



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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MAY 2018
Volume 55
Number 5



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 MAY

The first breakfast will be on Wednesday, May 9, 9:00 AM at the Village Inn across from Bay Pines. **FREE Pie Day!**

The second breakfast will be on Thursday, May 24, 9:00 AM at Spaggiacular, 7924 Ulmerton Rd., Largo.

In Memoriam, Ken Letzring

by: Bob Croslin

On April 2nd, we lost Ken Letzring, a charter member of Pin-MAR back in 1964. Ken was a St. Petersburg native, graduating from St. Petersburg High School back in 1956 and then from St. Petersburg Junior College. At both he was an accomplished athlete and student leader. Ken was an electrician and even worked on Disney World and Epcot. In addition to being an avid old car collector, he also collected license plates and all kinds of St. Petersburg memorabilia which he shared with us at each May's Collectibles meetings. He's survived by Donna who he was married to for 58 loving years and children Laurie and Todd. He was an incredibly interesting guy and our May Collectibles meeting will sure have a big hole in it from now on.

MAY TOURS

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.). Tour over the beaches and lunch at Billy's.

May 19: North County Tour

On Saturday, May 19th we'll meet at the MacDonald's at Keene Road (Starkey from the south) and East Bay Drive in Clearwater for a tour to Dunedin and Palm Harbor. We'll leave the MacDonald's at 9:30 AM and head north with an undisclosed stop followed by lunch at an appropriate restaurant. Don't miss this one.

MAY MEETING

Our May meeting will be held on Thursday, May 3rd at Heritage Village in the Church 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: Ron Roberson

Gene Autry was a multi-talented star of radio, TV and film in a long career that spanned the 1930s through the 1950s. In his career he made nearly 100 films and wrote more than 600 songs, including *South of the Border*, *Back in the Saddle Again*, and *Mexicali Rose*. He also gave us Christmas standards like *Rudolf the Red Nosed Reindeer*, *Frosty the Snowman*, *Up on the Housetops* and *Santa Clause is Coming to Town*. He was the ultimate singing cowboy. In his radio days, Gene had two radio shows, *Gene Autry's Melody Ranch* and *The Adventures of Champion*, Gene's horse. He realized that he had a young audience. Cowboy movies and cowboys had become all the rage, and every young boy wanted to be a cowboy. Gene wanted to be sure that his radio depiction of cowboys would present a wholesome image, so he came up with a Cowboy Code. The rules of the Cowboy Code are listed below.

1. The Cowboy must never shoot first, hit a smaller man, or take unfair advantage.
2. He must never go back on his word, or a trust confided in him.
3. He must always tell the truth.
4. He must be gentle with children, the elderly, and animals.
5. He must not advocate or possess racially or religiously intolerant ideas.
6. He must help people in distress.
7. He must be a good worker.
8. He must keep himself clean in thought, speech, action, and personal habits.
9. He must respect women, parents, and his nation's laws.
10. The Cowboy is a patriot.

When I ran across this Cowboy Code recently, I wondered if we shouldn't have a similar code for old car guys and gals. To that end, I have prepared one. While this code is still a work in progress, here is what I have come up with so far.

1. The old car person should be tolerant of old car people who collect other brands of cars.
2. He or she must always make an effort to help another old car person in distress. At least offer to call AAA for them.
3. He or she must respect the spouse. Do not initiate an engine rebuild when you've been told that dinner will be in 15 minutes.
4. He or she must be truthful at all times, with one exception. Never tell your spouse the exact amount of money you have tied up in your old car(s).
5. He or she must be honest. When you loan a tool to another old car person, loan them the one that actually works.

Continued on Page 4.

CLASSIE LASSIE CORNER

by: Linda Hatley




The Classie Lassies next luncheon is May 19, Saturday at noon at Hollander Hotel, 421 4th Avenue N, St. Petersburg, FL. The Hollander, which has been renovated, is one of the few remaining historic hotels in downtown St. Pete. The food is excellent and there is plenty of parking on the side by the hotel. All Pin-MAR ladies are invited. Please join us for a time of good food and fellowship. RSVP: Jane Sutch 522-4550



Classie Lassies at the Roux.
Photos by Donna Suchier.





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04/18

Pin-MAR Antique Car Club News

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.



Oregon's Crater Lake is deep enough to cover six Statues of Liberty stacked on top of each other.



The Empire State building has its own zip code.



The Los Angeles Coroner's Office has its own quirky gift shop called Skeletons in the Closet.

PIN-MAR Antique Car Club News

PIN-MAR PEOPLE (News and Gossip)

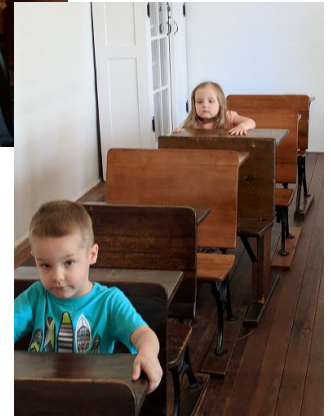
by: Aunt Blabber & Adeline Moore

From **Debra & Gareth**, the "Travelin' Eichs." They're wondering if **Elaine's** Friendship Award applies to long distance tourists? "We are in Illinois for the Lewis & Clark V-8 Tour. Per usual we arrive early and poke about on our own. We are at Pere Marquette State Park and scenic byway in Grafton, IL. Weather is chilly 60 degrees but sunny, so top down, coats on. Enjoying a picnic lunch along the convergence of the rivers. We have been pushed, towed and all but on a flat-bed tow truck this tour. On Friday night, the passenger window came off the tracks, so we fixed that in the parking lot. Saturday, Gareth changed the fuel pump. Sunday the carburetor and finally just loaded it on the trailer and carried it to St. Charles, Missouri for the tour. All the V-8 heads assembled and **Gareth** put on a new distributor and coil in the parking garage. Monday it ran like crud on the interstate in AM rush hour traffic. Maybe a visit to the Bellefontaine Cemetery got its attention because it ran better the rest of the day. **Gareth** changed back to the original carburetor and what a vast improvement. Tuesday we head to Defiance, MO and there it goes again after lunch the engine quit mid-stream. We were towed a bit and it started then stopped again. We got pushed into a bank and this dear fellow closed his business to take **Gareth** to an Auto Zone for a new condenser. Back on the road to Jefferson City for the night. If there is jurisdiction for the Friendship trophy, please disregard the above and delete this email otherwise I will deny it all as more fake news." The best part will be **Debra's** presentation when they return. Did you know that **New Bill Miller** was 2017's Mr. Seminole? Also, **Kirk & Jamie Miller** haven't made recent tours because **Kirk's** been so busy with school. **Kirk** will also become president of the Seminole Kiwanis Breakfast Club this year. Recently, **Bob Croslin** spoke to the group explaining why old car people, Pin-MAR members especially, are just so darned good looking. **John & Cecilia Smith** took their newly acquired 1928 Model A Tudor to a show at the Light of Christ Church recently and found it to be a real crown pleaser. If you've seen the car, you'll know why as '28's are so seldom seen. We hear **Tyler Culotta** has his eye on a new John Deere Lawn tractor. **Tyler**, make sure it has pin striping and dual turbos. **Fast Eddie Daniels** recently showed a video of a running chassis for his Model A Dirt Track Race Car. Almost two years into the "six-month" project, it's coming along quite nicely. **Jim & Sandee Pfister** have had a few problems with their '56 T-Bird, but are getting them ironed out. **Bill Shrive** and his fiancé', **Jessica Tomlinson** had the pleasure of meeting **Dr. Jennifer Arnold** at All Children's recently. Dr. Arnold is the star of the TV show "The Little Couple" and has returned with her family to her home town, St. Petersburg taking a position at All Children's. Jessica volunteers there and plays piano for the patients. **Jane Sutch** and **Carole Young** recently tried out the new Sea Hag's Restaurant in Seminole. **Ron & Sherri** had a visit from daughter **Jessi** and twins, **Nate** and **Noella**. **Uncle Jason** also enjoyed the visit, but

rumor has it that they are all exhausted from keeping up with the 3 year old twins! **Nate & Noella** enjoyed a visit to Heritage Village while they were here.



Aunt Blabber & Adeline Moore



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.

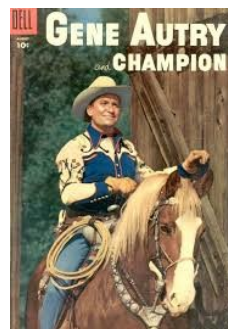
CO-PRESIDENT'S MESSAGE Continued from Page 2.

by: Ron Roberson

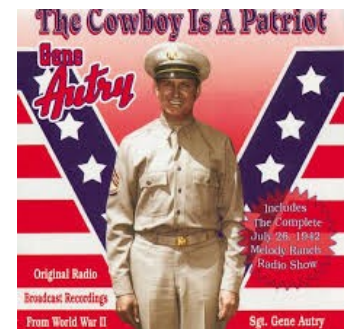
6. He or she must be reliable. Always return loaned tools, even the ones that didn't work correctly.

7. He or she must always encourage the beginner and be kind. Do not ask them to find the gas cap on your '56 Chevy or look up the part number for a Corvair water pump.

8. He or she must respect the elderly (if you can find someone older than you are). Always listen to their car stories, even when they tell you that their first car was a McCormick Reaper.



See you
on the
tours.

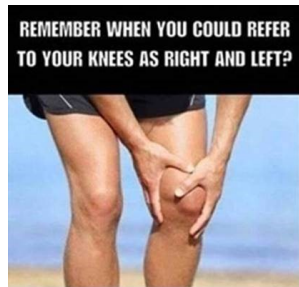
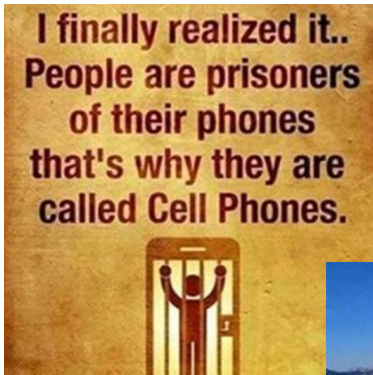




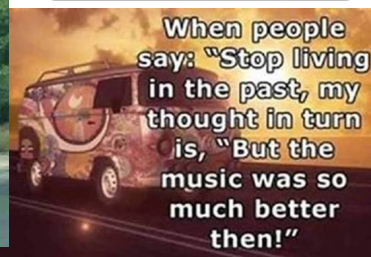
Sherri's Tidbits



MORE FUNNIES!



**INSTEAD OF GOOD AND BAD.
AH GOOD TIMES, EH!**



- 6th JIM IRVIN
- 10th TOM WILLIAMS
- NICK JANNOTTA
- 17th JOANNE MELODAYO
- 20th BILL MILLER
- 22nd EMILY SEYMOUR
- 23rd RUSS SPEARMAN
- 26th LINDA UMBERGER
- 28th NANCY FRAZE
- 30th STACE LEICHLITER



Please let the editor know if she has missed your Birthday!

9/18

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Pin-MAR Antique Car Club News

The Cars America Lost

By Hollis Rule

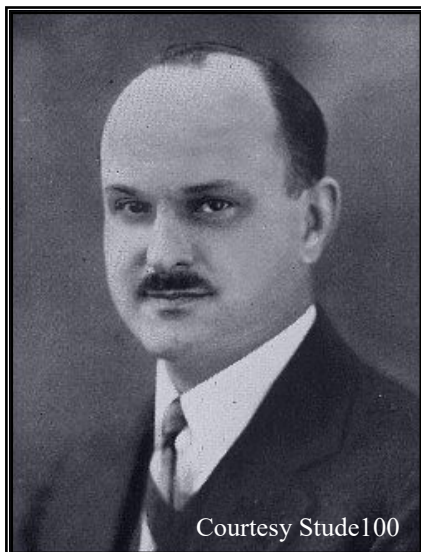


STUDEBAKER Part XIII The Road to Recovery

The Recovery

Both of the two key executives, Albert Erskine and Fred Fish, resigned when the company failed. Studebaker had to make quick decisions in order to salvage the company. Those decisions were not only made quickly, but they were right. The company had a bevy of qualified executives from which to choose. However, the two that floated to the top were Paul Hoffman and Harold Vance. Paul Hoffman started his career as a car salesman and soon established his own business in Los Angeles. He quickly became the world's largest Studebaker dealer. By age 34, he had made his first million dollars. In 1923, Studebaker convinced him to join the company as vice-president of sales. Harold Vance had joined the organization in 1910 when he obtained a job as a mechanic at E-M-F. The reader may recall that Studebaker took control of E-M-F that year, and soon the brand became Studebaker. Vance continued at the Detroit Studebaker plant moving up to production vice-president. He was then in charge of the final move of the Detroit operations to South Bend in 1926. By the time of the bankruptcy, he was Studebaker's vice-president.

Harold Vance - Studebaker's Vice-President at time of bankruptcy. Named Chairman of the Board after the reorganization. Vance, along with Hoffman are credited with saving Studebaker.



Courtesy Stude100

Appointed by the bankruptcy court as trustees, these two men, Hoffman and Vance saved Studebaker from extinction. Not only did they save the company, they worked to change the bankruptcy laws, helping save countless future corporations.



1933 Indy Racer

Courtesy Conceptcarz



Paul Hoffman - appointed by the courts to work with Vance in reorganizing Studebaker. Hoffman was named Studebaker's President after the reorganization.

Courtesy Stude100

In 1933, the standard procedure for a bankrupt company was to sell the assets, use the money to pay off the creditors as much as possible, and close the business. The two men, along with legal counsel, went before congress and convinced congress that the real value of Studebaker was as a going concern. Workers would still have jobs; could pay taxes, add to the economy, and help save our nation from the depths of the depression. Congress was convinced and began changing bankruptcy laws. Some of the bankruptcy laws we have today are a result of the changes made to save Studebaker.

Next Issue: The Approach

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Pin-MAR Antique Car Club News

RUNNING ON EMPTY

by: Ron Roberson

Land Speed Records Come Back to America

When I was a kid in Ohio in the early 1960's, there were numerous attempts at the land speed record that were always in the news. First came Mickey Thompson with his *Challenger*, a futuristic streamliner with four Pontiac engines. The car was so named, because he was challenging the British dominance of land speed records that lasted from the mid-1920s with Henry Seagraves and Malcomb Campbell through the 1930s with Malcolm Campbell and George Eyston, to the 1940s with John Cobb. Indeed, when the 1960s decade opened, Cobb's 1947 record of 394 mph still stood. Those British cars of that era all followed a similar formula; they were built by aviation engineers and ran 12-cylinder aircraft engines. The car magazines were following Mickey's exploits, and I was glued to each new issue. Mickey was a California hot rodder and drag racer in a home-built car with automobile engines trying to bring the record back to America. His car was built in his garage, and the only backing he had were four free V-8 engines from Pontiac. His only regular crew member was another California drag racer named Fritz Voigt. In 1960, they took the car to the Bonneville Salt Flats and recorded a one-way run of 406 mph. The land speed record requires a two-way average, and the second run must be made in the opposite direction within one hour. (This format eliminates any assistance from prevailing winds). Mickey could not make the required second run, as his car suffered mechanical damage on the first run, and it could not be repaired in time. Mickey kept working on the *Challenger* in hopes of breaking Cobb's record officially, when another team showed up on the salt. Craig Breedlove, another California hot rodder/drag racer had built a jet-powered car called *Spirit of America*, and he set a new record in 1963 at 407 mph. A huge controversy followed. Mickey Thompson protested the record, claiming that a jet powered car should not be allowed to compete. The jet engine didn't even drive the wheels. A wheel-driven, piston-engine car had a lot more parts that could break under the strain of a record run. The jet car had a huge advantage. After many debates on the subject, the land speed record was finally split into two classes, one for wheel-driven cars and an unlimited class that would include jet cars. That seemed to open the flood gates for land speed records, as new jet car teams arrived on the salt, and more records were set throughout the 1960s. Art Arfons and brother Walt

Arfons, two drag racers from Akron Ohio, brought jet powered cars to Bonneville in 1964. Art drove his *Green Monster* and Walt's *Wingfoot Express* was driven by Tom Green. In October of that year, five new records were set starting with Tom Green at 413 mph on October 2nd. Three days later Art set the record to 434 mph. Then Breedlove bumped it up to 463mph on the 13th and to 526 mph on the 15th. Then Art Arfons came back on the 27th and set the record at 536 mph. The five records that month raised the land speed record by almost 130 mph. November of 1965 saw a similar round of record setting. On November 2nd, Breedlove raised the record to 555 mph. Five days later, Art Arfons bumped it up to 576 mph. then on November 15th Breedlove set a new record at 600.601 mph. In just three years from 1963 through 1965, the land speed record surpassed 400, 500 and 600 mph. As a young teen in the early '60s, I followed these exploits wide-eyed through the pages of the car magazines. My dad was a drag racer, and I loved the fact that all these records were set by drag racers. My dad even knew Art Arfons from Art's drag racing days in Ohio in the 1950s. So what happened to the wheel-driven record during this time? In 1964, Donald Campbell of England (son of Malcomb Campbell) set the wheel driven record at 403 mph in Australia with a new version of the *Bluebird*, powered by a gas turbine (turbo-prop) engine. The following year the Summers Brothers of California set it at 409 mph in the *Goldenrod*, powered by four Chrysler hemi engines. So that record also came back to America in the 1960s.

See you on the road.

Welcome New Members

RISTOW, JERRY AND DENISE

Seminole, Florida

651-463-7911

jrwholesaleinc@aol.com

1957 Chevy Belair Convertible

1989 Corvette Convertible

New Member Corrections from Last Month.

David and Roxann Foreman (not Forman) have a:

1926 Ford Roadster (not 1936)

1927 Ford Pickup Roadster (not 1937)

Pin-MAR Antique Car Club News

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

by: Debra Eich

Friday 5/19: (Continued)

Secondary to the promoters of the Constitutional Convention, St. Joseph's population had reached 12,000 by 1840, although St. Joseph still could not compete commercially as a trading port with Apalachicola. The boom town of St. Joseph created in 1835, lasted about nine years, and was a considered a pleasure resort town. However, in May - June of 1841, yellow fever reached epidemic proportions in the entire territory with St. Joseph hit especially hard as the population declined from fewer than 6,000 to 400 in less than one year. Followed by two hurricanes in September and a forest fire later that Fall of 1841, it was said that "God pointed His finger at St. Joe." Once class let out, Ron, Pam, Gareth and I jumped into the '34 Victoria and hit the beach and sandy shores of St. Joe Peninsula State Park, along the forgotten coast. Across the street was the Cape San Blas Lighthouse, built more than 130 years prior when Congress appropriated \$8,000 to erect the original structure. It was in service by 1851 and guided vessels around the shallow shoals, that ran out from the cape, using a beacon that could be seen for 10 miles offshore. The lighthouse survived storms, high surf and even an attack by those pesky Union troops in 1862. However, Tropical Storm Isaac (2012) did it in, claiming its shoreline. The lighthouse was moved to Port St. Joe in 2014 along with two keeper's cottages. One cottage is now a gift shop/museum. No, we did not climb the 140-step spiral staircase to the top balcony. Photographs said it all.



Driving back toward town we noticed the Windmark Beach Development. We saw quaint home sites,

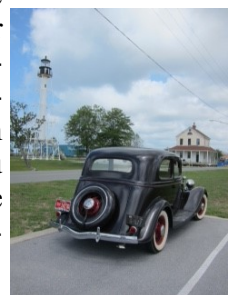
condos, retail shops, office space, bike paths, beaches and paved streets. But we did not see one single person or a car. Maybe they haven't opened for business yet. Sort of like "build it and they will come." Leaving the Windmark Beach Development ghost town, we stopped for lunch at the Krazy Fish Grill in St. Joe. Yummy, family owned and tasty was their fare. Thanks to Ron browsing the local attractions, tomorrow we are off to the Tupelo Honey Festival in Wewahitchka, FL or Wewa as the locals call it.

Saturday 5/20:

Off we go to Wewahitchka for the honey festival and what a delightful day we had. Vendors, galore, singing groups, artists and of course Tupelo honey. We can't go anywhere without buying something for our grandchildren, so Anders got a dress and Holden a marshmallow blow gun, miniature marshmallows only though. We hit the Krazy Fish Grill for lunch again and no surprise they remembered us, must have been the car. Back to Apalachicola to cruise the town again, we discovered the Oyster City Brewing Co. for a tall cold "Red Right Returning" beer prior to going back to The Hole in the Wall for our farewell banquet. We loaded the '34 back onto the trailer after dinner and packed up our belongings for our return to the suburbs the next day.

Sunday 5/21:

Bidding the Coombs Inn goodbye, we headed home by way of Wakulla Springs State Park and Lodge. This is where the Creature from the Black Lagoon was filmed, you may recall. The lodge was built in 1937, has 27 rooms. Other interesting features include "Old Joe" an 11-foot, 650-pound stuffed gator that used to swim in the tropical pool formed by Wakulla Springs. The Lodge also boasts the world's largest marble bar (70 feet 3 inches) and a restaurant with southern specialties. We did not eat there though. Out on the grounds and near the swimming area, we did notice one of Old Joe's relatives, maybe a 5-foot gator. We had not planned on swimming in the lagoon and this gator definitely sealed the deal. Ron and Pam had bought us a dash plaque in the gift shop, for the '34 that showed the Lodge with an elegant old car parked in the foreground. Yet another memento of a super tour to Apalachicola, FL with our tour guides Ron and Pam. Well worth the visit if you have not recently gone or like me have never visited this piece of Florida history.



Pin-MAR Antique Car Club News

CLASSIC OLD ADS

Emailed to Bob Croslin from Ford Easton

Beatings prove they're unbeatable— GOODYEAR'S NEW 3-T NYLON CORD TIRES!



STRONGER ON THE INSIDE! We told the driver to try and wreck a set of Goodyear 3-T Nylon tires in an 8-hour run at 30 miles per hour over this stump-studded timber tract. We scuffed up the tires—but didn't break a single 3-T Nylon Cord!



SAFER ON THE OUTSIDE! The Twin-Grip tread stops you up to 24% quicker. The extra stopping power of these two independent treads kept Goodyear Engineer Mel Wilson from harm, while the car with ordinary-type tires crashed into a dummy.

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Goodyear's Triple-Tough, Triple-Tempered 3-T Nylon Cord tires are now available at sensationally new low prices.

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Received this from an old writer of the Pin_MAR PEOPLE (News and Gossip), affectionally known as Greta Gabbo. When she moved to the Old Folks Home in North Carolina, Adeline Moore stepped in to fill her rather massive shoes.

Robert,

We really enjoyed your story of your father's '58 Chevy and the "Skunk Episode". You've always been a great story teller and a great memory of events, both real or imagined. Reminds me of a Carl Hiassen book, "Lucky You". It also reminds me of the '58 Chevy two door Bel-Air that Don Lorrier & Paul Dobbin bought from Len Parker, back when they were all young guys. I don't know why Parker had it, but it might have been acquired in lieu of rent money. Anyway, he said it ran OK and made no mention of your fathers malady of launching lifters. So we agreed to buy it and ventured down to one of Parker's rental properties to pick it up. The old adage of "Rust Never Sleeps" was the definition of his '58 Chevy. I don't remember if it was Free or \$50.00, but either way, Don was happy and I thought it was overpriced. The car did not have a cowl vent, but a roof vent where the roof had rusted away from the top of the windshield and it scooped in all the fresh air of Booker Creek until we got to Thrill Hill on 3rd St. S. when the top lifted up like Trump's comb-over on a windy day. Actually it did run well, like Parker said, and we cut the body off, shortened the chassis to make World's Heaviest Dune Buggy for Don's Virginia mountain property. Soon it was replaced by a yellow 4WD Power Wagon called "Flower Power" and the '58 Chevy was just a funny memory. However, not as funny as you being hit by a dead skunk!

Greta Gabbo



Remember to bring in your tabs!

Heritage Village needs your HELP.

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@gmail.com

MAY

3rd Pin-MAR Meeting @ Heritage Village-
Collectibles Night

5th Billy's Moorings Tour
Flea Market @ HV

9th Pin-MAR Breakfast

19th North County Tour
Classy Lassie Luncheon

24th Pin-MAR Breakfast

JUNE

7th Ice Cream Tour-No Meeting @ HV

JULY

4th Jim Sutch Breakfast 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.

Cool
Pin-MAR
watch!



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.

FOR SALE

FOR SALE: 1927 Roadster, asking \$8,000, in Seminole, FL. Contact: Natalie King @ 727 251 2641

Nina112657@gmail.com

(05/06)

FOR SALE: 1950 Ford, dark blue, 2 door custom deluxe, V8 flathead overdrive, original engine & drive train, headers & dual exhaust, Smitty mufflers, 81,000 miles. Original chrome, factory turn signals, heater, radio and new fuel tank. Purchased from original owners and I have owned it for 17 years, garage kept and have extra parts. \$17,000 call, Don (228-328-4143) or email doshotz@earthlink.net

(05/06)



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



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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