



OlympicVintageAutos



The Duster

A Publication of the Olympic Vintage Auto Club

www.ovac.us

Founded in 1959

MESSAGE FROM THE PREZ!

Hello OVAC members:

Well, it was nice to see everyone at the first meeting of 2022. If you would like to get together more often, there is a breakfast at Putter's at 9:00 AM on the 2nd and 4th Thursday of the month. I know, changed again. I think this one is a keeper.

We've had a couple of sunny days; everyone is anxious for the car tours and get togethers. So far, we received notification of the Bremerton Airport, starting first Wednesday of the month beginning in April. Also, the Coming Out Party & meeting on July 21st, and the MOBB tour on March 5.

There will be detailed info in the Duster.

Membership renewals were addressed. We had about 100 members last year and our Treasurer, Bob, reported we're about halfway there. I noticed that several members were submitting their renewals to Bob.

A suggestion was made to raise the dues from \$25.00 a month to \$50.00. It was a mixed group on that subject. If it was determined to be feasible perhaps a raise to \$35.00. We're still in discussion and I'd like to hear your feedback.

We're still working on a Swap Meet, preferably in November. Bob has been checking with the Fairgrounds for availability. Pete Britton, Bob Arper, and Jim Barnes will be working with the Swap Meet Chairman, Art Schick and Event Coordinator, Dana Lerma. We have a temporary plan, but would like to hear your input.

We covered several points of business as reported in the minutes. Thank you for your patience with your new President, and I hope you didn't have to grit your teeth too many times!

Your Prez,

Pat

March 2022

Next Meeting

March 17, 2022

Location:

Casa Mexico

1783 WA-308NE

Keyport, WA 98345

3pm



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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 JANUARY.

OVAC OFFICERS

President

Pat Ward ~ spectapper@aol.com

Vice-President

Pete Britton ~ 360-535-4637

Secretary

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

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

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

OVAC Committees

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Financial Manager

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Editor

Membership Renewal Due by March 31st

Only 50 percent of 2021 members have renewed as of 21 February, 2022. If you aren't sure if you have renewed please contact Bob Arper by phone (360-692-1465 or 360-440-0572) or email (b.arper@comcast.net). You won't receive any more Dusters if you don't renew.



HAPPY
ST. PATRICK'S
DAY!

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Remembering Don Taylor

Donald Walter Taylor

Donald Walter Taylor died November 23, 2021, choosing to stop treatment for congestive heart failure and diabetes.

Donald was born October 10, 1933, the second youngest of five children of Walter James Taylor and Mabel Agnes (nee Chartrand): Betty, Jim, Rosemary, Donald and Louise. He grew up in Gray Summit, Missouri, working on his family's farm and helping in his father's car repair shop. In high school he was a prodigious reader and did track and field. After graduation he joined the Navy where he served for 31 years aboard the Essex, Ticonderoga and Enterprise, as well as duty assignments ashore. He had several tours of duty in Southeast Asia during the Vietnam War. During his career he was stationed in San Diego, San Francisco, Corpus Cristi, and Bremerton. He loved the Navy and was proud of his service to his country. He retired from active duty in 1983 as Lieutenant Commander and Executive Officer of Trident Refit Facility, Bangor, but continued serving his country in the civil service for another 12 years.

Donald was married twice. The first time to Elizabeth Fay Manning, with whom he had a daughter, Cheryl Stabbert. The second time in 1973 to Gerry Taylor (nee Walch), with whom he had three boys - Donald, Patrick, and Timothy - and to whom he was married until her death in 2014.

Cars were a major part of his life, from his youth spent in his dad's shop, to going to car shows in his retirement, to frequent restorations he had in progress. He was a member of Olympic Vintage Auto Club and attended many of their events.

He was active in Silverdale Rotary serving as Club President and District Secretary. He was also active in conservative politics, helping to found Kitsap Patriot Tea Party and was involved with the Kitsap Alliance of Property Owners and the Republican Party. In his later years he loved to watch the birds on Big Beef Bay from the deck of his Seabeck home. His greatest joy was his legacy in his four children, six grandchildren, and seven great grandchildren, whom he loved with all his heart and who miss him dearly.

A memorial service will be held on February 26 at 2:00 PM at St. Antony's in Silverdale. All are welcome to attend in-person (if allowed) or virtually.



AUXILIARY EVENTS & NEWS

- Coffee** Every Wednesday morning
Envy, Poulsbo, 8:00am
- Breakfast** Second and Fourth Thursday of each month
Putters Restaurant, Rolling Hills Golf Course, 9:00am
- Cool Car Cruise** The Cool Car Cruise First Tuesday of Each month,
April through September, Kitsap Mall, Silverdale
3:00pm
- Port Gamble Cruise** Every Thursday Evening: April through September
Port Gamble, 5:00-7:00pm
- Bremerton National Airport** Every Wednesday Night Car Cruise from 4:00pm-
7:00pm through September
- Ladies of OVAC Luncheon** Third Tuesday of each month ~contact Ann Sears
360-830-4138 angelannie@ovacable.com



2022 TOURS AND EVENT CALENDAR



Let's plan some great tours and events for 2022!



MARCH

5-MOBB Tour

17-Monthly Meeting

APRIL

21-Monthly Meeting

MAY

19-Monthly Meeting

JUNE

16-Monthly Meeting

JULY

21-Monthly Meeting

COMING OUT PARTY

AUGUST

No Monthly Meeting

SEPTEMBER

15-Monthly Meeting

OCTOBER

20-Monthly Meeting

NOVEMBER

17-Monthly Meeting

JANUARY

NO Monthly Meeting

**PLEASE REMEMBER
THAT TOUR INFORMATION
MAY CHANGE!!!**

**PLEASE CHECK WITH THE
TOUR/EVENT HOST BEFORE
LEAVING HOME**



MARCH 2022

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THE DUSTER

William C. Durant



William Crapo Durant (December 8, 1861 – March 18, 1947) was a leading pioneer of the United States automobile industry. He created a system in which a company held multiple marques – each seemingly independent, with different automobile lines – bound under a unified corporate holding company. Durant, along with Frederic L. Smith, co-founded General Motors, as well as Chevrolet with Louis Chevrolet. He also founded Frigidaire.

Biography

Born in Boston, Massachusetts, Durant was the son of William Clark Durant and Rebecca Folger Durant (née Crapo), who was born to a wealthy Massachusetts family of French descent. His mother, Rebecca, was the daughter of Michigan governor Henry H. Crapo, who was also of French descent. William dropped out of high school to work in his grandfather's lumberyard. He started out as a cigar salesman in Flint, Michigan, and eventually founded his own carriage company.

In 1886, Durant partnered with Josiah Dallas Dort and founded Flint Road Cart Company, eventually transforming \$2,000 (\$57,607 in 2020 dollars ^[4]) in start-up capital into a \$2-million company with worldwide sales (\$57,607,407 in 2020 dollars ^[4]).^[5] By 1890, the Durant-Dort Carriage Company, based in Flint, had become a leading manufacturer of horse-drawn vehicles and by the start of the 20th century, was the largest in the US.^[6]

Durant was highly skeptical of automobiles, feeling that the bad smell of burnt fuel, along with the engines' loud sounds, made them inherently dangerous to the point where he would not let his daughter ride in one. By 1900, public outcry over weak government regulation of gasoline-powered horseless carriages was significant. Durant noticed the general public's anger at this situation, and rather than relying on government regulations to improve their safety, he saw it as an opportunity to create a company which could improve the safety of this new class of transportation.

To begin this massive endeavor, Durant first set out to purchase Buick, then a local car company with few sales and large debts.^[5]

Durant conceived the modern system of automobile dealer franchises.^[6]



Happy St. Patrick's Day

Buick

From his holdings in Durant-Dort Carriage Company, Durant was a millionaire.^[7] On November 1, 1904 Durant assumed control of the troubled Buick Motor Company and used the financial and manufacturing resources of Durant-Dort to correct Buick's course.^[8] With Durant pushing and marketing the Buick name, the company was able to become the best-selling automobile in America, outperforming earlier leaders Ford Motor Company, Cadillac, and Oldsmobile, and despite having no manufacturing line and only a few extant cars, orders tallied over 1100 - all of this by the time of the 1905 New York Automobile Show.^[8] Durant and Samuel McLaughlin, McLaughlin's being the largest carriage manufacturer in Canada, signed a 15-year contract to build Buick power trains at cost-plus pricing.

General Motors

Utilizing Buick as the base, along with a 15-year contract for motors to be provided to R. S. McLaughlin, Durant envisioned the creation of a large automobile company, which would manufacture several independent marques and control subsidiary component-making companies, much as Durant-Dort had done for carriage- building with R S McLaughlin.^[7]

On September 16, 1908, Durant and McLaughlin opened an escrow account, with which they founded General Motors Holding Company. They also exchanged a large amount of Buick stock for an equivalent amount of McLaughlin's eponymous company stock, making McLaughlin one of General Motors' biggest shareholders.^[7] On November 12, 1908 Durant purchased Olds Motor Works (Oldsmobile).^[9]

Durant consolidated 13 car companies and 10 parts-and-accessories manufacturers under the new holding company's control in 1908.^[5] In 1909, Durant's GM bought Cadillac, and Oakland Motor Car (eventually replaced by Pontiac), along with many parts-manufacturing companies, paint and varnish companies, and other accessory manufacturers owned by General Motors. By 1910, the rapid-fire acquisitions Durant had made caught up with the business, which caused Durant and the corporation to have become grossly overextended with so many imprudent acquisitions. The corporation faced a cash shortage, and in the aftermath, Durant was forced out of the company.^[7]

But Durant would not be bowed and he backed Louis Chevrolet's eponymous company in 1911, with J. Dallas Dort serving as the vice-president and director of the company.^[10] In 1913, Dort stepped down as vice-president of Chevrolet,^[10] and in 1914 Durant disposed of his share of the Durant-Dort Carriage Company.^[11] By 1915, R.S. McLaughlin was building Chevrolet to allow that 1916, Durant had leveraged Chevrolet's sales to regain control of General Motors, and he went on to lead GM until 1920.^[7]

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Other acquisitions

On October 26, 1909, General Motors Holding acquired the Cartercar Company, founded four years earlier in Jackson, Michigan, by Byron J. Carter. In explaining the reason he purchased Cartercar, Durant said:

"They say I shouldn't have bought Cartercar. Well, how was anyone to know that Carter wasn't to be the thing? It had the friction drive and no other car had it. How could I tell what these engineers would say next?" By the time Durant had regained control of General Motors in 1916, the GM board had already decided to discontinue the Cartercar, largely because sales never approached the 1000-2000 annually that Durant had predicted. The GM board decided to use the factory instead to produce the Oakland.^[12]

Durant had arranged an \$8 million deal to buy Ford in 1909, but the bankers turned him down and the board of directors of General Motors dismissed him.^[13]

Both Durant and rival Henry Ford foresaw the automobile becoming a mass-market item. Ford followed the course of the basic Model T, and had said "Any customer can have a car painted any color that he wants so long as it is black."^[14] Durant, however, drawing on his experience in the carriage business, sought to create automobiles targeted to various incomes and tastes.^[15] This brought about his plans to merge Buick with various other companies to serve this purpose.

Chevrolet

When Durant became financially overextended and banking interests assumed control, forcing him out of GM Holding, in 1910, he immediately set out to create "another GM", starting with the Little car, named after its founder, William H. Little. His initial intention was to compete with the Ford Model T, which was beginning the start of its impending popularity. Unsatisfied with this approach, he dropped it. In Canada, on 30 September, 1910, after obtaining a loan of \$52,935.25 (\$1,470,277 in 2020 dollars^[4]) (cosigned by R S McLaughlin), went into partnership with Louis Chevrolet in 1911, starting the Chevrolet company. In 1914, a disagreement with Louis Chevrolet resulted in Durant buying out his partner.^[6] Durant went to McLaughlin in 1915 to put Chevrolet in Canada and with the shares being bought up at 5-to-1 and 7-to-1, McLaughlin and Durant with other shareholders had enough stock to reclaim Durant's old job. McLaughlin had no problem with his friend back at the helm. McLaughlin went on building Chevrolet and built his Buicks in Canada without conflict to his Buick contract. General Motors Corporation was started in Canada just prior to R S McLaughlin exchanging his Chevrolet Stocks for GM at this time with Durant putting Pierre du Pont in charge, with McLaughlin serving as director and vice president of the newly incorporated General Motors Corporation in 1918.

The venture proved highly successful for Durant, and he

was able to buy enough shares in GM to regain control, becoming its president in 1916. During his presidency (1916–1920), Durant brought the Chevrolet product line into the corporation (1919), as well as Fisher Body and Frigidaire.^[5] In 1920, he finally lost control of GM to the DuPont and McLaughlin shareholders, paying out \$21,000,000 (\$271,290,698 in 2020 dollars^[4]) back to his friends.

Following the US entry into World War I in 1917, Durant, who detested war, declared that GM would not participate in defense work. He ran afoul of Cadillac founder Henry Leland, who was an ardent patriot and eager to assist in the US war effort. Leland left GM and founded the Lincoln Motor Company, which received contracts to build Liberty aircraft engines.

While in charge of Chevrolet, Durant created other companies, including Republic Motors, mainly to produce Chevrolet (the Pennsylvania State University archives hold the information on GM 1918–1975). He was inducted into the Automotive Hall of Fame in 1968.

Vertical integration

Drawing on experience gleaned in the carriage-making business 20 years earlier, Durant assembled a collection of parts and components manufacturers (Hyatt Roller Bearing, New Departure Manufacturing, Dayton Engineering Laboratories (later Delco Electronics Corporation), Harrison Radiator Corporation, Remy Electric, Jaxon Steel Products, and Perlman Rim) into a new company; United Motors Company, making Alfred P. Sloan of Hyatt Roller Bearing Company the president. In 1918, United Motors was sold to General Motors for \$44,065,000 (\$758,171,471 in 2020 dollars^[4]). Sloan rose to president of GM in the 1920s, going on to build the company into the world's largest automaker.^{[16][17]}

Durant Motors

In 1921, Durant established a new company, Durant Motors, initially with one brand. Within two years, it had several marques (including the Durant, Star (also called Rugby), Flint, and Eagle),^[6] rivalling the range offered by General Motors. Part of the new empire included a factory in Leaside, Ontario, for Canadian production.

As he had with General Motors, Durant acquired a range of companies whose cars were aimed at different markets, and therefore, levels of affordability and luxury. The lowest ('entry' tier) was the Star, aimed at the person who would otherwise buy the Ford Model T. Durant cars were mid-market, and the company's entire structure was purposefully very similar with GM; the Princeton line (designed, prototyped, and marketed but never produced) competed with Packard and Cadillac, the ultra-luxurious Locomobile being top of the line. Durant was unable to duplicate his former success, and the financial woes of the Wall Street Crash of 1929 and the ensuing Great Depression ultimately proved to be insurmountable, and the company failed in 1933.^[18]

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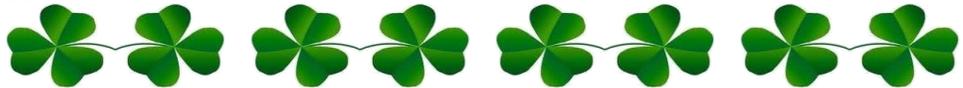
MOBB TOUR

OVAC MOBB Tour

Missing Our Best Buds



Remembering our members
lost in 2022.



The year 2021 will go down in the history of OVAC as a year when we lost six members.

Bruce Harlow
John Gilmore

Roberta Heath
Fred Sears

Bob Drinkwine
Don Taylor

Who - Ovac Members, prospective members, friends, family and associates are welcome to attend and participate.

Where - Leaving from the Chevron Station on Newberry Hill and Seabeck Highway.

What - a cruise in remembrance and a drive through the county ending with photo opportunities at the Keyport Museum.

When - Saturday March 5 th. (if it rains we will move it to Saturday March 26 th.). Drivers meeting at 0945 leaving at 10 am Sharp.

Bring your camera and enjoy the run.



Anyone interested is welcome to join us for Lunch at Casa Mexico afterwards.

OVAC Membership



OVAC MEMBERSHIP/RENEWAL FORM

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

MEMBERSHIP INSTRUCTIONS

1. FILL IN ALL INFORMATION REQUESTED ON THIS FORM
2. RETURN THIS SHEET WITH DUES PAYMENT. (\$25)
3. MAKE CHECKS PAYABLE TO OVAC
4. 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 <i>THE DUSTER</i> VIA EMAIL	<input type="checkbox"/>
I WANT TO RECEIVE <i>THE DUSTER</i> VIA US MAIL	<input type="checkbox"/>
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)



MEETING MINUTES

Olympic Vintage Auto Club -
Meeting Minutes – February 17, 2022

Meeting held at Casa Mexico, Keyport, at 3:00 PM.

Board Members Present: President – Pat Ward, Vice President – Pete Britton, Secretary – Bonnie Chrey, Treasurer/Web Master – Bob Arper, and Art Schick - Swap Meet Chair.

Members in attendance; 25

The meeting was called to order by President Pat Ward followed by the Pledge of Allegiance.

New members/guests; none

Sunshine Report: Bonnie heard from Ann Sears. She would like the donation in Fred's name to be given to "Vitalize Kitsap". It is in the organization that helps Fred's disabled daughter. Motion made/seconded to send a check to them in memory of Fred. The address for this organization is; Vitalize Kitsap, P.O. Box 10822, Bainbridge Is. WA 98110 if others are interested in donating.

George Mize reported that Dorothy Sutton is still undergoing cancer treatments. She sounded much better when he called and talked to her. He also talked to Arletta Baskins. She is now able to walk again, in her home, after suffering a fracture.

Last Meeting Minutes: A motion was made and seconded to approve them as published in the Duster. Motion carried.

Treasurer's Report: Bob had passed out the treasurer's financial page to all members present prior to meeting. He discussed the payments for the banquet, they have all been made. The total cost came to \$1247.69. He has also paid for storage locker. The price quoted was actually last year's price, not the new year's price. So we were able to pay the old fee this year, \$809. He discussed membership renewals. We are at about 50 that have paid, with a few more paying tonight. Last year we had approx 100 members.

George Mize announced that he would like to see dues raised to \$50 per year. A motion was made for this. A discussion followed. This is a topic that needs further discussion before being voted on. It will be brought up at the next meeting.

Web Report – No web report given.

Swap Meet – Pat Ward proposed that the club look in to starting up the Swap Meet with a smaller venue. We could

have a one day event at the President's Hall at the Fairgrounds. She talked to a person who was hosting a one day event to see what costs were/how the event was put together, etc. There are approx 114 spaces. The general response, by a show of hands from members present, was positive. Bob Arper reported he had stopped by Parks Dept. to find out what dates they had available during the summer. Further discussion followed, general agreement was to hold it in our Nov time frame as before (this is the last event of the year, many people look forward to this). Possible dates could be Nov 4 (setup) and Nov 5. It will be held inside, so not so necessary to worry about good weather. Pat asked Bob Arper if he could check dates that are available. She asked Art Schick and Jim Barnes to see what could be put together. Pete Britton also said he would help. It will also be announced in the Duster so everyone will know about it and can plan for it.

Old business: None

New Business: Pat Ward announced the Cruise In at the Bremerton Airport will start again the first Wednesday of each month starting with April 6th. It's from 3 to 7 PM.

Bonnie reported that Bob DeYoung and Bev Lyon have again invited us to their waterfront home for a Coming Out Party/Meeting July 21st. We will probably plan a drive out there, and arrive between 11:00 – 12:00.

Jim Barnes reported that he is planning a memorial cruise in honor of members who passed away last year. It will be held Mar 5, weather permitting. If it rains, it will be held Mar 26. Will meet at 10:00 AM at the Chevron station at Newberry Hill Road/Seabeck Highway. Approx 2 hr cruise ending at the Naval Museum at Keyport. It is being billed as the "MOBB Tour" (Missing Our Best Buds). He will have info in the Duster.

Jim is also working on an open tour to the ocean. More info to follow.

Bonnie asked if anyone was interested in participating in a smaller parade such as the Whaling Days event. There was general interest. She will see if Silverdale is having a parade this year.

Motion to adjourn at 3:45PM. Moved and seconded.

Next meeting; March 17 at Casa Mexico at 3:00 PM.

William C. Durant *cont'd*

Wall Street and later years

In the 1920s, Durant became a major "player" on Wall Street and on Black Tuesday joined with members of the Rockefeller family and other financial giants to buy large quantities of stocks, against the advice of friends,^[6] to demonstrate to the public their confidence in the stock market. His effort proved costly and failed to stop the market slide. By 1936, Durant was bankrupt.^[6]

After the fall of Durant Motors, Durant and his second wife, Catherine Lederer Durant, lived on a pension provided by R. S. McLaughlin, and Messrs. Marr and Dupont as arranged by Alfred P. Sloan at \$10,000.00 (\$184,727 in 2020 dollars^[4]) a year on behalf of General Motors. He then opened a bowling alley/fast food restaurant in Flint, Michigan, working the kitchen in person. Durant predicted that family-friendly entertainment venues would be big business in the coming years and he hoped to expand to a chain of 30 bowling alleys. In 1942, Durant traveled to Goldfield, Nevada to open up a cinnabar mine, hoping the US government would subsidize it through defense contracts, although this ultimately proved a pipe dream. The 80 year old Durant made an exhausting climb on foot to the mine entrance to inspect it and after returning to Flint a few days

later, he suffered a stroke that left him partially paralyzed. He was forced to move with his wife to an apartment in New York City, where he spent his remaining days.^[6] At the end of WWII, Durant predicted an economic boom and that the possibilities for consumer goods were almost limitless. The final moneymaking scheme he backed before his death was a hair tonic venture. Although Durant's mental faculties were unimpaired to the end and he attempted to work on his memoirs, complications from the stroke gradually robbed him of his ability to speak coherently. He attempted to travel back to Flint in 1946, but his health had deteriorated to the point where this was impossible. He became comatose on March 13, 1947 and died a few days later. By the time of his death, the Durants were bankrupt and had to sell off most of their collection of paintings and other valuables to pay for his medical expenses. He was interred in a private mausoleum in Woodlawn Cemetery in The Bronx, New York City. He was inducted into the Junior Achievement U.S. Business Hall of Fame in 1996. Durant Park in Lansing, Michigan is named after him, as is Waterford Durant High School in Waterford, Michigan. Likewise, Durant Square, in the Borough of Deal, Ocean Township, New Jersey is named after him where he maintained a summer home on the corner of Roseld and Ocean Avenues in Deal.



WARNING

DO NOT PARK YOUR CAR ALONG ILLAHE ROAD

I SEEM TO REMEMBER THIS WAS A COMPLETE CAR

WHEN I PASSED A COUPLE OF DAYS AGO. ~Art Schick

FOR SALE

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Wired for back-up camera

Electric Trailer Hitch

Low miles

Contact Dwayne Miller at 360.769-0988 for more info

\$22,995



OVAC


Happy
St. Patrick's Day



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



MARCH 2022

THE DUSTER