



The Duster

A Publication of the Olympic Vintage Auto Club

www.ovac.us

Founded in 1959

MESSAGE FROM THE PREZ:

DEAR OVAC MEMBERS,

IT IS WITH HEAVY HEART THAT I WILL BE RESIGNING AS PRESIDENT OF THIS FINE AUTOMOBILE CLUB. DUE TO ONGOING HEALTH ISSUES, I WON'T BE ABLE TO FULFILL THE DUTIES TO THE FULLEST EXTENT.

WITH THAT SAID, BOB MUHLEMAN WILL BE STEPPING UP SO THERE WILL BE NO BLIPS IN THE SUCCESSION.

I'LL BE ATTENDING CRUISES AND OTHER FUNCTIONS, AND KEEPING A POSITIVE OUTLOOK THAT MODERN MEDICINE CAN DO ITS MAGIC.

RESPECTFULLY,

DON #2



MAY 2026

Next Meeting

21 May

**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

Bob Muhleman ~ bmuheleman@hotmail.com ~ 360-337-9858

Vice-President

Secretary-

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

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

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

Treasurer

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

Immediate Past President

Don Feldman ~ donfeldman@comcast.net ~ 360-620-2491

OVAC Committees

Swap Meet Chairman

Don Feldman ~ donfeldman@comcast.net ~ 360-620-2491

Financial Manager

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

Vendor Coordinator

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

OVAC Webmaster

Addie Talbot ~ albotaddie@gmail.com ~ 360-535-4090

The Duster

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

Editor

Martin Lambert Caraway!

Saturday, May 30, 2026

1:00-3:30

Eagles club

4001 Jackson Ave. SE, Port Orchard, WA
98366

Dessert Potluck

Please RSVP to (360) 427-5831

Lodging Available in Gig Harbor,
Port Orchard and Belfair WA

COOL CAR CRUISE

May 19th

5-8pm

E. Bremerton Lowes

5600 WA state HWY 303

(Wheaton Way)

NAVY BAND NORTHWEST CONCERTS

2:00 PM – 3:00 PM

May 17, 2026: Jazz Band

Keyport

Navy Underwater Museum

1 Garnett Way

Keyport, WA 98345

Old Cars and Coffee



**Old Cars and Coffee
April 4 th. at the Eagles**



**Nothing quite like some
Great spring weather to
Bring out those Special
Vehicles**



Old Cars and Coffee May 9 th

Trophy Lake Golf and Casting Club

3900 SW Lake Flora Rd Port Orchard

Breakfast optional at 09:30 am.

With a back Roads Tour to follow.

Some nice scenic backroads.

40 miles unless you get lost.

Directions provided.



2026 TOURS AND EVENT CALENDAR



**We have some great
events on the
for 2026!!**

MAY

9-Old Cars and Coffee-10am
17-Navy Woodwind Quintet
concert at Keyport 2-3pm
(see pg 2)
19-Cool Car Cruise 5-8pm
Lowes-Wheaton Way
21-Monthly Meeting
30-Marty Caraway-
Celebration of Life 1-3:30

JUNE

6-Old Cars and Coffee-10am
16-Cool Car Cruise 5-8pm
Lowes-Wheaton Way
18-Monthly Meeting

JULY

4-Old Cars and Coffee-10am
16-Monthly Meeting
11-Bay Point Car Show
11-July-Downtown Shelton
Car Show-9-3pm
21-Cool Car Cruise 5-8pm
Lowes-Wheaton Way

AUGUST

1-Old Cars and Coffee-10am
No Monthly Meeting
18-Cool Car Cruise 5-8pm
Lowes-Wheaton Way

SEPTEMBER

5-Old Cars and Coffee-10am
15-Cool Car Cruise 5-8pm
Lowes-Wheaton Way
17-Monthly Meeting
26-Cars on Callow

OCTOBER

3-Old Cars and Coffee-10am
15-Monthly Meeting
17-OVAC SWAP Meet

NOVEMBER

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

DECEMBER

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

**Please check with the
tour host for more
information!**



Thinning the Heard~ *Jim Barnes*

Facing Fraud on Line!

At one time selling a car was a simple matter handled locally and most often by word of mouth. These days it is not so simple as reaching the right buyer seems to be tougher than ever. Many folks are doing their shopping on line while others use Web Based applications to reach more people. The basic problem with "More People" is that bad actors are always going to be a percentage of that total.

In the last ten years or so I have only sold about a half dozen cars for me or friends and I have encountered Fraud in two of those. That's a pretty healthy percentage! Most of this is the common sense stuff we already know but bear with me, there just may be something of value in here.

Red Flags!

- You do not get a phone call, they send you a Text.
- They will give you an eMail but they will not respond to it.
- They want to mail you a check often with some extra in it.
- They may claim to be out of town.
- Reluctant to give you any location information.
- If they send a check it is from a business or organization.

For some reason they consider their target to be stupid as this is probably the only kind of folks that this would work on. However they must have some success since there is an increase in this type of activity.

An example:

Claimed to be in Texas tending to a sick relative, lives in Sedro Wooley Wa, mailed the check from North Carolina drawn on a Paving Company in Florida. Does any of this seem reasonable? If you said "Yes" then you could be their next victim!

So how do you protect yourself?

If you receive a text from someone interested in buying your vehicle, consider it a scam. Consider adding "Will not accept Texts" to your add. Block the number and move on.

If they ask you for a mailing address for that big check don't give it to them. They will use that information on what other scam they want to send your way. Do not give them an eMail address until after you have received a call from them.

If you do end up with a check, simply google the organization the check belongs to, and call them. They will know if it is legit!

Set up a Deposit only account with your bank and send them the routing number for that account. Have the bank notify you when the money has arrived and you can then transfer it to another account.

Have the buyer arrange for transportation, if it goes bad it is on them and not you. Once the auto transporter guys get your number you will get bombarded with folks wanting to move your ride.

If they send you anything that is Password protected, beware, those items cannot be reviewed by antivirus software.

This article and others available at cruisinkitsap.com

Crosely cont'd

For the first few years after automobile production resumed, most manufacturers peddled warmed over 1942 models. The Crosley was all new and truly different. The CC was a foot shorter than the Volkswagen Beetle that would storm our shores in a few years, and it was half the size of the typical American car. Despite its diminutive dimensions, the Crosley was a masterpiece of space utilization, easily accommodating a pair of 6-footers in front. The 6'4" Powel Crosley insisted upon this. The CC was not only short; it was narrow. This was so that two Crosleys could ride side by side on a standard rail car, thus reducing shipping costs. And speaking of trains, in the July 1947 issue of *Mechanics Illustrated*, while giving the car overall praise in its review, it was pointed out that the only comfortable way to do 50mph in a Crosley was if it was loaded on a fast moving train.



After 4 years of war-time conservation, frugal habits die hard. At a cost of just \$888 for a base 2dr sedan, and 44mpg fuel economy, the Crosley auto was just what many post-war buyers wanted. WPB restrictions were eased in 1947 and Crosley production took off. The company built over 19,000 cars that year, earning a net profit of over \$475,000. The following year it earned over \$800,000 on the sale of more than 29,000 Crosleys. Eight in 10 of those '48s were the new all-steel bodied station wagon. Crosley was just the second maker after Willys-Overland to forsake wooden construction for wagons. The Crosley was the number one seller in that category until Plymouth introduced its own steel wagon in 1950. The future looked big for America's smallest car.

...And then the Bust

From the time civilian production resumed late in 1945, buyers were so hungry for new cars they didn't care if their purchases were modern. Not so long as the odometer read "000". For the manufacturers, every car they could build, they could sell. The key to maximum profits was ramping up to full production as soon as possible. The fastest way to do this was just to crank up their pre-war tooling. A new trim piece here and there and *voila*, a '42 was now a '46... and a '47, and a '48. Such was the great post-war seller's market.

All that changed in 1949. Pent up demand had by then mostly been satiated. Auto sales were returning to where they would normally be. While this 'normal' sales level was the highest in two decades, the composition of those sales was changing. The Depression was over. There was no more rationing. Wages were rising, and more and more people joined the workplace. With the affluence that followed, there was a renewed desire for style and flair not seen since the heady days of 1928. Buyers were waking up to the reality that car design had been frozen for seven years. They wanted something new. The big manufacturers were there for them with modern new cars with enticing new features. Consumers began trading in their stodgy pre-war designs for these sleek chromed machines.

This was a problem for Crosley. The primary competitors for the inexpensive CC were used cars,

and suddenly those ranks were swelling. Formerly sparse second hand lots now brimmed with trade-ins on the exciting new '49s. There was a ready supply of slightly used Fords, Chevys and Plymouths, much larger cars selling for less than a new Crosley.



Crosley cont'd

This shift in the marketplace was a certainly blow to the little carmaker, though by itself not likely a mortal one. Tastes change and smart managements adapt. The Crosley brothers were indeed smart. Powel was adept at finding new markets and coming up with products to fill them, and Lewis could have found a way to make money on 15,000 cars a year. That is what must have made Crosley's ultimate failure so tough to swallow: It was self-inflicted.

The COBRA engine, light and cheap, so revolutionary that Powel Crosley designed his automobile around it, proved to be the instrument of the company's destruction. Lewis' instincts regarding an engine made of sheet metal proved correct. While it performed its wartime duties in generators and airplanes flawlessly, those applications called for operating at a relatively constant speed. This was not the case with an automobile engine, its speed rising and falling as it pulls through the gears. The COBRA engines powering the Crosley CC were now exposed to stresses they had never before encountered. The salt-based anti-freezes that were commonly used at the time, combined with less rigorous maintenance routines of civilians, inflicted further tolls. After a year or two they began to corrode and fail at an alarming rate.



Unreliability from a new manufacturer is a bad omen. For Crosley it was a death-knell. In addition to being a used car alternative, Crosley had aimed the CC at the "second car" market. In those days, second car meant "wife's car", and thus there had to be no question of its reliability. A reputation for failing engines doomed the Crosley as a suitable grocery-getter for "the little woman." (*If my wife reading this and now fuming, please remember, my love, this was 1949. You've come a long way, baby...*)

Crosley engineers responded quickly. They replaced the sheet metal engine block early in the 1949 model year with a cast iron one.

With a nod to its army roots, it was called CIBA (Cast Iron Block Assembly). The CIBA was installed in an updated Model CD, which looked less gangly, more substantial than the CC. But the damage to the car's reputation was done. Between the changing market, and the bad publicity of the COBRA, sales for 1949 plunged 75% to just over 7,400.



The (Hot) Shot Heard Round the World

Powel Crosley didn't give up without a fight. In addition to the CIBA engine and the CD re-style, 1949 also brought an exciting new model.

Pre-dating the Chevrolet Corvette by 4 years, the Crosley Hot Shot was America's first post-war sports car. It had frameless side windows, a one-piece windshield, and frog-eye-type headlights - 8 years before the famed Austin-Healey "Frog-eye" Sprite. The Hot Shot was based on the CD chassis with a wheelbase stretched 5" for both for better handling and sharper looks. It also was the first modern American car with 4-wheel disc brakes. What The Hot Shot did not have was an abundance of horsepower. The CIBA engine, while durable and rev-happy, produced the same 26.5hp as its disgraced predecessor.

The Hot Shot's horsepower issue would be addressed quickly. Powel Crosley loved speed and he loved racing. During his years in Indianapolis he tried and failed to hire on as a driver in the first Indy 500. The new-for-1950 Hot Shot Super Sport reflected his



Crosely cont'd

passion for the sport in sports cars. It was built to go racing. The Super Sport's overhead cam CIBA engine was bored out from 720cc to 748cc, and given a higher 10:1 compression ratio. Output rose slightly, and it could now rev to nearly 7,500RPM. These enhancements were attached to a chassis that while primitive, gripped the road like terrier with a rabbit.



Serious drivers could take their Super Sports to the next level.

Available via aftermarket suppliers were hot cams and ignitions, Amal dual side-draft motorcycle carburetors, and a Roots-type supercharger, together boosting horsepower above 60. That doesn't sound like much, but with the top, doors and passenger seat removed for racing, the Super Sport weighed in at less than 1000lbs.

And racing it went on New Year's Eve, 1950. The qualities of low weight and tenacious grip served the little Crosley well at Sebring, Florida that day and night. It was the site of America's first major post-war endurance race, one that would become the internationally acclaimed 12 Hours of Sebring. In those days endurance races were run on European rules, whereby cars were handicapped based on their engine size and whether or not they were supercharged. In this manner, big powerful Ferraris and Allards competed on equal terms with little Fiats and, on this day, a Crosley.

As the story goes, the car wasn't originally entered in the race. Vic Sharpe, owner of the local Crosley franchise, showed up at the track that morning in a new, mostly stock Hot Shot Super Sport. He ran into a couple friends, Frits Koster and Bobby Deshon. The car the two had brought that day was experiencing mechanical troubles that threatened to turn them into spectators. After a few practice laps in the Crosley, the two convinced Sharpe to let them "borrow" his car for the rest of the day.

Late to the show and with a big #19 painted on the side, they started 28th out of 28 cars. An experienced enduro racer, Koster realized that downshifting out of turns all day would slowly grind the Hot Shot's



non-synchromesh gearbox into dust. Instead, they chose to just leave the car in top gear and let its superior cornering get them around the track. Going into a curve, the driver would sit up in his seat to let wind resistance slow the car, all the time keeping the engine gunned at 7500RPM. Through the turn he'd slide back down and the little roadster would pick up speed again. After the first hour of racing, the handicap formula showed the #19 Crosley in the lead. For the rest of the race they never trailed.

Hot Shots continued to go racing. A Super Sport won the Grand Pix de la Suisse in 1951. A few weeks later, another placed second in the Tokyo Grand Prix. One

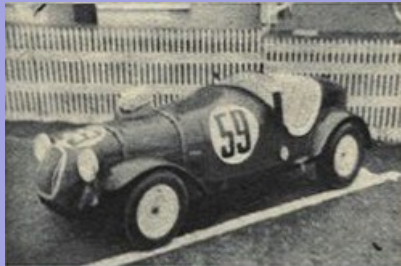


easily could imagine that Tokyo competition being witnessed by a young race fan and engineer named Soichiro Honda, who would remember what he saw. Especially when a dozen years later, gazing at Mr. Honda's first automobile, the feather-weight Honda S500 roadster, and one sees the influence of the Hot Shot.

The true *grand prix*, the big prize in endurance racing, remained the 24 Hours of Le Mans. Its 1951 running would have one particularly exiguous entry. A couple of amateur racers had taken particular notice of the Crosley's performance at Sebring. Sportsmen George Schrafft and Phil Stiles had always wanted to compete at Le Mans but lacked the funds to be competitive. With the Hot Shot, they saw their .

Crosley cont'd

opportunity. They wrote to the factory for financial and technical assistance in preparing a car for their campaign. Powel Crosley, a racing fan and always with an eye for promotional opportunities, loved the idea. He had his chief engineer prepare a Super Sport chassis with a specially tuned version of the CIBA engine. With Powell's backing, Schraft and Stiles brought the car to famed racecar builder, Floyd "Pop" Dryer in Indianapolis to be fitted with a race car body, and



have suspension modifications. Then it was off to France.

Soon after its arrival at LeMans, the Crosley's two seats and cylindrical shape earned it the nickname, *Le Biplace Torpedo*. The trouble for *le Torpedo* began at the pre-race technical inspection. The Hot Shot's headlights proved to be too weak for the speeds of the Mulsanne straight and were disallowed. Regulation lights were installed but they required a larger generator. A shipment from the factory wouldn't arrive by race time, so a French Marchel unit was fitted. This proved the car's undoing.

The race started at 4PM. For several hours Schraft tore up the course, staying in top gear at close to full throttle. He was steadily moving up through his class, thrilling spectators as he passed more powerful cars in the turns, challenging for the lead. Then darkness fell, the lights came on, and the Marcel alternator began discharging. After a pit and some makeshift repairs, the car went out for a couple of more hours, but the team knew it was over. By midnight, the Crosley was out of the race. The next morning the new generator arrived from Cincinnati.

The poor *Le Biplace Torpedo*: it was certainly not the first car done in by French technology. There is no telling how the car would have done through the rest of the race had it been able to continue. For Crosley aficionados, the 1951 *Circuit de la Sarthe* remains the stuff of dreams.

A Last Gasp

The Hot Shot may have been the fastest Crosley of the new decade but it wasn't the only one. The Farm-O-Road utility vehicle was part pickup truck, part tractor, and it not much larger –or more powerful – than a modern riding lawn mower. It could be fitted with a dump bed, a circler saw for cutting wood in the bush, even front skis, turning it into a snowmobile. Six hundred Farm-O-Roads found buyers.



The excitement of the Hot Shot and the utility of the Farm-O-Road couldn't make up for the increasing competition from used cars and damage done by the COBRA fiasco. Sales slid to about 6,800 vehicles in 1950 and 6,600 in 1951. Barely 2,000 Crosleys were built in 1952 before production halted for good on July 3.

French alternators aside, Crosley's successes in endurance racing make its ultimate failure all the more poignant. The CIBAs durability stood in stark contrast to the COBRA's fragility. In his book, *Crosley* (Clerisy Press 2006), author Rusty McClure recounts an exchange between the Crosley brothers as they left their empty car plant for the last time. "The thing that cooked us" said Powel to his brother "was that sheet metal block. If we'd started with cast iron, we might have made it." He seemed to be acknowledging that Lewis was right about the engine, but wrong about cars.

Cont'd on page 11

OVAC MEETING MINUTES

April 16, 2026

The meeting was called to order at the Family Pancake House on Kitsap Way at 6:00PM by Bob Muhleman, VP, presiding in the absence of President Don Feldman. Bob reported that Don Feldman has some serious health issues relating to lung cancer and will be undergoing tests to determine treatment. Don and Britt ask that you include them in your prayers.

Attendees; 30 members were present so we have a quorum.

The flag salute followed.

New membership/guests – None at this meeting.

Sunshine report – Pete Brittan is now home, and attended the meeting with Lynn.

Larry Smith had surgery to remove part of a lung, and now he and Phyllis have a bad case of the flu. Ted Austin is doing OK, and is back at Fieldstone.

Approval of minutes – Motion made, seconded to approve the last two months of minutes. Motion Carried.

Treasurers Report – Bob Arper passed out the financial report and reported on our finances. He has received \$725 in member dues. March expenses included \$155.50 to Britt for stamps. March/April Duster printing bill was \$140.62. Motion made, seconded to approve the report. Motion carried.

SWAP Meet – Dana reported she has emailed with various vendors who say they are going to send money to reserve spots. She will still be sending out official letter.

Old Business – Bob Arper will email Retsil about possible dates for the club to bring their cars. George brought up a question about quorum; why couldn't we suspend it for a meeting if we didn't have enough participants? Discussion followed; it is part of our bylaws at this time, would require a change be made and voted on for this to happen. Bob Arper stated that an audit should be done, has not happened for a couple of years. Pat Ward and Dana Lerma volunteered to help Bob with an audit. Others are welcome to help too. Just contact Bob Arper.

Web page – Jim Barnes brought up the status of our Web page. No updates have been made. It was reported that Bob Arper and Addie Talbot would meet after the meeting to get the password info for her to take over the web page.

New Business – Bonnie asked if anyone was interested in participating in the Rhody Festival Parade in Pt. Townsend on May 16. There was no interest from members present (One person came up to me afterwards and expressed interest). Last year, the weather was rainy and only 3 cars participated, but we enjoyed the parade, and stopped for lunch afterwards.

Other events happening; Tuesday night, April 21 will be the first cruise to the Lowe's E. Bremerton parking lot. Time is 5 – 8. This replaces the meet that used to be held at Newlife Church in Silverdale. Third Tuesday of the month.

Maynards Restaurant has a gathering every Friday night in their lower parking lot.

If you go to the airport on Wednesday afternoons, do not arrive before 3PM or they will ask you to leave. There are businesses there and they don't want them impacted.

A reminder that the celebration of life for Marty Caraway is May 30 at Port Orchard Eagles. It is a dessert potluck and you need to RSVP to 360-427-5831.

Jim Barnes asked for suggestions for locations for Old Cars and Coffee.

Dana reported she had a request for someone who needed help with tire parts. Contact her if interested in helping. One member did talk to her about this.

Meeting adjourned at 6:35

Bonnie Chrey, Co
-Secretary



Crosely cont'd

Who's to say how things would have turned out for this little maker of little cars? A few short years after Crosley closed its doors, the market would indeed shift back to frugal cars. It is not insignificant that the first Volkswagens did not enter America in any numbers until 1953, the year after Crosley folded. By 1956, they were selling over 40,000 cars, and 400,000 a decade after that. It seems almost heresy to utter this thought, but might the Volkswagen Beetle have never achieved its iconic status in American culture had a thriving Crosley been there to greet it at our shores?



The Navy Band on 17 April-6 OVAC Members attended

JIM teeny FOX MEMORIAL
COOL CAR CRUISE
2026

Every 3rd Tuesday of the month
5 to 8 PM
E. Bremerton LOWE'S Home Improvement
 5600 WA-state hwy 303 (Wheaton Way)

April 21st	May 19th
June 16th	July 21st
Aug 18th	Sept 15th

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

Rod Shots
 Automotiv Inc. • More Deals • Custom Composites • Personalized Garage Art
 Are you "car show ready"? It doesn't matter how many 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!
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 360-692-2262

LOWE'S



Jim Barnes and Casey Postma racing their valve covers at the first car cruise at East Bremerton Lowes
 ~ Bonnie Chrey

OVAC



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



MAY 2026

THE DUSTER