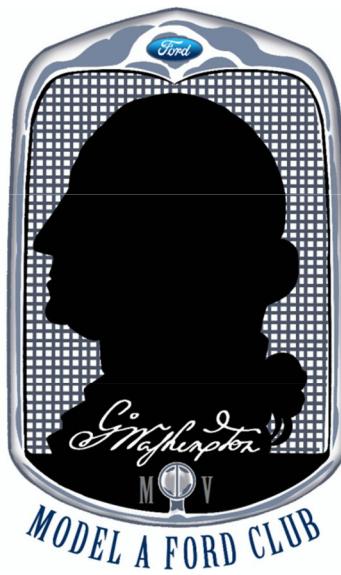


# The Ford Script



Vol. XLII

March 2021

No. 3



HAPPY SAINT PATRICK'S DAY!



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# The Ford Script



Official publication of:  
 George Washington Chapter, Inc.  
 of the Model A Ford Club of America  
 and the George Washington Region  
 of the Model A Restorers Club  
 GWC Model A Club  
 Post Office Box 971  
 McLean, VA 22101

Chapter meetings will be held by computer on the third Wednesday of every month using Zoom technology until it is safe to return to physical meetings. The meeting starts at 7:30.

Chapter members are encouraged to belong to both MAFCA and MARC national clubs and the Model A Ford Museum (MAFFI). The chapter Web page on the Internet may be accessed by:

[www.gwcmolda.org](http://www.gwcmolda.org)  
 Web Master: Greg Shepherd

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Copy for THE FORD SCRIPT should be e-mailed to the Editor at: [billhsims@gmail.com](mailto:billhsims@gmail.com)

**Next deadline: Monday, April 5th**

## **THE PRESIDENT'S CORNER**



Dear GWCers,

Well, at the beginning of last month, the Pennsylvania Groundhog came out of his burrow and . . . he saw his shadow! That meant six more weeks of winter.

But wait, that was four weeks ago. That means we are only two weeks from Spring. And that means we can get the Model A Ford out for a drive soon.

Now I know that a number of the GWC members are staying home, for safety's sake. That is smart. But, now that you know Spring is almost here, spend some time in the garage working on your Model A.

It has been reported that a solo drive in your car is good for your mental health. It gets you out and about, but within the bounds of safety.

So, what outside activity can you think that is more safe than to go for a ride in your very own Model A Ford. Maybe bring a family member along, so they can get out of the house too.

Gene Rainville, our 2021 Activities Chairman, has a list of local events and tours we can choose from once things open up. These will be in each month's Script.

Get your Model A Ford running right, so you can participate in fun Club events with confidence. If you need help, let a member of the Board know. The Squad is ready, and we want to help.

I look forward to "seeing" everyone at our next Zoom Monthly Meeting on Wednesday, March 24th at 7:30 PM.

Stay Safe,

Doug

## **FROM THE EDITOR**

To celebrate the warm weather last week, I charged up my battery and got the A out for a run to the gas station. It was happy to see daylight after nearly 2 years in the garage and ran fine. Now it has a full tank of gas and is rarin' to go.

Gene Rainville now has the task of compiling and sending to me the list of upcoming events for The Script, but he is dependent on what people send him. So, I ask, if you're letting him know about an upcoming event, that you include the name of the event, where it will be, times it will be open, what will be included in the event (e.g.—antique cars, car corral, food vendors, flea market, etc.) and where to find information about it online or provide a contact person and phone number. That way, Club members will know what to expect and he or I won't have to track down that information. Thanks.

Bill Sims

## REPORT FROM THE BOARD ZOOM TELECONFERENCE



### Board Meeting February 2021

The Zoom meeting was called to order at 7:05 PM on February 24 by President Doug Tomb. Present were Paul Bjarnason, John Dougherty, Luke Chaplin, Stan Johnson, James Kolody, Gene Rainville, Milford Sprecher, Bruce Metcalf, Bill Sims and Greg Shepherd. Absent was Benny Leonard.

The current status of Covid vaccination of board members was discussed. Most have already had the inoculation and others are scheduled for the near future.

### Old Business

**Scholarships.** The issue of funding scholarships during a non-Sully year was discussed. A motion was made, seconded and discussed regarding offering two \$500 scholarships despite the loss of offsetting income from the cancelled 2020 Sully Antique Car Show. The discussion included the need to establish clear criteria for the awards. A committee of four people was appointed to meet and produce a more streamlined application process in time for an announcement in the March Script. The motion passed unanimously.

**Resumption of meetings at the American Legion Hall.** At some point in the coming months, it may be possible to resume in-person monthly membership meetings at the McLean American Legion Hall. In that regard, the question was posed whether the 2021 Club budget should contain an amount for at least 6 months of rental cost. Because of the uncertainty of withdrawal of Virginia restrictions on large group meetings, and the uncertainty about the willingness of members to attend in-person meetings it was agreed to address this issue at future meetings.

### New Business

**Small Parts Day.** Because of the uncertainty of the venue for Small Parts Day, and restrictions on meeting, some other form of gathering will be planned. An expanded "Sit n Sip" where members bring parts and problems for resolution was suggested as a substitute.

**Letter of Agreement with Fairfax County for the Antique Car Show.** The revised LOA between the GWC and Fairfax County/Park Authority is being staffed within the County government. This includes provisions to resolve the County concerns about the GWC insurance policies. John Dougherty stated that if the Smith Air Compressor is displayed it will need to be roped off with warning signs to comply to reduce risk. The GWC application for show insurance to the national MAFCA insurer will cite the presence of the Smith Compressor at the show.

**Friends of GWC Gathering at Silver Diner.** A motion was made and passed to begin to have a monthly breakfast meeting at the Silver Diner with the first one being on March 10 until such time as the Caffeine Double Clutch meetings resume. Attendance at the sessions is voluntary and in accordance with the Silver Diner guidelines. A vote was called and the decision was unanimous in favor of passing the motion.

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## **REPORT FROM THE BOARD ZOOM TELECONFERENCE (Cont.)**

**President Tomb then called on Treasurer Paul Bjarnason for the Treasurer's report.** The report included both a current status and a budget for the coming year. The current balance is \$37,624. The expenditures for 2020 were unusually low due to the constrained activities. The balance sheet shows only a \$1600 reduction in the balance sheet amount from the end of 2019 and the end of 2020, despite the loss of the Sully Antique Car Show revenue.

The Board voted to adopt a 2021 budget of \$4,000 in expenditures:

\$1,000 for routine expenditures—Zoom subscription renewal - \$157; Webmaster operations - \$100; PO Box rental & Postage - \$281; and Script printing & mailing - \$400, all of which total to \$938, but are rounded to \$1,000.

Donations: \$500 for the Armed Forces Retirement Home and \$500 for the Model A Ford Foundation Museum;

\$2,000 for outdoor picnics this summer. The Board will consider a budget appropriation for the annual Christmas party this September when the effects of the Covid situation may be clear, including whether an indoors Christmas party will be permitted by the state of Virginia and whether the GWC membership would be willing to attend.

**Continuing membership for widows of deceased members.** A motion was made and passed that widows of deceased Club members be asked if they want to continue as members, and if so, to offer a free membership where appropriate. The motion passed unanimously.

**Sit 'n Sip.** The date for the next Sit n Sip is weather dependent. When a nice day can be predicted John Dougherty will send an announcement to the membership.

**National Tour.** Gene Rainville advised that he has not found any members who are planning to attend the MAFCA National Tour in June in New Hampshire. The tour is planned for the time that the Sully Show is normally held. John Dougherty suggested the Club consider a picnic at Sully near that time. After the LOA is finalized, he will approach the Sully staff to investigate that idea.

**Hats.** Gene Rainville showed a baseball-type hat with the new GWC logo (profile of Geo. Washington inside a Model A radiator shell). It is bright yellow, consistent with the Club vests worn during the Sully Car Show. A motion was made and passed that the Club will buy a quantity of the hats and have them for sale for \$12 at Club gatherings.

**March Meeting.** Because the March meeting date falls on St Patrick's Day, a motion was made to move the Zoom meeting date to March 24 at 7:30, preceded by a 7:00 PM board meeting that same date. Motion passed. The topic for the March meeting will be the disassembly and repair of the Model A three-speed transmission by James Kolody.

The meeting adjourned at 9:45

Stan Johnson  
Secretary

## THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO



Words of wisdom came from Millard Springer in the President's Corner of our Ford Script, about the technical and social aspects of our gatherings. He said that learning about the history and mechanics of the Model A are of major importance and consumed more time than anything else during the course of the year, but that there is a social side to our Club as well. Continuing, he said that it was true also that while the social side may take a back seat to the technical sessions, it is nevertheless very important. He went on to say that in March we get together to enjoy Family Night with spouses, children, and fellow Model A'ers and he hoped for as good a crowd as we had had in the past because it is a time to chat more than we do at regular meetings, suggesting that you don't just stick with two or three of your closest friends, but rather look for a few faces you don't recognize and introduce yourself to make a new friend. "And don't forget to wear your name tag!"

Small Parts Day at Walt Bratton's had a large turnout and provided a format for making our Model A's safer and more fun to drive. It gave the more seasoned mechanics a chance to help car owners with less experience and provided an opportunity for members who did not know each other to meet and become friends. Millard said he hoped everybody who was there took a moment to thank the hosts, Walt and Martha Bratton, for letting us come out and make a mess at their place.

With regard to donations, Perry Dunn reported that our Club was continuing the \$500 gift approved in 1995 to MAFFI for support of their computer scanning project but the decision on monetary support in '96 would be deferred until more information was received on the overall progress of the scanning project. We also agreed to renew support for COVA (Council of Vehicles Association), the organization that monitors and informs us of legislation and regulations that may adversely affect our antique car hobby. The cost for this was \$1.00 per member.

Dave Henderson

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## **STATUS OF THE SULLY ANTIQUE CAR SHOW**

Many of you are asking about Sully, in short: Show or No Show? Unfortunately, we must postpone Sully #47 until 2022; so No Show! There was detail in the Board Meeting Minutes last month that provided a good update. Several Board members held a GWC Planning Meeting on 23 January. Credit and thanks to Stan Johnson for providing an excellent and concise Status of the Sully Antique Car Show in the minutes of that meeting. I repeat that here:



*".... the members present knew most of the recent history of the demands of the Park Authority and County staff regarding liability and insurance aspects. Without agreements in place, planning and long lead time items (brochure, trophies, correspondence with vendors, etc) cannot go forward for the Antique Car Show. In a normal Sully Show calendar, planning and initial organizational activities should be taking place now, with intensity building up during the next 60 days.*

*Adding to the administrative bottleneck is the uncertainty about the Covid-19 virus as the next 5 months unfold. Doug Tomb provided a copy of a recent article showing projections for inoculations. This was supplemented by recent announcements from the White House that their goal is 100 million inoculations in the first 100 days of the Biden Administration. That would result in about 1/3 of the nation inoculated by mid-May. That probably is not enough to lift restrictions on the number of assembled people to allow a normal Sully Car Show sized-gathering.*

*A third element is the manpower needed to conduct the show. Although there might be work-arounds, the number of active club members available to accomplish the many car-show tasks (some are labor intensive), has fallen somewhat from previous years. At this point it is not certain that GWC can fill the roster of needed positions."*

Since that planning meeting, we had a successful meeting with representatives from the Park Authority and Fairfax County. We resubmitted a revised Letter of Agreement to the Sully Historic Site Manager who forwarded the agreement to the Park Authority and the County. We are waiting for a response and I am fairly certain that we have resolution on the Letter of Agreement.

I take this opportunity to recognize and thank GWC Treasurer Paul Bjarnason for the many hours he contributed in the last year to resolve the many issues with the Letter of Agreement. I am certain that his thorough research, staffing actions, and coordination with all parties concerned will pay off.

In the meantime, "We Shall Continue the March" (and we shall endeavor to work it out better for GWC than it did for Custer!).

Thank You and Ahoogha!

John Dougherty  
GWC Annual Meet Chairman

Footnote: Regarding Stan's "third element" described above: Our force is thinning so we will have to get creative to meet the volunteer manpower requirements for future Sully Shows. I welcome any ideas you may have!

## **ANNOUNCEMENT OF SCHOLARSHIP COMPETITION**

In mid-2021, GWC plans to award up to two scholarships of \$500 each to 2021 college or trade school students. Applications will be assessed based upon the following criteria:

1. School transcript (past 2 years)
2. Extracurricular activities, volunteer work and/or employment
3. Personal and family association with Model A Fords and/or GWC activities
4. Education and/or training plans
5. Career goals
6. Essay quality – A Model A-related essay of about 750 words is required.

### **The Essay:**

Essays from all applicants (with their permission) will be considered for publication in the GWC Script. The essay may be on any topic or combination of topics of the applicant's choice. The essay should approximate 750 words and one or two pictures are encouraged. Following are suggested topics but any topic related to the Model A Ford would be welcome:

1. Why I love the Model A Ford
2. How the Model A Ford changed the mobility of the USA
3. What about the hobby attracts people, young and old, into it? What more could be done to attract the younger set to keep the hobby alive?
4. What one learns by working on a Model A Ford.
5. Your family history with the Model A Ford and activities, including maintenance and repair

### **How to Apply:**

The application instructions may be obtained on the George Washington Chapter website:  
<http://www.gwcmolda.com/scholarship.asp>

**Deadline:** Please submit your application by no later than April 30, 2021.

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## PROGRAM FOR MARCH

For our March ZOOM presentation, James Kolody will demonstrate to us how to rebuild a Model A transmission. It is a fairly easy process (although parts can be pricey!) and doesn't take very long to do; waiting for the paint to dry is probably one of the longest parts!

Luke

## MAFFI NEWSLETTER MINUTE

Save The Date!!

The Model A Ford Foundation is excited and anticipating Model A Day at our beautiful museum in Hickory Corners, Michigan. After last year's cancellation, we have had even more time to fine tune this event! (When life gives you lemons...) Our First Responder vehicles are still on display, thanks to the generosity of their lenders. We are expecting a great turnout so make plans now to attend. Please see attached a flyer for **Model A Day, September 17 & 18, 2021!**

Please use the link provided to print the flyer and feel free to distribute them at your club's events.

Marsha Quesnel, MAFFI Trustee  
[clubcontact@maffi.org](mailto:clubcontact@maffi.org)



## **L.T. COL. EDWARD L. BRANT**

(Ed. Note—Last month, member Ed Brant died too close to the Script deadline for a proper write-up. Jim Gray supplied this for this month's Script.)



Born October 4, 1920 to Ernest and Katherine Brant on a small farm in Oakville, Washington. He had four brothers and one sister. It was there that he developed his lifelong love of fruit pies and wild salmon. After high school, he and his brother, Buster started working at the Boeing Airplane Company in Seattle. In 1943, he was accepted into the Army Air Corp Cadet Program. He trained as a pilot and flew B24s on twelve missions as part of the 489<sup>th</sup> Bomb Group out of Halesworth England. He and his crew trained on B-29s, but the war ended before their planned deployment to the Pacific. After the WW II, he decided to make the Air Force his career and became a meteorologist, while also maintaining pilot proficiency. The Air Force sent him to Saint Louis University for their Master's and Doctorate programs. He was awarded the Air Combat Medal; the European, African, and Middle Eastern Campaign Medal; the World War II Victory Medal; the Army of Occupation Medal; the American Campaign Medal; the National Defense Service Medal; and the Air Force Longevity Service Award. After retirement from the Air Force, he continued service at the Pentagon working for Computer Sciences Corporation until full retirement.

Ed met his wife of more than 50 years, Marion Virginia Henry in Texas during his initial flight training. Son Charles Edward was born in 1946 and daughter Katherine Ann arrived in 1947. After twenty years of traveling the family settled in Arlington, Virginia in 1962.

He was always interested in learning and was happiest when he was doing something. His interests included working as an escort at Virginia Hospital Center, bowling, and restoring antique furniture. He was an avid antique Ford hobbyist, owning several Model T Fords and a Model A. He was a past President of the Nation's Capital Model T Ford Club and participated with his son and his family in many national Model T tours including the 75<sup>th</sup> and 100<sup>th</sup> Anniversary Tours of the 1909 New York to Seattle Car Race. He enjoyed the fellowship of Community United Church. He and friends found inspiration in the Serenity Prayer. Ed was an extremely giving and empathetic soul. His life was dedicated to the service of others, yet he never expected or asked anything in return for his sacrifices. He consistently put the needs of his country, community, family, and neighbors before his own. He set an example all of us wish we could follow, as he faced each day with a firm moral compass, a simple philosophy of helping anyway he could, and a never bending belief in hard work, family, and God. He touched the lives of everyone he met in a positive way; no more so than his beloved family.

Ed will be missed by his family and friends. He was predeceased by his wife in 2002 and his son in 2019. Survivors include his daughter and son-in-law Katherine and Richard Sullivan of

>>>>>

## LT. COL. EDWARD L. BRANT (Cont.)

Arlington, Virginia, his daughter-in-law Margret Brant of Strasburg, Colorado, three grandchildren, James Sullivan of Arlington, Virginia, Richard Sullivan of Aldie, Virginia, Marion Walsh of Austin, Texas and seven great grandchildren. Burial will be at Arlington Cemetery. Times for burial and services will be announced later.



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## STARTER WOES AND POINTS PLATE WIGGLE

My coupe has been suffering from slow cranking and hard starting for a while. I added a ground cable between a starter bolt and the frame, but that didn't improve things. Next up is to check the starter. The brush length was good enough and it rotated fine with the brushes removed. It was a bit oily, so I cleaned it up and replaced the grounded brushes. The desoldering/soldering for the brushes connected to the field coil brushes are too much work, so I kept the old ones. The resistance between each of the commutator segments was equal.

I did notice that the existing cable between the battery and the starter seemed smaller diameter than the 1-gauge cables I bought recently. The new cable from Bratton's went on and it transformed starting! After stripping the insulation off the old cable, it measured between #4 and #5 cable, so no wonder it didn't spin the starter like it should. The new cable is approximately .480" in diameter, including the insulation thickness, so if you are having trouble with a slow starter, check all the cable diameters.

During all this, I wanted to make sure the points gap and timing was per spec. The timing checked out each time, but I noticed that the gap on the distributor was varying. While adjusting one time, I observed that the upper plate was moving slightly. A mere .001" is important here, so I investigated closer. I swapped distributors after checking the backup one for similar movement; it was OK. With the cam and spring removed from the first dizzy, the upper plate was definitely moving. I decided to "spread" it to fit better in the dizzy body. I mashed the tangs on the perimeter with a 1/4" flat end punch on the anvil portion of my vise until it was snug, but could rotate smoothly. The tangs spread nicely and the job ended up cheaper than a new plate that might have also been loose anyway.

Bruce Metcalf

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## **WINDOW GLASS**

(Reprinted from Antique Automobile)

In the earliest days, no glass was used. Then isinglass, a very early form of celluloid plastic, came along. It was flexible, which suited the cloth top and side curtains. If it wasn't scratched from washing or jouncing around in storage under the seat. It was fairly transparent until prolonged exposure to the sun darkened it (photon bombardment is a powerful force). It was suitable for windshields only in emergencies, such as driving in the rain or snow, when visibility was poor with or without a windshield. Then came plate glass, which was a major source of injuries in collisions. If the crash didn't get you the big, razor sharp fragments of glass would sever an artery (some of our members who harbor suicidal tendencies still have plate glass in their antique cars). In the early thirties along came a revolutionary invention--laminated "safety glass." Two flat layers of glass were bonded under heat and pressure to a very tough and quite transparent layer of plastic. The bond strength was so strong that as it flexed in a collision, it broke the glass into small pieces, and most of them stuck to the plastic. In a collision, the passenger might have 500 small fragments of glass embedded in face, neck, and arms but no severed arteries. Quite an improvement. By the forties the industry even learned how to make tooling to produce curved panels for streamlined cars--ugh! It was expensive, but well worth the price. Every manufacturer immediately categorized it as a necessity, not an option.

The next development was an economical way to make low distortion "float glass." Since no metal tooling is really flat, especially at hot glass temperatures, some clever fellow realized that a molten tub of tin with a really clean surface was pretty flat as long as the floor of the room didn't shake; also, it was at a practical temperature to pour molten glass on and let the glass solidify. (This glass isn't really flat--it follows the curvature of the earth, so a 48" panel is really crowned over a millionth of an inch.) Float glass isn't any flatter than ground plate, just cheaper. It still has to be laminated, of course, for safety, but the images viewed through this glass aren't wavy, which is definitely an asset in automobile glass. It's not just for safety. It also minimizes motion sickness.

Next came "tempered" glass. This isn't necessarily laminated. It has been exposed to chemicals at high temperature, which react and are absorbed into the surface a few thousandths of an inch. These altered molecules are larger, but they can't "expand" the length of a piece of glass much, because the thin layer isn't strong enough to stretch the core very much. Both sides are trying to expand and the core is in a mild state of tension. But the skins are quite strongly in compression, because of their constrained urge to expand. This glass may be either flat or curved. The beauty of this glass is that when any point on the surface fails, there's an extremely unbalanced situation. When the compression surface fails, even in a tiny spot, the core, which is already mildly in tension, cracks thru and this crack propagates as fast as a bullet in all directions. The glass instantly becomes blunt fragments the size of small peas. If they fall all over you, they'll scarcely cut you at all. If they stay intact there are so many cracks that you can't see through it. And, so, that's why it ain't so good for windshields. A minor accident might lead to a major one.

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## WINDOW GLASS (Cont.)

The current windshield technology comes from Europe. It's conventional laminated safety glass with another plastic skin on the inside. When it breaks, 99% of the tiny fragments are contained and the doctor doesn't have to take 500 small pieces out of the passenger's face. This development had to wait until a plastic came along that was oxidation and scratch resistant. In the plastic industry that was a tough order.

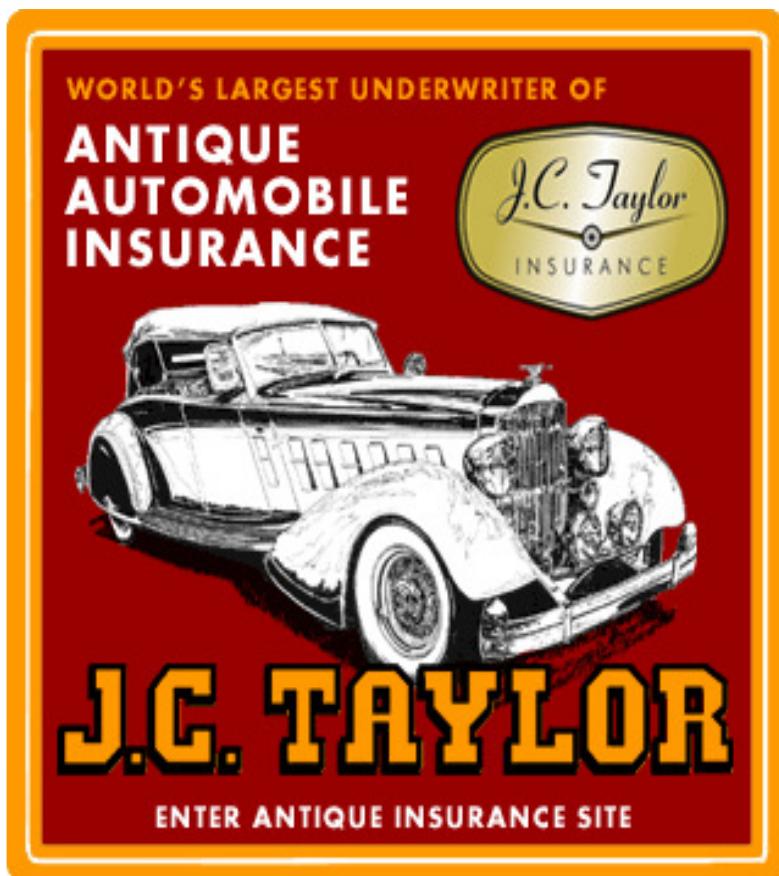
To paraphrase Packard's renowned slogan, "ask the man who's stuck his head through the windshield" and you'll get a strong endorsement for the safest glass possible.

The other development to come along in recent years isn't exactly high technology, but certainly "tempered" glass helped to bring it along. This great invention is thinner glass to save weight.

A Model T sedan is pretty sluggish and pretty top heavy, and glass is a good part of the reason. Today's cars get 30-50 miles per gallon and good acceleration with a 100-120 cubic inch engine (61 cu. in. = 1 liter); also, the brakes and tires last a long time. Weight has a lot to do with it.

What should your old car glass be like? Safe, clear and distortion free, light weight (if your horsepower is as scant as mine), and economical, in that order.

Harold Sharon



An advertisement for Gaslight Auto Parts. It features a vintage-style headlight on the left with the text "NEW LED headlight". To the right is a close-up of a vintage Ford headlight with the text "1909-48 FORD parts &amp; accessories since 1962". Below the headlight is a price of "\$59.90/pr". The bottom section contains the text "easy replace regular bulb for Model 'T' or 'A' Ford" and the phone number "800.242.6491". The website "www.GaslightAuto.com" is also mentioned. A small image of a vintage car part is shown in the bottom right corner, with the text "Urbana, OH".

## **FROM YOUR ACTIVITY CHAIRMAN**

### **Just a couple reminders:**

Our first “**Friends of GWC Breakfast**” will be held at the Fair Oaks Silver Diner on March 10, 2021, beginning at 9 a.m. The address is 12251 Fair Lakes Parkway. It’s at the corner of Fair Lakes Parkway and West Ox Road in Fairfax. See you there – Drive you’re A’s if possible.

The **White Mountain Adventure 2021 National Tour** is scheduled for June 20 thru June 25. Suggest that you make your reservations early, if you plan to attend. The January/February “Restorer” has all the details. Please notify Gene Rainville if you plan on attending. [rainvillegl@gmail.com](mailto:rainvillegl@gmail.com) or 703 489-7321

### **Notification:**

The Board has purchased 30 yellow ball caps for resale to Club Members. The price is \$12 per hat. They can be redeemed for cash or check at any of our scheduled club events. Participate in the in-person events scheduled below – enjoy other members’ company – have fun – and purchase a hat. The hats are one size fits all.



## **COMING EVENTS**

### **March**

**March 10 (Wednesday) Friends of GWC Breakfast at the Silver Diner in Fair Oaks. 9:00. Modern or A's - We should be able to have this event because of vaccines. Social distancing still required. Tables are separated.**

**March 17 (Wednesday) Saint Patrick's Day. No general meeting!**

**March 24 (Wednesday) Monthly Board meeting using Zoom at 7:00, followed by the monthly General Meeting using Zoom. 7:30 . Note: This is the 4<sup>th</sup> Wednesday instead of our normal 3<sup>rd</sup> Wednesday of the month. Be sure to mark your calendar.**

**March 26-27 (Friday-Saturday) Sugarloaf Mountain Region AACA Parts and Swap Meet, Agriculture Center, Westminster, MD. 8:00 – 4:00 Friday; 8:00 – 2:00 Saturday. \$2 entry. Vendors are selling everything automotive, such as antique auto parts, car care products; signs, toy and model cars, tools, hardware such as nuts, bolts, electrical parts, tires and rims, services such as restorations and auto detailing. For information, go to: <https://carrollcountyagcenter.com/event/sugarloaf-mountain-region-aaca-parts-and-swap-meet-2/>**

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## COMING EVENTS (Cont.)

### **April**

**April 14 (Wednesday) Friends of GWC Breakfast at 9 a.m. at the Fair Oaks Silver Diner.**

**April 17 (Saturday) Mount Vernon Day Tour – Meet at the North-East corner of Balls Hill Road and George Town Pike in the school parking lot at 9:00 a.m. The group will take George Washington Parkway to Mount Vernon – Visit the sites and have lunch outdoors. Please let Gene Rainville know by March 31, 2021 if you plan to attend.  
[rainvillegl@gmail.com](mailto:rainvillegl@gmail.com) or 703 489-7321**

**April 21(Wednesday) Monthly Membership Zoom Meeting at 7:30 p.m.**

April 21 thru 25 (Wednesday – Sunday) Carlisle Spring Small Parts Day. Club members may attend individually or as a group.

**April 28 (Wednesday) Monthly Board Zoom Meeting at 7:00 p.m.**

## WANT ADS

### **For Sale**

1930 Model A Tudor with many spare parts and literature. This is a 2-family car. The original owners had the car restored professionally in 1975 and drove it leisurely. I bought the car in 1995, tuned it up, and drove it occasionally with antique plates until about 2003; it has sat in my dry garage since. The car is in very good, original condition with some reproduction parts, like coil, points, plugs, hoses, fan belt, etc. The battery is dead and the gasoline has gummed up the line and carb. The tires have good tread but are old, probably dating back to the 1975 restoration. See additional photo on the GWC website. The Lady needs another appreciative owner. Price is \$11,500. Contact: George Blaine, [gblaine39@gmail.com](mailto:gblaine39@gmail.com).



### **For Rent**

4 spaces available in Springfield warehouse for safe and secure car storage. 24-hour access, block building, sprinkler system, utilities included, \$250 per month. Contact Jim Chesley <[jchesley@aol.com](mailto:jchesley@aol.com)>