

Cascade Corvette Club
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Vette Gazette

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October 2024

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Hi everybody,

As of this writing we are getting ready for the Honor Flight Escort on Thursday. By the time you read this the event will have come and gone. As we do a lot of work with this group, I wanted club members to understand about the Honor Flights and how they got started. I contacted Mike Pungercar a few weeks back and asked him to write up a brief message about how he got involved with the Honor Flight. Mike is planning on attending our October meeting at Kendall so be sure to say hello if you get a chance.

In the meantime, enjoy his article...

(due to space constraints, see the article on page 2 & 3)

This is your humble narrator again...originally, I had thought to condense this write up but as I read it, I enjoyed the story so much I decided to include the whole thing. Only some typos were changed to protect the innocent.

In other news I am trying out a new section in my President's message...I call it the winners circle and I hope to list CCC members who win awards at car shows. It has been a bit of a project and I apologize if your name and award got overlooked. Be sure to send me the info and I will publish it in November's president's message. Reach me at matthorowitz@sbcglobal.net.

Many events are upcoming in November so be sure to visit the club's web site events section for more details.

That's all for this month, see ya at the October meeting!
Your humble narrator and president at large,
Matt



The South Willamette Valley Honor Flight Story

By Mike Pungercar

"I am a Baby Boomer. My dad, Frank Pungercar, Jr. was a World War II veteran. Dad served with the Eighth Air Force, 91st Bomb Group, 323rd Squadron as a radio operator on a B-17 Flying Fortress. He flew on 30 combat missions, all over targets in Germany. Like the majority of the 16.1 million veterans who served in World War II, dad never talked much about his time in the service. When he was 79, we went on a fishing trip into northern Michigan and on the drive back to his house in Sheboygan, Wisconsin, he began sharing story after story of his experiences in the Army Air Corp. He seldom referred to his service branch as the Air Force, but that's another story. I asked dad to tape his stories for me as no one in the family knew what he did during that war. I promised him I would share his stories with everyone in the family so they would always remember the sacrifices he had made during that period in his life. About six months after our fishing trip, a cassette tape arrived in the mail at my Oregon home, "My Years in the Army Air Corp, April 1943 – Oct. 1945, by Frank Pungercar".

Dad passed away just a couple of months shy of his 83rd birthday. Several months after his passing, I transcribed his tape, and found that I had many questions I wanted to ask him, but it was too late. I began what turned into a three-year journey to learn what he had experienced back in the 1940s flying in combat on an unheated, unpressurized plane, flying at 25,000 feet while on oxygen in temperatures as low as 60 degrees below zero. As I traveled doing my research work, I met other veterans of the Eighth Air Force who shared their stories with me. In 2011, the 12-page transcription of dad's tape, as well as the stories of a number of the veterans I had met, was included in a book I wrote about the 'The Air War over Europe' During World War II. My book is titled "The Promise Kept".

One of the veterans I met during my travels asked me if I had heard about the Honor Flight program. He went on to share his Honor Flight experience with me. The local Honor Flight flew him from Milwaukee, Wisconsin to Washington, D.C. where he visited the various Memorials on the National Mall and the surrounding area. There were over 100 World War II veterans on his Honor Flight. He told me that no one had ever thanked him for serving his country, and that his Honor Flight was the trip of a lifetime. I learned that the Honor Flight program transported these veterans on their Honor Flight at no cost to the veteran. When I heard the emotion in his voice and saw the expression in his eyes as he shared his experience, I knew that I wanted to check into the Honor Flight Program.

After the release of "The Promise Kept" in late 2011, my wife encouraged me to look into the Honor Flight program. We lived in Sunriver, Oregon at that time, and I met Dick Tobiason, President of the Bend Heroes Foundation, the organization that coordinated the Honor Flight of Eastern Oregon. Dick supplied me with background information he used to organize their Honor Flight hub which covered all of Oregon east of the Cascade Mountains. He had me serve as his assistant and trained me to be a leader on their June 2012 Honor Flight. I was able to make contact and meet with Gail Yakopatz from Grants Pass, Oregon who had started the Honor Flight program in Oregon and was President of Honor Flight of Oregon. She was covering all of the counties in Oregon west of the Cascade Mountain range. I told her I would assist her with fund raising and doing presentations about the Honor Flight program, and would cover four counties within her area of the state. We had moved back to Springfield, Oregon in Lane County, and I agreed to cover Lane and the three adjacent counties bordering Lane County to the north: Benton, Linn, and Lincoln counties. Gail encouraged me to organize my own Honor Flight hub. I made contact with the Honor Flight Network headquarters in Springfield, Ohio and was provided with the forms and information to organize an Honor Flight hub. In March of 2012, the charter was granted for the formation of South Willamette Valley Honor Flight of which I became the Director. We are a non-profit organization, and the money we raise through doing presentations and fund raisers goes to the cost of getting the veterans on their Honor Flight. The Honor Flight is an all-expense paid trip for our veterans. Volunteers who travel with the veterans, and all those in leadership positions, pay their own expenses to go on the Honor Flight.

We organized our first Honor Flight in October of 2012 and took 52 World War II veterans to D.C. Gail went on this Honor Flight as my assistant. We gathered at a hotel in Portland, OR on Thursday afternoon for the welcoming, opening dinner, and orientation. We traveled by commercial airlines on Friday to Washington, D.C. and checked into another hotel for dinner and a briefing on the next day's activities. On Saturday morning we visited the World War II Memorial. During a photo opportunity in front of the Wall of Stars which has 4,048 gold stars representing the 400,480 U.S. troops who were killed in World War II, each veteran was presented with a U.S. Flag that was flown over the Capital Building along with letters of appreciation from our local Congressman and our Senator. We then visited the Lincoln Memorial, the Vietnam Wall, and the Korean War Memorial, all located on the National Mall.

We had lunch at the Franklin Delano Roosevelt Memorial. FDR was the Commander-In-Chief for these veterans. After lunch we visited the Navy and Air Force Memorials, the Women in Military Service for America Memorial, then headed to Arlington National Cemetery to witness the Changing of the Guard at the Tomb

of the Unknowns. The last stop was at the Marine Corp Memorial, often referred to as the Iwo Jima Memorial. On Saturday evening we were hosted by the Elks Club in Sterling, VA for a great dinner, then headed back to the hotel. On Sunday we flew back to Portland where a large crowd had gathered to welcome these aged veterans' home. It was a fast paced and emotional three and a half days. The veterans called it a trip of a lifetime and for most was the first time they had ever been thanked for serving their country.

When we started accepting applications, we focused on those from our most senior veterans, our World War II veterans. World War II (1939 – 1945) is what many historians now call the defining event of the 20th century. Now, 22 Honor Flights later, we travel over a 4-day period and have made many adjustments to our schedule. Through our April 2024 Honor Flight, our hub has transported 1,050 World War II, Korean War, Cold War, and Vietnam War veterans on their Honor Flight. I am very proud of the volunteers who serve our organization."

The Winners Circle



Kevin Menten wins best C3 at Gladstone, OR

Fun day at the Hope Church Car and Motorcycle Show in Albany!
The Blue Demon II won "Judge's 20 Best" and "Best Car" Awards!



Corvettes on the Bay at Ken Ware Chevrolet:
Club Member Dennis Huntley's beautiful heavily modded 1964 Stingray, won the "Spirit of Oregon" award!
And the Demon Shark won the "Fast and Furious" award!!!

Fun day at the Valley Christian Center Car Show in Albany today! Where the Demon Shark won the "Best 1970 to Present"!!!

Congratulations to Richard Vejnaska for being awarded "Favorite 2000-2023", at today's Central Lions Club 13th Annual Cruise In, in Independence, Oregon!!!

Congratulations to Richard Vejnaska for 3rd place peoples choice at the 2024 Irving Grange Verne Ivy memorial show and shine at 1011 Irvington Drive. 70th anniversary edition 2023 Chevrolet Corvette. Kudos Richard beautiful car!



The Winners Circle

Great turnout for today's Willamette Valley Street Rod Car Show at the Carousel in Salem! For the second day in a row Richard V. won People's Choice and the Demon Shark won the Modern Muscle class !!! Fun day !



CCC had 5 cars attending the Hero's and Hot Rods show today put on by the American Legion Post 83 on River Road. 115 cars total and two winners from our club. Marvin and Valerie Menge won a top 25 award for their beautiful 62 and Gerry and Connie Swartz won for their 65. A great day for a local car show!



Corvettes on the Columbia - 3rd Place C8 Coupes.

Cascade Corvette Club winners at Corvettes at Kendall:

C1	Dennis Huntley
C2 Conv.	Connie Swartz
C2 Coupe	Billy Wilson
C4 Conv.	Fred Willer
C5 Coupe	Matt & Cheryl Horowitz
C6 Coupe	Jim Lindly
C8 Conv.	Jerry Weston
Best of Show	Billy Wilson



National Corvette Caravan 2024

After three years of planning, departure day arrived for 250+ Corvettes with the Pacific Northwest part of the National Corvette Caravan traveling to Bowling Green, KY for the 30th Anniversary Celebration of the opening of the Corvette Museum.

CCC & BSCC members left a day earlier to stay overnight near the departure point of Sandy, Oregon. Of course, Sandi got busted before we even left Coburg! Before we left the parking lot in Troutdale, discovered that I left my wedding ring in the room. OOPS.

A day-by-day rundown of travel and activities would take all the remaining pages of this newsletter, so I will try to condense and only give you the highlights of our 21 day sojourn.

Day 1: We departed Dick Hannah Chevrolet in Sandy at 7:30 am. Fred bought a Red Mist C8 15 minutes before departure! Lunch at Columbia Park in Kennewick, hosted by McCurley Automotive. Spent that night in Spokane Valley, WA.

Great lunch cooked and served by 3Rivers Corvette Club. The Mirabeau Park Hotel is a great stop. This is where we left a bag of laundry behind. OOPS.

Day 2: The drive across the “short” portion of Idaho would be a blast if it wasn’t for road construction, gravel, trucks and slow drivers! Lunch in Missoula at the Chevrolet dealer. Drove on to Butte for the night. Most of us stayed at the Copper King Hotel, probably the nicest hotel in Butte. Dinner that night at the Montana Rib & Chop House was excellent. Found it unusual that the hotel had NO outside lighting in the parking lot. Hmmm.... Also noted: Butte really likes their loud trucks and motorcycles!

Day 3: At our first rest stop we were informed that Wayne & Sharon’s ’03 Anniversary convertible had been vandalized in the dark parking lot the night before. Spent a very restful and quiet hour at Greycliff Mill then on to Laurel for lunch at Laurel Chevrolet. By now we are up to about 300 cars and it was a very hot and packed situation in the parking lot. We had the choice of a \$13 burger, \$13 hot dog or a \$3 taco. One cart sold a LOT of tacos that day or there was a Subway across the parking lot. After lunch came the first highlight drive of the trip - the Beartooth Hwy. All but two of our group did the Beartooth and reported that it was a “perma-grin” moment! Made our way to Cody, WY that night where some of us walked a “reported” 4 blocks (more like 4 miles) to The Irma Saloon for dinner. If you have a chance to stop at Greycliff Mill take time to have a cinnamon roll and coffee and also visit the Cheese Cave. The grist mill was moved from the east coast as seen on “Restoration Road”.



Day 4: Departed Cody toward Casper for lunch. Some parts of Wyoming are beautiful - Yellowstone, Grand Tetons, Jackson - but Cody to Casper is not one of those. **Exception: the drive through the Wind River Canyon was beautiful.**

We did see two Elk. This is also where we got boxed in by three diesel Ram trucks who then proceeded to “roll coal” on us until they got bored and sped off. What fun.....

Lunch in Casper was **outstanding!!** Corvettes of Central Wyoming went above and beyond to welcome us to their city. They arranged for six food trucks/carts at the County Fairgrounds and were there to greet us and help us in any way needed. Super people and great food! On to Cheyenne and a “halfway” celebration at Little America. The ballroom was beautiful, people had a great time socializing and dining on \$35 tacos. After dinner, John Elegant gave a presentation on the upcoming C8 models.

Day 5: The day began with a food truck breakfast at the Chevrolet dealer in Cheyenne. There is no gentle way to say this... Worst. Breakfast Burrito. Ever. This is also where we learned that due to a medical issue John & Annie Elegant would be leaving us and driving straight home to Oregon.

Out of Wyoming and into Nebraska where we immediately noticed something we had not seen in the previous 5 states - State Troopers. Lots of them! Everywhere! We spent 1-1/2 days in Nebraska and I don't think we ever went more than +2 over. Well... there was one BSCC member who got dinged for 70 in a 55, but that was a trap! Lunch on Day 5 was a \$32 hot dog at the Archway Museum in Kearney. Yes, \$32! The museum is great, but the catered lunch...um. Stayed that night in Lincoln, NE (where we took a photo of Ducks in front of Memorial Stadium).

GO DUCKS !



Day 6: We began our day at the Museum of American Speed. I have been here previously, but I continue to be blown away by their exhibits! They have nearly doubled the size of the museum and the quality of every display is incredible! Displays include bicycles, motorcycles, lunch boxes, peddle cars, engines (we almost lost Tom Thompson in the room devoted to flatheads), race cars of every type and customs. Drove through a *tiny* bit of Iowa on our way to St. Joseph, MO where we turned east on our way to Columbia for the night. Kevin & Shelley got a computer update on their new '24 C8 at a local Chevy dealer.

Day 7: A long day ahead. Left Columbia on our way to Bowling Green! Almost all freeways today. Dr. Bob told us about a route around St. Louis which we gladly took to avoid the AWFUL traffic. Crossed Illinois into Indiana and took the exit to Santa Claus, IN. From there south to Bowling Green. On I-165 (Natcher Parkway) we caught up to and joined 2 or 3 other caravans. This was just a little too much excitement when the line was running 80-85 then everyone had to slam on the brakes down to 25-30. Several well-deserved adult beverages were enjoyed that night.

Days 8 - 10: Most of us spent Thursday at the Corvette Museum because it was too darn hot to be outside. Over 100 degrees for the 3 days we were in BG. Some members did their own tours of Louisville Slugger, Churchill Downs, Lincoln's Birthplace, Mammoth Cave. A word of warning here: If you plan on seeing any of the National Parks know their entry costs and procedures ahead of your visit. On

one of our tours we stumbled upon "Miss Betty's Diner" in Park City, KY. If you ever come across a place like this in your travels, take a chance to enjoy these "backwood" places. The food and people were real down-home Southern hospitality. Suzi & Vic's 2001 had developed a very rough running condition and smoking badly while idling. The word went out on various caravan Facebook sites that we needed help at our hotel. In a short time we had two mechanics, one from Mississippi and one from Idaho, show up with their tools and diagnostic tools. It was determined that the PCV valve was



plugged and it would be safe to drive home. But, Terry & Tom Thompson went to a Napa store, bought a PCV and installed it for them in the parking lot. The Corvette ran great again. Saturday night we rented a large van and a small SUV and 16 of us went to the Grand Ole Opry in Nashville. [For those that watch The Voice, Wendy Moten, who was on Team Blake, was one of the performers — OUTSTANDING.](#)

Day 11: Said goodbye to Bowling Green and headed west to Cape Girardeau. After checking in at C.G. four cars went north to the small town of Perryville, MO. There we found an exact replica of the Viet Nam Wall. A local farmer has built an incredible memorial to all veterans on his land. Seeing the Wall is a moving experience. There was a plaque there that reminded me of our friend Stan.



Day 12: The days are starting to “blur”. Many of us were feeling the affects of a virus we picked up somewhere in the previous days.

To avoid the freeway we took 45 mph farm roads from Cape Girardeau to Sikeston. Mistake #1. After lunch at Lambert’s, the Home of Throed Rolls, in Sikeston, we crossed southern Missouri on Hwy 60. Pretty country, but no rest areas. Made it to our stop in Joplin. On our way to Joplin we made a stop in Poplar Bluff at McDonald’s for a pit stop which happened to be across the street from a Chevrolet dealer. You need to ask Don Wittish about that stop.

Day 13: Another windy, twisty detour route from Joplin to Wichita, KS. We were so desperate for a rest area we had to stop at a Dollar General in the middle of Nowhere, KS. Made it to Wichita and had lunch at a Spangles Burgers—lots of food for very little money! We had a reservation for a tour at the Frank Lloyd Wright Allen house. Some of us did that tour while 3 other cars went on to Dodge City. When we arrived in Dodge City later our GPS led us on a different route than the previous group to our hotel. We did not get to see any of Old Town Dodge City. Next to our hotel happened to be a Casino. Some had dinner there AND also there were some winners and losers.

Day 14: Just another day of crossing the Kansas plains.... Cows, crops and boring. Arrived at our hotel in Pueblo West in time to go to a nearby car wash. Then the skies opened up with thunder, lightning and downpours. A member of the local Corvette club came to take us downtown Pueblo for dinner at his favorite Irish pub. GRIS took a rock in the windshield, we met some of the local downtown *characters* and ate over-cooked fish & chips. I know.... Who orders fish in Colorado??

Day 15: This morning Len & Nikki (friends from Redmond) decided that Len was just too sick to continue. They left the group and headed home.

Our first planned stop was at Royal Gorge to see the canyon and bridge. Another lesson in knowing the entry requirements before you arrive. This was a rip-off. Number 1, it was raining too hard to be outside so we thought we would see the bridge from the Visitors Center. They charge \$37 just to go in the Visitor Center!! GRRRR..... We didn’t see the bridge.

We had no plans for lunch today but we saw several signs advertising the Sunflower Café (not a misspelling) in Monte Vista, CO. After a very good lunch, this is when it all went bad. Suzi & Vic were the last car and got caught at the one and only light in Monte Vista. They got going again and eventually caught up somewhere between Monta Vista and Del Norte. Suzi looked in the mirror and saw a white car coming at an excessive speed and didn’t even have time to yell a warning until that Chrysler slammed into the rear of their Corvette. Long story short, Vic was hospitalized over night with back injuries, the Corvette was totaled and the idiot who hit them was cited.

We stayed that night in Durango, CO. Lots of great places to eat in Durango, but be prepared for sticker-shock when you get your bill.

We stayed two night in the historic Strater Hotel. Everyone we met at the Strater was willing to go the extra mile for their guests. They especially treated Suzi & Vic well after hearing the story of the accident. Parking is tight, but if you’re in Durango, we do recommend the Strater Hotel.



Day 16 & 17: Several members rode the Durango - Silverton narrow gauge railroad, some went to Mesa Verde N.P. Suzi found a rental SUV, went back to Del Norte to pick up Vic, then to Alamosa to retrieve their luggage and personal items from the Corvette, then drove back to Durango. The Strater Hotel went above and beyond to help them. [Some of us had breakfast at a French bakery — love French croissants.](#)

Day 18: Drove the “Million Dollar Highway” north through Ouray and Montrose. Lots of high-altitude scenery and 10 & 15 mph switchbacks! Found a great little café in Ridgway - True Grit Café, named for the John Wayne movie that was partially shot in the area. Another gem find in a small town. Made our way to Green River, UT. (Note: If you don’t NEED to go to Green River, DON’T)



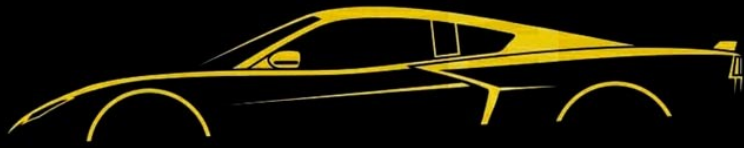
Day 19: Green River to Twin Falls, ID. I truly hate Salt Lake City traffic. It stresses me out. Thankfully, fearless Mike and Sandi took the lead and we slalomed through the crazies at “just a bit” over the limit! Made our way to downtown Twin Falls and City Hall. It seems that when you enter “Twin Falls” in your nav it doesn’t recognize that you really meant to say Hampton Inn. Finally found the Hampton Inn, dinner at Olive Garden, gas and a car wash. SOME adult beverages were consumed that night. Did I mention we were all getting tired of the road?

Day 20: Some time during the night Terry’s battery kicked it’s last volt and went to Die Hard heaven. AAA was called. Apparently AAA doesn’t carry spare batteries in Idaho?? Got a jump and went to Napa to buy and install a new battery. At Mountain Home we took another detour to avoid Boise. I think we drove a thousand miles without seeing a house. Or rest area! Finally rejoined the rat race on I-84 and made our way to Baker City. Dinner that night at Haines Steakhouse. [At Mountain Home we turned south toward Grand View then west onto Hwy. 78 to avoid Boise traveling through Owyhee County, ID. FYI the county seat is Murphy, population in 2020 was 96. Smallest county courthouse I have ever seen. Had lunch at Subway in Marsing — where they had a restroom.](#)



Day 21: Most had plans to drive Hwy 26 to Central Oregon and home different ways from there, but we heard that 126 and 58 were both closed by fires. Jeff did drive 26 to Prineville and then 126 and was able to get through without too much trouble. Most of us took I-84 to Portland to I-205 and down I-5 to home.

This was our final totals, others varied but we all agreed - it was a long trip and mostly a good time. We saw a lot of America, met great people (with notable exceptions), ate some good, some mediocre food and have some incredible stories to tell.



Misc. Notes



More Winners Circle

Members Jeff & Susan Homolka (who moved to Albuquerque) took two of Jeff's creations to a show in Rio Rancho, NM. Maybe the world's only diesel Corvette and the shortened S-10 truck (turbo-charged Plymouth slant-6) both won trophies!

NOTICE: Officer & board nominations start at the October general meeting.

Welcome our newest members:

Jonathan & Melinda Miko with a Black 2001 Coupe.

Victor Cianci with a Rip Tide Blue 2024 ZO6.

SWV Honor Flight will hold a wheelchair workshop as their equipment is in need of repair. They are also accepting donations of chairs that fold for travel. Date, place and time TBD but probably this winter.

Chili Feed

The next Chili Feed and Brat BBQ and Potluck will be held at Richard & Sherry Vejnaska's home on **Oct. 13** at 2:00 pm. Please **RSVP** to Connie Swartz at connie@swartzweb.com

Thomas' are hosting a Halloween potluck on Oct. 25 at 6:00 pm. Costumes are encouraged and bring your carved pumpkin for judging.

Year-End Banquet,
Christmas Party
&

Annual Meeting
Sunday, December 8, at Shadow Hills County Club. 1:00 pm social hour, luncheon served at 2:00 pm. Cost is \$40 per person with the club absorbing the remainder of the cost.



Happy Birthday!

October 8 - Dennis Cannon

October 10 - Gerry Swartz

October 10 - Cole Iliff

October 14 - Vic Blomquist

October 16 - Larry Simelius

October 16 - Cecile Simelius

October 20 - Lonnie Hinde

October 24—Susan Homolka

October 29 - Sheri Aasen



September 25, two more of our CCC veterans, joined by one from BSCC departed on the Honor Flight. Larry Thomas and Stan Czerniak from CCC and Dave Kunz from BSCC were accompanied by Terry Thompson as Dave's Guardian.

Cascade Corvette Club again joined the escort groups seeing our veterans off on their way to Washington, DC to visit all the major military monuments.



Thank You for Your Service
And Welcome Home

Club Clothing

We have two options for embroidered club clothing & hats.

Fiddler's Green Golf Center
Embroidery Dept.
can order anything you like
and will embroider our club logo
for a small fee.

Or you may take in any
garment, regardless where it was
purchased and they will embroider
the club logo for you.



October 8
CCC Board Mtg
Thomas' 2:00 pm

October 11
CCC General Mtg
Kendall Chevrolet 6:00 pm

October 13
Chili Feed & Brat BBQ Potluck
Vejnoska's 2:00 pm

October 25
Halloween Party Potluck
Thomas' 6:00 pm

November 11
Veteran's Day Parade
Albany, OR

November 13
Lahaina Fundraiser
Garretson's Time TBD

December 8
Year-End Banquet /
Christmas Party
Shadow Hills CC 1:00 pm

December 15
Cookie & Puzzle Exchange
Roaring Rapids Pizza 2:00 pm

February 13
Valentines Day Dinner
TBD

There is still some good Corvette weather ahead of us this Fall. Suggest something to the club or grab some

More random Caravan photos



Corvette
 ZR1



"I identify as a
 Corvette"



Kevin & Shelley @ Greycliff, MT

Cascade Corvette Club
Is Sponsored By
Kendall Chevrolet
846 Goodpasture Island Rd.
Eugene, Oregon

Car Stuff



2024 Coupe
Black with Natural interior,
3LT
\$90,175



2023 Coupe
70th Anniversary Edition
Carbon Flash / White
1499 miles
\$82,995



2019 Z06 Coupe
Torch Red / Jet Black
2LZ, PDR/Nav
16,000 miles
\$69,995

Call Eric Johnson @ 541-968-2609
for CCC prices

All Cascade Corvette Club members receive 20% off parts and 12% off labor at Kendall Chevrolet, your source for everything Corvette.* And be sure to see our entire new and used inventory online at: kendallautooregon.com.

*Not to be combined with any other offer. Discounts only available at Kendall Chevrolet. See dealer for details.

FIND NEW ROADS 

KENDALL
CHEVROLET | CADILLAC

October 2024

Sun

Mon




Tue

Wed

Thu

Fri

Sat

		1	2	3	4	5
						
6	7	8 <i>Board Mtg Thomas' 2 pm</i>	9	10	11 <i>Gen. Mtg. Kendall 6 pm</i>	12
13 <i>Chili Feed & Brats Vejnoska's 2 pm</i>	14	15	16 	17	18	19
20	21	22	23	24	25 <i>Halloween Party Thomas' 6 pm</i>	26
27	28	29 <i>Breakfast Forrester's 9 am</i>	30	31		



P.O. BOX 5248
EUGENE, OREGON 97405



VETTE GAZETTE