The Duster 2023

A Publication of the Olympic intage Auto Club

www.ovac.us

Founded in 1959

MESSAGE FROM THE PREZ!

Well, here we are OVAC folks, almost into 2023.
Must apologize for not getting my last contribution to Britt on time – especially as hard as she works on this great publication. However, our friend, Jim Barnes, had something ready to go, so he took my spot. Thanks, Britt, for emailing the "lost Prez page" to the members.
However, let's correct some incorrect items: OVAC luncheon is January 14th and I'm sorry folks, I didn't mean to call the Swap Meet a Craft Fair. Too many years organizing the Craft Fair at the Senior Center and it just popped off my fingers. 😆Still hearing good things from the vendors about their results as well as changing to the one-day event.
Several of the OVAC members are getting together on the 2nd and 4th Thursday at 9:00 AM for breakfast at Putters. Turns into a real gab fest even before breakfast gets ordered. Also, there is the meet up at the Keyport Merc on the first Saturday morning at 10:00 AM. Hope this is a possibility for you.
Hope all of you planning to attend the luncheon at the Elks in January, have reached out to Bonnie Chrey to make your reservations. Sorry, I had planned to attend, but an opportunity arose that just couldn't be turned down. Heading for South America (Chili, the Antarctic, Uruguay, Argentina) with many shore excursions to investigate. Really don't want to be stung or eaten by something but I'll be aware!
Hope this finds everyone well and looking forward to the holidays. I think 2023 is going to bring a new beginning.
Your Madam Prez,
Pat

January 2023

Next Meeting

16 February

Location:

TBD

In This Issue.....

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

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OVAC Membership Renewals

Almost half of our 2022 members have already renewed for 2023. Shortly after this Duster is published I will send an email to or call those that already renewed like I did this past month so if you haven't received the email or a phone call (those without email), it means you haven't renewed yet. Don't worry, you have until March 30, 2023, to renew without losing your Duster subscription. You also may call or email me to check your renewal status. Bob Arper – 360-440-0572 or email b.arper@comcast.net

OVAC Banquet

14 January 2023

Bremerton Elks Lodge
4131 Pine Road NE

OVAC Financial Review

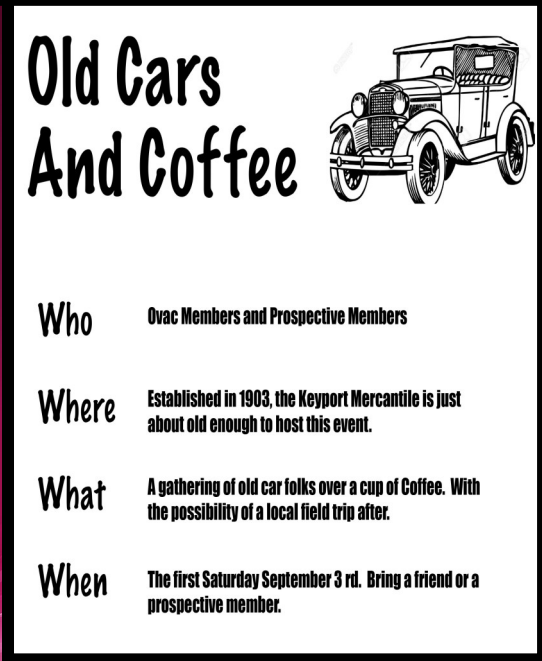
We are looking for volunteers to form a team of 2 or 3 to do a Financial Review of the OVAC financial records. Estimated time commitment is 1.5 to 2 hours and involves simply following steps in our Financial Review document. We wish to complete the review before the February 2023 Membership Meeting. Contact Bob Arper via email (b.arper@comcast.net) or cell phone (360-440-0572) to volunteer. Thank you!

AUXILIARY EVENTS

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



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

On Memory of John Dankers

Photos from John Dankers Memorial: One picture shows the display with his remains, one picture shows the ringing of 9 bells ceremony in his honor, one picture shows a close up of the hotrod picture beside his urn, and finally the Water Tender truck that John drove as a North Kitsap Volunteer Fire Fighter.

Bob Arper

2023 TOURS AND EVENT CALENDAR

Let's get some events on the calendar for 2023!!

JANUARY

7-Old Cars and Coffee-10am

14-Banquet-at 1:00PM at the Bremerton Elks Club
No Monthly Meeting

FEBRUARY

4-Old Cars and Coffee-10am

16-Monthly Meeting

MARCH

4-Old Cars and Coffee-10am

16-Monthly Meeting

APRIL

1-Old Cars and Coffee-10am

20-Monthly Meeting

MAY

6-Old Cars and Coffee-10am

18-Monthly Meeting

JUNE

3-Old Cars and Coffee-10am

15-Monthly Meeting

JULY

1-Old Cars and Coffee-10am

20-Monthly Meeting

AUGUST

5-Old Cars and Coffee-10am

No Monthly Meeting

SEPTEMBER

2-Old Cars and Coffee-10am

21-Monthly Meeting

OCTOBER

7-Old Cars and Coffee-10am

19-Monthly Meeting

NOVEMBER

4-Old Cars and Coffee-10am

16-Monthly Meeting

DECEMBER

2-Old Cars and Coffee-10am

NO Monthly Meeting

What is a Hemi Engine? By Autolist Editorial

A HEMI engine is an engine with hemispherical combustion, first trademarked in the 1960s by Chrysler and seen today in dragstrip-worthy rides like the Dodge Challenger SRT Demon, a modern muscle car. HEMI is also a trademark, denoting a series of inline six-cylinder and V8 Chrysler HEMI engines. A HEMI engine usually (but not always) has cylinders with a domed head (rather than the traditional flat head) and a hemispherical combustion chamber. This setup can provide more engine power than a conventional engine thanks to a higher compression ratio that augments the combustion process. Big. Power. That's HEMI in a nutshell.

If you're a knowledgeable gearhead, your mind may automatically pivot to images of a big block 426ci if the term "HEMI" is spoken in your presence, and you're not alone there. But the truth is that the HEMI has a long history that predates that big block by many decades, paving the way for engines like the small block V8 supercharger 6.2-liter in the Dodge Demon's sibling, the Dodge Charger SRT Hellcat. This engine is just one of Chrysler's many derivatives based on the classic HEMI "A"—the one that started it all.

And while Dodge and HEMI go together like peanut butter and jelly, Dodge is not the only automaker to use the HEMI or a HEMI-esque engine in its vehicles. Not by a long shot, although Dodge arguably did/does it best. From Ford to Fiat (and FCA), many others have taken a stab.

What Makes HEMI Unique?

A HEMI has a super-efficient combustion chamber, making it markedly more powerful than other engines. Unlike a flat-head piston on the engine you might find in your lawnmower, HEMI pistons usually have a dome-shaped head with open, angled valves and twin spark plugs per cylinder. This configuration allows for

- Extreme intake of air through the intake manifold
- Optimal mix of fuel and air
- Higher compression
- More power output

HEMI engines generally burn all of the gas in the cylinder, which taps all of the potential energy. Higher compression results in higher heat, more combustion and more energy that is completely extracted owing to the HEMI's angled crankshaft. For the same reason, little of the generated energy gets lost when absorbing air and fuel into the combustion chamber and subsequently pushing out exhaust.

Since heat helps to create pressure in the cylinder walls, heat preservation is vital. The HEMI design conserves heat through its unique shape and the size of its surface area relative to the size of its combustion chamber. Recall from high school biology that surface area, such as your skin, is one of the ways heat dissipates.

In an engine, if the head shape and size is larger than the size of the combustion chamber, the large surface area of the head loses more heat than the chamber generates. Loss of heat amounts to a loss of energy. Fuel must burn, or undergo combustion, to release usable energy. When the large surface area of the head loses heat, fuel never gets hot enough to burn and release energy.

The HEMI hemispherical head surface area is quite small compared to a traditional flat-head engine. HEMI loses less heat, allowing for higher pressure, higher heat, and more fuel combustion. The HEMI design places angled valves on either side. In the HEMI design, spark plugs are positioned on top of the combustion chamber. Previous designs placed valves in a single-file line, which limited each valve's potential size. With valves on either side, there is more room for valves to be larger. HEMI valves are much larger

larger than inline valves. Thanks to this larger size, HEMI valves excel at the conduction of airflow through the engine.

HEMI History

The concept for the HEMI engine dates back to 1901. Most cars had just four cylinders with domed cylinder HEMI heads, albeit a basic design. Flash forward to 1948 and the post-world war development of the six-cylinder engine, thanks to Harry Westlake and his team. The engine, developed for Jaguar, was the first of its kind to actually employ the basic technology for the HEMI that would spawn decades of innovation to come.

But it wasn't until 1950 when Chrysler began to implement the design in its Imperial, New Yorker and Saratoga models—all based on a design that had been used years before in an experimental V-16 fighter plane engine. This early effort bolstered Chrysler's efforts to bring more power to its engine designs, allowing it to create the very first V-8 HEMI—an engine that delivered 180 horses and featured a displacement of 331 cubic inches—a groundbreaking amount of power for the time. By contrast, Chrysler's competitors, including Oldsmobile 88 and Buick Roadmaster produced dramatically less displacement and a minimum of 40 horsepower less.

Chrysler continued on its path of HEMI domination, producing engines with a displacement of 354 by 1956 and in 1957, 392 cubic inches. And by 1964, Chrysler's second-generation HEMI (426-cubic-inch) swept the Daytona 500, capturing first, second and third place wins. Its elephant engine, a 425-horsepower street HEMI was offered just a year later.

Interestingly, HEMI had its share of detractors in the racing world because vehicles equipped with the engine came out on top in record numbers. Vehicles with HEMI engines won 26 of 62 races in the 1964 stock car truck series. Chrysler and Dodge swept more than half the races in 1964 in general, which NASCAR execs didn't like (citing fan boredom and the lack of "ready availability" of the engine for the average buyer).

This led to the HEMI's ban from NASCAR. As car buffs may recall, it was the removal of the HEMI from NASCAR that provided the impetus four years later for the Dodge Daytona's creation.

The HEMI took a mysterious vacay from production for more than 30 years before Chrysler released its modern, third-generation version of the HEMI in 2003. This 5.7l HEMI V8 engine had 345 cubic inches of displacement—you may recognize it today if you're a fan of Ram's lineup of trucks. A new variation of the HEMI was launched in the mid-2000s: the 6.1-liter engine. It was widely used in Dodge's Challenger, Charger and Magnum models, the Jeep Cherokee, and the Chrysler 300C. A 2015 6.2-liter version of the HEMI was developed for use in the Dodge Charger SRT and Dodge Challenger SRT Hellcat models as well as the SRT Trackhawk from Jeep Cherokee. These variants are supercharged to deliver amazing high performance that has become synonymous with the Dodge brand.

Cont'd on page 10

London to Brighton Veteran Car Run

The door opens wide.

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I find that inspiration comes from many different directions. Recently I received a copy of Brass Ramblings, a newsletter from the Skagit Snohomish Region of the Horseless Charge Club. Inside there was an story on their participation in the London to Brighton, Vintage Car Run. That article opened a door for me and provided me with some new insights and information which I would like to share.

I really thought I had a handle on all the different classifications and groups of vintage cars however the term of "Veteran Cars" would take a little research. It seems that category refers to cars built prior to 1905. It was truly impressive to learn how many of these old veterans still exist and are fully operational.

The London to Brighton run is the oldest auto event and largest Veteran Car event in the world. It began in 1896 to celebrate the repeal of the Red Flag rule. Up until 1896 if you wanted to drive your automobile on a public highway you had to be proceeded by someone on foot waving a red flag. This was an effort to warn folks on horseback that an automobile was not far behind! Of course this limited how fast you could travel, however the speed limit was only 2 mph in town and 4 mph in the country.

Among the automobile enthusiasts of the time, the repeal was cause for celebration, so they got together on the first Sunday in November and drove sixty miles from London to Brighton. This began a tradition that continues to this day. It has been held every year with the exception of three years during WWII, when gasoline rationing was mandated.

For an automobile to be eligible for the London to Brighton run it must be 1905 or older. The vehicle will need to have a Dating Certificate or a Passport to confirm it's age. This years event had 364 entries with 273 completing the 60 mile trip! The vast majority of the autos were from England however there were a number of American entries including Oldsmobiles, Cadillacs, Stanley's, Pierces, Stars, and Fords. This years oldest was a 1892 Peugeot however it was withdrawn and did complete the trip.

The run begins at Hyde Park around 7:00 am, in what looks like some form of barely organized chaos, with cars leaving in every conceivable direction. The slower cars were lined up first and the remainder were sent out by their assigned numbers. Halfway through the run there was a scheduled stop at Crawley for, what was for many, a welcome rest stop. Since the weatherman had failed to cooperate the opportunity to get warm was another plus.

Chaos at the start!

Then it was off to the final stop before the finish at the Friars Oak Inn about six miles before the finish. This traditional pub was a welcome stop for some hot soup and what ever else the pub

Another welcome stop at the Friars Oak Inn

arriving around 10 am while the slower cars would finish in the late afternoon. With horsepower ratings from 2.5 to 20 and given the fact that they stopped twice makes this feat even more impressive. Some of those old rides were cruising right along, in the rain, while the majority of the cars were open! They truly have some rugged folks on that tour!

might offer before proceeding the final six miles to the finish in Brighton at the Grand Hotel.

In the context of the age of these cars, the fact that 273 of the starters finished the sixty mile tour, I found that quite amazing. Some of the finishers began

Rolling through the country

If you ever wanted to see a diverse and interesting collection of early cars there is a very good video available on uTube. I found the number of vehicles with passengers facing the rear and the occasional high wheel bicycle, traveling on the public road, to be very interesting.

273 Finishers at the Grand Hotel!

Sources:

I want to take the opportunity to thank the good folks who publish the Brass Ramblings, a Newsletter for the Skagit Snohomish Regional Group of the Horseless Carriage Club of America, for the great article on this run.

The Royal Automobile Club and their very informative web site for many of the details and permission to use their photos.

And the great video's available on uTube by searching London to Brighton Veteran Car Run.

Research and editing courtesy of the folks at cruisnikitsap.com

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Year	Subject	Make/ Model	Condition	Cost US $	Notes
1948	Motors auto repair manual	Car	Fair to good	5.00	Pages are sound binding so so. 1935 - 1948
1950	Motors auto repair manual 1935 to 1950	Car	Fair to OK	3.00	Lots of detailed information on various makes.
1954	Chevrolet GMC Speed Manual	Car & Truck	Like New	5.00	All the speed secrets for the in line Six
1957	Ford Car and T Bird service manual	Car	Fair to good	6.00	Ford Shop Manual
1957	Fordamatic Automatic Transmission Manual	Car & Truck	Good	2.00	Shop manual covers Transmission only.
1961	Ford Shop Manual	Car	Good	5.00	Covers Ford Fairlanes and Galixies
1966	Holender Interchange for cars and trucks	Car & Truck	Fair but usable	30.00	Huge book with lots of information. Ends in 1966
1968	Motors atuo repair	Car	Good	5.00	Covers 1962 - 1968. Lots of detailed information.
1972	Auto Encyclopedia	Car	Good	3.00	Lots of great general but useful information.
1974	Chiltons Chevrolet and Gmc Van Repair manual	Van	Good	1.00	Covers 1967 - 1974
1977	Toyota Land Cruiser Shop Manual	4 X 4	Good	1.00	1968-1977 FJ 40, 43, 45 and 55
1977	Race Car Fabrication	Race Car	Good	2.00	Fabrication and preparation by Steve Smith.
1979	Motors Truck Repair	Truck	Fair to good	5.00	Pickups, Vans, 4X4, Dump Truck, Motorhome 1966-1979
1980	Service Manual for Dodge Trucks	Truck	Good	5.00	D150-400, Ramcharger, Trail Duster, Powerwagon
1986	Motors auto repair manual	Car	Fair to good	3.00	1980-1986
1986	How to bypass Emission Controls	Car	Fair	1.00	Outside is a bit tacky but pages are fine
2000	Haynes Repair for Jeep Wrangler	4 X 4	Good	1.00	Years covered 1987 to 2000

Generations of HEMI Engines

As of 2021, there are three generations of Chrysler HEMI.

Chrysler introduced the First Generation of HEMI engines in 1950. Called FirePower, the engine was a standard feature on the 1951 Chrysler New Yorker and the 1951 Imperial and it was an option for the Saratoga. FirePower came in three different displacements (engine sizes): 331 cubic inches, 354 cubic inches, and 392 cubic inches.

Chrysler's DeSoto marque introduced a smaller 160-horsepower HEMI V8 engine in the 1952 Firedome. This smaller HEMI is considered First Generation and was standard on the Firedome until DeSoto ceased production of the car in 1959. Engine sizes for Firedome included 276 cubic inches, 291 cubic inches, 330 cubic inches, 341 cubic inches, 345 cubic inches, and 392 cubic inches. The engines produced a range of 160 brake horsepower to 345 bhp.

Chrysler introduced the Dodge HEMI in 1953 as the Red Ram. It was smaller than the Chrysler HEMI and intended for smaller cars, with engine sizes making up to 193 horsepower. Between 1955 and 1958, low-line DeSotos contained the Red Ram as did various Dodges and high-line 1955 to 1956 Plymouths. Red Rams had displacements of 241 cubic inches, 270 cubic inches, 315 cubic inches and 325 cubic inches.

The first generation HEMI, especially the 392, proved popular among drag racers. This remained the standard and preferred drag racing engine until the 1970s. The Chrysler 300C of 1957 and the 300D of 1958 both contain the 392 HEMI.

Second-generation HEMI engines were introduced in 1964 with the 350-horsepower 426, nicknamed the Elephant Engine. The 426 coincided with the 1960s era of Chrysler engine innovation. Chrysler produced this engine specifically for NASCAR, and the 426 HEMI's NASCAR debut occurred under the hood of a 1964 Plymouth Belvedere optimized for racing.

Although the 426 didn't return to NASCAR for 1965, it was standard on a handful of special production cars that included the Plymouth Fury, the Dodge Dart, and the Dodge Coronet. The Elephant Engine boasted high power, extreme weight, and dimensions. The 426 displaced 426 cubic inches, or 7 liters. Chrysler only produced 11,000.

The 1971 Plymouth Barracuda ('Cuda for short) contains a 426 HEMI. Versions of Second Generation 426 HEMI engines designed for consumer automobiles also appear in the 1970 Plymouth Superbird, the 1970 Monteverdi Hai 450, and the 1971 Dodge Challenger.

The current third generation is the one trademarked as HEMI, boasting up to 395 horsepower. This generation commenced in 2003 with the 5.7-liter HEMI in the Dodge RAM 1500, 2500, and 3500 pickups. As of 2021, Dodge Durango and Dodge Challenger still claim HEMI engines under their hoods.

More than a million units of this engine have rolled off Chrysler's assembly line since its inception.

HEMI Popularity

One thing's for sure when it comes to the HEMI. It's here to stay. It has phenomenal appeal for fans of fast, powerful cars and provided the concept for the engines that are now used in AHRA and NHRA drag racing. That's some pretty big shoes to fill.

And as if didn't have enough fans in the SRT8, funny car, and pony car crowds, Ram lovers are likewise captivated by the HEMI. Its use in Ram trucks has helped to cement its reputation among not just muscle car lovers but a wider base that appreciates the performance of the HEMI for work and for play. Some might even go so far as to say that the HEMI/Ram combination helped the Ram 1500 eclipse the Chevy Silverado in a number of full-size truck units sold last year. Its strength and durability for Ram prove to be selling points that truck buyers are looking for, and it doesn't hurt that the 5.7-liter V8 with 395 horsepower and up to 510 lb-ft of torque also tows up to 12,750 pounds. That's a whole lot of power, and the bulk of truck buyers want power aplenty.

Restore/Modify

If you're looking to modify or restore a 1960s or 70s vehicle with a more modern V8 crate engine, you're in luck no matter which of the newer generation emissions-compliant HEMI engines you choose for your project. Many leading aftermarket companies (we're looking at you, Mopar), offer the components that you need to make the new engine swap go off without a hitch, from exhaust manifolds to fuel injection components, exhaust valves, cylinder heads, and shaft-mount rocker arms. In fact, there are some tuning products out there with plug-and-play interfaces that make the modern HEMI swap totally doable.

The Bottom Line

Now that you're fully immersed in all things HEMI, you may be ready to join the crowd that believes that buying a car with a HEMI engine is a worthwhile pursuit. Some of the reasons that auto enthusiasts get the feels for HEMI engines are purely technical: HEMIs have bigger valves and offer higher thermal efficiency and higher power output. Others like that the HEMI is found under the hood of the world's most powerful cars. And most folks are impressed by its sheer toughness. In fact, the HEMI passed a Chrysler "torture test" in the early 2000s—running at full throttle without oil for hours. That's one amazingly tough engine.

HEMI is an ongoing concept that continues to evolve. The HEMI name is now synonymous with Chrysler, a maker that repeatedly upgrades the design for efficiency. Newer HEMI engines are 5.7-liters in size and feature diverse camshaft profiles. HEMI is an engine that is complicated in its simplicity and the many mechanical ways in which it diverges from other engine designs. The ultimate result is that a HEMI setup can produce plenty of power much more effectively, making it a favorite in muscle cars, racing cars, high-powered pickups, and cars for drivers who value power and efficiency under the hood.

Olympic Vintage Auto Club
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