



The Duster

A Publication of the Olympic Vintage Auto Club

www.ovac.us

Founded in 1959



The Big Seattle Automotive Show of 1923

By Art Schick

Some of you may have missed the Automotive Show, February 10 through 17, 1923, in Seattle. The Seattle Star newspaper of Saturday, 10 February contained a multi-page insert with all the scoop! This fourth annual exposition included "Latest models of practically every automobile of American Manufacture".

The Auto Show insert contained ads from dealers for Nash (coupe-\$2,390), Overland (sedan-\$860, touring-\$525), Haynes (The car that made Sport models famous), Rickenbacker (A car worthy of the name), Star (roadster-\$525), Studebaker (\$1,190 - \$2,040), Hupmobile (\$1,315 at \$50/month), Gardner (five bearing crankshaft), as well as brands still sold today.

The Chevrolet ad announces that they "will not exhibit at the auto show" but all Chevrolet models are on exhibit at their 12th Ave & Madison Store and at their 4th Ave and University Show-room.

In addition to ads, the Star's insert contained "news" articles on a number of brands. Studebaker new included both Light Six and the Big Six. Hupmobile will build 40,000 cars for the 1923 market. Star warned that "Builders are swamped" expect delivery delays. Oakland announced a new guarantee on every mechanical part. Gardner has "Salient Improvements" on their new model. Rickenbacker's new six breaths "pure air" through invention of a new air cleaner.

Assuming you missed the 1923 exposition - Do Not Dispair, The automobile is here to stay. I'll see you at the 1924 Automotive Show.



**FEBRUARY
2023**

Next Meeting

February 16

Location:

**Family Pancake House
3900 Kitsap Way
Bremerton Wa 98312**

3pm

♥ **HAPPY**
Valentine's
DAY ♥

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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

Pat Ward ~ spectapper@aol.com ~ 360-621-8747

Vice-President

Pete Britton ~ 360-535-4637

Secretary

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

Treasurer

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

Immediate Past President

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

OVAC Committees

Swap Meet Chairman

Pete Britton ~ 360-535-4637

Financial Manager

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

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The Duster

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Editor

SWAP MEET Update

Bob Arper passed around financial sheets for the club, and reported our income from the Swap Meet was just under \$7,000".

"Pete Britton spoke about the Swap Meet. He was very pleased with the response to help, and all the volunteers who stepped up to help the event be a success. Looking forward to help for the next Swap Meet!~ Bonnie Chrey



2022		Donate to Kitsap Sun's Bell Ringer Campaign at kitsapsun.com/bellringer	
Special thanks to Kitsap Community Foundation. Donations go directly to nine local food banks.		100+ YEAR TRADITION	
Name	Dedication	Amount	
Suburb Garden Club	Christmas Celebration Auction	\$500.00	
Jack & Lily Templeton	Christmas isn't the only giving time...	\$200.00	
Sons of Norway Bremerton	Team members and Friends of OSLO Lodge 3-035, Sons of Norway, Bremerton.	\$200.00	
Jack & Gwen Duzanski	Happy holidays	\$50.00	
Bremerton Eagles #192 P.M.P. & Auxiliary	Helping carry on the tradition of "People Helping People"	\$100.00	
John & Norman Peterson	In loving memory of daughter, Debra Smith	\$100.00	
Joan Berg, Dan & Tam	In loving memory of daughter, Debra Smith	\$500.00	
Doug & Ellen	In loving memory of Henry and Marge Walker	\$345.00	
Darwin & Gloria Gilchrist	In memory of A. K. Huff & Friends, we miss you	\$100.00	
Ron & Sharon Lesay	In memory of Calvin & Tracy, Max & Wanda	\$100.00	
Margie L. Riley	In memory of Dan Filley	\$50.00	
Will & Karen Meuple	In memory of Elsie & Whitely Domstad	\$200.00	
Terri & John McKenzie	In memory of Holly Peterson	\$200.00	
Ed & Jan Kosko	In memory of Irma Kosko	\$25.00	
Stephen Kent Anderson	In memory of Michael Anderson & Kathleen Anderson	\$200.00	
Jeff Tompason Zaska	In memory of Sherman & Elizabeth Dear	\$50.00	
Carol & Ron Darling	In memory of Terge, warmest wishes this holiday season	\$100.00	
Sue	In remembrance of our parents - EV & Dick Dixon and Kelly & Giselle Laraway	\$50.00	
Terry & Penny Laraway	Merry Christmas	\$50.00	
Rach & Carol Schmidt	One for all, all for one	\$500.00	
Kathleen & Dan Parker	Remember the reason for the season	\$100.00	
Joseph & Valerie Christensen	To support the need in our community	\$100.00	
Olympic Vintage Auto Club		\$100.00	
Anonymous		\$100.00	
Beck & Loralee Lee		\$1,775.00	
Carlin & Ginny McAuley		\$100.00	
Cynthia & William Young		\$200.00	
Darwin Hedin		\$500.00	
Dorena Neide		\$100.00	
Deag Whitte & Carol Johnson		\$50.00	
Gregory Nelson		\$50.00	
Jennifer Vaughn		\$1,000.00	
Michelle Hennes		\$200.00	
Patricia & Christman		\$200.00	
Richard & Nancy Koch		\$200.00	
Tina & Marie McElberry		\$200.00	
Virginia Hennes		\$100.00	
		\$100.00	
		\$200.00	

OVAC Banquet

We had a great turnout for our annual banquet held at the Elk's on January 14th, over 51 members and guests came to our event. It had rained all week, but it was dry on Saturday. What a welcome relief! Our president, Pat, was gone on a South American Cruise, so I spoke for the club on some of the highlights of the past year, and introduced the board members for 2023. All the current officers are continuing on for this next year; Pat Ward, President, Pete Britton, Vice President, Bob Arper, Treasurer, Bonnie Chrey, Secretary.

I stated the following remarks for the benefit of all;

Thanks to Britt for the wonderful decorations! Work sent her to Florida this week, so she can't be here.

Our theme; "The Wheeler Dealers" taken from our flyer for the Swap Meet. Theme and design of the flyer courtesy of Taffy Satter.

Music at the event was performed by the Tammy Frost Trio, compliments of OVAC, Rich Satter, and Sig Chrey.

The club has had a good year. President Pat wanted me to mention that she is pleased with the turnout at our meetings. She is on a South American cruise at this time!

Some of the highlights for this year; OVAC participated in the Memorial Run for longtime member and supporter of our club, Fred Sears.

Our Coming Out Party/meeting in July at Bob & Bev's place on Mission Lake was well attended.

There was a large turn-out for the Port Orchard Cruise in August, altho we did not win the Best Club Participation trophy this year! Members did win individual awards.

We had a successful Swap Meet in Oct! Well received by the community and OVAC members came together to support this event! We are going to repeat it again this year.

OVAC divided \$1,500 between 3 charities in December; The Bellringer fund thru the Kitsap Sun to support nine area food banks, Holly Ridge Center, and Hospice of Kitsap County.

After this, we had drawings for 7 prizes, 5 gift certificates to area restaurants, and 2 calendars. Congratulations to all the winners!

See you all at the February meeting at The Family Pancake House!

Bonnie Chrey, Secretary



2023 TOURS AND EVENT CALENDAR



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

FEBRUARY

4-Old Cars and Coffee-10am

16-Monthly Meeting

JUNE

3-Old Cars and Coffee-10am

15-Monthly Meeting

OCTOBER

7-Old Cars and Coffee-10am

19-Monthly Meeting

MARCH

4-Old Cars and Coffee-10am

16-Monthly Meeting

JULY

1-Old Cars and Coffee-10am

20-Monthly Meeting

NOVEMBER

4-Old Cars and Coffee-10am

16-Monthly Meeting

APRIL

1-Old Cars and Coffee-10am

20-Monthly Meeting

AUGUST

5-Old Cars and Coffee-10am

No Monthly Meeting

DECEMBER

2-Old Cars and Coffee-10am

NO Monthly Meeting

MAY

6-Old Cars and Coffee-10am

18-Monthly Meeting

SEPTEMBER

2-Old Cars and Coffee-10am

21-Monthly Meeting

Coffee—Every Wednesday morning-Envy, Poulsbo, 8:00am

Breakfast—Second and Fourth Thursday of each month Putters Restaurant,
Rolling Hills Golf Course, 9:00am

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

Time to Re-Tire?

It all started Friday evening before Memorial Day weekend, when my son called via his cell phone. He was stranded on the side of the road outside Spokane. The 1992 Chevy Astro-van he was using for his summer painting business had just quit while he was on his way back to his dorm at Eastern Washington University. His regular car, a Dodge Stratus, was parked at our home in Vancouver WA. So since we didn't know the extent of the problem, I agreed to haul his car to Spokane on my open car trailer and swap it for the van. This would solve his transportation problem and I could fix the van at home. Meanwhile, I called a friend in Spokane to help him tow his van off the freeway and get him back to his dorm that night.

Saturday morning, I loaded his car on my open car trailer and headed East on highway 84 through the Columbia River Gorge toward Spokane. When I got past the lush green part of the gorge where the scenery turns desert-like, the 90+ degree heat was too much for the left front trailer tire and the tread peeled like it was a re-cap. I pulled over and parked with the trailer tire just on the shoulder of the road so I could get my scissor jack on the pavement to jack up the trailer. I soon learned that although the jack for my Dodge Durango was ideal for jacking up the trailer, the Durango lug wrench did not fit the trailer lug nuts. I was feeling good about being prepared for this because I also carry a socket set in my Durango and it worked just fine to remove the old rusty lug nuts.

I was also pleased that I had the forethought to buy a spare for the trailer at Dick's Tire Factory where they mounted a usable used tire on an old rim they let me have for about twenty bucks the year before. But, when I tried to mount the spare, I discovered that the five-lug pattern on the spare rim was slightly different than the trailer rim (So much for good intentions). So, I then had to un-hitch the trailer, put the spare and the trailer wheel into the Durango and head out to find a service station to re-mount my spare tire on the trailer rim. Since Arlington was closer than Boardman, I had to go about ten miles East before I could get off the freeway to go twenty miles West back to Arlington. The little town of Arlington has two "gas stations" where you can get gas, snacks, beer, etc. But you cannot get a tire changed! When I asked around for a place to get my tire fixed, I was told to go to Boardman (about thirty miles East) or to a fabrication shop about two miles south of town.

I headed south only to find the shop closed for the three-day weekend! So, I went back to Arlington and asked for other options. One of the sharper "gas station" attendants suggested I call the tow truck service that operated from a closed "service station" right next door. I called, and when the driver finally arrived, he advised me to go to the fabrication shop two miles south of town. I told him it was closed & he immediately had a few colorful comments regarding the reliability of the owner. I used my best-selling skills to convince him to use the service station equipment to re-mount my tire. It must have worked because to my surprise, he only charged me \$10 to do the job. I drove back to my trailer, mounted the tire, hitched up and con-

tinued on my way three hours later. All went well unloading the car and loading the van (if you consider winching a heavy vehicle onto a trailer with a come-along in 90-degree heat going well).

The next morning, I was on my way for the return trip to Vancouver with the Astro-van on the trailer. I went West on I-90 and South on SR 395 to I-84 toward Portland. When I got down SR 395 South exactly halfway between I-90 and the Tri-Cities at mile post 60, the right rear trailer tire peeled just like the left front one did the day before. Again, I pulled off the road again in 90+ degree heat. I had no spare for the trailer, it was Sunday, it was the middle of a three-day weekend and I was in the middle of nowhere!

"What would MacGyver do?" While removing the wheel, I noticed that the Astro-van had the same size tires and the same bolt pattern as the trailer. So I got the spare from the van and was beginning to think I was MacGyver when it went right on the trailer without a problem. I realized it would never be that easy when I let down the jack and the tire went almost flat. So, I limped along at about 25 mph for several miles before I found another "gas station". I found it interesting that they actually kept the nozzle under the counter for the outside air hose, so I bought a soda, filled the tire and was finally on my way again about two hours later.

I gassed up and ate lunch in the Tri-Cities and continued toward Portland on SR 395 to I-84. Just east of Boardman, the trailer started making bumping sounds. I slowed down and pulled off at a truck stop in Boardman to check it out. I found that the left front trailer tire that I had re-mounted in Arlington the day before had a bulge so big I couldn't fit my fingers between the fender and the tire.

There were too many big trucks around, so I limped into a rest stop about a mile West of Boardman and parked under a tree for shade in the heat of the day. I then preformed a rather precarious (and no doubt dangerous) procedure. I jacked up the trailer and then jacked up the van on the trailer and swapped tires on both. I put the bulged tire on the van with the bulge pointing up so when I secured the van to the trailer it would still sit level. I mounted the van tire on the trailer and was on my way again about 1 ½ hours later. I was getting pretty good at changing wheels and tires by then. In fact, I made it home in time for dinner that night.

I am telling you this story so you can all laugh & learn from my mistakes. Trailer tires don't seem to wear out; they just die of old age at the most inconvenient times and places. It was well past the time for my trailer to get "re-tired". My tires had like-new tread and appeared to be fine except for some slight cracking on the sidewalls. It was a secondhand trailer, so they could have been twenty-year-old originals. I got my trailer "retired" immediately after the three-day weekend with six-ply trailer tires (and fixed the van too).

Continued on page 6

Time to Re-Tire? *Cont'd*

"Re-tired Trailer Tips"

1. Always make sure your spare rim fits your trailer wheels. You probably won't be

hauling a vehicle with interchangeable wheels and tires when you need one.

2. It is important to have trailer tires on your trailer if you carry heavy loads. Passenger

tires just aren't made to do this. Passenger tires will bulge and modify your fenders!

3. Always check tire pressure on all your tires including the spares on the trailer and tow

vehicle. Otherwise, you can carry a bicycle pump if you need the exercise.

4. Carry a lug wrench and jack to fit your trailer. Try mounting your trailer spare

before leaving home to see if everything works. Don't wait until you're in the desert.

--

Mark Shaw

PBR List Owner

Vancouver WA USA

OFFICIAL CONVERSION CHART

HOW TO INTERPRET

ANTIQUUE CAR ADS

IF IT SAYS:

IT REALLY MEANS:

Rare model.....	Nobody liked them when new either
Older restoration.....	Can't tell it's been restored
Needs engine work.....	It's been frozen for 30 years
Uses no oil.....	Just throws it out
No rust.....	Body and fenders missing
Rough.....	It's too bad to lie about
One owner.....	Never been able to sell
No time to complete.....	Can't find parts anywhere
Needs interior.....	Seats are gone
Rebuilt engine.....	Has new spark plugs
May run.....	But it never has
Low mileage.....	Third time around
Many new parts.....	Keeps breaking down
29 coats hand-rubbed paint....	Needed that much to cover rust
Clean.....	It sat out in the rain yesterday
Best offer.....	About what I expect to get
Always driven slowly.....	Won't go any faster
Prize winner.....	Hard luck trophy 3 times in a row
Stored 25 years.....	Under a tree
Real show stopper.....	Orange with purple fenders
Easy restoration.....	Parts will come off in your hand
Ready to show.....	Just washed it
Top good.....	Only leaks when it rains
Good investment.....	Can't depreciate any more



OVAC Facebook Page:

OVAC Car Club-Kitsap County Washington

Moderator Jon Lechich

jipjob@gmail.com



Please join the page and post or send your car photos to Jon~

A Brief History of Power Steering

Ever see an old movie, and notice the driver turning the wheel over, and over—just to make a right at a stoplight? That’s because that car probably didn’t have power steering! We take it for granted today that even the oldest cars have power steering. For much of automotive history the steering wheel was a mechanical means of turning the wheel, this made it especially hard to turn the wheels when the car was at a complete stop, as friction fought the driver for every degree turned.

The first commercial power steering was made available by Chrysler in 1951, however the first patent for power steering came in 1876, and improved with a hydraulic version in 1902 by Frederick W. Lanchester. All to no avail, none of these designs were adopted by the handful of car manufacturers operating at the time.

It wasn’t until the Roaring Twenties, that the prototypes for later incarnations of power steering were born. Francis Davis invented the first power steering that was actually fitted into a car, in fact the system used by Chrysler in 1951 leaned heavily on Davis’ model.

The true utility of power steering wasn’t fully displayed until the Second World War, when Davis’ power steering patents were used to ease the strains of controlling heavy war machines such as armored vehicles. As with most inventions with military applications, the necessity of battle pushed the fledgling technology to prominence. By war’s end over 10,000 vehicles were stalking

battlefields the world over with the aid of power steering.

After the Second World War, Chrysler championed the technology, and over 1 million vehicles featured power steering by 1953. Despite the ubiquity of the technology, all **power steering systems** are not created equal! In fact, with the addition of electronic and multivariable technologies, great strides have been made in steering technology within the last 10 years, with companies such as Citroen, Toyota and Honda also releasing patents related to power steering.

We’ve come a long way from vacuum powered steering wheels, and even farther from the tillers originally used as steering mechanisms. So the next time you’re able to quickly turn your wheels to avoid something in your path, be sure to thank Francis Davis—the father of modern power steering!

Written by Dara Greaney



John Dankers

John Dankers

John Dankers, 83, passed away on Saturday, November 26, following a year-long battle with bladder cancer.

John is a native Washingtonian born in Kittitas County. He lived in eastern Washington until his family moved to Kitsap County in the 1940s. John graduated from Central Kitsap High School in 1957 and then enrolled at Olympic College in Bremerton. The first in his family to go to college, he continued his education at the University of Washington in Seattle and earned a Bachelor of Science degree in mechanical engineering in 1961.

John's career spanned more than 30 years as a federal government employee and engineer based initially in Port Hueneme, California, subsequently at the Puget Sound Naval Shipyard, and later at Naval Base Bangor. John, and his late wife, Bonnie, settled with their two children, Todd and Lorie, in the Kingston/Eglon area in 1970.

A long-time volunteer with North Kitsap Fire & Rescue, John most recently served as a tender driver based out of Station 81 in Kingston. He started his volunteer service in 1971 in Eglon with Fire District 14.

In his retirement, John was a devoted caregiver for his wife, Bonnie, for several years until her death in 2015. John was also a member of the Olympic Vintage Auto Club, where he pursued his interest in restoring, repairing and tinkering with antique automobiles. John participated weekly in a local hiking club based in Kitsap County and thoroughly enjoyed exploring trails on the Olympic Peninsula and hiking to scenic lookouts. He also enjoyed traveling, having visited 49 states during his lifetime. His greatest joy was spending time with members of his immediate and extended family.

John was preceded in death by his parents, John and Velma Dankers, and his wife of 52 years, Bonnie (Sheka) Dankers. John is survived by his son Todd, his wife Tamara Dankers and their three children Nathan, Riley and Mackenzie, of Arvada, Colorado; his daughter, Lorie Dankers, and her husband Jeff Johnson, of Bellevue, Washington, and their daughter Bridget Johnson, of Chapel Hill, North Carolina.

A service and reception to honor John's life will be held on Saturday, Dec. 17 at 10:30 a.m. at the Village Green Community Center, 26159 Dulay Road NE in Kingston.

In John's memory, gifts may be made to ShareNet, a non-profit that provides food and other assistance to local residents in need in the north Kitsap County area and/or to the North Kitsap Fire & Rescue Community Partnership Fund, which is managed by a committee of NKF&R department members. This fund provides financial support to community members in need of emergency assistance.

- ShareNet
P.O. Box 479, Kingston, WA 98346
(<https://www.sharenetfoodbank.org/donate/>)
- NK Community Partnership Fund
c/o North Kitsap Fire & Rescue, 26642 Miller Bay Road NE, Kingston, WA 98346

The Dankers family would like to extend a special thanks to the entire staff at Liberty Shores in Poulsbo for the exceptional care they provided John during his illness. They would also like to thank the many friends and family members who visited and kept in touch with John over the past several months. The encouragement, kindness and support you provided were invaluable to him and our family during this journey.



OVAC Banquet-*by Jim Barnes*



**OVAC Banquet
2023 at the Elks!**



Book Sale

Book Sale.

THE LEVEL OF DETAIL IN SOME OF THESE OLD SERVICE MANUALS, FAR EXCEED ANYTHING YOU WILL FIND TODAY!

For more information please contact Jim at 360 731-3757 or via email at thebarn@tscnet.com

We can arrange free local pick up or postage (your nickel).

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 auto 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

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 *THE DUSTER* VIA EMAIL

I WANT TO RECEIVE *THE DUSTER* VIA US MAIL

6. TOTAL PAYMENT ENCLOSED \$ _____

LIST YOUR ANTIQUE, VINTAGE, SPECIAL INTEREST &/OR COLLECTOR CARS >30 YEARS OLD

YEAR, MAKE MODEL	YEAR, MAKE, MODEL
1	2
3	4
5	6
7	8
9	10
11	12
13	14
15	16
17	18
19	20

**I CERTIFY THAT I HAVE READ, UNDERSTAND AND WILL COMPLY WITH
THE OVAC TOURING GUIDELINES.**

SIGNATURE

(SPELL NAME)

OVAC

 *Happy
Valentine's Day*



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



FEBRUARY 2023

THE DUSTER