



## MESSAGE FROM THE PREZ!

Greetings OVAC,

We had our first monthly meeting of the new year at Family Pancake House, it went well, albeit, we were short of a quorum. Our new officers were introduced, they being Bob Muhleman as VP, Secretarial duties are shared among Bonnie Chrey, Britt Feldman and Dana Lerma, eerily reminiscent of "The Three Faces of Eve". The rest of central casting remains the same.

We're anxiously awaiting the return of the snowbirds, allowing us to vote on issues. A few weeks back your VP, Treasurer and myself visited our storage locker. Bob Muhleman wanted to take a look at what we have. Well... we have lots of stuff of which one of the items are a bunch of particle board squares ( 24 x24 ) ish, used for placing table legs on during past swap meets to protect the floor. These will be going bye bye in the near future.

We have lots of trophies, some of which will be donated if the membership allows, others will be revived to be shown during OVAC events.

The Callow Car Cruise in September was discussed and the Charleston Business District is very excited about our hosting of this event.

Looking forward to a few car tour cruises this summer, please bring your ideas to the meetings.

Take care all,

Don #2

*Happy  
St. Patrick's Day*



## MARCH 2026

### Next Meeting

### 19 March 2026

**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 ~ 360-620-2491

### Vice-President

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

### 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

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

## 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

## NAVY BAND NORTHWEST CONCERTS

**2:00 PM – 3:00 PM**

- **March 15, 2026: New Orleans-Style Brass Band and Tacoma Vocal Standard (approx. end time is 3:30 PM)**
- **April 19, 2026: Jazz Band**
- **May 17, 2026: Woodwind Quintet**

### **Keyport Navy Underwater Museum**

1 Garnett Way  
Keyport, WA 98345

For more info contact Bonnie Chrey-  
bchrey@wavecable.com ~ 360-710-6298



## Membership Dues

**Just a reminder to renew your membership dues!**

**Please check with Bob Arper  
~ b.arper@comcast.net ~  
360-692-1465**

**To see if you have paid**

## Remembering OVAC Members



Marty Caraway

We pause to honor and remember two valued OVAC members, Marty Caraway and Dwayne Miller, who recently passed away. Both Marty and Dwayne were dedicated members of our organization, and their presence, contributions, and fellowship meant a great deal to our club. They will be sincerely missed, and we extend our heartfelt condolences to their families and loved ones during this time.



Duane Miller

Please feel free to reach out to their families:

**Patsy Caraway:**

360-277-3636 Home

360-710-3839 Cell

**Address:**

1210 E. Trails End Drive

Belfair, WA 98528

**Nora Lyon** (Duane's partner)

253-537-3903-Home

360-731-7467-Cell

**Address:**

12204 20th Ave. E

Tacoma, WA 98445

Please click on the link for Duan's obituary: [Duane Miller Obituary](#)

## Old Cars and Coffee



**We had some great old pictures from Carol, Dana Andy, George and others. Denny gave us a great little story. It was also good to see Ted Austin.**

### Old Cars and Coffee Feb 7 th

**Poor weather but a great turnout for Coffee at Denney's in Poulsbo.**



# 2026 TOURS AND EVENT CALENDAR



**Let's get some  
events on the  
calendar for 2026!!**

## MARCH

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

## JULY

4-Old Cars and Coffee-10am  
16-Monthly Meeting

## NOVEMBER

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

## APRIL

4-Old Cars and Coffee-10am  
16-Monthly Meeting

## AUGUST

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

## DECEMBER

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

## MAY

2-Old Cars and Coffee-10am  
21-Monthly Meeting

## SEPTEMBER

5-Old Cars and Coffee-10am  
17-Monthly Meeting  
26-Cars on Callow-

## JUNE

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

## OCTOBER

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

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



# What Makes A HEMI Different From A Max Wedge?

BY PAUL STADDEN



Let's pretend it's May 1962 and you're a diehard Chrysler loyalist who loves drag racing. You could search for a used 392 Hemi, but good luck keeping the bottom end from grenading after slapping on an 8-71 blower and running nitromethane. Unfortunately, the 417 Donovan block with its 72-stud main bearing girdle is nine years away from debuting, so that's not going to help. However, you could plunk down a stack of cash on a new "Maximum Performance" wedge-headed 413-cubic-inch beast, called Max Wedge for short. You heard that Chrysler's 413 pushed the 300F GT to a top speed of almost 145 mph on Daytona Beach in 1960, and now the engine's being prepped for quarter-mile runs.

The 413 Max Wedge was a real monster, making up to 420 hp, more than one horsepower per cubic inch. In 1963, the Max Wedge grew to 426 cubic inches, offering up to 425 street-unfriendly horsepower, but it wasn't to be the top Mopar offering for long. In 1964, the Hemi came back. Boy, Chrysler just can't quit the hemispherical combustion chamber. It always weighs the Hemi's pros and cons, and ends up deciding that the power is worth the downsides.

In a Hemi, the combustion chambers are, as the name implies, roughly half-spheres, which allows for massive valves, efficient combustion, and excellent airflow. In a Max Wedge, the valves are right next to each other, and run single file in line with the cylinder banks. While this makes for a lighter, cheaper valve train and smaller overall dimensions, it limits the size of the valves and horsepower potential. Still, a 413 Max Wedge-powered Plymouth Savoy nicknamed the Melrose Missile was the first factory stock car to run in the 11s through the quarter.

## Do you want complexity? This is how you get it



Before exploring the minutiae of Chrysler's nomenclature and the specifics of the Max Wedge and Hemi engines in the early '60s, let's further examine technical differences. Inspect this picture, noting the variation in piston and valve train design. The top half shows Hemi components, including the splayed-out rocker arms necessary for actuating valves set at dramatic angles. The pushrods come up between the rocker shafts, and both intake and exhaust valves each get their own shaft. Also notice the domed piston, which gives a good idea as to where the valves sit in the head. The bottom half of the picture shows the far simpler wedge-head valve train. Rockers

operate on a single rocker shaft and pushrods are more or less parallel. The piston is, for all intents and purposes, flat.

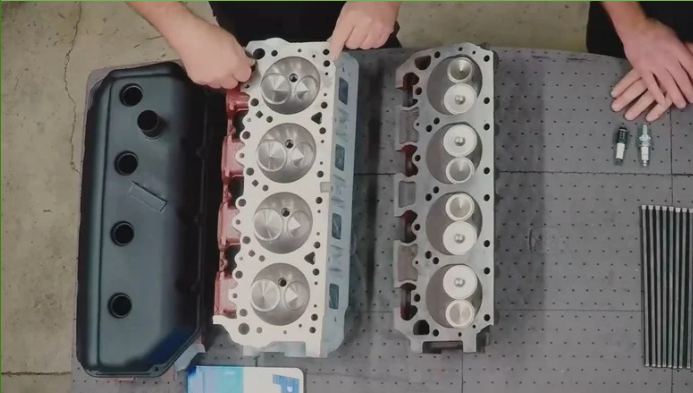
As for branding, in 1962, at Dodge, the engine was called the Ramcharger 413, and at Plymouth, it was the Super Stock 413. Base compression was 11:1 and good for 410 hp, but an optional head-cracking 13.5:1 compression version made 420 hp. While some modern engines need today's premium gas, a high-compression Max Wedge requires 104-octane Sunoco. Both engines featured the coolest-looking "crossram" intake with dual four-barrel carbs, forged internals, a high-lift cam, and a baffled oil pan.

Cont'd on page 6

## What Makes A HEMI Different From A Max Wedge? *-cont'd*

In 1963, displacement increased to create the Ramcharger 426 and Super Stock 426. Horsepower bumped up to 415 for 11:1 engines and 425 for 13.5:1 engines. In May 1963, Chrysler made slight improvements and dubbed the engines "Ramcharger 426A" and "426 Super Stock II." After some further refinement in 1964, the engines became the "426 Super Stock III" and the "Ramcharger 426 III." These numbers are where the "Stage II" and Stage III" nicknames come from.

### The Max Wedge is no longer the max. Here comes the Hemi



Unfortunately for the Max Wedge, 1964 was the year that Chrysler brought back the Hemi. The "Race Hemi" displaced 426 cubic inches and had 12.5:1 compression. It even gained aluminum heads in 1965. Thanks to its success, the "Street Hemi" was born. Though it had a lower compression ratio of 10.25:1, a milder cam, and cast-iron heads only, it still had 425 hp and crushing performance. Meanwhile, the wedge head didn't die, it just became second banana. Chrysler punched it out to 440 cubic inches and used it in every-

thing from the comfy Chrysler 300 land yacht to the sharp, Mustang/Camaro-battling Dodge Challenger and Plymouth 'Cuda, where it made up to 390 hp.

In a horsepower race, manufacturers will do crazy things, and the 1960s saw some stupendous experimentation. Ford's single-overhead-cam 427 generated more than 600 hp and was sold through speed shops. Chevrolet added fuel injection to Corvettes and produced aluminum blocks for the rare ZL1 427. Pontiac's Ram Air V heads had intake ports so large that the only place for the pushrods was, well, directly through the port. Oldsmobile even developed a 32-valve 455 that, like an LB7 Duramax Diesel, still used an overhead valve arrangement. Chrysler even tried pushing engine tech forward with a massive prototype double-overhead-cam pentroof 426, which means that Dodge did try to ditch pushrod V8s at one point.

And American Motors Corp. was, uh, there. Look, the 390 and 401 are awesome engines, but other than the 1957 fuel-injected 327 that never actually made it into the Rambler Rebel, the company's engines were pretty conventional. If you want crazy AMC, check out a Randall Gremlin 401-XR.



# THE BASICS OF USING A DIESEL ENGINE COOLANT

Being a car owner and being a responsible car owner are two very different things. The former is a person who simply *owns* a car, while the latter is someone who *loves* their vehicle. If you're among the latter, you probably already know how important it is to maintain your car regularly, check its vitals, and visit your mechanic at least once a year. This is true for all vehicles, regardless of their age and price range, but it's even more important if you're driving a car with a diesel engine. These require a bit more love and care than the rest, but they also produce better results, which is why taking care of them properly makes a lot of sense in the long run. And if you want your car to work perfectly, you need to make sure you're using proper [engine coolant](#) – but how can you do that, and why is this so important?

## THE IMPORTANCE OF USING ENGINE COOLANTS

Being just one of many different fluids in your car, engine coolant may not seem like the most important thing in the world for some drivers. They focus on making sure their tank is full and don't think about anything else. However, if you're driving a vehicle with a diesel engine, you have to check your engine coolant because the chances are you won't be able to start your car in the middle of the winter, and you'll get left in the middle of the road. And neither of these scenarios is a lot of fun.

The main reason people worldwide have been using engine coolants for decades is quite simple – they prevent the engine from freezing. This may not sound like a big deal to people living in hot regions, but if you're not one of them, you might be facing a problem in case you haven't been using your coolant correctly. In addition to keeping it ready for you at all times, this liquid also [helps your engine run more smoothly](#), which in turn keeps it healthy and new in the years to come.

## THE IMPORTANCE OF USING A DIESEL ENGINE COOLANT

With so many different sorts of cars out there, it's hard to find a model that will suit you completely. All of them need proper maintenance, especially if you're driving them all the time, and that's particularly true for cars with diesel engines. Since these engines are prone to developing higher temperatures than those that use gasoline, making sure they don't overheat is crucial. And the best way to do that is by [using a proper coolant](#).

Still, even the best coolants won't do you any good if

you don't use them adequately. What every high-quality **diesel engine coolant needs** are regular check-ups and an expert's opinion. This doesn't mean you have to take your car to a mechanic every time you need to add some coolant, but you need to learn a thing or two about its proper usage and how to avoid silly mistakes that might jeopardize the state of your engine and your entire car.

## FINDING THE RIGHT COOLANT

Since not all coolants are the same, you have to find one that has a high level of glycerol. While most products on the market contain between 30% and 70% of this compound, you can easily find those that have up to 95% of glycerol. And more glycerol means that your car will run more smoothly because the engine will be lubricated more adequately, which is something all diesel cars need, especially those that use powerful **heavy-duty diesel engine oil**. Even though most people don't like investing their money in these things, doing that protects your car more than you can imagine, which is why this is the right investment to make. Right now, there are three main groups of coolants that are available to you:

- **IAT** – inorganic acid technology – is the type of composition that's usually used for older types of cars and models that have been around for a while. This choice isn't as good as the other ones, but it's usually more cost-effective, which is why it's so popular with car owners around the world.
- **OAT** – organic acid technology – is another variation that's most frequently used in Europe. Since this is such a large car market, it's no surprise that European drivers have a coolant that's made particularly for them. This coolant is based on ethylene glycol, and it's newer and more refined than IAT, which is why you can drive your car up to five years or 150,000 miles without having to replace it.

**HOAT** – hybrid organic acid technology – is the combination of IAT and OAT coolants, which makes it a high-quality and sensible choice for car owners around the globe. It's the newest variation available, which is why it's a very popular choice with mechanics and people who deal with cars professionally. When it comes to the replacement interval, you can drive your car with HOAT coolant for three years or the aforementioned 150,000 miles.

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## Batteries and Charging in Today's World

Battery Technology has remained unchanged for many years until it took a dramatic turn a few years back with the development of the AGM (Absorbed Glass Mat) Battery. Automobile manufacturers noted the need for increased battery capacity due to the heavy demands of today's cars.

Traditionally, battery plates have been suspended in a bath of acid, which limited the number of plates and the battery capacity. AGM Batteries use a higher number of plates with separators between the plates. More plates translate to higher capacity.

However, this also resulted in a few notable quirks. Once the voltage level approaches zero volts, they don't want to accept a charge. Adding to this problem is the fact that most modern battery chargers have some smarts integrated into them, and when they see zero volts, they think no one is home and they won't initiate a charge. Just to complicate things further, we have the problem of sulfation, most notable in cars that sit for long periods of time without being charged. This is a natural occurring process in all batteries; however, if a battery is not fully charged, the process accelerates. Sulfation results in reduced battery capacity and leads to total battery failure. A simple standing voltage test can confirm sulfation (below 12.6 volts for AGM batteries and 12.4 volts for standard batteries).

Fortunately, the folks who build the battery chargers have been hard at work building the next generation of smart chargers. There is a lot going on in these new chargers. They can determine if you are charging a six or twelve-volt battery, accommodate various types of batteries (standard, AGM, or lithium), charge a battery with a zero voltage output, and even reverse some of the sulfation in your battery.

For example, recently I had a problem with an AGM battery in a hotrod. I really did not wish to take the car apart to replace a battery that I recently spent a lot of money on. Tried as I would, I just couldn't get it to charge. I went out and purchased a little charger that was AGM compatible. I hooked it up, and several days later, the green light came on indicating that it was fully charged, problem resolved! Our old Buick lives on a Battery Tender during the winter months. Recently I noticed the green light had gone out and was only blinking occasionally; this was an indication that the battery was not at full charge. I connected one of these little chargers, and about three days later, the green light came on, success once again! Evidently, we were experiencing the effects of sulfation, and since it was in the early stages, the little charger was able to correct the problem.

I am not here to promote any particular product or item; however, I will post an example of one I have found that works well. These come in various amperages and prices and are available through Amazon.

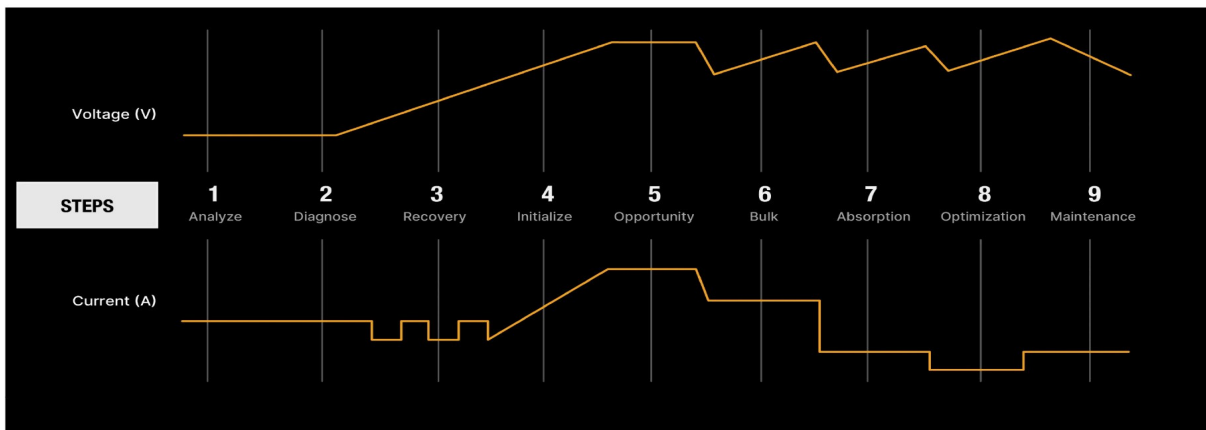


\$29.00

# Batteries and Charging in Today's World-cont'd

Just to give you an idea of what is happening when these little chargers are working. I have borrowed some information from the internet. I find it quite amazing to see what all is going on in that little charger.

JB



## STEP 1 & 2: ANALYZE & DIAGNOSE

Checks the battery's initial condition, including voltage, state-of-charge, and health, to determine if the battery is stable before charging.

## STEP 3: RECOVERY

Initializes the Recovery desulfation process (if needed) for deeply discharged or sulfated batteries by pulsing small amounts of current.

## STEP 4: INITIALIZE

Starts the charging process with a gentle (soft) charge.

## STEP 5 & 6: OPPORTUNITY & BULK

Begins with opportunity charging at a high current, then steps down to the Bulk charging process based on the condition of the battery and returns 80% of the battery's capacity.

## STEP 7: ABSORPTION

Brings the charge level to 90% by delivering small amounts of current to provide a safe, efficient charge. This limits battery gassing and is essential to prolonging battery life.

## STEP 8: OPTIMIZATION

Finalizes the charging process and brings the battery to maximum capacity. In this step, the charger utilizes multilayered charging profiles to fully recapture capacity and optimize the specific gravity of the battery for increased run time and performance. The charger will switch to Maintenance if the battery tells the charger that more current is needed.

## STEP 9: MAINTENANCE

Continuously monitors the battery to determine when a maintenance charge should be initiated. If the battery voltage falls below its target threshold, the charger will restart the Maintenance cycle until voltage reaches its optimal state and then discontinue the charge cycle. The cycle between Optimization and Maintenance is repeated indefinitely to keep the battery at full charge. The battery charger can be safely left connected indefinitely without the risk of overcharging.

# OVAC MEETING MINUTES-19 February 2026

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

The flag salute followed.

No new members or guests.

**Attendance**-16 members present, 1 member via Zoom. Total 17, so quorum not met.

**Sunshine Report**- Lynn was not in attendance, other members reported, we sadly lost Marty and Patsy will notify us of a memorial after she hears back from the Eagles club about a date. Aletta Baskins son died. Pete Britton is at Port Orchard Life Care Center.

**Approval of Minutes**-No quorum for approval.

**Treasurers Report**-Bob Arper presented the budget to this point. Some discussion followed as to the various line items. He passed around the report of who has paid their dues and who still owes. No quorum for approval.

**Swap Meet**-We did not discuss the swap meet.

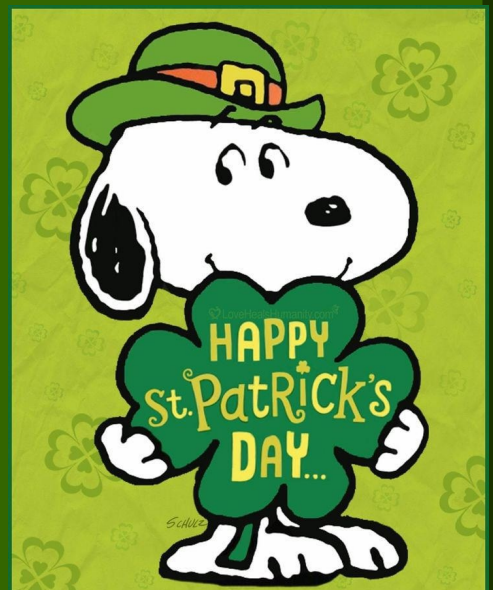
**Old Business**-I did not record any old business

**New Business**-Cars on Callow will take place in September, and we hope to have a large OVAC turnout for the event. The Museum would like us to put together a program about, "Cruising Bremerton Back in the Day". To help with their grand reopening, Loretta from West Hills Tech Center is requesting help from someone to assist with what is needed to build the brand-new Auto Shop. Layout, tools, etc. Bay Pointe car show was discussed.

Don Feldman and Bob Muhleman went to the storage area and after doing so, recommend we clear out much of what is no longer needed. They said new/additional shelving needs to be built and successfully asked additional members to assist with this project. They also found Former Presidents Plaques, and talked about resurrecting this idea, as it's been 10-15 years since we last implemented this award. It was noted that the last trophy company we used, Evergreen Trophy, has now moved to 6<sup>th</sup> and Warren in Bremerton.

**Meeting adjourned**-6:45 PM

Dana Lerma, Co-Secretary



# THE BASICS OF USING A DIESEL ENGINE –COOLANT *cont'd*

CONVENTIONAL COOLANTS



ORGANIC ACID TECHNOLOGY COOLANT\*

## WHAT ABOUT REPLACING YOUR COOLANT?

As mentioned before, some coolants can last you up to five years or 150,000 miles, but that doesn't mean you should wait that long if you don't have to. In addition to following the numbers on your control board, you should also open your hood from time to time and take a long under it. Every car has a specific system when it comes to coolants and different manufacturers have different solutions for letting you know where to pour your

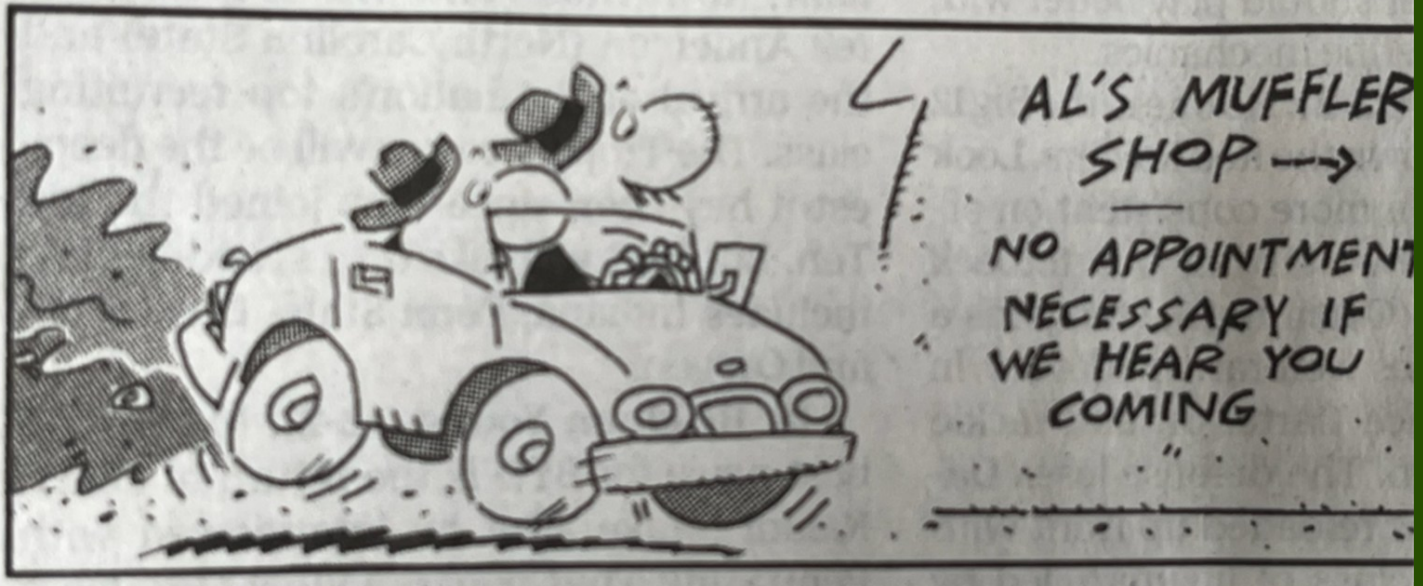
coolant, but you shouldn't have a problem finding your coolant reservoir tank.

Once you do that, you can check how much coolant there's left in it and whether you need to add some more. This is just as important as checking your **diesel engine oil** and making sure you don't run out of it. Again, you don't have to do this in the middle of the summer, but once the cold weather starts coming your way, paying more attention to the coolant becomes more important.

In the end, don't forget to visit your mechanic regularly and talk to them about your coolant. Learn a few things that might help you maintain it properly, and you'll be able to enjoy your car more than ever!



## FRANK AND ERNEST THAVES



**OVAC**



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



**MARCH 2026**

**THE DUSTER**