



OlympicVintageAutos

The Duster

A Publication of the Olympic Vintage Auto Club

www.ovac.us

Founded in 1959

MESSAGE FROM THE PREZ!

Greetings OVAC members,

What a year we have lived through. 2021 will certainly be a year to look forward to, especially with the opportunity for vaccines!

The board met via email and phone call to discuss two topics. Bob A. will send a \$500 check to the Kitsap Sun Bellringer Fund to aid area foodbanks. Art, Bob A., and Jim B. have been working to reserve a spot with Circuit NW for our Swap Meet planned for July.

We discussed approving a payment and issuing a check to hold the area.

I still haven't heard of anyone interested in being club secretary. Will you please consider this? The position could be shared with others, so no one person has to commit to attend the meetings.

It was nice to read Sandy Olson's email about the busy year he has had! Lots of people working on projects that had been put on the "back burner".

January would have been our banquet month, and February would be our first meeting of the new year. We probably won't be able to have a meeting then, but stay tuned.

Please stay safe and healthy!

Prez Bonnie



JANUARY 2021

Next Meeting

FEBRUARY 2021

Location: TBD

2020
★ ★ ★ ★ ★
Very bad would Not
RECOMMEND

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Happy
New Year

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

VACANT

Treasurer

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

Immediate Past President

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

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The Duster

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

Editor

LADIES OF OVAC LUNCHEON

NO JANUARY Luncheon

Contact Ann Sears

360-830-4138

angelannie@wavecable.co

2021 OVAC Member Dues Contact Bob Arper

b.arper@comcast.net

360-692-1465

WANTED:

OVAC Secretary

Remember: more than one person
can share the job !

Contact Bonnie Chrey

bchrey@wavecable.com

360-308-0011

What's the point? *By Jim Barnes*

Recently while working on a Model A Ford, I ran across a pointless ignition upgrade. This is a common retrofit for older cars. Most folks do this because of the promise of reduced maintenance. I will own up to doing this myself, on occasions where the points are hidden away in a very difficult location. Many of these conversions work quite well right up to the point where they quit working. Good luck getting any of the old time mechanics to deal with that issue! My advice to anyone who makes that conversion to always carry a spare sensor or module, or a set of points and a condenser.

Since Pertronics did not make a conversion for the Model A they referred me to First Street Ignitions in Ponca City Oklahoma (Ph. 580 762-8322). The folks there were very helpful and sent along some trouble shooting and other helpful information.

Probably one of the most interesting bits of information they passed along was the fact that you should never leave the ignition powered up (key "ON") for more than thirty seconds without the engine running! The module does not have the capability of dissipating enough heat while continuously in the on state. It relies on the brief respite during the switching cycles to keep from overheating!

Let's see if we can unwrap the mystery of how these things work. It all begins with the magnet ring. It rotates with the distributor and has one magnet for each cylinder. If you run a paperclip around the circumference of the ring you should be able to locate all of the magnets. The sensor or module is a powered device that simply supplies a ground to the coil. As the magnet passes the sensor the ground is interrupted to the coil causing it to fire. It is important to note that the sensor gets its ground through the physical mounting of the sensor to the distributor. This is important because the mounting plate inside the distributor is not a particularly good ground. In fact the manufacturer strongly recommends that you ground that plate di-

rectly to the engine, to provide a reliable power source for the module.

If you go on enough tours you will run across some one who is dead in the water. The car just will not run and they cannot develop any spark. More often than not it is because their module has failed! The answer to why these things fail lies in the complexity of the sensor. It uses something called the Hall effect named after the fellow who discovered it. Basically the magnetic field influences the current across a thin conductor causing it to produce a very minute voltage. This voltage needs to be amplified and processed to produce the appropriate output to the coil. Unfortunately these complex solid state devices no not like the "Dirty Power" found in the older cars. When you use these modules (Igniter 1) you will need to have a radio suppression high tension wire between the distributor cap and coil. On Igniter 2 modules all the wires will need to be radio suppression (no little copper strips). If you do not use the appropriate radio suppression wires the life of your module can be greatly reduced! Things like generators and mechanical regulators, cause electrical noise that can be harmful to these devices.

So let's do a simple test to verify the module is bad. Contact a test light to the positive terminal on the coil. Remove the lead on the other side of the coil that goes to the module. Connect the test light there and crank the engine. The light should flash from bright to dim if the module is working.

And so the point is, I hope you now have a better understanding of being pointless!

JB



AUXILIARY EVENTS & NEWS

- Coffee** **Every Wednesday morning**
Central Market, 7:00am
- Breakfast** **Second Thursday of each month**
Family Pancake House, East Bremerton, 9:00am
- Breakfast** **Last Tuesday 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** **Every Wednesday Night Car Cruise from 4:00pm-**
Airport **7:00pm**
- Ladies of OVAC Luncheon** **Third Tuesday of each month ~contact Ann Sears**
360-830-4138 angelannie@wavecable.com



2021 TOURS AND EVENT CALENDAR



Let's plan some great tours and events for 2021!

JANUARY

1-Cool Car Cruise??
NO Monthly Meeting

FEBRUARY

18-Monthly Meeting

MARCH

18-Monthly Meeting

APRIL

15-Monthly Meeting

MAY

20-Monthly Meeting

JUNE

17-Monthly Meeting

JULY

15-Monthly Meeting

AUGUST

No Monthly Meeting

SEPTEMBER

16-Monthly Meeting

OCTOBER

21-Monthly Meeting

NOVEMBER

18-Monthly Meeting

DECEMBER

NO Monthly Meeting



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

**PLEASE CHECK WITH THE
TOUR/EVENT HOST BE-
FORE LEAVING HOME**



What's the real difference between synthetic oil and conventional oil?

Author: Kyle Smith of Hagerty Media 16 December 2020

Nothing ignites the vintage car discussion boards like the oil debate, and the hardest part of that conversation involves separating fact from fiction. Many long-held beliefs may not be based around modern science, but sometimes the knowledge to correct those false assumptions is hard to find. Thankfully, *Engineering Explained* took a look into the basics of conventional vs synthetic oils.

The main difference is the size and construction of the molecules that comprise the base oil. A conventional oil is formed by nature, meaning that its molecular construction is irregular and thus its viscosity, measured over the wide range of temperatures experienced by modern engines, can be slightly unpredictable. That change in viscosity calculated over change in temperature is called the viscosity index. Essentially, conventional oil's viscosity index reveals that the larger molecules do not want to move around when cold and the smaller molecules move too readily when hot. In general, that's not a damning verdict, but it means that conventional oil is hardly ideal for engines with increasingly tighter tolerances.

Enter synthetic oil, whose base oil designed by engineers to include molecules that are much more uniform compared to those in conventional oil. That molecular uniformity produces a significantly more stable oil. Synthetic oil flows easier at cold temperatures and thicker at higher one—really, it's a win-win. Of course, this is the point in the internet debate where an expert points out that you can manipulate conventional oil to mimic synthetic if you use the right additives.

What an additive? It's in the name, really: they're chemical compounds added to the base oil to alter certain properties of that oil. One additive might help with cold flow, and another might induce a higher viscosity at higher temperatures. Even so, that means your conventional oil needs two additions just to be on a level playing field with synthetic when it comes to viscosity stability. The other factor to consider is the oxidation protection provided by synthetics. Again, the degree of oxidation protection provided by an oil is dictated by its molecular composition—not their size or shape, this time, but their chemical nature. Conventional oil is, yet again, beholden to nature's construction, and ring molecules and double bonds are common. Unfortunately, these two constructions provide an easy attachment point for oxygen molecules. That oxidation makes the molecules larger, producing issues with flow and build-up. A synthetic oil does not have these oddly-shaped molecules and is less receptive to oxygen molecules. Since synthetics fight oxidation at a chemical level, most synthetic oils have longer oil change intervals.

Of course, this is just the tip of the oil-chemistry iceberg. Still, understanding some of the core concepts sets you up for more research into petrochemicals, should you be curious. I'll continue to stick to well-researched recommendations, since my brain is already too full to go back to chemistry class. If yours isn't though, please report back with your findings.

Submitted by Bob Arper

West Sound Tech



West Sound Tech FOUNDATION

December 12, 2020

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

Dear OVAC,

Thank you for your past support for the West Sound Technical Skills Center Foundation. All of us – you, other donors, West Sound Tech Board of Directors and West Sound Tech Staff have built our foundation into a very impactful organization for West Sound Tech students.

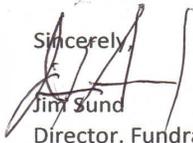
2020 has not been a typical year for us. We typically raise about \$12,000.00 from donations we receive at our annual Awards and Recognition Luncheon and the Kitsap Great Give. The pandemic kept us from holding our luncheon this year.

Currently, West Sound Tech has 453 students enrolled. The fourteen programs offered are typically taught hands-on so instruction during the pandemic has been particularly challenging. The instructors have been assembling take-home kits to facilitate learning and the student experience. The staff has implemented a gift card rewards program for those students who excel in meeting the challenge of online learning by completing assignments and meeting program objectives. The West Sound Tech Foundation is the funding source for these vital programs so much needed during these challenging times.

The scholarship program is a continuing need. In May we awarded twelve scholarships. Nine were academic scholarship for those students continuing their career technical educations, and three were Career Equipment Scholarships for those students who directly entered the workforce after graduation from West Sound Tech. Due to more challenging economic times for many families, we expect more scholarship applicants from the 2021 graduating class than we typically get each year.

Since we cancelled the luncheon, we lost the opportunity to ask you to donate this year. Please consider donating to the West Sound Tech Foundation. Over its fifteen-year existence, the foundation has made a huge difference in the futures of West Sound Tech students. I have enclosed a donation envelope for your convenience.

Sincerely,



Jim Sund
Director, Fundraising Chairman

PO Box 5557
Bremerton, WA 98312

WESTSOUNDTECHFOUNDATION.ORG

Financial Notes~ *By Bob Arper*

Membership Dues are now being accepted for 2021 through March 2021 in order to be listed in the OVAC Membership Roster however you of course can pay later if you don't mind missing the Fabulous Duster Newsletter each month by our Editor Britt Feldman.

Feel free to contact Bob Arper via email (b.arper@comcast.net) or by phone (360-692-1465) to check your membership status. The following have already paid up for 2021:

Bob & Karen Arper	Richard & Geraldine Bailie	Robert & Donna Brill	Greg & Ann Brown
Hoyt & Sandra Burrows	Loyal & Gail Campbell	Don & Britt Feldman	Steve & Lisa Gnassi
Yula May Harris,	Henry Jenkins & Pat Jacobsen	Bruce & Betty Harlow	Ron Hoff,
Wincel & Betty Johnson	Robert & Fredrica McCouan,	LeRoy & Janet Mietzner	Clark Milus,
Terry & Frances Nicholson	Jim Sund & Anne Mulligan	Morris & Llona Morris	Hazel Moore,
Fred & Ann Sears,	Jim & Arleen Sura	Del & Dorothy Sutton,	Marilyn Weaver.
Coy & Chris Thomas,	Mike & Annabelle Shillinglaw	Caroline Stein & Chuck Finkbiner	

Financial Report Notes:



This month's financial report is only showing the budget items that have had activity in 2020 thus any budget item that had no charges against it is not shown. The one exception to that is the Storage fee which we normally pay in December but as of

this date (12/19/2020) we haven't received the statement yet. You will note that the Board of Trustees authorized a donation of \$500 to the Kitsap Sun Bellringer fund since we received no objections to the proposed donation in last month's Duster. If you have any questions, you are free to contact me via phone (360-440-0572) or email (b.arper@comcast.net).

The form from West Sound Tech is provided should you decide you wish to make a donation. The Board of Trustees will consider this topic at a future Board meeting.

HAPPY
New Year

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Port Orchard, WA 98366

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)

File: OVAC Membership Form Rev. June 2017

Henry Ford

Henry Ford, the genius of yesterday, is so much the man of today that his ideas are still printed on milk cartons in grocery stores.

Not ideas about cars.

Ideas about soybeans.

"Henry Ford: A Man Who Used His Bean" trumpets a panel on a White Wave soymilk carton.

"By 1936, Ford was using a bushel of soybeans in every car that rolled off the line," the milk carton states. "Soybean meal was converted to plastic used to make over 20 parts, including horn buttons and gearshift knobs." Henry Ford also invented soybean fiber that found its way into automobile upholstery and a suit he wore on "special media occasions," notes the carton.

Exploring the potential of soybeans was among numerous ventures undertaken by Henry Ford, according to Ford R. Bryan, author of *Beyond the Model T*. Indeed, the mere recitation and dating of Henry Ford's diverse ventures - and adventures - beyond automobiles requires more than 225 pages in Bryan's book.

Henry Ford's relentless curiosity led the early Ford Motor Co. into hydroelectric plants, iron and coal mining, railroad operation, wireless telegraphy, radio broadcasting, airplane production, shipbuilding, experimental farming, lumbering, education, newspaper publishing, Brazilian rubber production, hospitals, medical projects and numerous other ventures.

Coffee, tea and toothpaste

Long before Sam Walton and the value prices of Wal-Mart there were Ford commissaries. And just like Wal-Mart stores, the commissaries even had a greeter known as a "service man" at the entrance.

Aware that inflation was undermining his employees' purchasing power, Henry Ford in 1919 opened the first Ford commissary across from the Ford Highland Park plant powerhouse, according to Bryan. More than a dozen stores would follow.

Henry Ford wanted to operate "high-volume outlets" where his employees "could buy high-quality commodities at rock-bottom prices," Bryan says in his book. "Ford's system for providing high-quality, low-cost merchandise was very straightforward. It simply employed bulk purchasing together with production-line delivery."

2021

HAPPY NEW YEAR



Henry Ford *cont'd from pg 10*

Henry Ford's stores even offered products bearing a private label, a merchandising phenomenon embraced by retailers of every stripe today. Rather than advertised brand names, the stores sold coffee, tea, flour, butter, toothpaste, aspirin, cold tablets and antiseptic mouthwash bearing the Ford label, according to Bryan. Ford flour, a blend of spring and winter wheat grown on Ford farms, was a big seller.

Barbecue briquettes

The philosophy behind the Ford stores found its way into many ventures. For example, in 1919 he went into lumbering in Michigan's Upper Peninsula. Today, backyard-barbecue aficionados still enjoy an offshoot of that venture.

Henry Ford acquired 313,447 acres of forest for about \$3 million with the aid of E.G. Kingsford, a Ford dealer in the Upper Peninsula, according to Bryan. At the time, each Model T used 250 board feet of hardwood in body framework, floorboards and wheels.

"Wood wastes from the Iron Mountain sawing operations were used not only to produce steam," Bryan notes. "Hardwood chips were charred, ground, mixed with starch, and compressed to form nearly a hundred tons per day of the well-known Ford charcoal briquettes sold by Ford dealers all over the United States. These pillow-shaped briquettes are still manufactured by Kingsford Products Company of Oakland, Calif., and sold by the name of Kingsford."

Tireless agenda

Bryan's chronicle of Henry Ford's far-ranging interests creates a portrait of a man whose mind never lay idle, who saw possibilities within possibilities that others could not begin to articulate.

The Ford farm tractor. The Fordson Estates Ltd. agricultural experiment in England. Ship building and the production of the U.S. Navy's submarine chaser, the Eagle, during World War I.

For example, Bryan points to Henry Ford's schedule as Ford contemplated entering the wireless business, in 1919. Henry Ford's corporate agenda would put to shame that of a global CEO today.

"A wireless station, to be sure, was not a major item on Ford's 1919 agenda," Bryan writes.

"This was the year he was fighting dissident stockholders by putting Edsel (Ford) in charge of Ford Motor Company and threatening to start his own company and build a new \$250 car as competition. He was trying to build the Rouge plant, fight the Chicago Tribune in a lawsuit, launch the Dearborn Independent, start the Ford Technical Institute, build a gasoline streetcar, plan a dirigible factory, locate timber and mining properties, take over a railroad, start a new tractor plant in Ireland, and introduce modern manufacturing methods in Japan. Yet wireless intrigued him."

And Henry Ford turned into reality things that intrigued him. By November 1920, the Ford wireless station was among the first to broadcast presidential election returns.

Ford Motor Co. has tried to capture a sense of Henry Ford's insatiable curiosity. It produced a 2003 concept car that pays homage to the interests of the company's founder. The concept vehicle, dubbed the Model U and created as part of the centennial celebration, even uses soy-based materials in the tailgate and in seating foam to invoke the explorations of the company's founder.



OVAC

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New Year



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Silverdale, WA 98383**



JANUARY 2021

THE DUSTER