



OlympicVintageAutos

The Duster

A Publication of the Olympic Vintage Auto Club

www.ovac.us

Founded in 1959



MESSAGE FROM THE PREZ!

Hello OVAC members:

Our OVAC meeting was held on October 20 and we had a full house. We changed our meeting place to the Westside Pancake House on Kitsap Way. What great hosts – the room was set up to accommodate our group meeting and the service was excellent. Nice to feel welcomed. We will be holding the next meeting at this location on November 17, 2022, at 3:00 PM. There will be no meeting in December 2022.

Another reminder – the 2023 dues are just waiting to be paid. (and Bob Arper our Treasurer is just waiting to receive them.)

Somehow, when everyone wished we'd get a little bit of rain, they must have all wished at the same time – Saturday afternoon!!!! The skies opened up and the water gushed down. Didn't the rain master know we were trying to have a Swap Meet? Luckily not until afternoon.

The OVAC set-up group were in and working at 7:00 AM on Friday to have the spaces ready and designated, for the Vendors to check in at noon. Dana and I were to show up at 11:00 to handle check in. Thankfully, someone suggested 11:00 wasn't early enough so we set up at 10:00. Oh my, here they come!!!! Everyone pumped and anxious to get in and get going. What a great group of people and Dana is organized, patient, and knowledgeable with the individual's needs.

There was coffee and donuts available for our workers. Bonnie and I thought 6 dozen should do the trick. I noticed there was one half of one left on Saturday afternoon.

I made several trips around the building talking to the vendors. They all seemed to be having a good time and were chatting with their old swap meet buddies. My personal opinion and one of many of the vendors, is that the one day was okay. They understood the considerable cost of each of the buildings and to have one that's warm and clean that has 113 available spots still works for them.

There were so many of the OVAC helpers that went above and beyond their duties. Kathrin, you are certainly one of them!!

Our treasurer, Bob Arper, should have the final numbers at our next meeting. Dana our Vendor Chair, will have letters out to everyone on the feasibility of a future Swap Meet.

Madam Prez,

Pat

November 2022

Next Meeting

November 17, 2022

Location:

Family Pancake House

3900 Kitsap Way

Bremerton Wa 98312

3pm



In This Issue.....

Message from PREZ.....	1
Auxiliary Events.....	3
Tours and Events.....	4
Swap Meet.....	5
Business Coupes.....	7
Membership form.....	9
Meeting Minutes.....	10
For Sale.....	11



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

Pat Ward ~ spectapper@aol.com

Vice-President

Pete Britton ~ 360-535-4637

Secretary

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

Treasurer

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

Immediate Past President

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

OVAC Committees

Swap Meet Chairman

Pete Britton ~ 360-535-4637

Financial Manager

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

Vendor Coordinator

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

Historian

Pete Britton ~ 360-535-4637

OVAC Webmaster

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

The Duster

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

2023 OVAC Membership renewals or applications are now being accepted.

If you aren't sure if you have already paid or prepaid earlier this year, please feel free to contact Bob Arper via phone (360-440-0572) or email (b.arper@comcast.net) to check your status.

As of this writing, 17 members have either joined or renewed.



Thank you to all
OVAC Officers for
continuing your
positions for
another great year!!!

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

Port Gamble Cruise-Every Thursday Evening: April through September Port Gamble, 5:00-7:00pm

Mc Clouds Grill House—Third SATURDAY of each month at (4111 Wheaton Way, East Bremerton) 3:00 pm show up, 4:00 pm live music 5:00 pm Hot Dogs, 7 pm the Nick Cain band. September 17.

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

Micheline L. Villeneuve, photography



2022 TOURS AND EVENT CALENDAR



**Some Great events
are happening for**

NOVEMBER

5-Old Cars and Coffee-10am
17-Monthly Meeting

DECEMBER

3-Old Cars and Coffee-10am
NO Monthly Meeting

JANUARY

14-OVAC BANQUET



Old Cars and Coffee was well attended on what you might call a beautiful Saturday morning on the first day of October.

SWAP MEET

2022 Swap Meet

For a one day Swap Meet we did pretty well! Attendance was 1249 as compared to attendance of 1531 at the 2019 Swap Meet. We don't have all the expenses submitted yet but as of October 25th we have a profit of \$7382.99 compared to a profit of \$11,059.05 in 2019. The expenses that we don't have yet are some costs that Dana incurred processing the Vendor records and the final bill from the Parks Department for tables and chairs. There may be other expenses not yet reported.~ Bob Arper



From our observation point of being at the cashiers table at the front door of President's Hall, we were amazed when we looked outside at 7:30AM and saw a line of customers forming! The line kept growing on and on until 8:00AM when we opened the doors. The line probably stretched for a block or more. Any worries we had about no one showing up were eliminated!

Dana Lerma, our vendor liaison "extraordinaire" had worked on making the vendor experience a smooth one since we first started the planning for our event. She and Pat Ward were there Friday to get everyone checked in, and Dana came again on Saturday to see everything went smoothly.

We also saw lots of purchases being taken out, which should have made the vendor's happy! Almost all remarks heard were positive. People were glad we were back.

Lynn and helpers kept the coffee perking in the kitchen area which was well received. It was also a meeting place for club members to re-group.

The clean-up hit a few snags, it turns out our contract says we needed to "clean bathrooms". Check with Kathrin Janssen for what she dealt with!! All was cleaned up and we were out of there by about 6:30PM.

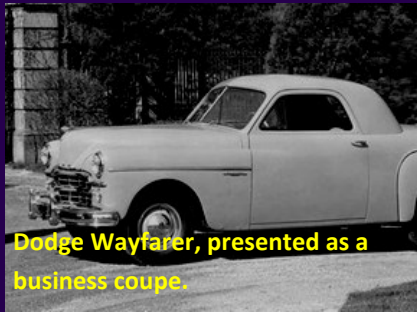
A very successful event!
Bonnie Chrey, Secretary

SWAP MEET cont'd



OLD CARS: Business coupes were once very popular

Author of the article: [Peter Epp](#)



There has always been a need for a vehicle that offered its owner and driver a measure of utility, the ability to transport materials and retail items safely and efficiently. And, in some cases, in style. In the early years of the

automobile industry, a truck was the answer, and there were many companies that offered their own versions. Even before the Ford Motor Company offered its own pickup truck, it was not unusual for the owner of a Model T to put a flatbed into the back of his touring vehicle to create his own utility vehicle. If he owned a sedan, the back seat might also be removed, providing additional space to haul items within a secured location while protected from the weather.

This was essentially the idea behind the business coupe, an automotive phenomenon in the U.S. and Canada that became popular in the 1930s and 1940s and could even be found in the late 1950s – although by that time they were extremely rare.

The vehicle was a two-door coupe that under normal circumstances contained a back seat. But it became a business coupe when the back seat was removed, or completely absent. That allowed for a cavernous space to store tools, retail items and whatever. Quite often, a metal partition between the extremely large trunk and the car's interior could be removed, providing an even larger space for items.

And again, all of it could be placed under lock and key while protected from rain and snow.

Business coupes became very popular in the 1930s and early 1940s. Even companies such as Packard with its 120 Series offered a business coupe model.

The secret to Packard's and other companies' relative success with the business coupe was that their specialty vehicle mostly looked like any other two-door coupe, offering a comfortable front seat and all of the usual amenities that could be found in almost any two-door coupe from that era. The driver was using the car for business, but he (it was almost always men) arrived to his business destination in complete comfort and in a measure of style.

Consider an advertisement promoting the 1939 Ford business coupe: "Fine for business or personal use. Seats three comfortably. Extra wide parcel shelf behind seat. Light over rear window. Two luggage compartments – big one reached through rear deck – and smaller one opened from inside car by lifting seat back. New instrument panel, as in Sedans. Cigar lighter.

Ash tray. Glove compartment. Grille for speaker when radio is installed. Headlight beam indicator, starter button and hand-brake grouped at left of panel."

By the late 1940s, the idea of having such a vehicle was so entrenched in the industry that Dodge offered its Wayfarer model, a stripped down two-door coupe that was as Spartan as it was useful.

But by that time, business coupes weren't used as much by travelling salesmen, as department stores and even some shopping malls were being developed. Metropolitan regions of Canada and the United States were beginning to develop suburbs in the post-war era, and rather than have a travelling salesman drive his business coupe to a downtown hotel and set up shop in the main lobby, consumers were driving their own cars to a primitive shopping mall or extensive downtown department store.

Still, business coupes were being used by salesmen who were not selling wares to the general public, but selling products to industry and large commercial buyers.

As well, business coupes were often used by engineers who found the unique layout to be ideal for lugging around technical gear.

It's also been suggested that such business coupes were found to be useful by plumbers and electricians.

The Dodge Wayfarer was among the last of Detroit's business coupes. The car was built from 1949 to 1952, but not all of them were business coupes, only a small portion. Indeed, 217,623 Wayfarer cars were built over those four model years, but only 9,342 were coupes, and it's not known how many were actual business coupes. The number was likely very small, as by 1949, as already explained, the need for a business coupe was greatly diminished.

Plymouth also had a business coupe, built until at least the 1950 or 1951 model year, and it shared much of its bodywork with the Dodge Wayfarer.

Oddly enough, Plymouth may have been the last Detroit-based nameplate to offer a business coupe. There is very little information available, but it would appear that Plymouth continued to offer a business coupe as late as 1958 on its inexpensive Plaza car. Just 1,472 were built.

Business coupes made their first appearance in the late 1920s. For 1929, Buick offered a Master-Six Business Coupe, and both Chevrolet and Ford were offering their own business coupes.

Continued on page 8

OLD CARS: Business coupes were once very popular *cont'd*

Plymouth was an early adopter of the body style. By 1936, the Plymouth business coupe was the least expensive model offered by Plymouth – \$580 for a business coupe, while the most costly Plymouth was a seven-passenger sedan that sold for \$895.

At almost the same time, Chrysler was offering a very upscale business coupe, based on its Airstream model.

Plymouth did very well in the business coupe business. The Chrysler division sold 43,113 business coupes for 1938 and an incredible 64,461 for 1939.

Those numbers might not so much reflect Plymouth's success as they do the overall popularity of the business coupe format. Almost every automaker and car brand worth its salt was offering a business coupe by the late 1930s. They included Studebaker, Oldsmobile, Buick and even Graham, which had a business coupe that it called Cavalier.

For example, Packard for 1940 was offering a business coupe in its 120 package – for a cost of \$867. That same year, you could buy a new business coupe from Ford. It retailed for \$745, although an excessively stripped down version could be purchased for as little as \$680.

By 1941, Ford was selling 689,571 cars, and 9,823 of those were

a business coupe.

That same year, Buick was offering its own business coupe. It retailed for \$1,031 without options. To arrive at a commercial destination or appointment in a Buick business coupe conveyed a message of success and stability.

Just as Detroit had introduced the business coupe, so did the industry contribute to its elimination. By the late 1950s, the automakers were offering a variety of options to the business coupe, including panelled trucks and unique vehicles such as the Ford Ranchero and the Chevrolet El Camino, which were introduced in 1957 and 1959 respectively.

By the early 1960s there were even more options, as the Detroit companies introduced its very first vans. Ford had its Econoline, Dodge had its A100, and Chevrolet offered something interesting that it called the Greenbrier.

These vans were mostly for utility, as they were equipped with few creature comforts. They were ideal for plumbers, electricians, construction companies, hardware stores and the like.

Their presence, however, basically ensured that the once-popular business coupe was long gone from the scene.



1937 Packard Business Coupe. PHOTO BY GARY KESSLER



MOTHER GOOSE AND GRIMM



OVAC Membership/Renewal Form

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)

OVAC MEETING MINUTES

OCTOBER 20, 2022

Meeting held at Family Pancake House, Kitsap Way, Bremerton (new location) at 3:00PM.

Board Members Present; Pat Ward – President, Pete Britton – Vice President, Bob Arper – Treasurer & Web Master, Bonnie Chrey – Secretary and Immediate Past President. Members in attendance – 32

Meeting called to order by President Pat Ward, with welcoming remarks. The Pledge of Allegiance followed.

There were no new members or guests present.

Sunshine report – Val Barnes is experiencing some issues after her gall bladder surgery, but is feeling OK.

Last meeting minutes – A motion was made and seconded to approve the minutes as published in the Duster. Motion carried.

Treasurer's report – Bob Arper reported that dues are coming in for the new year. He has paid the bond insurance to cover the position of Treasurer. We have received payments of \$4,600 for rentals of spaces for the swap meet.

Web report – Bob Arper has seen requests concerning the Swap Meet.

Swap Meet – Chairman Pete Britton has the keys to the building at the fairgrounds. He said all working on this project are doing a great job. Ron Muhleman reported that there are two food trucks for our event on Saturday (no food service on Friday). One does coffee drinks, the other is general food; hamburgers, hot dogs, etc. George Mize, who is in charge of parking, discussed parking situation for OVAC members and Vendors. Bonnie has cashiers lined up for 2 hr shifts starting at 8:00. She asked for volunteer (s) to help Lynn Britton who is hosting the coffee service both days. Patsy C. said she would help. Others also said they would check with Lynn. Bonnie mentioned she and Pat Ward are bringing 6 doz donuts for the crew on Friday and to overlap to Saturday. Marty volunteered to be the daytime Security contact for us and gave his phone number; 360-277-3636, Don Janssen for the building, 425-870-4592. Also discussed the need to be available after the event to do the clean up of the facility.

Old business – Secretary brought up the contract we had with West Sound Technical Skills Center to hold our meetings there. The club had paid for use of the facility in 2020. We only held one meeting, February, before the pandemic hit and everything was shut down. She was told by the center that they will still honor our contract, so meetings could be held there again. It was discussed by membership. The general consensus was that members do not want to go back to the facility. It was proposed that the Secretary write a letter to West Sound asking that they take our contract funds and transfer to their Foundation, splitting the remaining amount (in excess of \$600) between the two auto programs.

Secretary reported that our club banquet in January will be held on the 14th. We are not able to book the 7th as the Elks have another function that day. She also asked for volunteers to help with the party planning. Britt Feldman has already said she would work on it, we are looking for more help.

New Business – Election for officers was brought up by President Pat. Each office was mentioned starting with Secretary. No one was interested in running for each office (Secretary, Treasurer, Vice President, President). Current officers agreed to continue for another year. Pat Ward – President, Vice President – Pete Britton, Treasurer and Web Master- Bob Arper, Secretary – Bonnie Chrey. A motion was made to continue with current officers, seconded and approved.

The club was asked if there was any interest in starting up the Ladies Lunch again. This would be once a month at a selected restaurant. The club women were very interested, and it was asked if someone would consider being in charge. No decisions were made at this meeting, it should probably be started in the new year.

George Mize has notes and brochures from long range tours that he had done for the club in the past. He would be happy to share this info and help anyone who would like to put together a tour to places we have visited in the past.

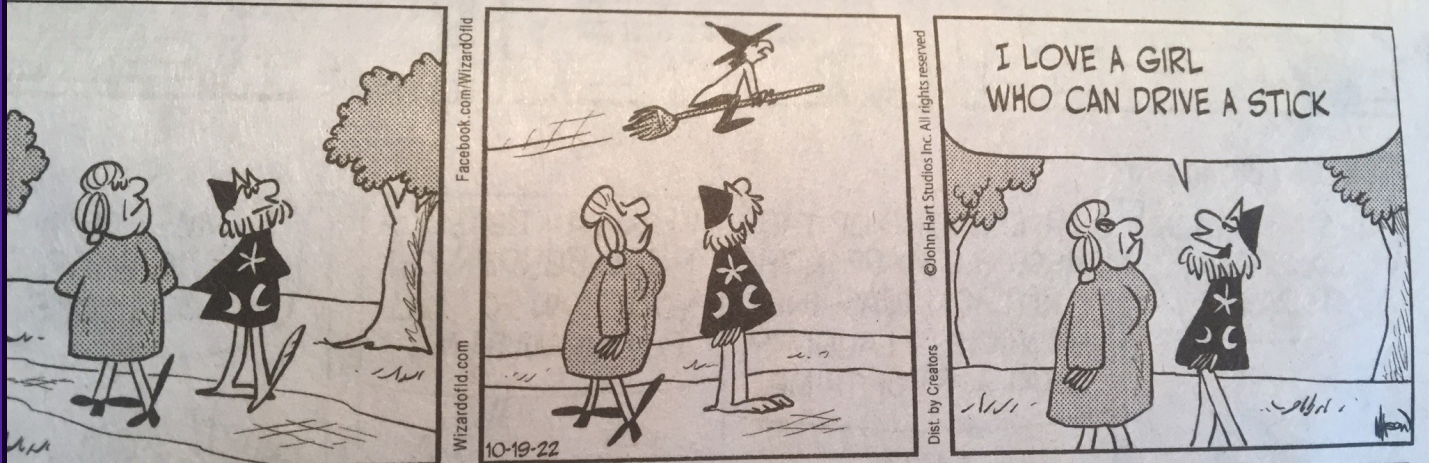
President Pat asked for approval to hold next month's meeting at the Family Pancake House again. All were in favor of this, so it will be published in the Nov Duster.

Meeting adjourned at 4:00PM

JUST FOR FUN



WIZARD OF ID | Brant Parker



FOR SALE

**Fellow OVAC members
Bud Vandervorst and Doris Merriman selling
1963 Buick Electra 225**

**It is a :
convertible/white on white 430 V-8 engine which runs smooth.
Asking price is \$17,000.
Contact info is (360)379-6566 and please leave a
message if no answer.**

OVAC



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



NOVEMBER 2022

THE DUSTER