



The Duster

A Publication of the Olympic Vintage Auto Club

www.ovac.us

Founded in 1959



MESSAGFROM THE PREZ!

Good Day Olympic Vintage Automobile Club!

The editor is paying me by the word this publication, ergo the long version of OVAC in the opening greeting.

We can tell when the migration is in effect as the snow birds have been attending the monthly meetings in great numbers. Our attendance is once more meeting the quorum minimum and actually exceeding it by quite a bit.

I want to thank Family Pancake house again for being gracious hosts this season and allowing us usage of their restaurant. We took a vote this past meeting and will be adjusting our meeting time to 6:00 pm (1800) enabling working folk to make the meetings.

It's confusing enough to keep DST and Standard time, we now have OVAC meeting time to contend with. Someday, we'll find the right combination.... Until then, adjust your supper times accordingly.

With the great weather comes great car events, keep your eyes peeled below for cruises, which abound this year.

Take care and safe motoring,

Don #2



JULY 2024

Next Meeting

16 JULY

Location:

**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

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The Duster

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

Yula May turns 105 years
Send her some birthday
wishes:

Yula May Harris
7000 Wing Point Rd NE
Bainbridge Island, WA 98110



Send in photos of you
& your early car years!



Brittfeldman@comcast.net

2024 TOURS AND EVENT CALENDAR



**Let's get some more
events on the
calendar for 2024!!**

JULY

2-Life Care Center of Port Orchard, 2031 Potter Ave –Bob Arper

6-Old Cars and Coffee-10am

6-Bay Pointe Car Show 11-1
Ron Muhleman

18-Monthly Meeting

19-Washington Veterans Home (Retsil), -1:30 –B. Arper

AUGUST

3-Old Cars and Coffee-10am

No Monthly Meeting

10-Cars on Callow-Don Feldman

17-Keyport Festival and Car Show– Bonnie Chrey

SEPTEMBER

7-Old Cars and Coffee-10am

19-Monthly Meeting

OCTOBER

5-Old Cars and Coffee-10am

17-Monthly Meeting

18-Swap Meet set up

19-Swap Meet

NOVEMBER

2-Old Cars and Coffee-10am

14-Monthly Meeting

DECEMBER

7-Old Cars and Coffee-10am

No Monthly Meeting

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



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

OVAC Ladies Luncheon-Suspended for the summer

Port Gamble Cruise-Every Thursday Evening: April through September Port Gamble, 4:00-7:00pm

McClouds-1st Tuesday of each month 4:00-7:00pm

Find more updates at <https://www.cruisinkitsap.com>

HOT ROD EVENTS

JULY

2 Tues: McCloud's monthly show 4 to 7

4 Thur: Bainbridge Annual 4th of July show
Google: <https://bainbridgechamber> 2024 Grand Old
4th of July
Car show

6 Sat: Coffee Keyport OVAC

6 Sat: Bay Pointe Car Show 11 a.m. to 1 p.m.
BBQ, live music, NO reservations required for; Kitsap Street
Rods, OVAC, Bremerton Auto Club, others need to call.

7 Sun: 36th Annual Fircrest Picnic & Rod Run
www.cityoffircrest.net or
For pre-entry: Fircrest.recdesk.com

13 Sat: McReynolds Wheels for Hope Shelton Show
Shelton High School behind Wal-Mart Food/Music/
awards
We will travel down together

14 Sun: Buck Lake/Hansville car show

AFTERWARDS: Charline celebration of life. More to follow

15 Mon: New Life Silverdale 5:00 to 8 pm
Food available. Easiest entrance off Randall way.

20 Sat: Bremerton Elks (for those not going down Oregon Coast)

20 Sat: Cruise the Creek Shelton (for those not going down Oregon Coast)

20 Sat: Sunnyslope picnic

18-21 Thur-Sun: Bay City Cruisers Newport OR
Contact me if interested.

25-28 Thur thru Sun: Goodguys (Puyallup)

28 Sun: Roger twin's car show/potluck Port Townsend

30 Tues: Bainbridge Cruise In, food available

DuPont's Delaware ties run deep with General Motors

ByABC News

WILMINGTON, Del. -- Of all the automakers, Delaware's ties ran deepest with GM.

Without Delaware's du Pont family and the DuPont chemical company, GM might have disappeared along with Packard and Pierce-Arrow and dozens of other automakers of the last century.

"It certainly wouldn't have survived in the way that we conceive of General Motors today," said Kenneth Durr of History Associates in Rockville, Md.

Under founder William C. Durant, GM was facing collapse in 1920 founder of the modern DuPont Co., stepped in. He seized control become the world's largest carmaker.

when Pierre S. du Pont, a and put GM on course to

"Durant put together this big shaky thing, and it took the kind of had...to really integrate it into a well-running machine," Durr said.

expertise that du Pont

Besides sending DuPont Co. executives to GM, du Pont brought in Alfred P. Sloan, a fellow Massachusetts Institute of Technology grad, who became GM's legendary CEO for more than two decades. They introduced the modified military "line and staff" structure that became a U.S. corporate model.

The rescue was a case of self-interest. Pierre du Pont invested in GM as early as 1914 and became a director in 1915. After WW I, the DuPont Co. financial wizard John J. Raskob persuaded the company to invest in GM, seeing a good fit with DuPont's varnish, paint and artificial leather businesses.

It was. In the early 1920s, for example, DuPont researchers and GM solved one of the auto industry's biggest production obstacles, drying time for oil-based paints. They found, says Durr, that paints made with nitrocellulose — smokeless powder DuPont made for the war and wanted a civilian market for — dried quickly and could be sprayed over large surfaces. GM began using "Duco" lacquer in 1924, cutting drying time from two weeks to hours.

In that decade, DuPont and GM also developed such things as new refrigerants for GM's Frigidaire appliances and gasoline antiknock additives.



The Evolution of the Humble Police Car

Posted by Extreme Tactical Dynamics on Jun 29th 2019

With sirens blaring and emergency lights flashing, no one wants to be speeding down a road with a police car hot on their tail. If you ever see a police car flashing their lights at you with their siren on full blast, then you better hope they're just pulling you over for something minor.

But where did these police cars come from? When did they start to equip them with an emergency led light bar? It makes sense when you think about it in modern terms. With everyone in cars and fast vehicles, the police need to have equally fast cars in order to catch up with criminals and wrongdoers. In fact, some police forces in the world go as far to use sports cars in their fleets in order to catch criminals. For instance, police in Dubai have the pleasure of driving a Bugatti Veyron, a Ferrari FF and even a Lamborghini Aventador for their patrols. Equipped with the latest policing technology, painted in the colors of the Dubai police force and equipped with flashing LED light bars, these are cars you do not want to be engaged in a chase with.



The First Police Car

Of course, police cars weren't always like this. In fact, the police car has humble beginnings that date back to 1909. Frank Croul, the Police Commissioner of Detroit, Michigan, saw the rise of the auto industry thanks to Ford, Studebaker, Packard and Cadillac having their main quarters in close proximity to the Commissioner's base of operations. As Croul saw the growing number of cars driving around the city streets, he contemplated if they would have any use for the police.

However, he wasn't the first person to think of that possibility. In 1899, a battery-powered "paddy wagon" was commissioned for \$2,400 (roughly \$65,000 today) that contained a stretcher, a cage for prisoners, headlights and even a gong. It was the first horseless police vehicle in America, but it wasn't exactly a great success. It wasn't very fast, it didn't go very far before the batteries had to be recharged, and it was eventually pushed into a canal during a race riot by an angry mob. It was eventually fished out and returned to service, but another one was never built.

Croul knew about the failure of the first police vehicle, but that didn't stop him from dreaming up new possibilities thanks to the improvements in newer models thanks to gasoline engines. Cars were faster, more reliable and actually affordable. Gas-powered vehicles were becoming a lot more common, so Croul decided it would be a good time to invest in a car for the Detroit Police Department. Sadly, the city turned his request down. They didn't believe that a "police car" would help the force, so what did he do? Invested \$5,000 (more than \$100,000 today) of his own money and bought the force a Packard to use.

Early Days of the First Successful Police Car

Croul was right. His trusty new Packard was far more useful than the failed paddy wagon that was deployed in Ohio. It was faster, more reliable and require less maintenance than a police horse. It enabled the police force to get around much faster and the results showed. After just a couple of months, the city gave Croul his money back and placed an order to buy another six Packards for the force. Sooner or later, horse-drawn vehicles were out of the picture and gasoline-powered automobiles were in.

However, that's not to say that there were no issues with the vehicles. Back then, these vehicles weren't known as police cars but patrol cars. Sadly, due to a lack of remote communication, these cars would generally stay in close proximity to their station until the officers had an emergency call. Once a call came in, the officers would drive to the location, deal with the emergency and then drive back. As you can tell, this was horribly inefficient and caused many delays in the reaction speeds of the officers.

Charline Austin



JUNE 2, 1942 –
JUNE 4, 2024

Charline was loved by everyone she met during her life. Charline had a way of making people feel loved, comfortable and important to her because they were, even if that

meeting was brief. Charline was described by everyone who knew her as wonderful, amazing, talented and beautiful.

As an elementary school teacher, if you were lucky enough to have "Mrs. Austin" you would leave her classroom everyday feeling confident and knowing you could accomplish anything you put your mind and hard work into. Charline encouraged her students to be curious and creative in all things. You also discovered very quickly that Mrs. Austin was not a pushover and you learned respect for the rules.

Some of the things Charline truly enjoyed was supporting her husband Ted's love of old cars. Charline didn't drive the cars but loved spend-

ing time with the other club members and traveling to car shows with the group.

Charline had a true zest for life, enjoying RV travel with Ted, discovering and exploring new places and things like zip lining.

Charline loved family gatherings and spoiling all the nieces and nephews.

Charline was a lover of animals and had adopted two different stray cats that showed up on their porch.

Charline called them kitters and kitty respectively. Charline even put heating pads in their insulated boxes so they wouldn't be cold. The cats would spend time with Charline while she was tending to her flowers.

Later in Life Charline enjoyed quilting and making quilts for her family and the Wounded Warrior Project with the other women in her quilting group

A celebration of life for Charline will be held Sunday, July 14, 2024 at 12:00 PM at Island Lake Park, 1087 NW Island Lake Road, Poulsbo, WA 98370.

Remembering Crazy Eric

Darryl V. Erickson, Crazy Eric to many of us, passed away April 26 according to an announcement in the Kitsap SUN. Eric supplied many of our OVAC Swap Meets with hamburgers and fries. Old timers will remember that Crazy Eric Drive-ins started in 1961 and grew to 22 restaurants in the Puget Sound area. The Crazy Eric on National Ave in Bremerton is the only remaining one I know of. I have one photo of it, taken during the filming of a "Trailer" for the movie "And then We all Got Up To Dance" a few years back.

The Evolution of the Humble Police Car CONT'D

To counteract this, the Detroit Police Department decided to set up special telephone kiosks around the city that were exclusively used to remotely transfer information and emergency calls to officers that were actually patrolling the city, not just staying in one place. Officers worked in pairs; one would patrol on foot around the kiosk while their partner would be stationed at the kiosk. Once a call came in, the officer would hop into their patrol car, pick up their partner, then go together to the scene of the emergency. This technology was expanded to include special red lights at major intersections. These lights would flash or light up when an emergency call was coming in, signaling them to head to the nearest police call box to receive their orders.



Advances in Radio Technology

Although the entire system was clever, it was clear that having portable radios inside of each car would be the next step up to increase policing efficiency. Sadly, until 1921, this didn't even seem possible. You see, radios were incredibly bulky and wouldn't have worked well in an old vehicle that bounced around and vibrated a lot. It caused a lot of static interference and cars couldn't provide enough power for radios. Not to mention that the radios themselves were extremely fragile and would've ended up breaking in a car in the 1920s.

However, in 1921, a Detroit police officer made a breakthrough. Patrolman Kenneth Cox teamed up with Robert Batts, a Purdue graduate, to create the very first police radio system in Detroit. Much like the radios we see in our cars nowadays, it was a one-way system. The cars could receive signals,

but not send them. After many years of trial and error, it was finally installed in April 1928.

Detroit Police Department went on to make history as the first police department to dispatch patrol cars by radio. The police department had to create their own station, KOP, in order to communicate with patrol officers. The radio station itself was broadcasted as an entertainment station because the police did not have their own designated band. Because of the Federal Radio Commission licensing requirements, this meant that the broadcast had to play music in between orders and lists of stolen vehicles or descriptions of missing people. Fortunately, the FRC realized that this was a ludicrous requirement for law enforcement and soon stopped asking the Detroit Police Department to play music on its radio channel.

In 1933, engineers that worked for the Bayonne (New Jersey) Police Department developed the first two-way police radios. After a couple of years, well-known brands such as General Electric and Motorola started manufacturing police radios for departments all over the country. They cost around \$700 a piece so they weren't exactly cheap. In fact, they cost more than some police cars did, but they became crucial pieces of equipment for every police force. In fact, some police siren systems come complete with a radio and PA system.



Undercover Cars

Since police cars were the same vehicles that consumers could buy, they didn't exactly look very different. They might have had the word "POLICE" painted on the side, but there were no patterns,

The Evolution of the Humble Police Car CONT'D

extra lights or anything to distinguish a police vehicle from a regular consumer vehicle unless you looked up close. Some cars had sirens, but there wasn't enough power in the vehicle to power them—they were cranked by hand. In fact, the Detroit Police Department issued their officers with loud whistles instead of sirens.

One way for civilians to spot a police vehicle was to see who was inside of the vehicle. New York City's first police vehicles were convertibles, meaning they could see clearly who was driving the vehicle. In the 1920s, some police departments started painting their vehicles with special schemes in order to stand out. For instance, New York Police Department's vehicles had green bodies, black front fenders, and white roofs. It wasn't until the 1930s that the entire country adopted a similar style of black cars with white doors and roofs. These were the first black and white police cars, and the style has remained similar since.

Emergency Lighting

For extra visibility, police cars began to add spotlights on their vehicles. This was added as soon as the cars produced enough energy to power both the vehicle and the lights themselves. These were just static lights, not the led strobe light bar that you see nowadays on police vehicles. Red police car lights weren't commonplace until the 1930s.

The very first rotating light, known as the gumball light, was officially known as the Beacon Ray. It was introduced in 1948 as a red light with blue added much later. It was a popular choice as a police car strobe up until the 1960s when police departments started replacing the gumball lights for the light bars that you see in today's police vehicles. In addition to the light bar, departments started adding police car sirens and more complicated light bars that could reflect their light to wherever they wanted.

Modern Day Police Cars

Since then, police cars haven't changed much. They've come a long way since the paddy wagon that was made in 1899, but since the 1960s when police departments switched to light bars, not much has changed outside of a few optimizations and technological upgrades here and there. In the 1950s, some manufacturers started offering

"police packages" to law enforcement departments. These packages included extras such as improved brakes, durable tires and better steering. New technology such as visor emergency lights allow for police to operate undercover vehicles as well.

Nowadays, modern police vehicles in America contain a wealth of different features. For instance, there's the same two-way radio (albeit slightly upgraded) that has been standard in police cars since 1933. However, it's now housed in an equipment console that contains switches for lights and sirens. There's a mobile data terminal in each police vehicle that can be used to request vehicle license details, criminal records and other logs that could be useful to officers. There are also advanced pieces of technology such as speed recognition devices to measure the speed of vehicles ahead of the officer, Automatic Number Plate Recognition software and firearm lockers that house tactical firearms. There's even an enclosure in the back to detain suspects.

There are also several different vehicles in a fleet of police cars. There are Sports Utility Vehicles (SUVs) that can hold a lot more equipment or transport K-9 units, there are patrol cars that are light and capable, response cars that are much faster and are fitted with advanced technology to help track criminals, and also traffic cars that are responsible for enforcing traffic laws and are much more capable of catching up to speeding offenders.

Some Final Words

The future of the police car is uncertain. Currently, law enforcement agencies are experimenting with vehicles that have all of the equipment (lights, siren, gun racks, radios, night vision) built into the vehicle itself instead of converting existing vehicles. Other police forces around the world are experimenting with faster vehicles (such as Dubai's police force) and others are expecting to reduce carbon emissions by converting Tesla vehicles into police cars. Either way, police cars will continue to evolve in order to keep citizens safe and sound and they'll always look for ways to stay one step ahead of criminals.



OVAC MEETING MINUTES

JUNE 20, 2024

Meeting opened by President Don Feldman at Family Pancake House Kitsap Way, Bremerton at 5:00 PM followed by The Pledge of Allegiance.

Board Members present: President Don Feldman, Treasurer Bob Arper, and Co-Secretary Pat Ward.

Members in attendance: 29

Sunshine Report: Geri Sinclair has taken a fall and injured her arm and Del Sutton is dealing with cancer. It saddens us to report the passing of Hoyt Burrows and Charlene Austin. Charlene's memorial will be held at Buck Lake – information will be posted when received. Lynn will send cards to the individuals or their family. On a real celebratory note, on July 4 of this year, our long-time member Yula May Harris will be celebrating her 105th birthday. What a milestone!!!!

APPROVAL OF MINUTES: Minutes were approved as posted in the Duster, by a majority vote.

Treasurer's Report: Bob passed a Treasurer's Report for review by the members. We have 81 paid members but are still waiting for 19 member renewals to bring us up to our previous 100-membership. Treasurer's report was approved by a majority vote.

Web Report: None

Swap Meet: Dana was not in attendance, so the report was postponed. Don Feldman has a Facebook post: Bremerton Auto Swap Meet.

Old Business: A reminder that the OVAC ladies' monthly luncheon has been suspended for the summer.

New Business: Don Feldman reported on an upcoming event in the Callow area of Bremerton. The event will be called "Cars on Callow" on August 10th from 12:00 – 4:00. Jim Barnes and Ron Muhlman will be coordinating with Don. This is a Charleston Street Revival and a salute to the retiring of the USS Bremerton.

Paul Austin from West Sound Tech gave us a big thank you for our \$1,000 scholarship donation to Jenna Horton.

Bonnie mentioned a Festival and Car Show at Keyport on August 17th. Info to follow.

A vote was taken and approved for the choice of July 19th for the Car Show at Retsil at 12:30 PM. Pete suggested doing a donation of clothing at that time.

There was a suggestion the time of the OVAC meeting be changed from 5:00 PM to 6:00 PM to accommodate the members who are working. Change was approved by a majority vote. Approval obtained from Pancake House.

So folks, don't forget, going forward, MEETING TIME WILL BE: 6:00 PM

Meeting adjourned at 5:45

Submitted by: Pat Ward: co-secretary



OVAC



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



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