's burgeoning cable television industry, a key Assembly subcommittee has approved a plan to continue deregulation of cable companies through the 1990s.

The Subcommittee on Cable Television voted 7-0 to approve AB3685 by Assemblyman Bruce Young, D-Cerritos, which would exempt certain cable systems from local government regulation.

The measure now goes to the Assembly Utilities and Energy Committee.

The bill would extend cable deregulation for 10 years beyond the current January 1984 cutoff set by a law — also authored by Young — which was passed in 1979.

The measure allows cable systems to be exempt from local agencies — and increase their rates — if they meet a complicated set of standards, including a minimum of 20 channels and provide a public access channel.

Sierra Put On Quake Notice

LOS ANGELES (AP) — The U.S. Geological Survey will put the eastern High Sierra near Mammoth Lakes on "notice" or "watch" that a recent series of small earthquakes may indicate volcanic activity, a newspaper said today.

The USGS notice was to be issued today in Washington, D.C., the Los Angeles Times reported.

Volcanic activity can encompass anything from the barely perceptible to the catastrophic, said USGS scientist Wendell A. Duffield of Menlo Park, Calif.

"There could be dome-building, a small lava flow, or a pyroclastic eruption," Duffield said, "or there could be nothing at all. We do know that there was a large eruption 700,000 years ago that put out 250 times more matter than this recent Mount St. Helens blast, but we also know that there have been a lot of smaller eruptions since then.

"We can't say for sure that there is going to be an eruption (in the Sierra) or, even if there might be, what kind it will be," he said.

Nationwide

Heart Operation Rules Changed

SALT LAKE CITY (AP) — In a policy reversal, the University of Utah has agreed to perform operations in which the living hearts of certain patients would be removed and replaced with a machine, officials say.

The proposal, which is subject to approval by the U.S. Food and Drug Administration, would end the pioneering university's policy of implanting artificial hearts only in patients whose hearts stop during surgery and cannot be restarted. No suitable candidates have been in that situation since the artificial heart was developed.

The new rules would mean that about 10,000 people suffering from an inoperable heart disease may soon be eligible for the operations to receive the university's artificial heart — including a Florida man who has asked to have the device implanted.

International

Israel Downs Two MiGs

TEL AVIV, Israel (AP) — Israeli warplanes shot down two Syrian MiG fighters over Lebanon today, the military command said. It said the Israeli planes had been on patrol and returned safely to base.

The Syrian government in Damascus said two of its planes were "hit" in the clash. Lebanese government sources said one plane crashed north of Beirut, but the pilot bailed out and was hospitalized. The fate of the other pilot was not known.

Syria keeps a 22,000-man army in Lebanon to police the armistice that ended the 1975-76 civil war.

Israel frequently flies reconnaissance missions over Lebanon and has been massing troops on its northern border with Lebanon for weeks in preparation for a possible strike at Palestine Liberation Organization targets.

(Continued from A-1)
School board president C. R. Simpson, Jr. described the area that would be created by the proposed wall as a "no-man's land, an attractive nuisance."
Trustee Herb Griffith suggested erecting a temporary rolled-picket fence along with planting of Dodonaea Viscosa or Leylandi Cypress proposed by WCHS principal Mark Metzger until the trees could grow to form an effective hedge — providing

both the sound and sight barrier needed by residents.
Griffith argued that the temporary fence would provide additional security during the one- to two years required for the plants to form a hedge.
The board agreed to give further consideration to this idea.
John Kattari, a spokesman for the Gregory Street residents told the board that he disagreed with their solution and could envision

many shortcomings, but vowed to "give it a try," promising to return to the board if the solution is not considered effective by his neighbors.
Neighborhood spokesman Dr. Ken Finger requested that the board place on the agenda the proposed temporary fence and informed residents of any further action taken by the board on the issue.

In other business Superintendent Ron Randolph informed the board on the state of the budget for the following school year.

In addition to current cuts the district will have to reduce one teaching position from each school but Ollita. The positions will be vacated due to attrition and no lay-offs are anticipated, he said.

The duties left vacant by these positions will be performed by the school administrators, said Randolph.

Among the positions to be eliminated are one special education teacher, one instructor and aide for the severely handicapped, one psychologist and four part-time custodial positions.

Although the budget will be experiencing severe cuts, Ran-

dolph expressed the desire to participate in Employee Assistance Service for Education.

This Los Angeles County organization helps employees with emotional problems or those dealing with alcoholism and depression. According to Randolph the valuable program will cost between \$1,200 to \$1,800 per year, budget allowing.

Director of Instruction Jeannette Graham presented the first report and reading on the curriculum guide for Character Education.

The program offers instruction in the areas of personality growth, concentrating on the virtues of integrity, honesty, helping other, good judgment and other character traits.

Dr. Griffith proposed that the curriculum include some activities which could be conducted at home within the family atmosphere.

Graham said that although the program was structured and planned with various audio-visual aids and exercises, the teachers often take advantage of "teachable moments," incidents occurring at school which exemplify various character traits more valuably than a printed lesson may.

FUHSD Funding...

(Continued from A-1)
from the four major sources. But as the year goes along, he said, some funds from local sources will actually be funneled to the district by the state, adding to the percentage the state supplies.
However, local revenue is slowly approaching the level of

state funding and Grimshaw predicted state and local funding might be even in about 10 years.

"That's the quirk in Proposition 13," he said. Local resales and new construction slowly build up the local property tax revenue sources, but with the passage of Prop. 13, "the voters turned over the education program to the state.

"Now they (local property owners) are beginning to assume a greater portion of support (of schools) through their property taxes, but they have lost the control."

OC Airport Access Plan Overturned

LOS ANGELES (AP) — A federal judge has thrown out an airline access plan for Orange County's John Wayne Airport, saying it discriminated in favor of two airlines.

It was the second time a judge has overturned the airport's access proposals, and U.S. District Judge Terry Hatter, Jr. said Monday that if airport officials do not devise an acceptable plan within a month, he will have one drawn up himself.

The airport's plan was challenged by Los Angeles-based Continental Airlines, which has been trying for 14 years to gain access but has been repeatedly turned down because county officials claim its aircraft are too heavy and too noisy.

Besides AirCal and Republic carriers now using the Orange County facility are Pacific Southwest, Frontier and Western Airlines.

Drivers Ed May Not Die...

(Continued from A-1)
dent drivers.

"Our teachers are subsidizing Brea's program," complains Bishop.

The roughly eight driving teachers in the Brea-Olinda Unified School District are paid \$9.70 an hour, admittedly three to four dollars less than most other districts.

Bishop says Brea has begun allowing students to challenge the road time as a means of keeping the local program financially afloat.

The district is still allowed to keep the state allocation for students passing the driver competency test.

"It's unfortunate, but if the money isn't there, taxpayers are more interested in saving a buck," says Bishop.

According to Alan Probst, spokesman for the California Association for Safety Education,

the average training cost is roughly \$107 per student.

Brea is reportedly operating within the state's \$60 per student allocation while some districts spend more than \$40 a student in additional out-of-pocket expenses.

While admitting that teachers do more than their share, Probst says they are not underpaid.

"The salary paid for this after-school work is better than the minimum wage at 7/11 stores," says the 64-year-old Probst, who has taught driver training for three decades.

He added that there were no statistics proving the effectiveness of driver training.

In fact, the number of teenagers involved in traffic accidents and infractions were relatively high compared to older drivers.

However, most insurance companies agree that the man-

datory training program is beneficial.

Ex-California Highway Patrolman Cuba Morris agrees, saying the benefits may be more mental than mechanical.

"We're trying to change the driver's attitude not aptitude," explains Morris. "Whether they drive bad later doesn't make a difference. At least they took the proper training."

Ex-patrolman Morris remembers young drivers being more safety conscious after the program was initiated.

Besides, teen-agers could no longer claim ignorance of the traffic laws, he adds.

Both Morris and Burrill, the fathers of driver education in California high schools, scoff at concerns over the program's expense.

"Anything that's good is expensive," quips Morris.

Police Blotter

LA HABRA

Monday

1:40 a.m. — A coin collection and jewelry worth \$1,970 was reported stolen from a residence in the 400 block of North Walnut Street.

BREA

Friday

7:51 a.m. — A \$500 plastic cow was reported stolen from the Huibert Dairy, 512 S. Brea Blvd.

Sunday

3:50 p.m. — A smoke bomb was reportedly thrown into a car parked at 391 S. State College Blvd. A fire broke out in the car, damaging the interior and exterior. No estimate of damage was given.

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Brea News: Tony Saavedra
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Lifestyles, Church: Tricia Nibuli

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March 4th, 1982

Mr. Dean F. Millen
420 S. Poplar Avenue
Brea, Cal. 92621

Re: - The History of Driver Education and Driver Training in
California High Schools.

Dear Dean,

Thank you so much for your letter of February 11th asking me to bring the "story up to date" on the above subject.

Thank you too, Dean, for telling me of the big happenings in Brea through your efforts and others - it is a far different Brea than when I first went to work March 1st, 1943 for Chiksan Company (then called Chiksan Tool Co.) with about 3500 people in the sleepy town. I have many good memories of real friendships with "Doc" Curtis, Joe Witten, "Barney" Barns, the Frank Halls, Vince Jaster and many others. The history of Chiksan alone could fill quite a few pages of history (the name is actually a Korean name meaning "Gold Mountain") and a number of people still living can give detail accounts of it's history, I'm sure.

Enclosed is a short resume of the History of Driver Education and Driver Training in California High Schools as I remember the facts. Unfortunately for me files of this program, and other personal matters, were damaged beyond use while they were stored in a rented house at Lake Arrowhead while we were awaiting construction of our new home there in the fall of 1966.

I can't begin, Dean, to tell you of all the sweat and tears that "Cuba" and I went through during the many months of fighting this through the Legislature. Earl Stanley was a real fighter and certainly without him it would never have become law. I can't tell you in writing how certain organizations fought to defeat the "Bill."

R. I. Cuba Morris proved to be a competent partner and fighter, and during the years since 1947 he advanced in his business life from time to time and finally became the Director of all Vehicle and Communications Departments of Orange County. He has since retired. Not too long ago he and Fran were our guests in our home here in Oakhurst. He is a living example of the brave and competent men in our California Highway Patrol organization. Dean, you may want to contact Cuba for additional information on Driver Education- the latest address we have is:-

Mr. & Mrs. R. I. Cuba Morris
1712 Samar Drive
Costa Mesa, Ca. 92626

My copies of the Senate Concurrant Resolution and the County of Orange award are both in a glass frame and difficult to make copies of. The Senate Resolution is 21 x 13 inches, and the Orange County one is 21 $\frac{1}{2}$ x 15 $\frac{1}{2}$ inches. If you are interested in copies for your project I probably could get copies, or you may wish to obtain them yourself from Sacramento and Orange County. I hope the enclosure will be of some help to you.

Sorry it took so long to put it together from my old memory files. Good luck in all your endeavors.

Best Regards,

Telephone (209) 633-5660

Frank Danill

History of Driver Education and Driver Training in
California High Schools

It all happened a long time ago - in the early part of 1946. One day while travelling on a Southern Pacific Train from Los Angeles to Houston, Texas, on business, I read an article in the old Cornet Magazine about a woman in another state who was offering a Driver Training Course for \$15 as part of her business activities.

After returning to my job, as Secretary Treasurer of Chiksan Company in Brea, several days later I began thinking of the article I had read and of our State of California with millions of vehicles on our highways - all actually a lethal weapon in each driver's hands and no training to drive except by hit and miss help from parents, or friends, and Auto Clubs. I knew, however, that some High Schools in California were offering instruction in aircraft piloting at taxpayer's expense.

From time to time the idea about the need for driver training in our high schools kept coming into my thoughts, and one day the first opportunity to do something about it presented itself. At a meeting of the Brea Lion's Club, of which I was a member, a California Highway Patrol Officer, R. I. Cuba Morris, operating out of the old city of Orange headquarters talked to us about highway safety problems. He gave us some very good thoughts about these problems which he had developed as a C H P Officer specializing in highway safety. After this program I talked with Cuba about some of my thoughts about the idea of driver training in our high schools. He was enthusiastically interested in the idea and subsequently we had our first meeting about the idea while sitting at a table in the back of Cuba's C H P office area in Orange. Cuba and I rough drafted the first wording for a "Bill" to be presented to the California Legislature covering a proposed law for "Driver Training and Driver Education" in California High Schools. Our main ideas were:-

- 1) It had to be a compulsory course for all students 16 years old and physically able to learn to drive - requiring a passing grade for graduation from high school.
- 2) Physical Education teachers could be the part time instructors in the schools.
- 3) Dual steering wheels, brakes, etc. would be provided to the schools by the automobile manufacturers on a no cost basis.
- 4) Classroom Driver Education would be provided.

At that time (1946) my Fullerton friend, Sam Collins was Speaker of the California Assembly, so we took our "Bill" to him for advice as to how to start it through the Legislature. He told us that, as Speaker of the House, he could not introduce any legislature, but a new man in the Assembly from Newport Beach, Earl W. Stanley, might handle it for us. We contacted Mr. Stanley and he agreed to sponsor the "Bill". This started months of work for Cuba, myself and Stanley. The "Bill" became known as "The Stanley Bill for Driver Education.

My boss, a very good friend, W. Edgar Spear, President of Chiksan Co. (Chiksan did not become a part of Food Machinery and Chemical Co. later known as FMC, until May of 1955) was very understanding of my deep interest in the driver education program and made it possible for me to spend many hours of company time, stationery, stamps, secretarial work, etc., over a period of about 15 months.

During this time I drafted and mailed hundreds of letters to people and organizations in Orange county and later to all of California such as:

- 1) Parent Teachers Association
- 2) Chiefs of Police
- 3) County Boards of Supervisors
- 4) Association of Calif. Principals and Superintendents
- 5) County Sheriffs
- 6) General Motors Corporation - head office
- 7) Ford Motor Co.
- 8) Chrysler Corporation
- 9) Lions Clubs
- 10) Kiwanis Clubs
- 11) Etc.

Cuba and I attended numerous meetings of the above first five organizations telling our story over and over. Later, toward the end of the fight "Jap" Burch, the Ford dealer in La Habra, went to Sacramento with me to lend support as he knew a number of the State Legislators. Cuba and I were called to Sacramento in early 1947 and appeared before the Education Committee at midnight, this after waiting hours for our "Bill" to be taken up on the agenda. I guess we sold the committee that it was a worthwhile project but it still took months of hearings, etc., before the "Bill" was passed almost unanimously, by both Houses, on June 20th, 1947, and immediately signed by the then Governor Earl Warren, who had been an effective supporter of the "Bill" from the start. Brea and Fullerton were two of the first high schools in the state to adopt the program.

Since that date there have been numerous amendments to the "Bill" some of which have strengthened the purpose of it and others have weakened it.

The Automobile Companies, through their dealers, throughout the State, have furnished to the school districts dual equipped cars for student use at no cost, or minimal cost; insurance companies have granted reduced rates on car insurance rates to parents who have teenagers who have successfully passed both the Driver Training and Driver Education portions of the instructions in the high schools in the state.

Since 1947 most all of the other states now have Driver Training and Driver Education courses in their high schools. Some areas of Canada and Europe have also adopted various versions of the program.

Cuba Morris and I were honored by the California Driver Education Association at its annual conference March, 14-16, 1969, at which time while we were guests of the Association, we each received a framed copy of the Senate Concurrent Resolution dated February 26, 1969, commending us for our efforts. We likewise received, later, similar awards, dated March 25, 1969, from the County of Orange.

That's the story of Driver Education and Driver Training - it must be a worthwhile program as it is still in effect after 35 years and untold lives saved and millions of dollars of property damages have been prevented.

Frank Burrell

March 4th, 1982

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420 S. Poplar Avenue
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Sorry it took so long to put it together from my old memory files. Good luck in all your endeavors.

Best Regards,

Telephone (209) 683-5660

Frank Duvall

March 4th, 1982

Mr. Dean F. Millen
420 S. Poplar Avenue
Brea, Cal. 92621

Re: - The History of Driver Education and Driver Training in
California High Schools.

Dear Dean,

Thank you so much for your letter of February 11th asking me to bring the "story up to date" on the above subject.

Thank you too, Dean, for telling me of the big happenings in Brea through your efforts and others - it is a far different Brea than when I first went to work March 1st, 1943 for Chiksan Company (then called Chiksan Tool Co.) with about 3500 people in the sleepy town. I have many good memories of real friendships with "Doc" Curtis, Joe Witten, "Barney" Barns, the Frank Halls, Vince Jaster and many others. The history of Chiksan alone could fill quite a few pages of history (the name is actually a Korean name meaning "Gold Mountain") and a number of people still living can give detail accounts of it's history, I'm sure.

Enclosed is a short resume of the History of Driver Education and Driver Training in California High Schools as I remember the facts. Unfortunately for me files of this program, and other personal matters, were damaged beyond use while they were stored in a rented house at Lake Arrowhead while we were awaiting construction of our new home there in the fall of 1966.

I can't begin, Dean, to tell you of all the sweat and tears that "Cuba" and I went through during the many months of fighting this through the Legislature. Earl Stanley was a real fighter and certainly without him it would never have become law. I can't tell you in writing how certain organizations fought to defeat the "Bill."

R. I. Cuba Morris proved to be a competent partner and fighter, and during the years since 1947 he advanced in his business life from time to time and finally became the Director of all Vehicle and Communications Departments of Orange County. He has since retired. Not too long ago he and Fran were our guests in our home here in Oakhurst. He is a living example of the brave and competent men in our California Highway Patrol organization. Dean, you may want to contact Cuba for additional information on Driver Education- the latest address we have is:-

Mr. & Mrs. R. I. Cuba Morris
1712 Samar Drive
Costa Mesa, Ca. 92626

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Frank Millen

History of Driver Education and Driver Training in California High Schools

It all happened a long time ago - in the early part of 1946. One day while travelling on a Southern Pacific Train from Los Angeles to Houston, Texas, on business, I read an article in the old Cornet Magazine about a woman in another state who was offering a Driver Training Course for \$15 as part of her business activities.

After returning to my job, as Secretary Treasurer of Chiksan Company in Brea, several days later I began thinking of the article I had read and of our State of California with millions of vehicles on our highways - all actually a lethal weapon in each driver's hands and no training to drive except by hit and miss help from parents, or friends, and Auto Clubs. I knew, however, that some High Schools in California were offering instruction in aircraft piloting at taxpayer's expense.

From time to time the idea about the need for driver training in our high schools kept coming into my thoughts, and one day the first opportunity to do something about it presented itself. At a meeting of the Brea Lion's Club, of which I was a member, a California Highway Patrol Officer, R. I. Cuba Morris, operating out of the old city of Orange headquarters talked to us about highway safety problems. He gave us some very good thoughts about these problems which he had developed as a C H P Officer specializing in highway safety. After this program I talked with Cuba about some of my thoughts about the idea of driver training in our high schools. He was enthusiastically interested in the idea and subsequently we had our first meeting about the idea while sitting at a table in the back of Cuba's C H P office area in Orange. Cuba and I rough drafted the first wording for a "Bill" to be presented to the California Legislature covering a proposed law for "Driver Training and Driver Education" in California High Schools. Our main ideas were:-

- 1) It had to be a compulsory course for all students 16 years old and physically able to learn to drive - requiring a passing grade for graduation from high school.
- 2) Physical Education teachers could be the part time instructors in the schools.
- 3) Dual steering wheels, brakes, etc. would be provided to the schools by the automobile manufacturers on a no cost basis.
- 4) Classroom Driver Education would be provided.

At that time (1946) my Fullerton friend, Sam Collins was Speaker of the California Assembly, so we took our "Bill" to him for advice as to how to start it through the Legislature. He told us that, as Speaker of the House, he could not introduce any legislature, but a new man in the Assembly from Newport Beach, Earl W. Stanley, might handle it for us. We contacted Mr. Stanley and he agreed to sponsor the "Bill". This started months of work for Cuba, myself and Stanley. The "Bill" became known as "The Stanley Bill for Driver Education.

My boss, a very good friend, W. Edgar Spear, President of Chiksan Co. (Chiksan did not become a part of Food Machinery and Chemical Co. later known as FMC, until May of 1955) was very understanding of my deep interest in the driver education program and made it possible for me to spend many hours of company time, stationery, stamps, secretarial work, etc., over a period of about 15 months.

During this time I drafted and mailed hundreds of letters to people and organizations in Orange county and later to all of California such as:

- 1) Parent Teachers Association
- 2) Chiefs of Police
- 3) County Boards of Supervisors
- 4) Association of Calif. Principals and Superintendents
- 5) County Sheriffs
- 6) General Motors Corporation - head office
- 7) Ford Motor Co.
- 8) Chrysler Corporation
- 9) Lions Clubs
- 10) Kiwanis Clubs
- 11) Etc.

Cuba and I attended numerous meetings of the above first five organizations telling our story over and over. Later, toward the end of the fight "Jap" Burch, the Ford dealer in La Habra, went to Sacramento with me to lend support as he knew a number of the State Legislators. Cuba and I were called to Sacramento in early 1947 and appeared before the Education Committee at midnight, this after waiting hours for our "Bill" to be taken up on the agenda. I guess we sold the committee that it was a worthwhile project but it still took months of hearings, etc., before the "Bill" was passed almost unanimously, by both Houses, on June 20th, 1947, and immediately signed by the then Governor Earl Warren, who had been an effective supporter of the "Bill" from the start. Brea and Bullerton were two of the first high schools in the state to adopt the program.

Since that date there have been numerous amendments to the "Bill" some of which have strengthened the purpose of it and others have weakened it.

The Automobile Companies, through their dealers, throughout the State, have furnished to the school districts dual equipped cars for student use at no cost, or minimal cost; insurance companies have granted reduced rates on car insurance rates to parents who have teenagers who have successfully passed both the Driver Training and Driver Education portions of the instructions in the high schools in the state.

Since 1947 most all of the other states now have Driver Training and Driver Education courses in their high schools. Some areas of Canada and Europe have also adopted various versions of the program.

Cuba Morris and I were honored by the California Driver Education Association at its annual conference March, 14-16, 1969, at which time while we were guests of the Association, we each received a framed copy of the Senate Concurrent Resolution dated February 26, 1969, commending us for our efforts. We likewise received, later, similar awards, dated March 25, 1969, from the County of Orange.

That's the story of Driver Education and Driver Training - it must be a worthwhile program as it is still in effect after 35 years and untold lives saved and millions of dollars of property damages have been prevented.

Frank Burch



Mr. Dean F. Millen
420 So. Poplar Avenue
Brea
Calif. 92621

Dear Dean

6/3/93

Enclosed is your copy of my
resume' to be used at the June 17th
7:15 AM breakfast meeting of the Pica
Kwanis Club.

I mailed the original to Joe
Lauro, Program chairman, per his
request. Please excuse your copy condition
as I had trouble with Copier I used in
a local market.

I really hope you and Betty can
join Queenie & me at this meeting.

After the breakfast I want to
give my books to you if see the
room in the Old City Hall Building
where it will be kept.

I look forward to spending
some time with you at the city hall
room, etc if pray that you will
feel up to a fun time with old
memories.

Best regards
Frank.

Tel. 1-(209) 683-5660

June 25, 1993

Dear Mr. Burrill,

My husband, Stan Cramer, came home raving how great the Brea Kiwanis Guest Speaker had been last week. He said he regretted that he had not brought me, since he knew I would have appreciated the talk. Then, here came a delightful letter--from the speaker, himself! Oh, how I wish I had been invited to attend that morning to hear you speak. I know it was a treat for everyone in attendance.

Your name was given to me by Dean Millen when I was composing the Brea history book. He gave me the story of the beginning of Driver's Education--and of course, the involvement of Frank Burrill. I wish I had known that you were still active and available to visit with. I might have driven all the way to Oakhurst!

To put together a history of depth of a place with the historical significance of Brea in the short period of time that the City of Brea had given me was indeed a challenge. Without the help of Dean and Betty Millen, it would not have been possible. They pointed me in the directions where research had been done on important people and events. Combined, this material and the historical research that I did many years ago on the La Habra Valley settlement, gave me the backbone of the material I needed to write, "Brea, the City of Oil, Oranges, and Opportunities."

I treasure your letter, and am honored to add my signature, so you might have a lengthy "autograph" for your book.

With sincere regards,

cc. Dean and Betty Millen

*Hi -- it was so nice
of Mr. Burrill to write.
I hope you read one
line of it*

Neighbors

NEWSY SUZIE



SUSAN GAEDE

Watch for Trakh to take offer

My crystal ball sees Mark Trakh, Brea Olinda High School girls basketball coach, going to Pepperdine University after all. Watch for an announcement.

Kathleen Luesse, of Brea, met Dennis Nix at a meeting where they both work for Hunt Wesson. Kathy said she became interested in Dennis right away. Dennis was definitely interested in her, too, and started inquiring about her.

They soon began dating. Kathy thought Dennis would never pop the question and she really wanted to lasso this man after a three-year courtship.

Her friend had a jewelry place in Temecula that was going out of business and Kathy suggested to Dennis they go take a look at the jewelry. Dennis purchased the ring and popped the question in the parking lot.

The couple had the most fun wedding I've ever been to June 19. Guests all wore something western. The bridal party arrived on a hay wagon. The bride wore an ankle-length eyelet wedding dress complete with a cowboy hat with a veil. Even the minister wore a cowboy outfit. The lovebirds left the church in a surrey with the fringe on the top.

Kathy's parents Gladys and John Haverly, 81, of Brea were recognized at the wedding reception for a dual celebration. They were celebrating their 56th wedding anniversary.

The cuisine was a western barbecue served on pie plates and to wedding cake was apple pie doty. Professional cloggers put on a show and taught the guests how to clog.

People: Jennifer Niblick 1988 Brea Olinda grad holder of the high school swimming record in the 50-yard free, and also a 1992 graduate from West Point

Please see GAEDE/16

REUNION

Kiwanians greet an old friend

Frank Burrill is Brea club's only link with past

By Barbara Glasone
North County News

The man who helped route the Orange (57) Freeway through Brea, draft the driver education course for California high schools and develop Chiksan Co. into a major tool supplier during World War II stepped back from the future into the past.

Arriving from their retirement home near Yosemite, Frank Burrill and his wife of 62 years, Queenie, paid a recent visit to the Brea Kiwanis Club, which he founded in 1951.

"Frank is our only link to the club's past," explained longtime member Joe Du Puy. "All our records were burned in a fire, so we really don't know anything about the early history of the group."

Welcomed by a standing ovation at the monthly breakfast meeting, Burrill left few tales untold. First, however, he registered his amazement at Brea's progress, particularly the Brea Mall site on the edge of the highway he recommended in 1951.

"This was a little town of 3,500 in those days, a place where you ordered a grilled cheese at Sam's Place and watched old Doc Curtis push the winner of a bet in a wheelbarrow through the two-block downtown."

Tossing out such familiar pioneer surnames as Schweitzer, Whitten, Jaster and Barnes, the guest speaker quickly caught the attention of old-time Breans and La Habrans visiting the Kiwanis reunion.

Burrill said he first joined La Habra Kiwanis Club and Brea Lions Club in the mid-'40s, realizing clubs were a starting point to become involved in a community.

"In 1951, the Kiwanis district governor said Division Four needed four new clubs, including one in Brea. He told me to organize, that it wouldn't take any work, and I needed to sign up 28 men.

"Well, that was the biggest lie ever," said Burrill, drawing laughs from the audience. "A guy from Chicago came out to recruit, but people in Brea weren't interested in talking to outsiders. So, poor old me had to go up and down the street, trying to convince men to join a service group."

Burrill had been recruited by Chiksan Tool Co. in 1943 to devel-



Frank Burrill, center, who immigrated from England to lead a life of community service, presents Brea Historical Society charter member Dean Millen with a copy of his book, "An Immigrant's Life." Burrill's wife, Queenie, who has shared his life for 62 years, joins the pair at the recent Brea Kiwanis Club breakfast meeting.

Stan Bird/North County News

op the Brea firm's prominence in the oil industry. After the firm developed swivel joints for domestic equipment, it was contracted by the military to build tools for ship radar systems.

"Our company products were so vital to the war industry, Chiksan employees were refused permission to enter military service," Burrill said.

While traveling to Texas on a Chiksan assignment, Burrill noticed a story in Coronet Magazine about an East Coast woman who was teaching driver education for \$15.

"When I got back to Orange County, I got together with my old friend R.I. 'Cuba' Morris, a CHP officer in Orange," Burrill recounted. "Together, we drafted the first driver education program. The day my father died in 1947, I got a call from Sacramento that the bill had received Congressional approval. And my daughter, Francene, was the first one in the state to take the course at Fullerton High School."

With his family, he spent 17 months building a 2,400-square-

"This was a little town of 3,500 in those days, a place where you ordered a grilled cheese at Sam's Place and watched old Doc Curtis push the winner of a bet in a wheelbarrow through the two-block downtown."

Frank Burrill

foot home on Valencia Mesa Drive in Fullerton.

Interrupting his chronological remembrances, Burrill reminded the breakfast bunch that little towns like Good Old Brea and La Habra are hard to find these days, yet they are the backbone of the nation.

"We live in little Oakhurst where the trees meet in the center of the street and everyone waves," he said.

Back to the future, the octogenarian lamented the collapse of family life. "Rome was destroyed

by the breakdown of family and excessive taxation," he said. "We're in a disastrous state; every country in the world appears bankrupt. We need to change, and Kiwanis can help."

Citing Brea's changing face, Mayor Burnie Dunlap presented Burrill with a commendation from City Council, and announced Burrill's little town now boasts the third-highest per capita income in the county and the second most productive mall.

Burrill, in turn, handed Brea Historical Society member Dean Millen the last two-volume copy of his autobiography. Millen returned the favor with an autographed copy of Esther Cramer's history of Brea.

As Kiwanians and guests filed forward to shake hands with their "founding father," former Kiwanis district governor Merton Hill of Fullerton paused to take a good look at the honored guest.

"I thought I remembered him," Hill said. "But that was a long time ago, when Brea was really just a little town."

BUDGET

FROM 1

Other cities that have implemented this program have reduced overtime and sick leave, a staff report states.

Eight cities and Orange County currently use it.

Pat McCarron, maintenance services director, proposed reorganizing his department and privatizing cement work and tree trimming to

“Our goal (tonight) is to get the big picture. We're not deficit spending.”

Mayor Burnie Dunlap

save an estimated \$230,000.

This change could cause customer service to fall a little, because residents might have to wait longer before the work is done. Currently, trees are maintained within three days of the city receiving a report.

JAMMING: Traffic

FROM 10

steady stream of traffic returning to Chino in the evening. In fact, the cars and trucks are so close that it is difficult to cross Carbon Canyon Road at those hours. Any traffic study which was performed 2 or 3 years ago, would have had difficulty predicting the enormous increase in traffic through Carbon Canyon which has occurred since.

It does not take a traffic expert to predict a gridlock situation in the next several years along Lambert Road between the 57 Freeway and Carbon Canyon Road. A Large building constructed on Lambert, with its own traffic, would only make the situation worse.

What is needed is a road that cuts through the Chino Hills from Chino and dumps traffic onto the 57 Freeway at some point other than Lambert Road — a road such as the Coast Highway that was constructed a few years ago near Laguna Beach. The highway was essentially connected to Highway 73 and unloaded traffic from the Pacific Coast Highway which passed through Newport Beach and Corona Del Mar.

I would strongly recommend that a professional study of Lambert traffic east of the 57 Freeway be conducted. Such a study should give serious consideration to the potential increase in traffic from Carbon Canyon Road. I believe that it has recently been suggested that Carbon Canyon Road be widened. Until such a study is completed, it would be foolhardy of the City Council to give approval to the construction of a large building at the location considered.

I would like to make an observation on a comment made by Councilman Glenn Parker at the meeting. He posed the question, “Who do the members of the City Council have ‘primary responsibility’ to? The ‘developer’ or the ‘citizens of Brea.’” It was apparent from the manner in which the question was posed that Councilman Parker believed that his prime responsibility is to the citizens of Brea. I could not agree more. I hope that other members of the council also realized their prime responsibility is to the citizens of Brea.

Harold L. Ehlers
Brea

TAXES: And wealth

FROM 10

ies will have higher utility taxes at 6 percent. They are La Habra, Los Alamitos and Stanton.

Now, the power brokers in Fullerton, over massive protests from business folks and other citizens, approved a two-year 3-percent utility tax. Proponents said the tax was needed to protect property values in the city. Come now! No government ever taxed society into prosperity.

The city of Orange has jumped on the utility bandwagon and is seriously thinking about adopting a utility tax. Angry residents protested against the utility tax proposal. But city officials “need” the money, so they appear headed toward enacting a 4.5 percent fee on utilities.

La Palma, one of the smaller cities in north Orange County, is proposing a 5 percent utility tax. Next door, Buena Park already has a 3 percent utility tax.

To their credit, other north county cities haven't fallen into the utility tax craze, yet. They include Brea, Cypress, Villa Park and

Yorba Linda. Cypress, where voters turned down a card club in a June election, a utility tax might be turned to help that city balance a budget they say is floundering.

Could politicians throughout the land be blind to the proverbial handwriting on the wall? Frankly, we believe more citizens are becoming aware of the political abuse they suffer at the hands of government — more notably in the taxation arena — and many are speaking out against the hard-headedness of government officials, who appear to be ignoring the obvious. People are tired of being ripped off to line the pockets of government. A groundswell of revolutionary thinking against excessive taxation, a la Boston Tea Party, albeit ever so slowly, never-the-less seems to be building.

So far, the power brokers haven't gotten the message. And so they continue to “steal” society's wealth — any conceivable way they can. Citizens need to organize in such a way that the big spenders will hear any anti-tax message in a big way.

HOW TO REACH US

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North County News

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Press releases: Due one week prior to publication.
Weekend sports results: Noon Monday.

Advertising deadlines

Retail, real estate, automotive display: 5 p.m. Monday for space reservations. Classified: noon Tuesday

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Eight of the North County News weeklies are legally adjudicated to publish legal advertising, including fictitious business name statements. Forms are available. Call us for more information.

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Jannilee Watson, executive editor
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The North County News welcomes opinions from our readers. Letters should be typewritten and double spaced (or legibly printed), and not exceed more than one page in length. Submissions must be signed and include an address and telephone number for verification. Only the writer's name and city will be published. Letters will be edited for length, grammar and clarity. Submissions which are libelous or in poor taste will not be published.

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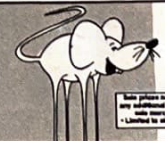
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Dana Point, CA 92629
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*Frieder, Emie & Shirley (S.M.)
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Fullerton, CA 92635
714 / 879-9687

*Goedl, Rich & Paula
407 S. Maple Ave.
Brea, CA 92621
714 / 990-0687

Green, Thomas & Sancy
708 Cedar Ave.
Brea, CA 92621
714 / 256-1413

*Hall, Dean & Christine
9432 Russell St.
La Habra, CA 90631
310 / 690-4121

*Hamilton, Robert & Jo (S.M.)
5941 Cornell Ave.
Westminster, CA 92683
714 / 897-9696

*Hall, Dan
745 N. Sonoma
Brea, CA 92621
310 / 694-5626

BUSINESS

Memery/Garden Memorial
P.O. Box 100
455 W. Central
Brea, CA 92621
714 / 529-3961 FAX 990-9543

White Nelson & Co.
2400 E. Katella, Suite 900
Anaheim, CA 92806
714 / 978-1300 FAX 478-7893

Independent Ins. Adjuster
770 S. Brea Blvd., Suite 230
Brea, CA 92621
714 / 256-0646 FAX 256-0648

Penhook Mgt.
1065 Brea Mall
Brea, CA 92621
714 / 990-2722 FAX 990-5048

Principal, Olinda School
109 Ellic Lane
Brea, CA 92621
714 / 528-4939 FAX 529-2137

Retired: Pacific Bell

The Freedman Agency
242 S. Orange Ave., Suite 201
Brea, CA 92621
714 / 528-8011 FAX 714 / 529-6867

Family Dental Office
334 S. Brea Blvd.
Brea, CA 92621
714 / 529-9941

Firstworld Travel
11741 Valley View #K
Cypress, CA 90630
714 / 891-4733 FAX 714 / 892-8411

State Farm Insurance
11111 Brea Blvd.
Brea, CA 92621
714 / 529-3956 FAX 529-4355

Family Dentistry
334 S. Brea Blvd.
Brea, CA 92621
714 / 529-9941 FAX 529-9943

Attorney's Office
5328 Brea Blvd.
Brea, CA 92621
714 / 529-0111 FAX 529-7237

Retired Banker

Teac America, Inc.
7733 Telegraph Road
Montebello, CA 90640
213 / 726-0303, Ext. 640 FAX 727-7632

HOUSE

Hur, Ben
343 S. Silverbrook Dr.
Anaheim, CA 92807
714 / 996-7661

*Jones, Leon & Beth
1000 Dorothy
Brea, CA 92621
714 / 529-8914

Kim Hallie
2102 Windbreaker Cr.
Brea, CA 92621
714 / 990-3625

*Laurio, Joseph & Eleanor
9415 La Alba Dr.
Whittier, CA 90603
310 / 947-5255

*Madore, Victor & Rosalind
399 Fomento Ave.
Brea, CA 92621
714 / 671-0407

OP'Dorelli, Tom & Gail
10240
Whittier, CA 90601
213 / 692-5383

*Raddo, Bill & Joan
2247 Sacramento Dr.
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714 / 990-3371 FAX 524-7055

Rubi, John & Beverly
10595 El Este Ave.
Fountain Valley, CA 92708
714 / 962-5433

Russell, Janna
19335 Verno Dr.
Diamond Bar, CA 91765

Seppiah, Ken
Key Club Advisor

Thompson, Jim & Maria
16271 Summer Cloud Lane
Huntington Beach, CA 92647

Thorn, Norm
12565 Maribel Ave.
Downey, CA 90242
310 / 862-6817

*Wechko, James A.
4068 Rainwood Ave.
Yorba Linda, CA 92686
714 / 693-0545

Wheeler, George J.
P.O. Box 271005
Los Angeles, CA 90071

BUSINESS

President, Canyon HS Key Club

Martin, Paddock & Boyle
Accounts, Inc., Suite 270
3300 Irvine Ave., Suite 200
Newport Beach, CA 92660
714 / 833-9333 FAX 714 / 833-3028

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714 / 990-3625

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1035 La Alba Dr.
P.O. Box 788
Brea, CA 92621
714 / 990-8880 FAX 990-3910

Branch Manager
California Mortgage Service
400 N. Tustin Ave., Suite 375
Santa Ana, CA 92705
714 / 558-9561 Ext. 307
FAX 714 / 558-9699
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City of Brea
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BOHS Key Club Advisor
714 / 990-7857

Canyon High School
220 S. Imperial Hwy.
Anaheim, CA 92807
714 / 532-8000, Ex. 32

E-Z Mail, Inc.
101 W. Central, Suite 'B'
Brea, CA 92621
714 / 990-9442 FAX 990-0632

NOOROC Technology
615 N. Berry, Suite C
Brea, CA 92621
714 / 671-5884 FAX 671-2035

Global Tele-Dat Corp.
201 N. Brea Blvd., Suite A
Brea, CA 92621
714 / 529-1819 FAX 529-3730

Vice President
First Affiliated Securities, Inc.
633 S. Brea Blvd., Suite 204
Brea, CA 92621
714 / 255-8223

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Los Angeles, CA 90071

Kiwaniscope

Kiwanis Club of Brea

Meets Thursdays at 7:15 A.M. • Reuben's Diner • 390 S. State College Blvd.

OFFICERS

1992 - 1993

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- President - Bill Robb
- Pres-Elect - Anita Gallins
- Vice Pres. - Dr. Stephen Dennis
- Secretary - Dr. Thomas Green
- Treasurer - Leon Jones
- Imm. Past Pres. - Victor Muñoz
- Lt. Governor - Wally Miller



- Todd Beckley
- Rich Goedl
- Joe Du Puy
- Dean Hall
- Norm Thom
- John Rubi

Kiwanis Club of Brea
P.O. Box 1372
Brea, CA 92622



FIRST CLASS MAIL

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Every member of this Club must help with this project to make it fly; we will need worker bees the night before the 4th, and at 0400 hours on the 4th, as well as through the serving time to 1100 hours. Todd will chair a short pre-meet after every regular meeting from now till 7-4-93. Try to stick around and keep current on what's cooking.

If you have a Boy Scout or Girl Scout Troop contact, or a Key Club contact, let them know we're counting on them for help on July four.

SELL TICKETS SELL TICKETS SELL TICKETS SELL TICKETS SELL \$\$\$\$

SOCIAL ACTIVITIES: Chairman Dean Hall reminded all hands of Angels Game this Saturday evening; if you haven't paid Dean for your tickets, do so soon, or face legal action.

(Happy Birthday, Lisa; Happy Anniversary Dean?) President Bill claims that Dean Hall had an anniversary, but was vague about whether it was wedding or Kiwanis entry; also, Lisa Crawford had a birthday June 10, and Hugh didn't pay for it. With a choice of \$7.50 for quiet celebration or \$5.00 for singing, Hugh and Dean opted the cheap route. Frank Burrill conducted the massed chorale, and we shattered Brea's peace.

Our Resident Ratfink, J. Du Puy, broadcast a description of President Bill's shiny new IEXUS, and suggested the customary fine @ \$5.00 per wheel, including steering wheel; Bill offered to pay about \$1.75, total!!! Lt. Governor Wally Miller was so shamed and embarrassed by this Club President's cheap, palty display of pusillanimity that he put his own ten bucks into the basket. (and Wally is going to need his dollars in Nice, France this month!).

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Sherry Norman quoted from a 1945 letter in which Frank invited Dean Millen to join the Brea C of C. (annual dues were \$12.50). Mayor Burnie Dunlap presented Frank with a special Certificate of Resolution by City of Brea, recognizing his outstanding contributions to the favorable growth and development of Brea. Thanks to Chairman Joe Lauro, another excellent program, much enjoyed by every one of us present.

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For Maria Thompson and all of us who remember Jim!

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committee member... The Freeway project and a founding father of the Chamber of Commerce and Kiwanis Club of Brea. Burrill, dapper in a teal-blue blazer and string necktie, was animated as he spoke of the chamber's history.



M. Loren Hernandez-Brea Progress

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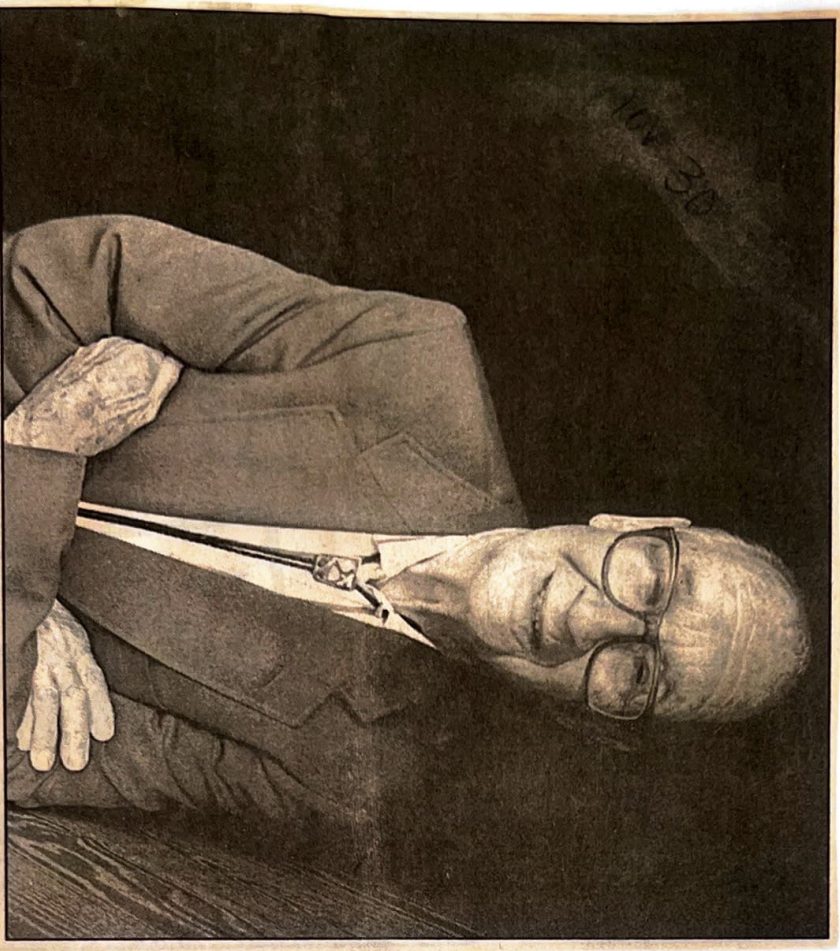
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NOVEMBER 30, 1995



Frank Burrill, 90, was the Brea Chamber of Commerce's first president

M. Loren Hernandez/Brea Progress

Living up to his name

One of city's influential 'Franks' returns for ceremony, honors

By Danielle Benson
Brea Progress

Fifty years ago, one old timer remembers, some of the most influential people in Brea were named Frank.

There was Frank Kellogg, founder of Imperial Highway, Frank Henry, an influential businessman, Frank Schwetzer, a long-time City Council member, and Frank Hall, owner of the Brea Progress. Last Tuesday, those in atten-

dance at the City Council meeting got to meet another influential Frank from that era: the Chamber of Commerce's first president, Frank Burrill.

An audible sigh echoed off Council Chamber walls as Mayor Bev Perry introduced Burrill, 90, now a resident of Northern California.

Perry touted Burrill's service to the city, including being a committee member on the 57 Freeway project and a founding father of the Chamber of Commerce and Kiwanis Club of Brea. Burrill, dapper in a teal-blue blazer and string necktie, was animated as he spoke of the chamber's history. "It is just fantastic," he said.

"The growth of the city is evidence of what has happened in the way of people working out the objectives we had in 1945.

"Frank Kellogg died with the victory of Imperial Highway," Burrill said. "I was on the committee for the 57 Freeway, and those two together started Brea. They gave it a location."

The Chamber, comprised of these citizens, nurtured the community step by step.

"The community had solid businessmen whose belief in human nature helped to build this city, and a lot of them were named Frank," he said. "The name Frank means sincerity, openness, willing to see the best things in life, and a man of truth."