

BARGAIN The NEW LAKE MOTORS • Eagle Lake USED CAR SPECIALS!

Table listing car models and prices: 1995 Chevy Caprice CL \$16,995.00, 1994 Pontiac Grand Am SE \$11,695.00, 1994 Olds Cutlass Supreme SL \$13,495.00, 1994 Pontiac Sunbird SE \$9,995.00, 1993 Chevy Corsica LT \$8,995.00, 1992 Ford Taurus LX \$10,988.00, 1991 Mitsubishi Eclipse GS \$7,995.00, 1991 Pontiac Sunbird \$6,450.00, 1991 Oldsmobile 88 Royale \$8,995.00, 1991 Cadillac Sedan DeVille \$16,595.00, 1991 Ford Thunderbird Super Coupe \$11,995.00, 1990 Pontiac Sunbird \$4,495.00, 1990 Oldsmobile 98 Regency \$6,995.00, 1990 Cadillac Fleetwood Brougham \$11,950.00, 1986 Chevy Caprice \$1,995.00, 1979 Chevy Impala \$1,895.00.

Table listing truck models and prices: 1993 Chevy S-10 Blazer 4-Door Tahoe \$14,495.00, 1991 Chevy S-10 Blazer \$12,500.00, 1985 Ford Ranger Pickup \$1,495.00.

WE FINANCE! The New LAKE MOTORS, INC. Chevrolet • Geo • Oldsmobile • Cadillac 323 S. McCarty Eagle Lake 409-234-5556

WWII Continued from Page 1

played such an important part in the history of our nation. Those interested in setting up a WWII memorabilia display or booths honoring veterans should call Bryan Dyck, Voluntary Service Specialist at Houston YAMC, 713-794-7347. The public is invited to attend these events.

More WWII stories As we prepare to celebrate the 50th anniversary of the end of WWII, we must recognize the efforts of men and women who made it all possible.

A collection of WWII stories will be placed in Weimar's Museum. If you would like to have your story added to this collection, contact Lee Jones at 409-263-5239.

Here are some of the stories prepared for the collection: Adolf Hudec of Weimar: I was inducted into the service on March 17, 1942.

I caught the bus at Dye's Pharmacy in La Grange and went to Fort Sam Houston for a few days, then to Camp Barkley in Abilene to the 90th Division. (Some called it a hellhole).

After 18 months, I went to Louisiana on maneuvers; from there the call came to report to Fort Dix, N.J. From Fort Dix, I went to England for briefing and the Normandy Invasion. On the beach, I got shrapnel in my shoulder. It's still there.

On July 11, 1944, I was hit as I was communicating on my radio; someone called me. As I turned my head, I caught a machine gun burst which took off part of my face. Had I not turned, it would have been fatal.

I was taken out of the hedgerows on a stretcher by jeep. I was holding on to my helmet, which had several holes in it. I lost the helmet and everything else before I got back to England.

I was then sent via hospital ship to vessel making a sonar contact with a submarine would drop out and engage it with depth charges. When the convoy commander was satisfied the convoy was clear, we would be ordered to rejoin the screen.

We never knew the fate of any of the submarines we depth charged; getting the convoy through was the first priority.

One of the planes off an escort carrier were screening sank a submarine it caught on the surface.

Another plane broke its tail hook in landing and went over the side and sank. We picked up the 3-man crew and traded them back to the carrier for a supply of ice cream.

The ship participated in operations at Tarawa, Eniwetok-Kwajalein, Palau, Saipan and Tinian, Iwo Jima and the dropping of the atomic bombs and operations off the Japanese coast preparatory to the expected invasion.

We were part of the surrender fleet; leaving Tokyo Bay on Oct. 6, 1945.

I left the Cabana after 2-1/2 years and 150,000 miles aboard, arriving at Camp Wallace, Texas, (via San Diego, the Panama Canal and Jacksonville, Fla.) for discharge on Dec. 14, 1945.

Cabana's mother was at the ship's commissioning on July 9, 1943, in the Boston Navy Yard.

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