



# 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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**JUNE 2018**  
**Volume 55**  
**Number 6**




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

 The first breakfast will be on Tuesday, June 12, 9:00 AM at Metro Café, 5240 4th St. N., St. Petersburg.

The second breakfast will be on Thursday, June 21st at Another Broken Egg Café, 2554 North McMullen Booth Road, Clearwater. 

## ICE CREAM AND A TOUR!!!

by: Ben and Linda Umberger

Thursday, June 7th 2018, our tour will start at the beautiful historic Walter Fuller Park at 7901 30th Ave. N. St. Petersburg. We will meet at 6:15pm. There are covered picnic tables located close to the play ground (south side). We will meet there and eat. Please remember to bring food for yourself and a drink. I received a request that we eat ice cream at the beautiful Don Cesar Hotel, so that is where we will drive to. I do not have the route planned yet but don't worry, I will a couple hours before the tour starts!! Come out and have some fun!!!

## CARS NEEDED!

by: Ron Roberson

I was just contacted by Brenda Matthews from the Hartley House/Palm Harbor Historical Museum. She is hosting a Father's Day event at the museum on Saturday, June 16th. They will have an antique fire truck on display, and she is asking for a few (about 6) antique and/or classic cars to display from 10AM to 2PM. Lunch will be provided. This is a good opportunity for anyone who missed the recent Dunedin Tour and the museum, which normally is closed on Saturdays. I plan to attend with the '40 Ford.

## In Memoriam.

by: Bob Croslin

### **Jan Golly**

In early May we lost longtime member Jan Golly to a stroke. She and Ron had owned Bonnie's Bait Bucket in Clearwater for many years and were active gardeners and travelers. They served as docents at Heritage Village. Back before Seminole was even a city, they were volunteer firefighters in the Seminole Volunteer Fire Dept. Jan was especially active in the Ladies Auxiliary. Along with Ron, Jan was an avid outdoorswoman and fond of camping. Unknown to many were her talents as an artist.

### **Sam Baker**

Sadly, we just learned of Sam Baker's passing back in February. Sam was active in military vehicle restoration and often displayed his meticulously restored WWII Jeep at Honor Flights.

## JUNE MEETING

*We have no June meeting at Heritage Village.*

*Join us on our meeting night for the Ice Cream Tour.*

# Pin-MAR Antique Car Club News

## CO-PRESIDENT'S MESSAGE

by: Bob Croslin

### WORDS OF WISDOM AND INSPIRATION

If you're like me, you probably have a couple of favorite blogs you read. I have three I check daily,

<http://theoldmotor.com/>,  
<http://justacarguy.blogspot.com/>, and  
<http://bitsandpieces.us/>.

Recently, Car Guy had a post where he noted that a neighboring couple in San Diego where he lives, had a 1950 Chevy panel truck they'd bought about five years back. Sadly, it sat untouched for four years before the couple passed a few months apart. Now, their son is stuck with settling their estate and finding a new home for the panel. Jesse was quick to point out that other than owning the truck, they never moved it and got any enjoyment in driving it or participating in shows or any sort of club functions with it.



Many of us are getting, or have gotten, 'up there' as the saying goes. Sure, it's gotten a little harder to get in and out, but when you do drive your oldie, don't you still feel the joy of driving it? I sure do, and I also enjoy the attention both our cars bring and the warm feeling when it brings pleasure to someone older than me who has such fond memories of the car they had when they were young. Jay Leno says we're only the caretakers of our collector cars. But unlike so many collectibles that sit in curios or on shelves to be admired, our cars were never designed for that. They were meant to be driven and used, like the '40 Ford pickup at heritage Village is used. Yeah, it's getting a bit warm out there (says the bozo who put AC in both our cars), but the June and July tours are set for evening or early morning to avoid the worst of the heat. And unlike our northern friends, we don't have to go through winter storage processes to keep the "miserable meeces"\*\*\* out. So what are you waiting for? Your car will be around long after you aren't, so get it on the road and wring out the maximum enjoyment.

\*\* Jinx the Cat

## CLASSIE LASSIE CORNER

by: Linda Hatley



The Classie Lassies had a lovely lunch at the Hollander Hotel on May 19.

Classie Lassies at the Hollander Hotel.  
 Photos by Donna Suchier.




In June, we will venture out to the beach area for lunch.

Please join us at noon, June 23, 2018.

PJ's Oyster Bar, Indian Rocks Beach  
 415 2nd Street, Indian Rocks Beach, FL

RSVP: Ginny Lyke;  
 email: [ginemil2002@tampabay.rr.com](mailto:ginemil2002@tampabay.rr.com) or  
 cell phone: 727-688-2000

All Pin-mar ladies are invited to join us for lunch.



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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: \_\_\_\_\_

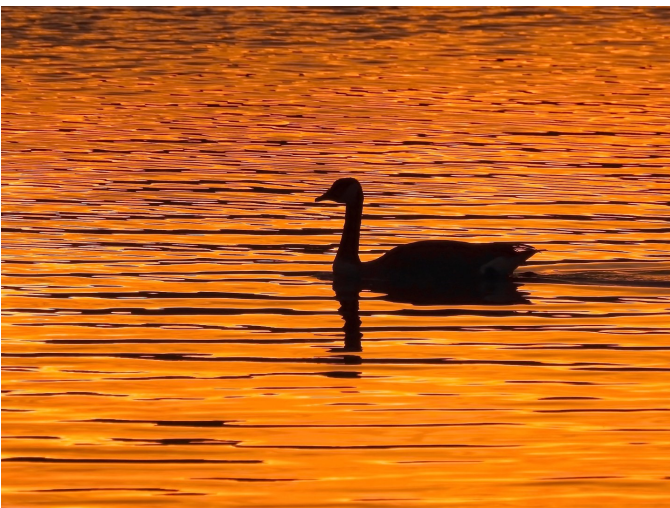
PRICE: \_\_\_\_\_

AMOUNT ENCLOSED: \_\_\_\_\_

## FASCINATING FACTS AND PHOTOS ABOUT THE U.S.



The Library of Congress contains approximately 838 miles of bookshelves—long enough to stretch from Houston to Chicago.



At 46 letters, Massachusetts's Lake Chargoggagoggmanchauggagoggcha ubunagungamaugg has the longest place name in the U.S. (even though it's based on a joke).



The entire Denver International Airport is twice the size of Manhattan.

# Pin-MAR Antique Car Club News

## PIN-MAR PEOPLE (News and Gossip)

by: Aunt Blabber & Adeline Moore

A tidbit from Auntie Blabber. The General Store is the only Pinellas County property selling Coca-Cola. Years back, the county signed an exclusive beverage deal with Pepsi who was good enough to allow our exception because they didn't bottle in small sizes like Coke does. **Chuck Yates** had a son who was a exec with Coke in Atlanta and they arranged for delivery to the store and pricing. However, Pepsi does have their own brand of bottled water, Aquafina, and wanted that sold which is very fair. So, did you know that **Lon Mackey** is the member who arranges for the deliveries of Coke and Sprite to the store AND goes to Sam's Club and schleps the cases of Aquafina to the store? Please be sure to thank him, will you? Also, hopefully you notice that for the snacks we enjoy after our meetings, the tables are always beautifully laid out in décor recognizing the month or closest holiday. Thank **Linda Umberger** and often, her granddaughter **Tiffany** for that and the thoughtfulness that goes with it. Also take a moment to thank our wives and SO's and the guys who bring the goodies, often fresh baked, each month. You folks are the heart of Pin-MAR. Now, back to our regularly scheduled gossip. **Darrell & Anne Farley** just returned from a road trip up to The Whitestone Country Inn on Watts Bar Lake in Tennessee where they celebrated their 21<sup>st</sup> wedding anniversary. Finishing a tour in Missouri, The Traveling **Eichs, Gareth & Debra** took the '34 cabriolet to Meyerstown PA for the Dutch Early V8 tour, where **Gareth** got caught parking in Amish Buggy reserved parking spots. Next, it's off to Pittsburgh for the Freedom Road Rally. From proud grandparents, **Sherry & Randy Crabtree**, "As most of you know, my granddaughter, **Audrey**, is now 9 yrs. Old and a diver on J.O.D.T. (Junior Olympic Dive Team). She and her Mom, **Vicki**, go all over Florida and will venture to Texas in July...etc. and recently participated in competition in Coral Springs, FL." Since Coral Springs abuts the Everglades, we hope she's not diving for gators. **John & Cecilia Smith** are "working" for a week in Santa Fe, NM. Oh, how rough it must be. Also need to

thank both **Frank Quillen** and **Ron & Sherri Roberson** for the recent tours. They were two of the best we've enjoyed. And a thank you to **Charles Hatley** who sent us a Pin-MAR roster from 1968. **Ken & Linda Harper** will be traveling to San Diego to see **Ken's** baby brother graduate from the U.S, Navy SEAL training school. **Folks, that's it for now. You guys have got to be doing interesting stuff. Please drop us a line and let us know.**

*Aunt Blabber & Adeline*

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](mailto:rcroslin29@gmail.com) and he'll pass it along to them.

## HARBOR FREIGHT SUCCESS

by: Bob Croslin

We all buy tools and supplies from Harbor Freight for two reasons. Those 20% off coupons and because we're cheap and they're cheap. Here's another reason. Did you know that each year Harbor Freight awards \$1M in prizes to deserving High schools and Teachers who teach trades programs? They also support groups who work to get Girls and Women into non-traditional occupations. The story of Harbor Freight is a real Horatio Alger one. At nine, young Eric Smidt was sent to an orphanage. At 17, Eric opened a mail order tool business called Harbor Freight Salvage. Feeling tools were far too expensive, he then cut out the middlemen to offer tools factory direct to customers. Today, HF has over 800 locations and has instituted a program of continuous improvement by employees (think Toyota in the '70's). You can learn more about their philanthropic programs by going to <https://hftforschoolsprize.org/>. Again thanks to Just A Car Guy for posting this.







## NOW SHE IS A TEACHER!

In September of 2005, on the first day of school, Martha Cothren, a History teacher at Robinson High School in Little Rock, did something not to be forgotten. On the first day of school, with the permission of the school superintendent, the principal and the building supervisor, she removed all of the desks in her classroom. When the first period kids entered the room they discovered that there were no desks. 'Ms. Cothren, where are our desks?' She replied, 'You can't have a desk until you tell me how you earn the right to sit at a desk.' They thought, 'Well, maybe it's our grades.' 'No,' she said. 'Maybe it's our behavior.' She told them, 'No, it's not even your behavior.' And so, they came and went, the first period, second period, third period. Still no desks in the classroom. Kids called their parents to tell them what was happening and by early afternoon television news crews had started gathering at the school to report about this crazy teacher who had taken all the desks out of her room. The final period of the day came and as the puzzled students found seats on the floor of the desk-less classroom. Martha Cothren said, 'Throughout the day no one has been able to tell me just what he or she has done to earn the right to sit at the desks that are ordinarily found in this classroom. Now I am going to tell you.' At this point, Martha Cothren went over to the door of her classroom and opened it. Twenty-seven (27) U.S. Veterans, all in uniform, walked into that classroom, each one carrying a school desk. The Vets began placing the school desks in rows, and then they would walk over and stand alongside the wall. By the time the last soldier had set the final desk in place those kids started to understand, perhaps for the first time in their lives, just how the right to sit at those desks had been earned. Martha said, 'You didn't earn the right to sit at these desks. These heroes did it for you. They placed the desks here for you. They went halfway around the world, giving up their education and interrupting their careers and families so you could have the freedom you have. Now, it's up to you to sit in them. It is your responsibility to learn, to be good students, to be good citizens. They paid the price so that you could have the freedom to get an education. Don't ever forget it.'

By the way, this is a true story. And this teacher was awarded the Veterans of Foreign Wars Teacher of the Year for the State of Arkansas in 2006. She is the daughter of a WWII POW.

**Let us always remember the men and women of our military and the rights they have won for us.**



- 1st EMMETT MCCABE
- 3rd MARY ELLEN BADER
- 7th JANE SUTCH
- 8th RICK WHISSEL
- 9th JOHN CHAPMAN
- 10th JOE GOODAL
- 22nd CHERYL STEWART
- 23rd JUDY DAILEY  
CAROLE YOUNG
- 28th SANDEE IRVIN  
JOHN WIRTH



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

9/18

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*& Gift Shop*

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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 Approach

Sad but true; the last thing Studebaker needed in the depths of the depression was Pierce-Arrow. Although the marque was prestigious, and produced outstanding examples of Motordom, the economy had taken its toll on sales. The duo decided it was better to cut their losses and sell Pierce. Finding a buyer in hard times was a challenge. They soon found a buyer at the one million dollar mark, a great loss, but it put much needed money in the coffers.

The Rockne brand, which was being built in the Detroit facilities, was dropped. The Detroit plant was closed and sold, undoubtedly for pennies on the dollar. There were plenty of plant facilities in South Bend, and continuing to operate in Detroit was folly. Finally, before Erskine resigned, he had made a valiant attempt to save the company by merging with White Truck. White had remained cautious since Black Thursday, and had plenty of working capital. Erskine felt that if he could gain control of White, he could use their money to save the company. He bought White stocks to the tune of \$14 million in borrowed money, but the merger was blocked by some of the more conservative White stockholders. Hoffman and Vance worked out a deal with White to liquidate the stocks and greatly reduce the company's indebtedness.

### Studebaker Carries On

As part of the reorganization, the first order of business was to let the buying public know that Studebaker was once again open for business. Management issued a press release stating in part "Studebaker carries on... The great South Bend plants of Studebaker, closed since the announcement of the bank moratorium, reopen Tuesday, March 21". They not only reopened, but during April they built more than 3,800 automobiles and unbelievably, the company turned a profit of \$20,000. While the profit was a mere pittance compared to what was owed, it represented a major turnaround for the company.

1932  
Studebaker  
Commander  
Coupe



Courtesy  
Conceptcarz



1933 Indy Racer

Courtesy Conceptcarz

Soon, Vance and Hoffman successfully sought a loan from Lehman Brothers with whom Studebaker had a long standing relationship. The loan allowed the company to retool for the 1934 models. Further, the new Studebaker leadership was concerned that their work force be content. In mid-year 1933, they allowed the United Auto Workers to unionize their plants. Within two years, Vance and Hoffman had built the working capital to around six-million dollars. It took a lot of work by dedicated management and workers alike, but it was an incredibly fast recovery. It was on March 9, 1935, just two years after bankruptcy, the Studebaker Corporation became the first automaker ever to be released from receivership. Upon reorganization, Paul Hoffman was named President and Harold Vance Chairman of the Board. Hoffman served as president until 1948, took a leave of absence to work with the Marshall Plan and the Ford Foundation. He then returned to his beloved Studebaker Corporation to serve as Chairman of the Board until the turbulent merger with Packard. Hoffman resigned because of the debacle in 1956. When Hoffman took his leave of absence in 1948, Harold Vance became president and served until the Packard merger. As it was for Hoffman, the Packard merger and its chaos proved to be too much. He resigned as well.

1932 Studebaker  
Dictator



Courtesy Conceptcarz

### Next Issue: The New Studebakers

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References gladly supplied





# Pin-MAR Antique Car Club News

## RUNNING ON EMPTY

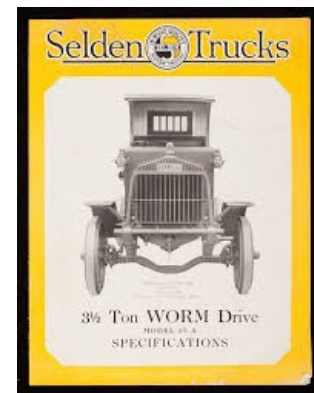
by: Ron Roberson

### The Selden Patent

One of the strangest stories in the development of the automobile is the story of the Selden patent. George Selden was born in 1846 in Clarkson, NY. He was a patent attorney who dabbled in inventing, and he had secured patents for his version of the typewriter and a machine that made barrel hoops. He saw a demonstration of a huge internal combustion engine designed by George Brayton at the Centennial Exposition in Philadelphia in 1876. Soon Selden began to design a smaller version of the Brayton engine that could power an automobile, and he had succeeded by 1878. Steam powered wagons had been around for a while, but a practical vehicle powered by an internal combustion engine had not yet seen the light of day, so Selden saw an opportunity. On May 8, 1879 he filed for a patent on his engine and also for an automobile powered by his version of the Brayton internal combustion engine. He submitted concept drawings at the time, but he did not actually build an automobile. A skillful attorney, he applied regular amendments to his patent application, which delayed the process by 16 years, buying time for someone else to produce automobiles. On November 5, 1895 his patent was granted. With that patent, Selden could claim to be the inventor of the automobile, even though he had never built one. In 1899, Selden sold his patent rights to William Whitney in a shared royalty deal, and the two began collecting royalties from the numerous car makers that had developed by that time. In 1903, a handful of car makers, including Henry Ford of the fledgling *Ford Motor Company*, began to contest the patent. Selden's group sued for patent infringement. The highly-publicized, legal battle lasted over six years. In 1909, the judge ruled in favor of Selden, stating that the patent covered any gasoline powered vehicle. Ford appealed and won in 1911, based on his argument that no current automobile used the Brayton engine, which was a two-stroke engine that used a glow plug in place of a spark plug. The entire automotive industry was using the four-stroke engine invented by Nikolaus Otto of Germany in 1876. From that point on, no automobile company had to pay the royalties. Henry was quoted during the trial as stating, "It is perfectly safe to say that George Selden has never advanced the automobile industry in a single particular...and it would perhaps be further advanced than it is now if he had never been born." During the course of the trial, Selden's group

had a car built based on his 1895 patent drawings (actually drawn in 1879). The car had a unique design, but it proved to be impractical and had to have an updated carburetor and spark plug to actually run. Selden did eventually start a car company called the *Selden Motor Vehicle Company* and built a total of three (more-conventional) cars between 1909 and 1912. In 1913 he converted the company to trucks and enjoyed some success before his death in 1922. In 1930 the *Selden Truck Company* was sold to the *Bethlehem Truck Company*. The development of the automobile was a combined effort of many pioneers. Some were brilliant engineers or inventors, and others were just really good promoters. It took both types of pioneers to build the industry from its infancy. But the story of this clever patent attorney, who wormed his way into a fledgling automobile business is a curious one. It is estimated that Selden collected several hundred thousand dollars in royalties before Henry Ford's group stopped him. There were many short-lived car-producing companies in the early days that never saw that much revenue. Yet one man managed to do that before he'd ever sold a car.

See you on the road



## Welcome New Members

### BORST, SCHUYLER & DOROTHY

612 Pineland Ave  
Belleair, FL 33756  
727-584-5588

4 Sanctuary Circle  
White River Junction, VT 05001  
802-698-8421

Cell: 603-491-3817  
Email: [svbnh@aol.com](mailto:svbnh@aol.com)

# Pin-MAR Antique Car Club News

## LEWIS AND CLARK TRAIL MISSOURI SEGMENT

by: Debra Eich

By now you all must know, Gareth and I really enjoy touring in our old cars, seeing new places and reacquainting ourselves with old friends and meeting new folks, even some we didn't realize knew us from other tours. Now that part is scary, but on this tour proved quite helpful. For example, Sally and Bob Murray recognized us at breakfast at the hotel in Alton, Illinois and the tour hadn't even started yet. She is the Activities Vice President for the Vintage Motor Car Club of America (VMCCA) and knows everybody, which was fortunate for us, with Scarlett, our 1934 Ford Cabriolet acting up. Sally put all the V-8 motorheads on high alert to sort out our issues when we arrived in St. Charles Missouri by trailer on Sunday. Bob even came back to see if he could help us with the car. Talk about a guardian angel sent our way, and that was just the pre-tour day. The Missouri folk are proud of their waterways, the mighty Mississippi and the Missouri Rivers, however sometimes those two get carried away and tend to flood the roadways and surrounding communities. That did not happen this tour, however there was a contingency route just in the event. We did follow and even cross over these rivers throughout our week-long trek, as we drove from St. Charles across the state to Independence, Missouri seeing some of the same sites as those spunky lads Meriwether Lewis and William Clark did as they lead the Corps of Discovery, in their 55-foot keelboat and two smaller flat-bottom boats, pirogue, to find a "Northwest Passage" by water to the Pacific Ocean. I am quite sure as a student of the Florida educational system we touched on the Lewis and Clark Expedition, but not nearly to the degree we did touring the museums and forts that detailed the history of this great event. Possibly one of the greatest contributions of Thomas Jefferson, author of the Declaration of Independence and third president of the United States, was his vision. Even before he became president, Mr. Jefferson had a view of a republic with representative government from the Atlantic to the Pacific Ocean. Of course, the British, French, Spanish and Russian governments had the same plans, so there were some high-handed negotiations and buying of lands held to the West before the expedition into their Western territory, could even begin. The land was procured from France in 1803, through the Louisiana Purchase for \$15 million dollars and preparations were made. Fun Fact: The US purchased 828,000 square miles, eventually 13 states from Napoleon. This doubled the size of the United States. He said, "I have given England a rival, who sooner or later, will humble her pride." Thomas Jefferson, the visionary that he was, wrote a letter to Congress requesting money for an overland expedition to find a "Northwest Passage" by water to the Pacific Ocean. In his appeal, Mr. Jefferson pointed out that the explorers would establish friendly relations with the Indians of the Missouri River



Valley, help the American fur trade expand into the area, and gather data on the region's geography, inhabitants, flora and fauna. Now that is ambitious! Jefferson called upon the Army officer and his personal secretary, Captain Meriwether Lewis to lead the expedition, as he embodied the "natural leadership ability and woodland skills with the potential to be an observer of natural phenomena." Quite a resume for a 28-year old bachelor, who at 21-years old incidentally had previously been -martialed for allegedly challenging a lieutenant to a duel during a drunken dispute. He was found not guilty and transferred to a different rifle company to avoid any future incidents. His new commander turned out to be William Clark- the man who would later join him on his journey to the West. We were told that Capt. Lewis had known Thomas Jefferson since he was a boy and had grown up on a Virginia plantation only a few miles from Monticello. Jefferson gave Lewis a crash course in the natural sciences and sent him to Philadelphia to study medicine, botany and celestial navigation. He learned how to use a sextant and other measuring instruments, but his calculations as recorded were not quite accurate. Much like any car tour we have ever been on, but somehow, we also made it to our destination by asking help of the locals, just not the native Indians. Looking at Lewis' journals, his spelling was also atrocious. By now you may be asking yourself, but what about William Clark, where did he fit in? Now it is June of 1803, Capt. Lewis has procured two tons of supplies and non-perishable foods for his Voyage of Discovery and he is two months behind his original schedule of leaving St. Louis in August. While in Philadelphia, Lewis ordered construction of a keelboat and two pirogues. He also bought a black Newfoundland dog that he named Seaman. He determined that another officer and more men would be needed. With Jefferson's consent, Capt. Lewis contacted his friend William Clark a former infantry company commander to accompany him on the expedition as co-commander. Sailing the keelboat and two pirogue, the 13 military man crew along with Lewis, departed Pittsburgh, PA and arrived in Louisville, KY on October 14th where he met up with William Clark. An additional crew, The Nine Young Men of Kentucky were brought on as the first civilians to be recruited for the expedition. William Clark also brought along his servant York, a black man of exceptional size and strength, never a bad thing to have along on an uncertain journey. As they departed Clarksville on 26 October 1803, and journeyed upstream to the junction of the Ohio and Mississippi Rivers, Lewis hired the Shawnee/French hunter, guide and interpreter George Drouillard and two additional privates. Seven soldiers temporarily hired from Fort Massac were left behind. Once again, the powerful Mississippi River demonstrated the expedition needed more men to handle the three boats as they had progressed only a mile per hour moving upstream. On 11 December 1803, the party reached St. Louis, and camped along the Wood River, a small stream that flowed into the Mississippi River. There Clark's men constructed Camp River Dubois, which was completed by Christmas Eve 1803. "The mouth of the River Dubois is to be considered the point of departure." Meriwether Lewis, ca. May 14, 1804.

**Continued next month.**



# Pin-MAR Antique Car Club News

## CLASSIC OLD ADS

Emailed to Bob Croslin from Ford Easton



*Hertz rents the kind of cars you like to drive!*

What's your pleasure? A Cadillac, maybe? Hertz rents Cadillacs. Big Buicks and Oldsmobiles, too. Thousands of new Powerglide Chevrolet Bel Airs. Station wagons, convertibles, sports cars. Take your pick at most Hertz offices. They're all in A-1 condition.

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## NORTH COUNTY TOUR

Photos by Ron Roberson



Wilderness trail in Monument Valley on the Utah-Arizona border.

Firestone lets you follow the lure of lonely trails!

Where it's a ten-mile hike to the nearest help, Firestone ends the danger of tire failure. There's puncture-protection and peace of mind built into every FIRESTONE NYLON SUPREME!

Whether you travel the busy highway or ride the lonesome trail, Firestone makes your peace of mind puncture-proof! You're protected from roadside delays because this tubeless tire's gum liner seals punctures as fast as they occur. An exclusive diaphragm protects from blowout danger by stopping sudden air loss.

Wherever you drive, add peace of mind to your travel plans. Order your new car with Firestone Nylon Supremes®, or trade in your present tires at your nearby Firestone Dealer or Store.

**Firestone**  
BETTER RUBBER FROM START TO FINISH



Exclusive diaphragm retains 67% of air in tire even if blowout occurs. Gum liner seals punctures permanently.



Remember to bring in your tabs!



## 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](mailto: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.

### JUNE

- 7th** Ice Cream Tour-No Meeting @ HV
- 12th** Pin-MAR Breakfast
- 16th** Hartley House Father's Day Event
- 21st** Pin-MAR Breakfast
- 23rd** **Classie Lassies Luncheon**

### JULY

- 4th** Jim Sutch Breakfast Tour-No Meeting @ HV

### AUGUST

- 2nd** Pin-MAR Meeting at Heritage Village in the Pinellas Room at 6:30pm.

**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.



Photos by Mike & Tyler Culotta



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

### **HELP NEEDED AT THE GENERAL STORE**

We're short on help at the General Store. If you can even work just one shift a month, that sure helps. Take it from those of us who are privileged to enjoy a couple of hours in the past, the folks you'll meet have some of the most interesting stories and experiences imaginable.

Call Alyce at Heritage Village at (727) 582-2464.

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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](http://www.pinmar.org)  
Email: [info@pinmar.org](mailto:info@pinmar.org)