



The Duster

A Publication of the Olympic Vintage Auto Club

www.ovac.us

Founded in 1959



MESSAGE FROM THE PREZ!

Greetings OVAC Members,

Spring has arrived and it's verified by the snowbirds flocking back in V-8 formation, clogging up the freeways at times, at a painfully slow clip. They are honking vociferously, as they near home turf. Speaking of turf, this group burns 5% ethanol emitting less waste to our air and land quality. Yes.... Spring has arrived.

At our last monthly meeting, we were short of attendees and did not meet the minimum for a quorum, consequently, nothing new on this front.

The Port Orchard Saints Cruz is back! This is good news, as the alternate location left a lot to be desired and it just would not have been the same show. Kudos to the persons who made this happen. OVAC is looking forward to taking home more trophies at this event...

Happy Motoring everyone.....

Don #2



APRIL 2025

Next Meeting

17 April

**Family Pancake House
3900 Kitsap Way
Bremerton, WA 98312**

6PM



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OVAC Business

OVAC OWNER's Manual

The Olympic Vintage Auto Club (OVAC) is a non-profit organization, incorporated in Kitsap County, Washington in 1959. The mission of the Club is the preservation and enjoyment of vintage motor vehicles in stock condition.

The address is **OVAC, PO Box 1614, Silverdale, WA 98383**

Vehicles eligible for touring must be thirty (30) or more years old and have no modifications with the following exceptions: (1) modifications or accessories that were available at the time of manufacture; or (2) changes or additions for safety purposes. Ownership of such a vehicle is not a requirement for membership in OVAC.

Monthly meetings are held the third Thursday of each month, except for the months of January, August and December.

OVAC OFFICERS

President

Don Feldman ~ donfeldman@comcast.net ~ 360-620-5001

Vice-President

Sig Chrey ~ bchrey@wavecable.com ~ 360-308-0011

Secretary

Bonnie Chrey ~ bchrey@wavecable.com ~ 360-710-6298

Taffy Satter ~ tarah200@comcast.net ~ 360-908-9839

Treasurer

Bob Arper ~ b.arper@comcast.net ~ 360-692-1465

Immediate Past President

Pat Ward ~ spectapper@aol.com ~ 360-621-8747

OVAC Committees

Swap Meet Chairman

Don Feldman ~ ~ 360-360-2491

Financial Manager

Bob Arper ~ b.arper@comcast.net ~ 360-692-1465

Vendor Coordinator

Dana Lerma ~ wak9dana@gmail.com ~ 360-710-9890

OVAC Webmaster

Bob Arper ~ b.arper@comcast.net ~ 360-692-1465

The Duster

Britt Feldman ~ brittfeldman@comcast.net ~ 360-620-5001

Editor

CARS WANTED

Sons of Norway in Poulsbo is asking for cars to carry Sons of Norway Royalty consisting of a Queen, a Princess, a Prince, and a Junior Princess in the Viking Fest Parade in Poulsbo on May 17th. They are also considering having a Man and Woman Volunteer of the year in the parade in another car. The parade will start at 1 PM and last up to 2 hours.

Anyone interested contact Bob Arper
360-440-0572 b.arper@comcast.net



Membership Renewal

Due March 31st

Please contact Bob Arper at~
b.arper@comcast.net

360-692-1465

Membership form pg. 11

Auxiliary Events

Coffee—Every Wednesday morning-Envy, Poulsbo, 8:00am

Breakfast—Second and Fourth Thursday of each month
Putters Restaurant, Rolling Hills Golf
Course, 9:00am 8312

Find more updates at [https://
www.cruisinkitsap.com](https://www.cruisinkitsap.com)

OLD CARS AND COFFEE-April 5th @ 10am

Old Cars and Coffee April 5th

We will be meeting in the Solarium
of the All Star Lanes in Silverdale at
10 am.
Coffee, Breakfast or just plain chat.
We have the a possible Garage Tour
after.
All members, prospectives and
friends welcome.



Old Cars and Coffee



Old Cars and Coffee on March 1st happened on what had to be one of the nicest days of 2025. We had five Old Cars show up with Ted getting the prize for the oldest (Car). Twenty two folks in attendance and a good time was had by all.



Guess who got the
Prize for Oldest
Car

2025 TOURS AND EVENT CALENDAR



Let's get some events on the calendar for 2025!!

APRIL

5-Old Cars and Coffee-10am
All Star Lanes
10710 Silverdale Way
17-Monthly Meeting

MAY

3-Old Cars and Coffee-10am
15-Old Cars and Coffee

JUNE

7-Old Cars and Coffee-10am
19-Monthly Meeting

JULY

5-Old Cars and Coffee-10am
5-Bay Point Car Show
17-Monthly Meeting

AUGUST

2-Old Cars and Coffee-10am
No Monthly Meeting

SEPTEMBER

6-Old Cars and Coffee
-10am
18-Monthly Meeting

OCTOBER

4-Old Cars and Coffee
-10am
16-Monthly Meeting
18-OVAC SWAP Meet

NOVEMBER

1-Old Cars and Coffee
-10am
20-Monthly Meeting

DECEMBER

6-Old Cars and Coffee
-10am
No Monthly Meeting

JIM teeny FOX MEMORIAL COOL CAR CRUISE 2025

Every 3rd Tuesday of the month
New Life Training Center parking lot
9923 Poplars Ave. NW, just north of Silverdale YMCA

5pm to 8pm

No early arrivals!
April 15th July 15th
May 20th Aug 19th
June 12th Sept 16th

Contacts
Bruce Muhleman 360-620-5369
Ron Muhleman 360-731-5040

Rod Shots
Automotive Art Show Boards Custom Composites Personalized Graphics
Allow you "to show ready"!! Displays amazing custom car show boards that you will be proud to show off at your next local car show.
The creativity is first, so you're not seen last!
Make a lasting impression
360.204.4747

Town and Country Auto Repair
Bremerton, WA
360-692-2262
www.townandcountryauto.com

Please check with the tour host for more information!



Art's memories of World War II ~ *Art Schick*

The March Duster article (Making Automobiles Last during World War II) brought back memories of my life as a four to seven-year-old. Yes – I lived through Whisky Whisky Duce (The Big One!) right here in Kitsap County.

We moved to Brownsville in 1941. My Father had a job in the Ship Yard and the summer house we moved into had neither electric power nor plumbing. My dad always said the important thing was the Roof. Heat was by open fireplace. Trees were all around us. The house came with a hand dug well and hand pump. Cooking was a kerosene camp stove, which was eventually upgraded to a white gas cooking range.

Our car was a 1935 Ford 4-door sedan. It used 600 x16 tires or 6:50 x16 in a pinch. Both gasoline and tires were rationed. Dad ran a car-pool with Brownsville workers to and from the Ship Yard, so riders contributed some of their fuel and tire coupons to keep the carpool operating. I can remember Dad spreading a number of used tires out on the ground so he could compare and evaluate which tire to mount to replace a blowout. The riders were proficient at leaping out and grabbing the tire replacement tools when they suffered a flat on the trip. Rider/mechanics were good also at cleaning a carburetor or replacing a coil or condenser on the side of the road. No one wanted to be late for work or late getting home. Spare electrical parts were salvaged from out of service cars and some would work until they got hot and then were traded for another.

Our 1935 Ford V-8 was already obsolete by WW II time, so many parts were hard to find. Fuel pumps were driven by a pushrod from the camshaft. When that rod got too short to reach the fuel pump, a small brass nut could be jammed into the end of the fuel pump lever to take up slack, or, the mounting holes for the pump could be elongated to set the pump closer to the pushrod. The pumping diaphragm was another trouble spot. A thin sheet of something fuel proof and flexible was hard to find. Dad tried oil cloth and various things that would last for a few miles and then need replacement.

My maternal Grand Parents lived in the veterans home at Retsil . They owned a 1935 Ford coupe. That coupe became the parts car at critical time to keep the sedan going. At one time during the War the engines in both 1935 Fords were rebuilt. This involved shims rather than new inserted bearings and rebuilt pistons. There was a machine shop in Bremerton that could expand your old piston to fill the worn or bored cylinder, or they could knurlize it. I'm not sure which method Dad used. The rebuilt engines extended the life of both vehicles at a critical time.

Letter to the Editor-*Stan Nealy*

Britt : Thanks for your article on tires during WWII. I'm 90 now, so I remember those years. I got a 29 Model A Tudor at 14, the legal age for driving in Idaho (but only in daylight until you were 16). It cost \$125 and had been purchased new by the town pharmacist in Aberdeen, Idaho, where I grew up. During the war, Model A wheels were cut down and fitted with 16in rims so you could use 600x16 tires. The 19 and 21in tires were simply not available. I ran my 600x16s with 12lbs pressure because of course the shocks were useless!

When I retired in 1995 I did a ground up restoration on my Model A, and drove it from Seattle to San Francisco as a gift for my son. He still has it! ~Stan Nealy

Turbocharger vs. Supercharger: What's the Difference?

And which is better? By Frank Markus

As government legislation and environmental concerns drive a shift away from fuel-thirsty big-displacement naturally aspirated engines toward smaller thriftier ones, automakers are increasingly employing turbochargers and superchargers to make more power from less fuel. Both devices serve as a "replacement for displacement" by helping cram the same amount of air a bigger engine would naturally inhale into a smaller engine so they can make the same power when the driver's foot hits the floor. Oxygen, it turns out, is way harder to get into an engine than fuel. (This is also the purpose nitrous-oxide systems serve in the go-fast aftermarket.) Let's take a fresh look at the relative merits of turbocharging versus supercharging.

What's the Difference Between a Turbocharger and a Supercharger?

"Supercharger" is the generic term for an air compressor used to increase the pressure or density of air entering an engine, providing more oxygen with which to burn fuel. The earliest superchargers were all driven by power taken from the crankshaft, typically by gear, belt, or chain. A turbocharger is simply a supercharger that is powered instead by a turbine in the ex-

haust stream. The first of these, dating to 1915, were referred to as turbosuperchargers and were employed on radial aircraft engines to boost their power



in the thinner air found at higher altitudes. That name was first shortened to turbocharger and then to turbo.

Which Is Better: Turbo- or Supercharger?

Each can be used to increase power, fuel economy, or both, and each has pros and cons. Turbochargers capitalize on some of the "free" energy that would otherwise be completely lost in the exhaust. Driving the turbine does increase exhaust backpressure, which exerts some load on the engine, but the net loss tends to be less by comparison with the direct mechanical load that driving a supercharger involves (the biggest blowers powering a top-fuel dragster consume 900 crankshaft horsepower in an engine rated at 7,500 total horsepower). But superchargers can provide their boost almost instantly, whereas turbochargers typically suffer some response lag while the exhaust pressure required to spin the turbine builds. Clearly a top-fuel dragster trying to run the quarter in four seconds has no time to waste waiting for exhaust pressure to build, so they all use superchargers, while vehicles tasked with boosting a company's corporate average fuel economy (CAFE) can't afford to squander precious horsepower on blowers, so they mostly use turbos. But with the rise of mild hybridization and 48-volt electrical systems, you can expect to see greater use of superchargers driven by freely recuperated electricity stored during deceleration and braking. Mercedes-Benz's new M256 six-cylinder now arriving in vehicles like the CLS 450 and GLE 450 uses just such a system, as does the similarly sized and configured range-topping engine in the new Land Rover Defender.

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How Much Power Does a Turbo or Supercharger Add?



Above we noted that the amount of oxygen that an engine can "breathe" is the limiting factor as to how much power it can produce, because fuel-injector technology is more than capable of supplying as much fuel as can

possibly be burned with the amount of oxygen in the cylinder. Naturally aspirated engines operating at sea level get air at 14.7 psi, so if a turbo or supercharger adds 7 psi of boost to an engine, then the cylinders themselves are getting roughly 50 percent more air and should theoretically be able to produce about 50 percent more power. It doesn't usually work out that way. Compressing intake air adds heat, which along with the added pressure increases the likelihood of engine-damaging pre-detonation or "ping," so the timing often has to be retarded somewhat. This can limit the amount of time the fuel has to completely burn, and hence erodes some of the power gain. Most modern engines running turbos and/or superchargers also include intercoolers to help remove some of the heat added by the turbo or supercharger. In the end, the typical expectation is that adding 50 percent more air yields 30 to 40 percent more power.

How Do Turbos/Superchargers Save Gas?

When they're working, turbos and superchargers mostly help to burn *more* gas, but when they're bolted to an engine that would otherwise be too small to adequately meet the vehicle's needs in terms of acceleration or when towing, etc., they help save gas during the low-power cruising that comprises most of our driving. One of the ways this happens is by reducing the pumping losses that occur when a big-displacement engine is running at five percent throttle or less—it must work hard to suck air past a mostly closed throttle. That same amount of power might require a 20 percent throttle opening on the smaller engine, which results in less pumping work. (This is why many newer cars don't create enough vacuum to run power brakes, climate-control systems' blend-air doors, etc., and either feature auxiliary vacuum pumps or use electric controls for these items.)

Why are Turbos More Popular than Superchargers in Production Vehicles?

Turbos tend to outperform crank-driven superchargers on the critical FTP75 fuel-economy test that determines the window-sticker mpg numbers and a corpora-



tions CAFE rating, so turbos are found on more mainstream vehicles ranging from the \$21,240 Ford EcoSport 1.0-liter turbo to any of the four turbocharged engine offerings in the Ford F-150 pickup. Meanwhile, as this list of every supercharged vehicle available in the U.S. indicates, superchargers are mostly fitted to high-performance vehicles. Of course, all Volvos equipped with 2.0-liter twincharged engines like the XC60 and XC90 T6 and T8 models feature both a turbocharger *and* a supercharger. This design capitalizes on the strengths of each—supercharger boost at low rpm supplies pressure until the larger turbo spools up, at which point the supercharger is declutched from the crankshaft so as not to rob power.

What About Twin Turbos, Biturbos, Quad Turbos, and Hot Vees?

Twin-turbo just means that there are two turbochargers. These can either work independently (as is often the case on vee-configuration engines, where there are separate turbos functioning on each side of the engine), or in series. When they're used in series, a small and a large turbo are paired, in which case the small one spools up quickly to reduce turbo lag, then as exhaust flow increases, the larger turbo begins supplying the boost. Note that some refer to the former as a biturbo (Mercedes badges many of its AMG cars Biturbos) and the latter as a twin-turbo, but we don't make this distinction. Naturally, quad-turbo means there are four of them, as in the Bugatti Chiron. Its big W-16 engine employs two pairs of sequential turbochargers. For years most turbocharged vee engines hung the turbos off the exhaust manifolds on the outboard side of the engine, with intake air entering in the valley of the vee. Lately there's been a push toward reversing that and feeding intake air into the outboard sides of the vee with the exhaust plumbing and turbos nestled inside the vee. This has the advantage of greatly shrinking the overall size of the engine and, with proper hood ventilation, can result in lower underhood temperatures.

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What Are the Different Types of Supercharger?

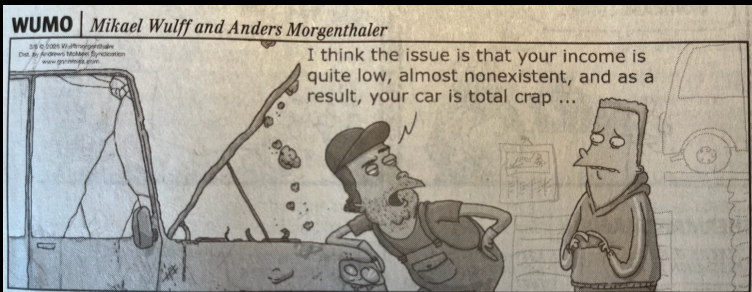
Because of the need to package a turbocharger near the exhaust, its form factor leaned toward a centrifugal (turbine-type) compressor from the beginning. Belt-driven centrifugal superchargers are also available and are likewise fairly easy to package in aftermarket retrofit installations. Paxton popularized this setup, and its design is now sold under the Vortech name (as seen above). One interesting riff on this concept is a variable-ratio centrifugal supercharger, which involves a continuously variable pulley drive fitted to a conventional compressor. Factory superchargers on vee-type engines are usually packaged in the valley of the vee, and hence favor longer, lower, narrower packaging. Of these, the Roots type is most popular among factory supercharged cars, which include the new Ford Mustang Shelby GT500 and Camaro ZL1. In this setup, two counterrotating shafts have lobes that force air down across the shafts—typically air enters the top of the unit and exits the bottom. Lysholm twin-screw superchargers force air from one end to the other of the supercharger. The early-2000s vintage Ford GT used this type, as did the Mazda Milenia's Miller-cycle engine.

The G-Lader type scroll-type supercharger was favored by Volkswagen for a time and offered on the Corrado here in the U.S. This odd design involves a pair of enmeshed spirals that involved a lot of friction, and proved problematic. The sliding-vane supercharger is another design that hasn't been used in

automotive applications much since the Powerplus superchargers fitted to some MG cars of the 1930s. It's complicated to explain without elaborate illustrations and involved a lot of friction. The last type worth mentioning is the pressure wave supercharger, known as the Compresx system. It features a rotating cylinder divided into numerous chambers open at both ends. One end is exposed to the exhaust stream, the other to the intake. Exhaust pulses push intake air toward the intake side before the tube is sealed again, reflecting the exhaust pulse wave back toward the exhaust side. On its way back, the chamber is once again exposed to the intake, where air rushes in behind the receding wave. There is some commingling of the gasses, and it only works at low engine speeds, so it's best suited to diesels. Some 150,000 Mazda diesel engines got this setup, but none were sold on our shores.

Can I Add a Turbo or Supercharger to My Vehicle?

There are aftermarket kits for both, but it is typically a bit easier to bolt on a supercharger, which merely needs a bracket, crank pulley and belt, and integration into the intake system—plus possibly the addition of an intercooler. A turbo must be integrated into both the exhaust and intake systems, plus the potential addition of an intercooler. Nevertheless, sites like JEGS.com are happy to sell you everything you need to add either one.



Hot Rod Events

APRIL

1 Tue: McClouds monthly show 4 to 7 p.m. Food available
3-6 THUR/SUN: PORTLAND SWAP MEET
4 Fri: Star of the Sea Fish Fry
11 Fri: Star of the Sea Fish Fry
15 Tues: CCC New Life Silverdale
26 Sat: Shelton Tractor Swap

MAY

2-3-4 FRI/SUN: WENATCHEE APPLE BLOSSOM CAR SHOW
PREREGISTRATION ONLY
6 Tues: McClouds monthly show 4 to 7 p.m. Food available
17 Sat: Monroe Swap
17 Sat: Test of Time Ocean Shores
17 Sat: SKHS Car Show, 8 to 3, at the high school
Done in conjunction with Automotive SillsUSA
20 Tues: New Life Silverdale 5:00 to 8 pm
Food available. Easiest entrance off Randall way.
23 Fri: New Vineyard Park @ Bremerton Senior Living, 2707
Clare Ave, East Bremerton, Car show ,11 to 2 with BBQ. Lim-
ited to 30 cars
27 Tues: Bainbridge Cruise In, food available

JUNE:

3 Tues: McCloud's monthly show 4 to 7 p.m. Food available
7 Sat: Lacy Rotary Annual DucknDash Car Show??
14 Sat: Clearbrook, if interested we will meet at the church
across the street and caravan over to park together in lower
lot.
14 Sat: Old Timers Silverdale on the waterfront. (NEW DATE)
15 Sun: Fairlane/Falcon/Cougars Griot's
17 Tues: New Life Silverdale 5:00 to 8 p.m.
Food available. Easiest entrance off Randall way.
20 Fri: Brookdale/Montclair Poulsbo Car Show & BBQ 11:00 to
1:00??
24 Tues: Bainbridge Cruise In, food available
27-29 FRI/SUN: COOL DESERT NIGHTS RICHLAND
ONLINE REGISTRATION ONLY BY JUNE 15th

JULY

1 Tues: McCloud's monthly show 4 to 7 Food Available
4 Fri: Bainbridge Island 4th Show
5 Sat: Bay Pointe Car Show
6 Sun: 36th Annual Fircrest Picnic & Rod Run
12 Sat: McReynolds Wheels for Hope Downtown Shelton Show
Food/Music/awards
13 Sun: Buck Lake/Hansville car show
18-20 FRI-SUN: DEUCE DAYS VICTORIA
22 Tues: New Life Silverdale 5:00 to 8 pm
Food available. Easiest entrance off Randall way.

19 Sat: Bremerton Elks (for those not going to Victoria)
19 Sat: Harold's Sunnyslope Potluck picnic/car show
24-27 Thur thru Sun: Goodguys Puyallup
30 Tues: Bainbridge Cruise In, food available

AUGUST

2 Sat: Cruise the Narrows Gig Harbor
5 Tues: McCloud's monthly show 4 to 7
9 Sat: Asleson's KSR Invitational Picnic
10 Sun: Port Orchard Saint's Cruz @ Rodeo Drive Inn Theater
16 Sat: Estranged Drag Racing, Toutle River raceways
19 Tues: New Life Silverdale 5 pm to 8 pm
Food available. Easiest entrance off Randall way.
23 Test of Time Old Iron Park John's Creek Shelton
26 Tues: Bainbridge Cruise In, food available
30 Sat: Timmerman invitational
31 Sun: Christian Life (Port Orchard)

SEPTEMBER

2 Tues: McCloud's monthly show 4 to 7 p.m. Food Available
6 Sat: Sprint Boat Races (Port Angeles)
11 Thur, Fri, Sat & Sun WHEELS AND WAVES SEASIDE OR
16 Tues: New Life Silverdale 5 to 8pm Food available
?? 20 Sat: Uptown Auto Show

OCTOBER

4 SAT: WASHINGTON STATE HOT ROD HALL OF FAME
New location: Spokane
18 Sat: OVAC Swap Meet

DECEMBER

?? Lighted Car Parade Gig Harbor

The poster features the McClouds Grillhouse logo at the top left. The main title is "COOL CARS OF THE SUMMER" in large, bold, red letters. Below the title, it says "GRILLHOUSE FEATURING SMOKIN' ROBINSON'S BBQ" and "FAMILY-FRIENDLY COUNTRY VIBES BBQ MADE WITH LOVE". There are four circular icons representing "CARS", "BBQ", "MUSIC", and "COMMUNITY". At the bottom, it states "FIRST TUESDAY 4PM APRIL THROUGH SEPTEMBER", "FREE ADMISSION ALL AGES WELCOME", and "BRING THE CARS, RAT RODS & MOTORCYCLES OUT FOR SOME FUN!". The background shows a night view of the restaurant's exterior.

OVAC MEETING MINUTES-March 20, 2025

The meeting was called to order at 6:00PM at the Family Pancake House restaurant on Kitsap Way by President Don Feldman.

We did not have a quorum for this meeting (18 people). There were 15 members present, and one member via Zoom for a total of 16. We will not be able to vote on anything at this meeting, it will just be discussions.

The flag salute was led by Dana, followed by an introduction of guest, Addie Talbot. She is the granddaughter of Sig and Bonnie Chrey, and is creating the flyer for the Swap Meet and the plan is for her to take over duties of Web Master.

Sunshine Report – Ron Muhleman reported that Casey Postma’s Dad has passed away. George Mize reported that Del Sutton has completed his cancer treatment.

Approval of Minutes – This could not be accomplished as we didn’t have a quorum.

Treasurer’s report – Bob reported over Zoom that he paid for the storage unit, \$912. The Post Office fee is \$192 per year. There was mention that 31 of the mailed Dusters cost .56 cents more per copy. There was some question about the size of the folded Dusters.

SWAP Meet - Bob said event forms for the county have/will be filled out for the parks dept. There was discussion about the extra \$300 to be charged for early set-up on Thursday evening. All were in favor of this, as it cuts down on the stress of early morning set-up which has to start by 7:00AM, and allows vendors to get in earlier. Dana talked about the need for more social media input, which will be helped by Addie Talbot’s flyers, and Facebook postings. George Mize suggested we get out the yard signs we used to put out, modifying them to read “Saturday Only” vs “This weekend” that is on them.

Old Business – A member had suggested we check with All Star Lanes about having our meetings there in their “larger room”. New management now charges \$150 for 2 hrs in that room. Any time over that is charged at \$50 per half hr.

Those members present are very happy with current arrangements at the Family Pancake House!

New Business – Bonnie discussed the banquet for next January. Britt had posted about it in the February Duster, but we did not get any response for possible sites. We have enjoyed being at McClouds the last two years, but having it on Tuesdays eliminates members that are working and cannot attend. We are looking at a Saturday daytime banquet.

Dana will check with the Port Orchard Eagles, Bonnie will check with Putters at Rolling Hills. Other sites mentioned were the Elks club (we have been there twice, it’s a nice setting), and McCormick Woods Restaurant. Another notice will be put out to see about other locations.

Don Feldman says the Charleston Business District wants to have another car show/festival in June or July.

Ron and Bob Muhleman mentioned the Port Orchard Cruz being eliminated from the waterfront and moved to the Rodeo Drive-In. That brought lots of comments!

Ron Muhleman stated that McClouds car show will be the 1st Tuesday of each month and New Life Church parking lot (Silverdale) will be the 3rd Tuesday each month.

He also mentioned that All Star Lanes has talked about trying to have a car show there.

The Sons of Norway in Poulsbo will be in the Viking Fest parade and are asking for cars to take their officers on May 17, possibly 3 persons per car. It was mentioned this is also the Saturday that the Armed Forces Parade in Bremerton takes place, in addition to the Rhody Festival parade in Pt. Townsend that Bob and Karen Loid are working on to get an entry for our club!

Bob Muhleman said 5 July is the car show at Bay Pointe.

Meeting was adjourned at 6:50.

Bonnie Chrey
Co-Secretary





OVAC MEMBERSHIP FORM

OVAC MEMBERSHIP/RENEWAL FORM

APPLICATION DATE			
MEMBER NAME			
	LAST	FIRST	SPOUSE/SIGNIFICANT OTHER
MAILING ADDRESS			
HOME/CELL PHONE	/		
EMAIL			

MEMBERSHIP INSTRUCTIONS

- FILL IN ALL INFORMATION REQUESTED ON THIS FORM
- RETURN THIS SHEET WITH DUES PAYMENT. (\$25)
- MAKE CHECKS PAYABLE TO OVAC
- MAIL DUES AND MEMBERSHIP FORM TO **OVAC OLYMPIC VINTAGE AUTO CLUB
P. O. Box 1614, SILVERDALE, WA 98383**

5. CHECK ONE:

I WANT TO RECEIVE *THE DUSTER* VIA EMAIL

I WANT TO RECEIVE *THE DUSTER* VIA US MAIL

6. TOTAL PAYMENT ENCLOSED \$ _____

LIST YOUR ANTIQUE, VINTAGE, SPECIAL INTEREST &/OR COLLECTOR CARS >30 YEARS OLD

YEAR, MAKE MODEL	YEAR, MAKE, MODEL
1	2
3	4
5	6
7	8
9	10
11	12
13	14
15	16
17	18
19	20

I CERTIFY THAT I HAVE READ, UNDERSTAND AND WILL COMPLY WITH THE OVAC TOURING GUIDELINES.

SIGNATURE

(SPELL NAME)

OVAC



**Olympic Vintage Auto Club
P.O. Box 1614
Silverdale, WA 98383**



APRIL 2025

THE DUSTER