



The Pin-MAR News



Only Regular Publication of The **Pinellas Model A Restorers, Inc.** . Antique Car Club
Pin-MAR, Inc. Antique Car Club, P.O. Box 1235, Pinellas Park, FL 33780



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The Pin-MAR News, Published Monthly. Newsletter Staff: 135 Member Writers like you!
On the WEB at www.pinmar.org

The Pin-MAR Antique Car Club, Inc. is a not for profit corporation founded as a club in Pinellas County Florida in 1964. The club's founders were dedicated to the restoration and preservation of the Model A Ford. The club now enjoys 135 member families from all walks of life who restore and enjoy a large variety of antique and collector cars. Meetings are held the first Thursday of each month, usually at Heritage Village, or as announced in this newsletter. The club conducts tours, outings, an annual Picnic/Antique Car Show, and sponsorship of the Heritage Village General Mercantile & Garage. It's a fun, all volunteer club for the entire family, with annual dues (June 1-May 30) set at only \$20.00.

PIN-MAR BREAKFASTS IN APRIL

The first breakfast will be on Tuesday, April 10 @ 9:00 AM at Metro Diner at 5249 4th St. N. in St. Petersburg.



The second breakfast will be on Thursday, April 26 @ 9:00 AM at Spiegtagular, 7924 Ulmerton Rd., Largo.

APRIL TOURS

April 7-Brando & Joanne's All-American Picnic.

This is a pretty special event running from 11:00 to 3:00. It's a covered dish, and we should all bring dishes representing our heritage so we get to sample dishes from all over the world. We'll depart as a group from the Burger King at 2765 Gulf-to-Bay Blvd at 10:00. That's the BK across from the original Hooters. If you don't care to tour up as a group, their address is 12820 Gibson Lane, Odessa, FL.

April 21-Generic Tour.

Who would like to host it? Shouldn't we have another tour in April before it gets too hot to tour? I agree, so which of you would like to host it? I've got dozens of tours we've run in years past, and any one of them could be re-used. Contact Bob Croslin at 727-588-9182 or rcroslin29@gmail.com.

April 29-Sunset Tour.

We'll meet at the McDonalds on the SW corner of Park Blvd and Starkey Road. We'll depart for the beach at 5:15 PM. That's quarter after five, military time. Don't forget to bring drinks and goodies to share, beach chairs and blankets, and maybe your jacket as it can get pretty chilly on the beach at sunset. The park is located at 207A 15th Ave, IRB. This location is the easiest one we've ever done. Loads of paved parking, a super short walk to the beach and restrooms open until we leave. It's an easy tour and just a pleasant evening spent with friends watching the very best Mother Nature has to offer.

COMING ON MAY 5: GULFPORT TO BILLY'S STONE CRAB RESTAURANT ON TIERRA VERDE

Leaving from Save-A-Lot parking lot (park behind Advance Auto Parts 49th St. South and Gulfport Blvd. South At 12:00 (Meet at 11:30).

MAY MEETING

Our May meeting will be held on Thursday, May 3rd at Heritage Village in the Pinellas Room at 6:30 pm.

Our May Meeting is our annual Collectibles Night. Bring your favorite collection to share with the Club!

Pin-MAR Antique Car Club News

CO-PRESIDENT'S MESSAGE

by: Bob Croslin

As co-president, I'm supposed to write a column about something old car related and inspirational. Ron does a super job of that. Me, not so much, so I'll just tell a back-in-the-day story. In 1958, my Dad bought an almost new Chevy Bel-air two door HT with 283 and Powerglide. Sometime later when I was 11 or 12, it was summer and we were at the lake. I rode along with him to Ocala for something and on the way back to Hernando, he hit a skunk. Unfortunately, the dead skunk flipped up and was caught on one of the inner fender braces and it stunk to high heaven. When we got home, he parked the car away from our cabin and everyone tried to figure out how to get rid of the skunk. Finally, he realized the only way was to hold his breath, reach up into the wheel well, grab it and fling it. As he did, I'd walked closer to see what was happening and the flung skunk hit me right in the chest. We both ended up in the lake up to our chins while all the "this'll do it" skunk de-stinkers were tried. A combination of gasoline and tomato juice worked best but it was a while before the smell was gone completely. My Mom stayed mad at my dad for about thirty or forty years and frequently wondered aloud how she got blessed "with two stupid men." My brother wasn't old enough to earn that title for a few more years. Two interesting things about the Chevy. Once, my Dad took me to the movies at the old Florida Theater on 5th St. in St. Petersburg. After the movie, we walked across the street to the parking lot, saw the car and got in. He inserted the key and started it up. He was about to put the car in drive when he began looking around and suddenly realized it wasn't our car. Ours was parked a couple of rows over. He shut it off and we quickly went to our car. Both were the same color and model and his key fit both. Over the years I've been told that GM only had like 30 different key combinations for each line, but still, what are the odds? The other thing it would do is chuck pushrods. After a while, random rocker arms would pop off and it would begin missing. He'd take it to his mechanic who would put it back, adjust it, and he was on his way. I remember him telling me of one that went through the valve cover once but I was never sure about that. Recently, Rick Whissel and I were talking and trading stories about our misspent youths, and he mentioned his Dad having a 1958 Chevy that would upchuck its push rods. Has anyone else ever heard of that problem? Dad traded the '58 on a 1961 Mercury Monterey with a 390. It wasn't long before he wished he still had the Chevy. I've often said that today's cars are better in every way except for character which most of the old cars had in spades. Since they don't use spindly fender braces anymore, I think a new Chevy or Ford would handle a skunk much better, don't you? Oh, yeah, one more thing. All the new cars all look alike, like jellybeans.



CLASSIE LASSIE CORNER

by: Linda Hatley



The Classie Lassies enjoyed celebrating with Bette Anderson on the the eve of her 85th birthday. Sweet Tea Celebrations is one of our favorite places which offers always good food and friendly service.



Photo by Donna Suchier.

Beth Croslin has planned an outing for **April 14**. We will be going to the Roux in Tampa, located on MacDill. For fans of Ricky's, the chef is the former chef of Ricky P's. Please contact Beth Croslin to RSVP.


What: April outing

Where: Roux, 4205 S. MacDill, Tampa, FL 33611, phone : 813-443-5255.

Time: 12:00pm

RSVP: Beth Croslin: beth.croslin@me.com

All Pin-Mar Ladies are invited to join the Classie Lassies for our outings.



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PIN-MAR SHIRT & JACKET ORDER FORM

Please print this out, fill it in, and bring it to the meeting along with cash or check, or mail a check to Pin-MAR, C/O Ginny Lyke, 459 Northmoor Ave., St. Petersburg, FL. 33702. We have t-shirts and hats in stock. Other items are ordered quarterly to take advantage of volume pricing.

Date _____

Name _____

Phone Number (H) _____ (C) _____

Email Address _____

Polo Shirt Style-Light Blue with Navy Blue Logo

Polo Shirt Sizes are *S, M, L, XL, XXL, XXXL* for men (Item No. K500) , *XS, S, M, L, XL, XXL, XXXL* for ladies (Item No. L500).

Price is \$20.00 each.

Sport Shirt Style Oxford-Light Blue with Navy Blue Logo

Sport Shirt Sizes are *S, M, L, XL, XXL, XXXL* for men (Item No. 47383), and *XS, S, M, L, XL, XXL* for ladies (Item No. 48283).

Price is \$27.00 each.

Jackets- same style for Men and Ladies

Sizes are *S, M, L, XL, XXL, XXXL* (Item No. J701)
Price is \$50.00 each.

T-Shirts-Full color process digital print gray (Item No. 29M).

T-Shirt sizes are *S, M, L, XL, XXL, XXXL*.
Prices is \$20.00 each.

NEW ITEM!

Hanes V-Neck T-Shirt for Ladies

Navy Blue with Light Blue Logo or Light Blue with Navy Blue Logo

Sizes are *S, M, L, XL, XXL* (Item No. SO4V).
Price is \$16.00 each.

NEW ITEM!

Gildan V-Neck T-Shirt for ladies

Available only in Navy Blue with Light Blue Logo
Size **XXXL** (Item No, G500VL).

Price is \$16.00 each.

Hats

One size fits all (Item No. BX002).
Price is \$20.00 each.

Banners

Price is \$15.00 each.

ORDER NO: _____

SIZE: _____

PRICE: _____

AMOUNT ENCLOSED: _____

FASCINATING FACTS AND PHOTOS ABOUT THE U.S.



Arizona and Hawaii are now the only states that don't observe daylight savings time.



Boston has the worst drivers out of the nation's 200 largest cities. Kansas City has the best drivers.



Kansas produces enough wheat each year to feed everyone in the world for about two weeks.

Pin-MAR Antique Car Club News

PIN-MAR PEOPLE (News and Gossip)

by: Aunt Blabber & Adeline Moore

Paul & Inge Dobbin sent us their trip report from their recent visit: "As most of you know, we went to Florida to get our teeth fixed. Floyd the Barber up here between Hooterville and Petty Coat Junction just couldn't get the dental work thing figured out. We took "The Roadhouse" and had cooling trouble on the way south but made it in time for our dental appointments. We had a great visit with old family and friends, including a Strawberry Tour with Pin-MAR to Plant City for Strawberry shortcake. (Nice time in a classic Cadillac convertible). We also made 3 trips to Woody's on the Pass for wings and beer with friends. (Worth a trip from anywhere) We dined out a lot and visited lots of folks, even got to the flea market. Weather was spectacular with 85 degree sunny days and comfortable 65 degree nights. The traffic in the Tampa Bay area was like driving in a giant PAC-Man game. With all our dental work finished we started home, only to have me develop a sore throat that changed our plans. Not becoming a distributor of ill health in this Flu season, we had to miss additional visits on the way back. We were again delayed by "The Roadhouse" with some electrical problems, but made it home to find warm sunny weather in the mountains. No Flu, just a cold and allergic reaction to all the oak pollen in Florida. Now on drugs and an on the mend. We were happy to see all of you and sad we had to miss some of you. The Roadhouse still has a For Sale sign in the window." **Paul & Inge.** Good news for **Sherry & Randy Crabtree** and Bad news for fish: From Sherry: "Well.....it's official!!! Randy had the closing today on his shop, it's sold, he's cleaned out the premises.....HE'S MINE, ALL MINE!!! YAHOO!! Can't wait to enjoy, his retirement with him!!!" **Bob Browsky**, a past Pin-MAR member and President who no longer lives in the area, dropped in recently and donated a number of books for our library. **Bob** once owned a gorgeous 1930 Model A roadster. He sold that and went into Lola Ford race cars and has raced alongside **Fast Eddie Daniels**. Among the books he donated are *Henry's Lady*, *90 Years of Ford*, *Model A Service Bulletins*, *Model A Ford Restorer's Manual*, 3 *Motors Manuals*, and *Model A Judging Standards*. All the books are in the Pin-MAR Library located in the back room of the General Store at Heritage Village. This library isn't just Ford books, folks. There's the complete series of Chilton's and Motor's Manuals, loads of GM shop and service manuals for numerous cars, general car books on just about every subject imaginable from racing, the coffee table books to painting and wiring. Chances are pretty good that if you need information, it's there. And thanks to **Bob** and all the others for their donations. **John & Cecelia Smith** decided at the picnic they liked Model A's, so went right out and bought a 1928 Model A Tudor Sedan to drive to **Brando & Joanne Pistorius** Picnic. They sure don't waste time. **Ben Ainsworth** has purchased a Green Bench at Heritage Village in honor of late wife **Muriel Ainsworth**. Very sweet touch, Ben.

Aunt Blabber & Adeline Moore

In Memoriam, Bob Young

by: Bob Croslin

Recently, we lost long time member and former President Bob Young. Talk about a guy who will be missed. If you needed help, Bob was there. Even if you didn't need help, Bob was there. A true car guy, Bob was also one of the longest running volunteers at Heritage Village. His daughters, Sandy and Debbie, and wife Carole held one of the nicest Celebration of Life services I've ever attended. It was held at his favorite place, the General Store and Garage at Heritage Village. Each time we lose a member of the old car hobby, it hurts, but this one hurts more than most. I think it can be said that Bob was simply a nice guy and that's not an easy title to earn.

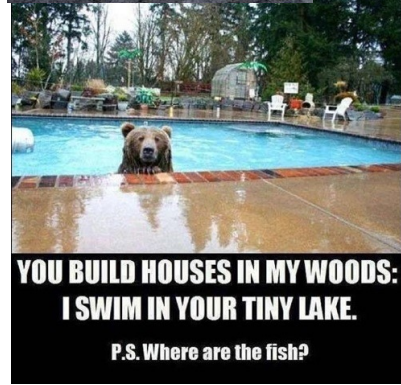
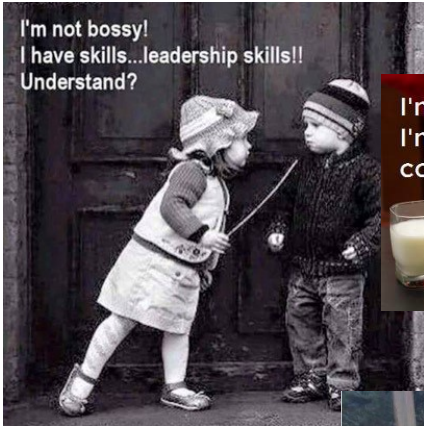
Show n Shine Under the Oaks

by: Ron Roberson



The 8th rendition of the *Show & Shine Under the Oaks* car show on Saint Patrick's Day in Dunedin was the best yet. The weather was absolutely perfect, and collector car people from all over the county had been waiting for a nice warm day to show their cars. They came out in droves. Of the 97 cars registered (and 106 total) 16 were from Pin-MAR. Thanks go to Chip Katterhenry and Jim Bader for leading a Pin-MAR tour up from Clearwater, to Bob Croslin for the E-mail promotion, and to Emmett McCabe (a retired policeman) who helped me with traffic control. My good friend Ron Marston served as DJ, Sherri Roberson ran the registration, and Jason Roberson and good friend Bill Erickson led the parking crew.

★ Sherri's Tidbits ★



Funnies
for the day!

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- 4/10 ANTHONY S. (TONY) ZEOLI
- 4/11 MITCHELL BLUETT
- WOLFGANG STORZ
- 4/14 BEN AINSWORTH
- PAT WHISSEL
- 4/19 ALICE KATTERHENRY
- 4/20 BILL BIE
- 4/21 JIM JORDAN
- LINDA HAWKINS
- 4/22 LINDA DALESMANS
- JAMES (KIRK) MILLER
- 4/27 JIM BADER
- 4/28 ROGER TATE
- 4/29 MARY CRANE
- 4/30 JANET COATES



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9/18

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The Cars America Lost

By Hollis Rule



STUDEBAKER Part XIII

The Road to Recovery

Studebaker's Decline Continued

Now back to Studebaker. We know hindsight is twenty-twenty. In 1927, if Studebaker had introduced a practical low-priced car similar to the Plymouth, rather than the small, European styled, over-priced Erskine, things might have turned out differently. The reader may recall the Erskine was well appointed, but small and about twice the price of a Model A Ford. The car did fairly well in Europe where most roads were narrow and most owners traveled short distances. But in America, because of the Erskine's low differential gear ratio, and because Americans travelled long distances at high speeds, engine failure was common place. The failure of the Erskine not only hurt Studebaker's reputation, but their production figures as well. The Erskine was an absolute failure, and the company closed the doors to their Erskine plant in 1930. Studebaker replaced the Erskine with the Rockne in 1932. The Rockne was a well designed lower-priced car. Actually, the engine was so well designed, that with minor updates, it was used in some Studebaker models well into the Fifties. No matter how well designed and properly priced, the Rockne failed as well. One could argue the reasons for the failure.



Was it the untimely death of Knute Rockne the Notre Dame Coach, for whom the car was named? Was it the 1933 bankruptcy proceedings of Studebaker? These issues took their toll, but perhaps the main reason was that it was too little, too late. The Rockne resembled the Plymouth in many ways, and was virtually the same good quality. But, Plymouth had captured that market-share four years earlier, and was increasing in sales even in the hard times of the Great Depression. There was no need for the Rockne. What if Studebaker had pursued purchasing the huge Dodge Brothers plant in Hamtramck instead of buying the prestigious, but declining Pierce-Arrow Company? This may never have entered the minds of Studebaker management. Chrysler wanted Dodge Brothers for their Hamtramck manufacturing facilities, an area in which he was lacking. Studebaker, on the other hand, had ample factory facilities. One can only speculate how circumstances might have turned out if Studebaker management had made a few different decisions. By 1933 the mighty Studebaker Corporation was at rock-bottom. No matter how hard they had tried, they had failed. They were bankrupt! However, it wasn't over. Circumstances were about to change very quickly. Studebaker would eventually become America's largest and longest surviving independent automaker.

The Recovery next month.

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1932 President Close-up
Deemed a Full-Classic by the Classic Car Club
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Pin-MAR Antique Car Club News

RUNNING ON EMPTY

by: Ron Roberson

Bill Burton's Deuce Coupe

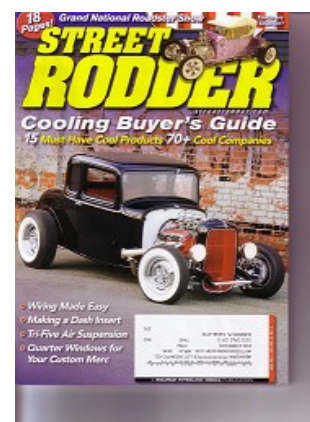
When I was a kid the 1950s in Middletown, Ohio, my dad was in a hot rod club called the Middletown Pacemakers. Growing up with a hot rod club had a great positive influence on my childhood, and it is the basis of my love for old cars today. In 2002, I published a book on the club's history, and it was the first book to follow a 1950s-60s hot rod club from cradle to grave. Many of the club members had built hot rods. Some were intended for the drag strip, some were for car shows and some were daily drivers. I loved them all, but my favorites were the 1932 Ford coupes. We had two in the club. Herb Sebastian had a powder blue 5-window coupe with an Olds V-8, and Bill Burton had a midnight blue 5-window with a Mercury flathead V-8 (later fitted with an Olds V-8). Both were daily drivers, and both eventually became drag strip regulars. Both cars saw action at NHRA Nationals; Herb's coupe in 1956 and Bill's in '59 and '60. Now flash forward to 2011. A fellow named Tommy Grimes had written into a hot rod blog, stating that he had purchased a 1932 Ford 5-window coupe at a national street rod meet in Columbus in 1996. He had completely redone the car, but he wanted to research its history. At the time of purchase, he was told that it had been drag raced out of Middletown, Ohio. He was directed to me as the author of the Middletown Pacemakers book, and we spent a month or so exchanging E-mails. He had some photos of the car as it had been received by the previous owner. We had deduced quite quickly that the car he had was very likely Bill Burton's old car. Bill's car had cycle fenders on the front and bobbed fenders on the rear, and they were still on the car in 1996. The car had also previously been painted midnight blue like Bill's, and Tommy recognized the rear-view mirror from a photo I sent him as being the same unusual style that was on the car when he bought it. He had also traced the ownership back to the same guy that bought the car from Bill, but he did not have Bill's name as the prior owner. I was able to ascertain from club members that it was the same guy. I told him that the car was raced at the NHRA Nationals in 1960 under the name *Lightning Rod*. Tommy was quite pleased with the information, as the car was scheduled for a photo shoot and an article in Street Rodder Magazine. Indeed, the car was on the cover of the magazine in the June, 2011 issue, and it was featured in a 3-page article with color photos. The article referenced my book

and quoted me as well. The car now sports a chopped top, black paint and a Chevy engine, but its story is a testimonial for the number of times that an old hot rod can see rebirth with a new owner. Bill Burton needed transportation when he got out of the military in 1955. He saved a junk yard car from the crusher by building it into a hot rod. It was his daily driver for a couple of years and a race car for a few more. He sold the car in the early '60s. It changed hands several times and wound up on the cover of a national magazine some 40 years later. I have heard it said many times, that we are just care-takers of these old cars. The cars are capable of out-lasting many owners. This '32 Ford hot rod illustrates that point nicely.

See you on the road.



Bill Burton's coupe in a 1957 car show, Middletown, OH



Tommy Grimes' coupe on the cover of Street Rodder Magazine, June, 2011

Folks, It would sure be helpful if you'd take a moment to let Auntie and Adeline know what you've been up to. Just drop an email to: rcroslin29@gmail.com and he'll pass it along to them.

PLEASE HELP AUNT BLABBER & ADELIN MOORE!

Welcome

CORBIN, DANA AND JO-ANN

15777 Bolesta Lot 152, Clearwater, FL 33760
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chopped42@yahoo.com

1942 Ford 2 door sedan
1963 Ford Fairlane 500
1967 Buick Sportwagon

FORMAN, DAVID AND ROXANN

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727-522-3234
dforeman4@tampabay.rr.com

1936 Ford Roadster
1937 Ford Pickup Roadster

Pin-MAR Antique Car Club News

HISTORIC APALACHICOLA, FL LIGHT HOUSES, HISTORIC HOMES AND SEAFOOD DELIGHTS.

by: Debra Eich

Continued from last month.

Thursday 5/18:

After a tour of The Trinity Episcopal Church with its hand painted stenciled ceiling, we traveled downtown to the Orman House, built in 1838. As with the church, the wood was cut to measure in New York and shipped to Apalachicola by sailing vessel to be reassembled on the bluff overlooking the Apalachicola River. The Orman house is Greek Revival, with elements of the Federal Style and is probably the oldest structure of its type on the Florida coast. It is a unique southern landmark. A walkway of cotton, instead of shrubbery, leads to the the house. Dignitaries entertained by the Orman's included Robert E. Lee, as well as local residents Dr. John Gorrie (invented refrigeration and the ice machine), and Dr. Alvin Wentworth Chapman (botanist). Mr. Orman, the shrewd businessman that he was, recognized there were economic opportunities in the cotton industry, for planting and shipping of cotton along the Apalachicola River and its tributaries. We were told Mr. Orman would buy large shipments of cotton from the growers and store it until a ship was available. The bales were then loaded onto riverboats and then transferred onto ocean going vessels bound for Europe and New England. This way, Mr. Orman bought the cotton at a lower price and made his profits upon shipping. He also built a sawmill in the area of Apalachicola in 1836. A bit of trivia for you, "wharf" stood for Ware House at River Front. Also 2-masted schooners were called "Lighters" because they torched and burned so readily. As we toured the Orman House, the docent pointed out furnishings that were original to the home as well as those period pieces donated to complete the home's look. In 1999, the home was sold to the State of FL for \$1million by the Guidry family.

Leaving the Orman House we head to St. George's Island State Park, a barrier island that is 28 miles long and 1-mile wide at its widest point off the Panhandle in the Northern Gulf of Mexico. It is connected to the mainland by a 4-mile bridge over Apalachicola Bay, a shallow gulf with various shades of blue water. You could watch the scallop and oyster fisherman out in their skiffs dotting the bay as they used their long-handled scoops, to catch our lunch. Speaking of lunch, we ate outside at Boss Oyster in Apalachicola and watched the seabirds as they flew

by and the fishing vessels journey with their catch back to port. The David Raney House, built in 1838, on Market Street is our next point of interest for the afternoon. This gentleman also made his fortune in the cotton trade, served 2 terms as mayor and had 3 sons who served in the Confederate forces. Raney family lived in this house until 1914 until Dr. Murtaugh bought the home in 1918 and added electricity but no plumbing. Cheese cloth was used over the windows and served as screens for airflow and control of bugs as well as natural light. The city of Apalachicola bought the home in 1973 for a museum.

Friday 5/19:

We are off to Port St. Joe, to visit the Constitution Convention Museum (1837-1838), that brought about FL's inclusion to the Union for statehood. Fifty six territorial delegates drafted Florida's first constitution in 1838, about the same time Mr. Orman was building his house in Apalachicola. Following four more constitutional conventions, FL was admitted to the Union in 1845 as the 27th state. More than 150 years ago, St. Joseph was selected over Tallahassee, the territorial capital, as the site for the state's Constitutional Convention. Unlike today, there was not much population or inhabitants farther to the south of Apalachicola, St. Joe and Tallahassee in Florida at that time, mostly swamps, mosquitos and Indians. Additionally, we learned that in 1836 Apalachicola and St. Joseph were at odds with each other as to whom should be the county seat for Franklin County. Although St. Joseph was growing more rapidly than Apalachicola, the county seat remained in Apalachicola with some finagling. With this population growth, the town's first newspaper, the St. Joseph's Telegraph moved from Apalachicola to St. Joseph. In April of 1836, The Wimico Railroad line opened for business with mule powered freight cars. In September, the mule powered line was replaced by a steam-powered locomotive. However due to potential fire hazard, upon reaching the city limits the steam powered locomotive had to be replaced by mule power. An article written on the 5th of September reported "A locomotive, drawing 12 cars and upwards of 300 passengers, passed over the railroad connecting the flourishing town of St, Joseph with the Apalachicola River. The trip, a distance of eight miles, was performed in the space of 25 minutes. The engineer is confident, from the superiority of the road and engine, that the route can be accomplished in eight minutes." This steam powered railroad was said to be the 4th in operation in the states.

Continued next month.

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CLASSIC OLD ADS

Emailed to Bob Croslin from Ford Easton

Pin-MAR PICNIC

by: Mike & Tyler Culotta



James G. Greenlyk of Upper Saddle River, N.J., checks the mighty engine of his 1931 Duesenberg Convertible Roadster

"Quaker State protects the engine of my classic Duesenberg and my new car too!" This Duesenberg Model J boasted the most powerful engine of its day. Its huge 420 cu. in. straight 8 was rated at 265 h.p., and it was guaranteed to give 92 miles per hour—in second gear. Its condition today—better than new! Smart motorists rely on Quaker State Motor Oil. Refined only from 100% Pure Pennsylvania Grade Crude Oil, the world's finest, Quaker State assures complete, long-lasting protection.

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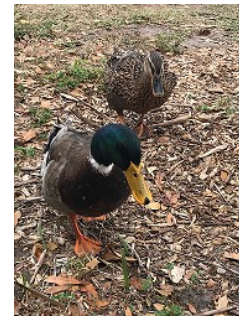


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Photos below provided by Ron Roberson.



The beautiful Edsel Chilton two-door hardtop. All 18 models in the new Edsel line are equipped with Champion spark plugs.

**Champion welcomes the Edsel
to its distinguished roster of 36 great cars**

It's a fact! With the addition of the Edsel—newest member of the Ford family of fine cars—36 great cars throughout the world now use Champions as standard equipment. This means more than twice as many cars use Champions than any other plug. Why? Because Champions give every car—including your car—full-firing power... all the power you paid for!



Calendar of Events / What's Happening

If you know what's happening, this is the place to share it! We must all help to keep this list up to date. Write it down and send to Sherri Roberson, Editor. mom3plus1@ymail.com

Pin-MAR's Sell, Swap, Wanted Market

Ads are FREE (2 months) to Pin-MAR Members and friends. Here is your chance to clean out the garage and find new stuff. Please have ads to the editor no later than the 15th of the month.

APRIL

No April Meeting @ Heritage Village

7th Pistorius International Picnic

10th Pin-MAR Breakfast

14th Classie Lassies Luncheon

15th Speaking of History Lecture @ HV

26th Pin-MAR Breakfast

29th Sunset Tour

MAY

3rd Pin-MAR Meeting @ Heritage Village-

Collectibles Night

5th Billy's Moorings Tour

Flea Market @ HV

19th North County Tour

JUNE

7th Ice Cream Tour-No Meeting @ HV

Note: Activities in **BOLD** print are **Pin-MAR** sponsored activities.
Classie Lassie events are in **purple**...open to all Pin-MAR ladies. Information on page 2.
Heritage Village events are in **blue**.
Pin-MAR breakfast information is on the front page.

FOR SALE

FOR SALE: 49 Mercury needs to be restored, no motor, T Bird seats, some new parts and have new glass for side windows. Open to offers. **Chevy motor and transmission**, \$1500. **55 Ford** was from a frame off and main body, original motor, blue & white, some new parts, has a broken windshield. Open to offers. **Century Welder** 120 volt, asking \$100. **6" bench grinder**, \$40. **Excalibur motor lift**, 4000 lb., \$140. Bucket full of **electric connections** for cars, \$5.00. **57 Ford Fairlane 500 Bumble Bee motor** is 5.OL, HO, needs TLC, open to offers. Have the original motor that would need to be rebuilt. Have a **Ford pillow**, Blue & White, Leather, Old style, asking \$40.00. Brand new, never used, **Vista 10x10 EZ Up Tent**, blue \$100.00. **Email:** beardsleejoyce@gmail.com. (03/04)

FOR SALE: **Model A 30-31 Running Board Covers & Misc. parts. Tool Rack for Mercedes Benz.** Call Russ @ 603-717-2385 (03/04)



Cory Martens receives the Elaine Waterhouse Friendship Award at the March meeting.

WANTED!

WANTED: **Metal floor pans, 30-31 Ford Coupe.** Call Ben @ 616-502-4262. (03/04)

WANTED: **Hubcap for 1938 Buick.** Call Emmett McCabe @ 727-365-4577. (03/04)

Send your want/ for sale ads to the Editor at: mom3plus1@ymail.com. They will run for two months.

"Manor Cycle," Inc.

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Parts • Sales • Service
Specializing in Harley Davidson
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10/18



The Pin-MAR Antique Car Club Inc. is a not-for-profit corporation founded as a club in Pinellas County, Florida in 1964. (Pin-MAR is an acronym for Pinellas Model-A Restorers.) The Pin-MAR Antique Car Club dedicates time and resources to Heritage Village, including volunteers who run the H.C. Smith General Store, care for the period garage display and maintain the park's five antique vehicles.

www.pinmar.org
Email: info@pinmar.org