



The Duster

A Publication of the Olympic Vintage Auto Club

www.ovac.us

Founded in 1959



MESSAGE FROM THE PREZ!

Hello OVAC members!

Welcome to Autumn! As I write this, we are being inundated with rain! Someone turn off the faucet!

We had a great meeting at a new location, Casa Mexico, at Keyport. We had a room to ourselves (they close the portable panels) so all could hear what was being said. I did not have to use my "bullhorn"! The staff was very welcoming to us. We will be able to meet there November 18, too, so I hope to see you there.

We discussed the selection of officers for 2022. Bob Arper has offered to stay on as Treasurer/Web Master, and Pete Britton has also offered to stay on as Vice President. Many thanks to both of them! I had said that I was not going to run for President again, but would take the position of Secretary, unless someone else was interested (there was no other interest in being Secretary). We then discussed who would run for President? Names were suggested, but we were not getting any members to step up and say they would run for this office. Then, Ron Muhleman contacted Pat Ward, who was not at the meeting. She said she would run for this position! What a wonderful outcome! Everyone gave her a round of applause!

We went ahead and held the voting for these positions, so all are filled for 2022. When you

see Pat, be sure to thank her for offering to take on the office of President!

Another discussion was the planning for a banquet/party to be held in January to introduce the board and have a fun time gathering. Those at the meeting want us to have a gathering in January, so I am checking with Carlos at Casa Mexico to see if they will have a special private party on a Sunday (when they are closed). We could have a Mexican buffet. If you have ideas for a gathering place, please contact me. We are going to check a few other places for costs and availability.

As I was writing my letter, it occurred to me that I never checked with Britt Feldman to see if she would continue to be the editor of the Duster! Wouldn't we be in dire straits if we didn't have her to edit/publish the Duster each month?! I hurried and contacted her for her OK, which she gave. So, when you talk to her, thank her for her continued support of our newsletter. Another omission is checking with Lynn Britton to see if she will continue with cards for get well wishes, and sympathy cards to families. I believe she plans to continue with this, so I will thank her for that.

I hope everyone has a wonderful Thanksgiving and a chance to gather with friends and family!

Prez Bonnie



NOVEMBER 2021

Next Meeting

November 18, 2021

**Casa Mexico
1783 WA-308 NE
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 December.

OVAC OFFICERS

President

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

Vice-President

Pete Britton ~ 360-535-4637

Secretary

Kathrin Carr Janssen~ kathrin.carr@gmail.com ~ 425-870-4591

Treasurer

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

Immediate Past President

Art Schick ~ artschick2@gmail.com ~ 360-692-2921

OVAC Committees

Swap Meet

Art Schick ~ artschick2@gmail.com ~ 360-692-2921

Financial Manager

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

Vendor Coordinator

Dana Lerna ~ 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

LADIES OF OVAC LUNCHEON

NO NOVEMBER Luncheon

Contact Ann Sears

360-830-4138

angelannie@wavecable.com

Happy
Thanksgiving!!

Suggestions for January
OVAC Banquet...

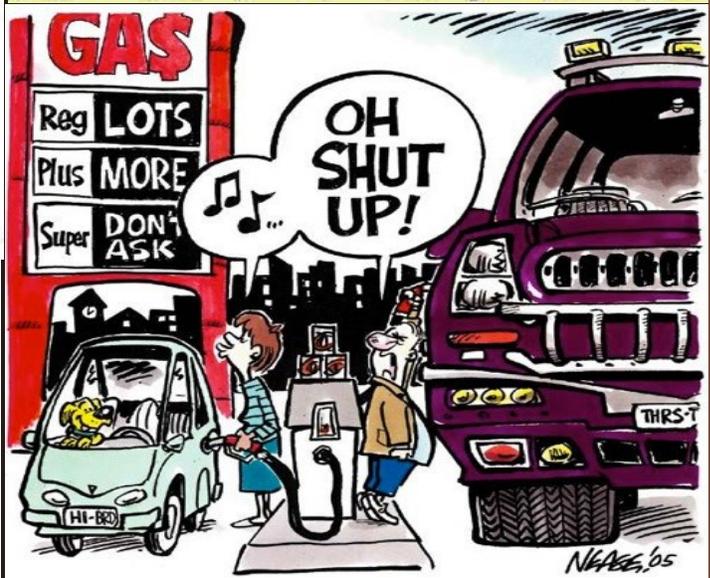
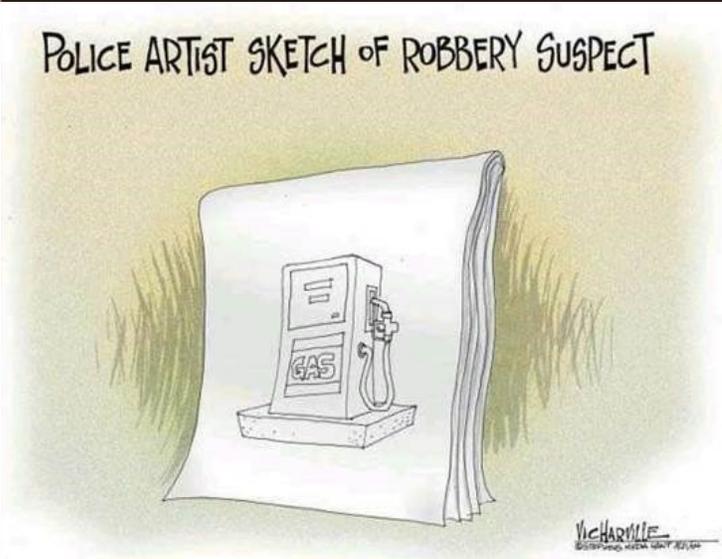
please contact:

Bonnie Chrey

bchrey@wavecable.com

360-308-0011

The Price of Gas! (submitted by Fred Sears)



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AUXILIARY EVENTS & NEWS

Coffee

Every Wednesday morning

Envy, Poulsbo, 8:00am

Breakfast

First and Third Thursday of each month

Putters Restaurant, Rolling Hills Golf Course, 9:00am

Cool Car Cruise

The Cool Car Cruise Friday 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

Every Wednesday Night Car Cruise from 4:00pm-

Airport

7:00pm through September

Ladies of OVAC Luncheon

Third Tuesday of each month ~contact Ann Sears

360-830-4138 angelannie@ovacable.com

EVENT PENDING



Due to COVID-19, please check on the event to ensure it is still taking place.

2021 TOURS AND EVENT CALENDAR



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



NOVEMBER

18-Monthly Meeting

DECEMBER

NO Monthly Meeting

**PLEASE REMEMBER
THAT TOUR INFOR-
MATION MAY CHANGE!!!**

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



NOVEMBER 2021

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THE DUSTER

What are the timing belt and the timing chain?

The timing belt and the timing chain are engine parts responsible to synchronize the crankshaft with the camshaft. As I said above timing belt and timing chain have been present since the internal combustion engine first appeared, especially the timing chain. Back then, the newly internal combustion engine was equipped with a timing chain, ever since 1890.

This was until 1940 when the Americans from Pontiac released a 6-cylinder engine fitted with a rubber strap instead of the classic chain. This was followed by an explosion of engines equipped with timing belts, the big manufacturers started using the new invention for several reasons.

But why are both types present today, instead of just one and good?

Advantages of a timing belt

Let's start with why the belt is good. First of all, the timing belt, because of its material, is much cheaper to produce and to buy, made of rubber and not a stainless steel material, like the timing chain.

Another advantage is that engines that have timing belts are much quieter, getting rid of that metal with metal contact which was obvious at older car models with timing chains.

The belt is slightly rotated on roller bearings. This is how high-powered, 8- or 12-cylinder engines appeared, achieving the performance of having no vibration at idle.

The timing belt has no need for lubrication, an aspect that is critical for the timing chain, it can run clean.

Weight advantage. A timing belt kit is much lighter than a timing chain kit

There is no stretching due to wear
a wide speed range

Resistant to chemicals

Resistant to rust

No slippage problems

Up to 98% high mechanical efficiency

Transmissions efficiency is not lost

Disadvantages of a timing belt

Requires more attention from the driver

In some engine, it depends on the water pump

Requires change more often

Advantages of timing chain

The timing chain has had its ups and downs, being the first to equip the internal combustion engine, and then had a huge decrease when the timing belt appeared. Timing chains were present mostly on cars with bigger engines. But immediately after 1990 timing chains began to have a huge comeback, the fact that they last much longer than a timing belt was, maybe, what brought it back into close attention.

Car manufacturers like BMW, Volkswagen or Mercedes-Benz began to put timing chains on more and more models, even on smaller cylinders engines.

There were also some models that had problems with the timing chains like the n47 engine from BMW and 1.2 TSI

from Volkswagen that was replaced with a timing belt later on.

As for advantages:

The timing chain lasts a long time. Because it's made of metal some car manufactures say that it does not have to be changed at all, and I think that is partially true, if you take good care of the engine, especially if you put the proper oil in it. But there are also exceptions.

Others say that you should change the timing chain around 250,000 – 300,000 kilometers (155.000 -200.000 miles). Here the timing chain has an advantage over the timing belt, that requires change between 60k kilometers (35k miles) and 100k kilometers (60k miles)

Another advantage is that when it needs to be changed, the timing chain has some symptoms like loud and weird noises coming from the engine.

When you change the chain, you don't need to change the water pump. This is also another advantage that the timing chain has over the timing belt. When changing the belt the water pump will need to be changed also in the majority of motors that have belts.

Non-existent elongation. Even if it is made of many links, a chain does not work and does not change its length depending on the temperature. What does this mean? It means that a much smaller tensioner is needed for the chain, but also that the risk of breaking is lower.

The chain does not slip. Unlike the belt that could jump from the spot, the chain does not slip. It could happen that oil flows on the belt and slips off the pulley. This will lead the belt to jump from the spot followed by malfunctioning the engine.

It could even lead to its total failure if we drive for a long time with the car that makes strange sounds from the engine. The chain stays fixed and does not slip, hence the ability to cope with higher powers.

Disadvantages of timing chain

A disadvantage of the timing chain is the one you could clearly hear. A timing chain makes noise, unlike a timing belt, because it's obvious that metallic parts come into contact.

However, modern engines that are equipped with timing chains are not that noisy any more thanks to advanced technology.

Increased price. Even if the timing chain lasts more than a timing belt, when it needs to be changed, a timing chain kit costs more than a timing belt kit. This includes both the price of the timing kit itself and the labor because chains are more difficult to change than belts.

Timing chains need lubrication. To have a long-lasting operation, the timing chain needs to be lubricated, so if you have a motor equipped with a timing chain, you need to be very careful with the type of oil you put in your engine. The better the oil, the more the engine will last and the timing chain as well.

Cont'd on pg 8

John Gilmore Oct 3, 1930-Oct 7 2021



John W. Gilmore, of Shelton, WA, passed away on October 7, 2021.

John and his family moved to Edmonds, WA in 1966, when he was hired to head up the newly launched marketing arm of the Downtown Seattle Association (DSA), then known as Central Association.

He was best known for his achievements as President and CEO of the DSA, to which he was appointed on January 1, 1970, serving in that position until his retirement in January 1995. During his leadership role at DSA, downtown experienced a major office building boom, completion of the Washington State Convention Center on air rights over the freeway, the Kingdome, the Seattle Aquarium located on the downtown waterfront and the realization of Seattle's underground transit tunnel. The DSA, under John's leadership, played a major role in those and many other projects and planning issues that set the groundwork for the growth downtown experienced in the subsequent decades. John was also a past Chairman for the International Downtown Association in Washington D.C.

In addition to building a strong base for downtown Seattle growth, he was proud of his role in organizing, funding and launching the non-profit Seattle Housing Resources Group in 1980. Today, that organization (renamed Bellwether Housing) is providing thousands of units of affordable housing for low-income individuals and families. Among those, "The Gilmore," an apartment building located on the corner of Third and Pine Streets, was named after John, in honor of his work on behalf of that organization.

Prior to moving his family to Edmonds, he became a Certified Shopping Center Manager and managed a regional shopping center in southern California. Earlier, he was in the newspaper business working for the San Diego Union Tribune and later as a partner and general manager of The Star News, a chain of weekly newspapers covering Chula Vista, National City, Imperial Beach and all areas south of San Diego.

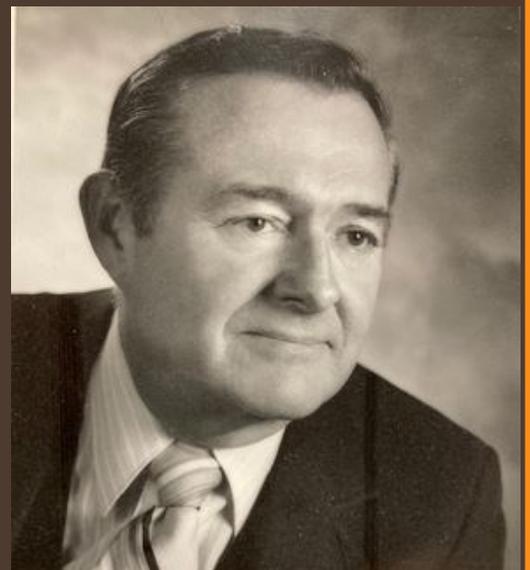
One of the reasons John and his family moved to the Pacific Northwest was their love of the outdoors. Hunting and fishing opportunities were strong attractions for them. After retiring in Shelton, he found more time to pursue his hobby of collecting and touring antique and collectible automobiles. He served as president of the Yesteryear Car Club of Shelton as well as the Olympic Vintage Automobile Club of Bremerton. While serving as president of both clubs, he initiated the annual "Teddy Bear Drive" to provide stuffed animals for children entering the emergency rooms of both Mason General Hospital in Shelton and Harrison Hospital (now St. Michael Medical Center) in Silverdale.

John's real pride and joy were his strong family bonds and close loving relationships. His wife of 68 years, Marilyn, preceded him in death in 2019. He is survived by his three children (and their spouses), daughter Susan Mills (John) of Snohomish, sons Larry Gilmore (Kristine) of Seattle and Robert Gilmore (Melanie) of Bremerton. John is also survived by five grandchildren, Kelli, Brianna, John Markus, Sara and Hannah, and four great-grandchildren, Taylor, Ayla, Nora and Isaac.

Sign John's Guest Book at obituaries.seattletimes.com
Published on October 24, 2021

To send flowers to the family of John W Gilmore, please visit [Tribute Store](#).

[John Gilmore](#) | [Obituary](#) | [Seattle Times](#)



What are the timing belt and the timing chain? Cont'd from page 6

The chain's tensioner is based on hydraulic pressure. The timing chain's tensioner works based on hydraulic pressure and this can be a problem, unlike the belt that has mechanical tensioners, tensioned using a spring or a buffer.

The problem with the hydraulic chain tensioner is that if it did not receive immediate pressure, the chain will widen and it will vibrate until it will become very noisy. Thus driving with old oil in the motor or if it does not have good pressure, the tensioner will not work properly and that will be problematic.

What happens when a timing belt or a timing chain fails?

To answer this question, first of all, we will need to find out what type of engine does the car have? Whether the engine is an interference engine or a non-interference engine type.

What is an interference engine?

An interference engine is a type of engine in which, the maximum position of the piston exceeds the maximum opening level of the valve. The valves are synchronized with the position through the belt and do not hit the piston because of a gap, but if the belt or chain fails, the piston and valves will spin independently and will definitely hit.

What is a non-interference engine?

A non-interference engine is a type of engine that does not suffer any damage even if the timing belt or timing chain breaks. Because the valves, even at the lowest position, never reach a position in which the pistons rise. So even if the piston and valve move chaotic, they are not likely to touch each other because of that gap.

If a timing belt or timing chain fails and you have a non-interference engine, you will likely need to replace only the timing belt or chain kit and you are good to go.

However, if the belt or chain fails in an interference engine, the damage caused may be much greater. A

belt, being made out of reinforced rubber can do less damage compared to a failing chain. It does not have the power to break even the protective housing. However, you will have to replace the pistons and valves, which will hit each other. This means expensive labor and expensive parts, besides the new timing kit.

A failing timing chain in an interference engine does greater damage. The chain is a heavy metal piece, which, if it breaks, can damage the engine block, the cylinder head, and even bend the crankshaft. Usually, if the chain breaks, you will likely need a completely new engine.

Conclusion

Timing belts and timing chains have their advantages and disadvantages. To summarize, belts are quieter and cheaper than timing chains. They do not need lubrication but lasts less than a timing chain. Chains on the other hand are noisier, but more expensive in terms of costs and labor when they need a change. And are also more durable if you take good care of your engine.

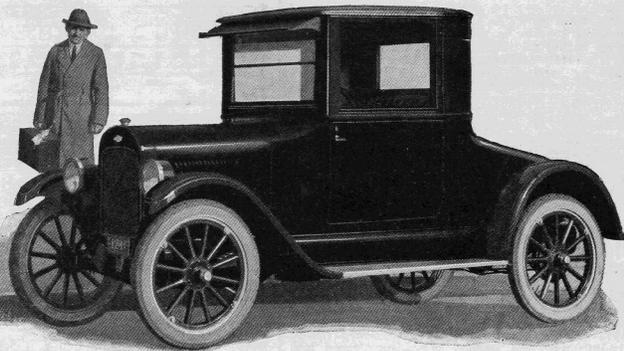
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HOE | Gary Brookins & Susie MacNelly



MISC. INFO



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THE DUPLEX | Glenn McCoy



OVAC MEETING MINUTES

Meeting Minutes – October 21, 2021

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

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

Members in attendance; 29.

The meeting was called to order by President Bonnie Chrey followed by the Pledge of Allegiance.

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

Sunshine Report; Card sent to the family of John Gilmore. At this time, President Bonnie led a remembrance of John and all he had done for OVAC. He had been President of the club, and had led numerous car cruises for OVAC. Other members voiced their remembrances.

There was a motion and it was seconded to make a donation to a charity of choice of the Gilmore family. The motion passed. We will reach out to the family to see what choice they may have.

Treasurer's Report: Bob passed around the financial report. We had no new income from last month.

Web Report – Bob had two questions to our site to ask about a Swap Meet. He replied that possible sites are being looked at.

Swap Meet – Art Schick said he had nothing to report. There was mention that the person who managed the Rodeo Drive In has recently passed away. There may be a problem reaching someone in charge. Dana was going to contact someone. She wasn't at the meeting, so unable to confirm if anyone has been contacted.

Old business; Discussed the upcoming election of officers. Bob Arper is willing to stay on as Treasurer/Web Master. Pete Britton will stay on as Vice President. Bonnie will run for Secretary, unless someone else is interested (no one else volunteered). Various nominations were made for a President, none of those mentioned wanted to be President. Discussion followed about how we would meet if we don't have a President by the start of the New Year. At that point, Ron Muhleman contacted Pat Ward by phone (she was not at the meeting). She agreed to be President.

Voting for the positions was then held. All were approved by vote. New officers for 2022 will be President Pat Ward, Vice President Pete Britton, Treasurer/Web Master Bob Arper, Secretary Bonnie Chrey. Art Schick will stay on as Swap Meet Chair.

New Business; The members were asked if they want some sort of banquet/gathering in January to celebrate and introduce the new board members. All present were in favor of this. Bonnie will check on availability of some sites. Others were asked to check also.

President Bonnie said a board meeting will be held before the next meeting so a budget can be finalized to present to the membership. We needed to know about a banquet so it can be added to budget.

Jim Barnes announced that he plans to work on ways to attract new members. Will ask others for their input and help.

Bob Loid asked that we consider making a charitable donation to Cancer Care Alliance as several members, including him, have had care through this or other cancer facilities.

Motion to adjourn at 4:00PM. Moved and seconded.

Next meeting; November 18 at 3:00 at Casa Mexico, Keyport.

OVAC



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



NOVEMBER 2021

THE DUSTER