



OlympicVintageAutos

The Duster

A Publication of the Olympic Vintage Auto Club

www.ovac.us

Founded in 1959



MESSAGE FROM THE PREZ!

Hello OVAC members!

Spring has “sprung”! It’s certainly a relief this year.

I’m planning on holding a meeting, April 15, outdoors, at the NEW location of McClouds Restaurant. It’s located off Wheaton Way, behind The Family Pancake House. As of this writing, it is not open yet. There is a large parking lot in front, and also space behind. If it has opened prior to our meeting, I will be sure to contact the owner! He (Andy) has been very supportive of us, and welcomed us to his old location at the Perry Ave. Mall.

Of course, we have had the sad news that Bruce Harlow passed away suddenly. Bruce and Betty were so involved in OVAC. Who can forget The Great Race they put on each year ending with pizza and ice cream at their home overlooking Hood Canal? The family would like us to cruise over to their place sometime in the summer for a gathering yet to be determined.

I also want to mention that the Harlow family was selected as one of the Kitsap heritage families in 2014. The families were feted at a banquet at Kiana Lodge put on by the Kitsap History Museum. They are written about in our Kitsap History book too.

I am looking forward to our first meeting of the year! I will have Britt put out a reminder prior to the meeting date.

Stay safe, and continue to wear masks!

Prez Bonnie



APRIL 2021

Next Meeting

April 15, 2021

Location:

McCloud’s Steakhouse

4111 Wheaton Way

Bremerton WA 98310

3:00pm

Happy Spring

In This Issue.....

Message from PREZ.....	1
Petroleum Primer.....	3
Auxiliary Events.....	4
Tour & Event Calendar..	5
Bruce Harlow.....	7
Grandpa’s Wild Ride.....	9
Memories.....	10
Financial Report.....	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

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LADIES OF OVAC LUNCHEON

NO APRIL Luncheon

Contact Ann Sears

360-830-4138

2021 OVAC Member Dues

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360-692-1465

WANTED:

OVAC Secretary

**Remember: more than one person
can share the job !**

Contact Bonnie Chrey

bchrey@wavecable.com

360-308-0011

Petroleum primer: Five things to know

By [David Conwill](#) on Feb 25th, 2021



Gasoline is probably the substance that inspires the strongest opinions in automotive hobbyists. At one time, that often meant brand loyalty, whether that was to Mobilgas Ethyl, Sunoco 260, or Shell Green Streak. Now it's more likely to take the form of preferences for octane and ethanol content.

Refinery technology has changed tremendously since 1900, and the gasoline that powered early automobiles was radically different from the gasoline of 1940, which in turn was quite different from the super-premium fuel blends of the mid-1960s. Modern fuels are an even different creature yet. It can be a dizzying experience to try to select the correct 21st-century gasoline for a car built 50-plus years ago. An engine with the wrong gas will quickly make that known through a variety of unpleasant noises, badly reduced power, and even potential failure.

Being an educated consumer of gasoline means separating fact from fiction. There are also lots of additives out there that proclaim various improvements and refinements to pump gasoline—some are legitimate, and some are more akin to snake oil. Getting familiar with gasoline is worthwhile for any car enthusiast. It will protect your car from harm and may even help it run better.



Old Gulf gasoline pump on a farm, circa 1941-'42.
Photo via the Library of Congress

1. **Under Pressure**

Liquid gasoline doesn't want to burn, so it has to be in vapor form in order to ignite properly. Modern gasolines, especially winter blends, are designed to be more volatile and will thus turn to vapor even more easily. In other words, they have a higher vapor pressure. That tendency toward vaporization means easier cold starts but it can also mean easier vapor lock in older vehicles, which occurs when the fuel vaporizes in the line. Vaporization is good when you want to burn fuel, but bad when you want to move fuel to the engine—vapor lock all but stops the fuel from pumping. Hot weather or a hot-running engine exacerbates the issue. Modern vehicles use tank-mounted pumps to push gas forward, maintaining the pressure in the lines. In an older car, an electric fuel pump mounted closer to the tank than to the engine can help avoid vapor lock.



Clothespins on fuel lines were an alleged remedy for vapor lock, which can be worsened by ambient heat, high-volatility gasoline, and low fuel-line pressures. Photo by Matt Litwin. (close pins actually help preventing vapor lock- I know, I used them.)Bob

Cont'd on page 6

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 Airport** **Every Wednesday Night Car Cruise from 4:00pm-**
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!

APRIL

15-Monthly Meeting
McCloud's Steakhouse
4111 Wheaton Way
Bremerton WA 98310
Time: 3:00pm

SEPTEMBER

16-Monthly Meeting

OCTOBER

21-Monthly Meeting

MAY

20-Monthly Meeting

NOVEMBER

18-Monthly Meeting

JUNE

17-Monthly Meeting

DECEMBER

NO Monthly Meeting

JULY

15-Monthly Meeting

AUGUST

No Monthly Meeting



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

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



Petroleum primer: Five things to know

2. What's in a number?

The octane ratings of a motor fuel are determined by running that fuel in a test engine with variable compression and measuring its resistance to knock. Octane has nothing to do with the amount of potential energy in a fuel, only how much it can be squeezed before it will explode on its own. High compression ratios and forced induction squeeze the air/fuel mixture more to obtain better efficiency and power, but if the fuel ignites before the spark, the power is wasted, and engine damage can occur. Electronic sensors, along with ultra-precise ignition and valve timing, permit modern engines—which typically run rather high compression ratios—to safely run on lower octane fuels, albeit sometimes sacrificing mid-range torque (and subsequently, fuel economy). On older vehicles with high-compression engines or that call for higher-octane, don't skimp at the pump. A few more cents per gallon could save your from expensive engine repairs.



The modern consumer can typically choose from three grades of unleaded fuel: 87 octane "regular," 88-90 octane "plus," and 91-94 octane "premium."

3. Knock knock, who's there?



The kerosene byproduct, natural-gas derivative and drip gas originally marketed as gasoline would only be around 30 to 50 octane. This so-called "straight run" gas was all that was available to pioneering motorists up to about 1913. New blending and cracking processes introduced about that time added octane-boosting substances like benzene and naphtha (lighter fluid) to the mix. In the 1920s, tetraethyl lead came on the scene under the Ethyl brand name. Lead remained the primary anti-knock additive up through the introduction of the catalytic converter in the 1970s, but today has been largely replaced with MTBE and ethanol. Gasoline remains toxic and a carcinogen, but its immediate neurological risks have been greatly reduced.

Chemical analysis of the gasoline sold at an Oklahoma City, Oklahoma, filling station in February 1940. Grades included "U.S. Motor" non-leaded at 50 octane, "Regular" leaded at 73 octane, and "Ethyl" leaded at 80 octane.

Photo by Russell Lee via the Library of Congress.

4. Ethanol-proofing old cars.

With ethanol likely to remain on the scene as long as most cars continue using internal-combustion engines, older cars still on the road will benefit a lot from a fuel systems rebuild to handle it. Natural rubber components held up fine to older gas but will degrade if exposed to ethanol. The degraded fuel line material ends up downstream, causing issues with other equipment, like the small passages in carburetors. Some owners even re-jet their carburetors to compensate for the different energy density of the 10-percent ethanol blend (E10) that is common in modern gasoline. Even a car owner who makes it a habit to seek out non-ethanol gas will benefit from a system that will survive accidental or emergency exposure to E10 or E15. More heavily blended ethanol fuels, such as E85 (70 to 85 percent alcohol) require special engine tuning and should be avoided for vehicles not already optimized for them.



Nebraska Governor Charles W. Bryan the Merrick County sheriff have their cars filled with "corn alcohol gasoline" at the Earl Coryell station, Fourteenth and N streets, Lincoln, Nebraska, on April 11, 1933. A '30s car that is regularly run on E10 should have its fuel system reinforced to deal with it.

Cont'd on page 8

Bruce Harlow

Bruce Harlow, Navy admiral and longtime advocate for science education, dies

~Josh Farley



POULSBO — Bruce Harlow, a retired Navy admiral who played an integral role in ensuring the free passage of vessels on the world's oceans and who was devoted to bringing real-world science and engineering education to thousands of students in Kitsap County, died March 3. He was 88.

A lawyer born in Bremerton who paid his own way through college, Harlow served around the world with the Navy before returning to his roots in Kitsap to help educate the next generation as president of the foundations of the U.S. Naval Undersea Museum in Keyport and the Marine Science Center in Poulsbo. "This is a man who grew up swimming in Kitsap Lake, who rose to work in the White House, at the United Nations and in Pentagon," said longtime friend Bettye Shifrin-Gluth, who worked for Harlow 25 years. "He was the most extraordinary person I have ever known."

Harlow's sudden passing was a result of hypoxic respiratory failure at his home in Poulsbo, his family said.

Harlow, the grandson of Bremerton's first doctor and one of the first mayors, grew up within a block of the original Harrison Hospital at Fifth and Chester streets. He graduated from the University of Washington Law School in 1957 and served nearly three decades in the Judge Advocate General Corps of the Navy.



As an admiral in the early 1980s, Harlow was vice-chairman of the country's delegation to the third United

Nations Conference on the Law of the Sea, which established international agreement assuring free passage through the world's oceans and most important sea lanes — straits with names like Hormuz and Malacca. He negotiated with the Soviet Union, advised presidents and raised his children, Michael and Cathleen, with his wife, Caroline, all over the world along the way.

The couple divorced in 1983 and Harlow married his wife of 36 years, Betty, about a year later. He was close to Betty's daughter, Valerie, as well. "He was a great father, a great family man," said his son, Michael. "He took care of us, provided us with everything we needed. He was always positive."

In retirement, Harlow found his calling helping to bring science alive for people, particularly children. His advocacy, as both decades-long heads of the foundations of the U.S. Naval Undersea Museum in Keyport and the Marine Science Center in Poulsbo, meant thousands of young people got a hands-on science experience, not just something from a textbook. "He wanted to make sure kids understood science meant something," Shifrin-Gluth said.

He loved cars and real estate. He was a member of the Olympic Vintage Auto Club. He loved taking photos of sunsets, particularly from his back deck, where he also loved monitoring nearby eagle's nests. He was deeply curious, always said thank-you and meticulously prepared for meetings. Friends and family say he was a man never to bring attention to himself. When he and Betty purchased a 53,000-square-foot office building from Harrison Hospital in 2001, [they named it the Harlow Medical Building](#), not in honor of themselves, but of his pioneering grandfather, Ambrose Francis Harlow.



Bruce Harlow *cont'd*

Harlow championed a fix for a now-forgotten burden for Kitsap County residents in the days before cell phones. Making a phone call between different areas of the peninsula — Bremerton to Poulsbo, say — was long-distance, meaning it would cost more money. The rear admiral successfully lobbied for a change, according to Ed Stern, longtime friend and Poulsbo city councilman.

Harlow's favorite holidays, the Fourth of July and Thanksgiving, were times to celebrate both family and country. He was a staple at the Bainbridge Island Grand Old Fourth parade.

"He was a true patriot. He loved this country, he loved the people in the service," Shifrin-Gluth said. "He would always say that we need to remember to thank all the men and women around the world risking their lives for us."

Harlow's daughter, Cathy Skeen, was to have lunch with her father a few days after his death. She'd had an epiphany that she was excited to tell him about: she'd never thought about how his love and work in real estate had rubbed off on her, as she became an interior designer and architect. By the same token, his son, Michael, had also started the longstanding Harlow Auto Repair on Perry Avenue. It was another passion of his — particularly classic cars — that Bruce Harlow imparted on his family.



Petroleum primer: Five things to know

5. Keeping stable

Perhaps the biggest complaint about ethanol fuel is that it suffers from phase separation over time, where the lighter elements separate from the heavier, leaving two different octanes layered atop one another. Vehicles that are going to be stored, such as collector cars (or even boats or lawn tractors) should be either drained of fuel or treated with a fuel stabilizer. Ethanol is also hygroscopic, meaning it will absorb moisture from the air. Water in fuel lines causes corrosion, can freeze, and certainly won't burn in your engine. Stabilizers are a proactive way to keep fuel fresh for up to 24 months, and water removers can help deal with tanks of fuel that have already absorbed too much moisture.



Sta-Bil is a popular brand of fuel stabilizer. Its proprietary formulas are intended to prevent phase separation and other issues faced by gasoline intended to remain in storage.

Grandpas Wild Ride

If you go back far enough in any family history I am reasonably sure that you can find some noteworthy act or event. Unfortunately the farther you go back, the details become difficult and murky. After searching about in our family history and recalling some vague recollections that were related to me by my mother and my aunt I will relate this story as family legend. Legend only in the sense that I cannot confirm the story or my suspicions.



LOOKING UP QUEEN ANNE AVE.

Our story begins in 1901 when the Counter Balance was installed in the steepest part of Queen Anne Avenue in Seattle. The grade of nineteen percent made the ascent of the electric street cars and vehicles of that time impossible. Bear in mind that cars at the turn of the century (1900) had horse power ratings barely beyond the single digits. Two tunnels were dug and a system of counter weights and pulleys were employed to assist vehicles up and down the steep incline. This system was in use until 1940 and those tunnels still exist under the pavement of Queen Anne Avenue.

To say that the Counter Balance System was perfect or ran without incident would be wrong. There are numerous accounts of hardware failures or improper connections that sent counter weights careening down the tunnels while passengers held on for dear life in their speeding trolleys.

Family legend has it the my grandfather, Charles Goranflo, drove the first vehicle up Queen Ann Avenue that went up the hill with out any assistance from the Counter Balance! Efforts to confirm this

event have not produced any fruit since history details for that time frame are very scarce. We do have a photo that shows grandfather sitting in an early Oldsmobile with another gentleman, in front of the Smith Goranflo Oldsmobile dealership.

Perhaps more interesting and definitely easier to document is the early history involving the public transportation in Seattle. In 1889 the Front Street Cable Rail Way began operating cable cars in Seattle. However this technology was rather expensive to maintain and soon after the turn of the century (1901) they went out of business and were bought up by Seattle Electric Company. Seattle Electric Company began life building electric street cars which became the primary means of public transportation in Seattle. Interesting enough Seattle Electric Company evolved into what we now know as Puget Sound Energy.

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MEMORIES

We were in Port Townsend enjoying our trip looking at the unique Victorian homes when what to my wondering eye should appear but a flash of sun on chrome. "Turn left ASAP," I shouted. There to my joy was a 2-door 1951 black Cadillac gleaming with a weight of shiny chrome. My heart went into flip-flops of excitement. In just one trip around the block, money exchanged and to our astonishment we owned an antique Caddy.

After Del did some initial work, we went for our first drive up Sheridan Road but alas, in our excitement we forgot to put gas in it. What!! After a full tank, we drove down Tracyton Beach Road and to our surprise was waved into a private home giving one heck of a party. We were welcomed with open arms and our plates were suddenly full. We were at an OVAC picnic at the Kings'. We had stumbled into a wonderful group of other antique car lovers. How great is that!

One of many memories of this club go back several years and are filled with love, joy, and thanksgiving for the friendship and support. One of them are The Great American Race given by the Harlow's and the event morning started with Bob Cascisa's cooking in his garage the Secret Recipe pancakes. Let us just say, nothing tasted better than enjoying the taste and reveling in those delicious pancakes. From there we parted to our cars, drivers meeting with instructions and \$2.00 entry fee per car for a day of adventure. We finished the afternoon with pizza, strawberries and ice cream at the Harlow home enjoying the view. There the winners were announced, and a lot of repartee and laughter. We have had the joy to travel around the island of Bainbridge, Port Ludlow, and over the North Shore of Hood Canal. The last one was the hairiest at times driven on a single lane precarious twisted road. Yow!

Ladies Christmas lunches at Austin's, also OVAC Christmas parties with ham and turkey and all the fixings. The table laden with enough food for the winter. Their huge tree shone with a welcoming light and was decorated with small cars. Ted and Charline know how to give a party and did over years, birthdays, anniversaries, Coming Out Parties, served with brauts seared over the bar-b-que. Canned goods were a mainstay for the food banks. Joy to the world. Others that gave the coming out party the Garman's with Milo and Bobbi Van decar, the Leaf's whom to my daughter's delight had a bowling ball croquet set where muscle was needed to hit one home. A potluck at Sandy Olson's where I had my one and only instruction on how to make gaskets. A wringer washer is used to flatten them into certain specifications. Amazing. The first of April the Pizza Run under the direction of Don and Hazel Moore was given at Ferinos Pizza in Port Hadlock. It was a great hangout to share with other antique clubs in the

area. After stuffing ourselves, we meandered over back roads following a fellow OVACer car and let out a sigh of contentment then onto individual homes.

This wasn't the end of our get togethers. In other towns we toured to many other antique auto shows and one of my favorites, Shelton's Historical Society gave a tremendously fantastic one with homemade pie available. The Club reserved our spot by the mortuary (shadiest area) and had a terrific view of the constant parade of antique cars on main street. I sat by myself suddenly who should appear but another lady fan. Unbeknown to me this day brought a gift of a life-long friendship in Agnes Jevne. I discovered her husband was Moyne (an American flag buff) and they lived across the Hood Canal Bridge in Shine. Also, in Shelton, was Blondies Café where a large group of us went for lunch. Our club runs not only in our cars but on its stomach. I had to quickly use the facilities and Ann Warner asked to come along. After all, it had a restroom advertised room for two. As we opened the door, we were in for a shock and started to giggle. One toilet was for a grown-up and the other a child size one. We laughed so hard tears streamed down our faces. Whenever I go to Shelton, watch out here I come Blondes. As Jevne's became involved with OVAC they gave many July 4th picnics and decorated the entire front yard with 104 American flags. We were invited to the Johnson's for Poulsbo's 3rd fireworks and Van and Conni Smith had invited more car clubs to celebrate the big day. Ann Sears gave her craft making luncheons for designing all kinds of do-dads. It has been way too long since we have been together and miss the laughter and togetherness of OVAC Ladies Luncheons. Many of the events have disappeared over the years because of who knows and now Ann and Charlene get some respite from all the planning and work.

On one tour I was enthralled with OVACers beautiful line of antique cars as they slowly snaked down and up a steep hill. I was enchanted with the glinting of the sun and shadows of the trees as it sifted softly over the highly polished cars, George and Tedie in their 1936 Plymouth and Jim and Val Barnes in the 1929 Franklin. This was and is a happening car club where my husband and I have made life-long friends. We have truly been blessed and thank you for the love, joy, laughter, and friendships of being an OVACer.

~Del Sutton
and Dorothy Sutton



FINANCIAL UPDATE

Membership Notes:

Membership Dues are now being accepted for 2021. Memberships received by March 31, 2021, will be listed in the 2021 OVAC Membership Roster. You of course can pay later if you don't mind missing a month or more of 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. Due to limited space in this month's Duster, we are listing only those that have renewed since February 19, 2021. Therefore, those listed in the March Duster plus the following have already renewed their 2021 membership.

Ted & Charline Austin, Bruce & Danielle Clothier, Stan Dailey, Gary & Kathleen Ebbert, Marty & Karen McCullough, Gary Watland, and Dale & Diane Wilkins. One more is on the way from Dennis & Diana Sparby. Bottom line is that 69 out of 94 members have paid their dues as of March 19, 2021. Unfortunately, this means that 25 of last year's members haven't renewed their membership as of March 19, 2021.

Financial Report Notes:

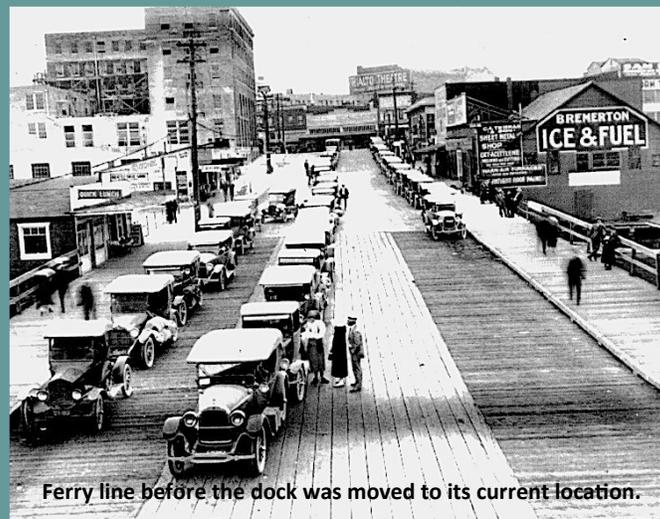
Rather than take up a whole page in the Duster I am providing just the basics for a Financial Report. As of March 19, 2021, this year we have received \$950 in membership dues (\$125 not yet deposited because I don't go to the bank as often during COVID), and spent \$134 for the Post Office Box rental.. The checking account has a balance of \$20,774.54 and we have a total of \$25,580.24 in Savings. If you have any questions or if you would like a copy of the complete report, you are free to contact me via phone (360-440-0572) or email (b.arper@comcast.net).

Financial Review Team:

Two people volunteered for the Financial Review Team and will have finished the review by the time you read this in the Duster.



Photos submitted by Jim Barnes



Ferry line before the dock was moved to its current location.



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OVAC



**Olympic Vintage Auto Club
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APRIL 2021

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