



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 JUNE



The first breakfast will be on Tuesday, July 10, 9:00 AM at Maggie Mae's On The Bluffs, located at 2961 W Bay Dr, Belleair Bluffs. Come and see Jane Sutch wolf down their Crème Brule French Toast!

The second breakfast will be on Thursday, July 26, 9:00 AM at Speggtacular at 7924 Ulmerton Rd, Largo.

PIN-MAR DUES RENEWAL NOTICE

The new membership year begins, June 1st. The annual dues are \$20.00 and are due June 1st. (Oops, forgot to put this in last month!) Make your checks payable to Pin-Mar, and mail to Gareth Eich, at 205 21st Ave NE, St. Petersburg, 33704. Please, call at 727-418-1449 if you have any questions. If dues are not paid by Sept. 1st, we will remove your name from the membership list and discontinue sending the newsletters. New members, who joined after the 1st of Jan, 2018 are paid thru June 1st of next year. Please also let us know if you have any updates to your membership information like phone numbers, home address, e-mail, birthday. etc.

NO JULY MEETING AT HERITAGE VILLAGE **JULY 4TH BREAKFAST TOURS** **TWO CHOICES**

by: Bob Croslin

Two of them. The "Jim Sutch Memorial July 4th Biscuits-n-Gravy" Tour will start behind the McDonalds on 4th St. N. and 38th Ave. in St. Petersburg at 8:30 AM. Because Beth says so, that's why. We'll tour through Old Northeast and historic downtown to see the chairs before finishing at Maple St. Biscuit Company for breakfast. MSBC is located on Central Ave between 6th and 7th streets.

When?: 8:30 AM, Wednesday, July 4th.

Where?: McDonalds at 4th St. and 38th Ave.



The second option is the Safety Harbor Main Street July 4th Parade, riding along with The Sun-coast T Club. Lineup is no later then 9am. After the parade, they are going to Applebee's on the corner of McMullen and 590.



When?: Wednesday, July 4th, by 9:00 AM.

Where?: Safety Harbor Waterfront Park.

Pin-MAR Antique Car Club News

CO-PRESIDENT'S MESSAGE

by: Ron Roberson

Every now and then I wonder how any of us ever got into this hobby, so I ask around. Some people will tell you that their dad was a mechanic and it rubbed off. Others may tell you that their first car required constant repair, and that got them started. Even others were drawn to the hobby due to nostalgia, the desire to relive a simpler time. Okay, those things got us started, but what keeps us going? This hobby can be expensive. We have to tinker with these old cars to keep them running. They don't like the modern gasolines or the modern oils. They are not nearly as reliable or as comfortable as a new car, so why do we want an old one? Recently a handful of Pin-MAR members displayed our cars at an assisted living facility in downtown St. Petersburg. I was faced with a 50-minute drive from Dunedin through rush hour traffic on a hot day, but I have always enjoyed ALF visits, so I did not hesitate to go. I chose to drive our '67 Camaro, because it's power brakes and power steering makes it the better choice over the '40 Ford for a drive in heavy traffic. I pulled into the parking lot with a nice array of old vehicles including Bob Croslin's '29 Model A, Mike and Tyler Culotta's '41 Plymouth pickup, Ken Harper's C-10 Chevy pickup, Frank Quillen's '57 T-bird and Bill Brown's '22 T roadster. The residents came out in groups, and their eyes lit up when the old cars came into sight. Some of the residents were from the assisted living facility, and some were from the memory support section, requiring a staff member to walk with them. Group after group braved the heat and made their way around the cars as we huddled under the shade trees by the parking lot. Some told us about the cars from their past, and others just smiled as dementia had encroached on their ability to converse. However, there was that common thread among all of them; they were all smiling. There was one old fellow who truly loved the cars. He came out with the first group and stayed out through our entire visit. He spoke in a gravelly voice with a wide smile that never left his wrinkled face. He was fascinated with Frank's T-bird, and he began to tell us about the T-Bird he used to have. He asked what year this one was. "It's a '57", Frank told him. "You can tell by the fins." "Mine was a '42," he responded. I looked around at the group of experienced car collectors huddled in the shade. We all knew that the first T-birds were '55 models, but no one wanted to correct him. Maybe he meant '62, or maybe he was just confused, but none of us wanted to do anything that might erase that smile. Then I realized that this old man's smile was the kind of thing that kept us all in the hobby. It wasn't the thrill of changing a flat tire or push starting a car. It wasn't the skinned knuckles you get when you change a spark plug. It wasn't the love of standing next to your old car waiting for the AAA tow truck. It wasn't any of those things. It was this old guy's smile.

See you on the tours.

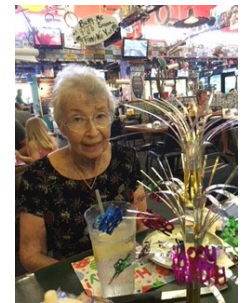


CLASSIE LASSIE CORNER

by: Linda Hatley



The Classie-Lassies enjoyed eating seafood at PJ's Oyster Bar on Indian Rocks Beach for the June outing.



Pictures from our luncheon at PJ's Oyster Bar, Indian Rocks Beach, Saturday June 23. We also celebrated Carole Young's birthday.

Photos provided by Ginny Lyke.

Our next outing will be at Ford's Garage, which comes highly recommended from some of the members who have been there.

WHAT: Classie Lassie July Luncheon

WHERE: Ford's Garage


4306, 200 1st Avenue S, St. Petersburg, FL

WHEN: July 7, 2018, 12:00 P.M.

RSVP: Barabra Vieno

EMAIL: rvieno@tampabay.rr.com or

PHONE: 727.525.8101



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Pin-MAR Antique Car Club News

PIN-MAR SHIRT & JACKET ORDER FORM

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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

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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.



In 1893, an amendment was proposed to rename the country to the "United States of Earth."



A highway in Lancaster, California plays the "William Tell Overture" as you drive over it, thanks to some well-placed grooves in the road.



The total length of Idaho's rivers could stretch across the United States about 40 times.

Pin-MAR Antique Car Club News

PIN-MAR PEOPLE (News and Gossip)

by: Aunt Blabber & Adeline Moore

Anne Farley just returned from a trip to Atlanta with her daughter, **Marcie** and granddaughter, **Catherine**. It was a fun week of sightseeing tours, zoo, World of Coke, aquarium, etc. Of course, eating too! On the way home, they stopped in Senoia and did The Walking Dead tour. No, **Anne** doesn't watch the show, but **Marcie** and **Catherine** do. Original Pin-MAR member, **Tony Zeoli** was in town recently for his high school reunion. He went to Northeast High in 1955 - 1960. And graduated from the class of 1960. **Billy Bie's** Model A generator stopped gennin' recently and required a rebuild. The generator, not **Billy**. **Ben & Linda Umberger** and the Suncoast Model T Club will be doing a Model T work day with the Village Garage T's on August 11th. **John Smith, Ron & Sherri Roberson, Bill & Betty Miller** and **Bob & Beth Croslin** celebrated the Summer Solstice by going to breakfast. They had originally planned to celebrate it in Stonehenge, but **Betty** forgot to make the reservations. **Mike Culotta** saw the concert at RJ Stadium recently featuring **Luke Bryan, Sam Hunt, Jon Pardi** and **Hall & Oates** and even took time for a little golf. **Sandy Young Alley, Bob & Carole Young's** daughter, spent time on Father's Day at the Store where her dad spent so many hours. A little memorial to Bob had been added. What a great Ice Cream Tour meeting in June set up by **Linda Umberger**. We ended up having ice cream at the Don CeSar on St. Pete Beach. Thanks to **Chip & Alice Katterhenry** for having **Carole Young** along. Good to see **Jane Sutch** and **Ginny Lyke & Emil Focht** along too. We see that **Ben Ainsworth** has a very nice Model A for sale in the MARC magazine. Hope it goes to another good home. **Fast Eddie Daniels**, how's the race car coming along? **Len & Linda Parker** are in town for awhile due to damage to one of Len's rental properties caused by a broken water pipe. **Tom & Teresa Fry** are on their 3rd trip to



Alaska this week; they really love it!!!. **Randy & Sherry Crabtree** are excited to help daughter, **Vickie** and granddaughter, **Audrey** move into their new home. They have helped them and cared for them for 10 ½ years, **Vickie** is a Respiratory Therapist at Bayfront and made it her goal to buy a house this year. She closes on July 2nd and they are so excited to have their own place. Really cute, 2/2 in Bonnie Bay a Villa, lots of room and access to park, etc. They will be so happy.



Photo by: Sherri Roberson

Yes, that is our illustrious Co-President, **Bob Croslin**, swinging at the picnic before the Ice Cream Tour! Do you think **Linda Umberger** was pushing him also!

Aunt Blabber & Adeline

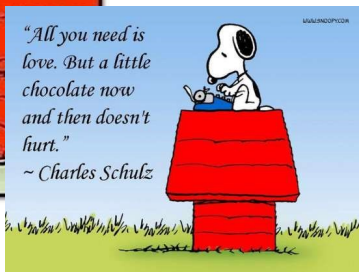
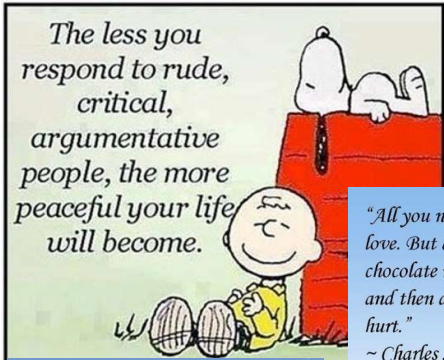
Folks, it would sure be helpful if you'd take a moment to let Auntie and Adeline know what you've been up to. Just drop an email to: rcroslin29@gmail.com and he'll pass it along to them.

Bring in your soda can tabs!

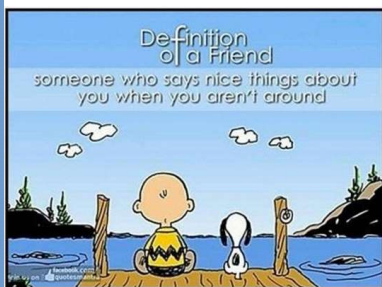
Heritage Village needs your HELP!

★ Sherri's Tidbits ★

REMEMBERING THE WISDOM OF CHARLES SCHULZ



TAKE TIME TO STOP AND SMELL THE ROSES



- 6th KATHLEEN YOURCHISIN
- 7th JOYCE LEICHLITER
- 11th BILL HAWKINS
- 13th JUDITH ANN (JUDE) ZEOLI
- 16th ED DANIELS
- 20th JO-ANN CORBIN
- 21st TOM SMALL
- 22nd ANNE FARLEY
WILLIAM MILLER
- 24th LINDA HARPER
- 31st LINDA PARKER



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 XIV Beyond the Banckruptcy

Studebaker's New Models

Let's take a look at the new cars after the reorganization. The company would continue with all three models; the President, Commander and Dictator for the next several years. Here's a brief rundown of models through the Thirties.

The President was continued as the company's flagship until WWII. However, due to the nation's economy, the President's 337-inch nine-bearing straight-eight engine was dropped in favor of the less expensive 250-inch Commander engine. The name was dropped after the war, but revived for a brief period in the Fifties.

The Commander became Studebaker's bread and butter line for quite some time. The model name was used throughout the Thirties, Forties and early Fifties.

The Dictator was dropped in 1933 for one year only, and then produced again beginning in 1934. However, nearing the end of the Thirties, with Mussolini in power in Italy, and Hitler gaining control in Germany, the name became a stigma. The Dictator line was dropped in favor of the Commander at the end of the 1937 model year. Most notable of the '34 and '35 models was the Land Cruiser series. The Land Cruiser bodies were built on both the President and Commander chassis. The Land Cruiser featured a modified and updated version of the rakish Pierce Silver-Arrow body. The cars were all Studebaker but unlike the other models of the era, being quite streamlined for their time. Most notably, they featured the fast-back of the Silver-Arrow including the tiny back window. They were also the first Studebakers to sport fender skirts. The Land Cruisers were built only two years and are highly prized by Studebaker collectors. As with all auto-makers of the Thirties, Studebaker continued to make great strides in engineering. By 1935, the company introduced "planar" independent front suspension designed by their chief engineer, Barney Roos. Another major advance that year was overdrive. For 1936, Studebaker introduced the Hill Holder, which was an outstanding feature for its time. Keep in mind, all cars of the Thirties featured a standard transmission. Stopping on a steep hill, then starting again was somewhat of a problem for all but the accomplished driver. The Hill Holder locked the brakes as long as the clutch pedal was down. When the driver released the clutch to drive forward, the feature released the brake. This allowed the driver more freedom to focus on traffic rather than wrestling with pedals while stopped on a hill. Perhaps one of the greatest advances in automotive engineering in the Thirties was



the steel-backed babbitt engine bearing. The design allowed the babbitt to run cooler, and last much longer than the former poured babbitt bearings. Studebaker made early use of the new bearings, resulting in a much longer engine life. With the use of the steel backed bearings and lighter alloy pistons, the test of a newly developed engine was a continuous fifty hours at 4,000 rpm, then another fifty hours at 4,500 rpm, quite a feat for the time.



1934
Studebaker
Land Cruiser

Courtesy Conceptcarz

1935
Studebaker
President



Next Issue: The Loewy Connection

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RUNNING ON EMPTY

by: Ron Roberson

Don Klamo's Record Run

When I was a kid growing up in Ohio, my dad was in a hot rod club, called the *Middletown Pacemakers*. The club ran a project dragster for which Dad was the car builder, engine builder and crew chief. When I turned 13, I became the "gofer" in the pit crew, doing chores like filling the water jug to cool the engine between rounds and helping pack the parachute. Each year we would compete at the NHRA Nationals, which were held at Indianapolis Raceway Park (after its completion in 1961). In 1964, we were running a car in the A/Comp class, which was made up of competition coupes and modified roadsters. These cars were essentially front-engine dragsters fitted with a roadster or coupe body. Our car had a fiberglass Model T roadster body, and a fuel injected Chevy V-8 that ran on gasoline. Our driver that year was Darryl Hobbs, who expertly waded through a tough field and won the class on Sunday. (That was our second-of-three consecutive class wins from 1963 through 1965).

On Monday (Labor Day), the class winners would run each other for the Eliminator titles, but there would be a brief period set aside for cars to attempt to set new official records for speed or elapsed time in their respective classes. The speed record in our class was 151.00 mph, which Darryl had exceeded in the class runoffs, so we decided to take a shot at the official class speed record. We were working in a time crunch, as Darryl need to collect our contingency winnings before the Eliminator runs started. Many of the racing suppliers would offer contingency money (usually \$100 to \$150 in those days) to class winners who used their products and displayed the company's sticker on the car. We had contingency money coming from our suppliers for tires, spark plugs, oil, and our racing cam. Darryl had registered for all these, and he would have to collect them. How could he be in two places at once?

The answer was Don Klamo, a club member and seasoned driver, who campaigned another car with partners Marion Hounshell and Gary Rupp (who later became a Top Fuel tuner). Don drove a B/Dragster that was very similar to our car, but without the Model T body. The only problem was Don's small size. This car was built for a six-foot driver, and Don stood about five-foot-six. Dragster seats are not adjustable, so Don could barely reach the pedals and still see over the Model T cowl. The hand brake was no problem, but the car's clutch and accelerator pedals would be hard to reach. Without hesitation, Don climbed into the cockpit

and buckled the safety harness as Dad gave him instructions to "drive an arc". There is an old trick in drag racing to setting speed records, when the elapsed time of the run is not important. Instead of driving a straight line, you allow the car to drift from one side of the lane to the other, then go straight when you get to the speed traps at the finish line. The side-to-side movement makes the car's path a little longer and provides more distance to accelerate. Don staged the car, the starting lights came down, and he drove it beautifully as we watched the car drift, just as Dad had instructed. The announcement came over the PA system that a new national class speed record had been set at 152.28 mph. When we got to the end of the track with the tow car, Don was standing next to the car, a bit flushed. Dad told him we had the record, and that he had "driven and arc" beautifully. "Arc, nothing," Don said, "Look at this." He showed us that the car's steering wheel could move from one side of the cockpit to the other. The dragster's steering column was held in place by a small bracket that had broken loose as the car left the starting line. Don quickly ascertained that he could still steer the car, so he stayed in it. He was all over his lane, but he managed to control the car, and record the car's fastest run to date. To get a feel for Don's ride, imagine this. You are driving your family car on a straight stretch of an Interstate highway at 75 mph. Now adjust the seat backward until you can barely touch the pedals. Now lower the seat back so you can barely see over the car's hood. Now break off the lock on the tilt steering wheel, so the wheel can flop around freely. Now remove all of the glass from the car including the windshield, so the wind is hitting your face. Now double the speed. That's basically what Don encountered on his record run. Don made a quick choice. In the blink of an eye he decided not to abort the run. He knew that there was not enough time to get back in line for another shot at the record. It was now or never. His wild ride lasted about nine and a half seconds. The speed record he set stood for nearly a year. We repaired the car in time for the Eliminator runs with Darryl back at the wheel. We lasted a couple of rounds before losing to Charlie Smith from Oklahoma City, who would go on to win the Eliminator title. That meet was a memorable one with a national class win and a national record, but the most memorable thing of all, was that wild ride by a gutsy little guy named Don Klamo.

See you on the road.



Pin-MAR Antique Car Club News

LEWIS AND CLARK TRAIL MISSOURI SEGMENT

by: Debra Eich

Pre-Tour Continued.

The Lewis and Clark State Historic Site interpretive center at the confluence of the Mississippi and Missouri Rivers, was the first of our pre-tour travels with our new-found friends, Sally and Bob Murray on Saturday. A reconstructed Camp River Dubois, based on Clark's own drawings showed the full-scale replica of the 1803-1804 winter camp where the men lived, trained and made preparations over five months for the expedition. A replica of the 55-foot keelboat, with its mast reaching over 30 feet high, as well as murals detailing the history of the expedition were outlined in this center. A replica of a Settler's Cabin represented how a family lived in the American Bottoms from circa 1800-1815. The settler cabin belonged to a woman who did the laundry for the camp. She and her family continued to live and farm on the site for many years after the expedition. We were told the landowners did not object to Lewis and

Clark constructing the Camp River Dubois on their land, because they figured no one would survive the expedition anyway. Boy, were they surprised when the Corps of Discovery sailed back along



the Mississippi River landing in St. Louis on the morning of 23 September, 1806. I am not sure if Captains Lewis and Clark wanted their Camp River Dubois back though, probably not, squatters and all. We were told that over time, the Mississippi River has changed its width, location and depth, so the current structure of Camp River Dubois is only an estimate of the exact location. From there we drove on to the Lewis & Clark Confluence Tower opened May 14, 2010, marking the 206th anniversary of the departure of the Lewis & Clark Expedition. We were nearly blown off the 150-ft. high observation platform, the wind was so strong and cold I might add. Our merry expedition continued on toward the Pere Marquette Park, along the banks of the Mississippi River, until the '34 started sputtering at which point we turned around to go back to the hotel and deal with a suspected fuel pump issue while the Murrays headed onto Saint Charles, Missouri for the night. Gareth and I had visited the park on Friday anyway so we didn't miss anything.

Sunday, April 22nd: We have again loaded the '34 onto the trailer and drove to St. Charles, Missouri for a group parking lot assessment of the car. With the threat of imminent rain, the entourage move into the parking garage of the hotel for some serious head scratching. By now we have met more people on the tour than we would have otherwise and know a fix is possible with this much knowledge peering at the engine. An opening dinner was held that night and the show is on the road.

Monday, April 23rd: Off to the Bellefontaine Cemetery & William Clark Grave. Talk about driving in the rain along an interstate at morning rush hour with an engine that was not happy, makes for a white-knuckle journey, but we made it. For whatever reason, the drive home was smoother. Must have gone over a bump in the road that jostled something into position. We did not ask questions. We made it safely home and visited the Lewis and Clark Boathouse Museum. More replicas of the Keelboat and pirogues, a Bull boat made by Indians covering a circular skeletal wooden frame with a buffalo hide. Medicine and tools used by Lewis and Clark were also on display. More fun facts we learned at the museum: Toussaint Charboneau, a French-Canadian fur trapper was hired as an interpreter for the mission. His wife, the "Bird Woman" or Sacagawea, accompanied her husband and gave birth to a son along the journey. As a child she had been abducted from her family, the Shoshone tribe. Years later, while traveling with Lewis & Clark, she was interpreting with the chief of the Shoshone in an effort to trade for horses needed to explore the mountains for an overland pass. The chief recognized Sacagawea to be his sister and the trade for horses was made. Additionally, to the natives they encountered along the way, an Indian woman traveling with an infant, represented a non-threatening aspect to the explorers. There were 33 to 35 members of the mission to include, one woman, one baby and a dog. Lewis designed a collapsible canoe with an iron frame for the journey. It weighed 44 lbs., could be covered with animal skins and could carry one ton. The expedition discovered 122 new animals and 178 new plants with the biggest tormentor being the mosquito. Lastly the expedition took 863 days, and covered 7,689 miles through unmapped, unsettled wilderness. Before leaving the museum, I shopped for postcards in the gift shop, t-shirts for the grandchildren and a dash plaque magnet displaying the keelboat traveling along the Mississippi, for Scarlett. We figured maybe a gift of appreciation would make her behave. That afternoon we headed for the Historic Aircraft Restoration Museum, not used by Lewis and Clark however. These airplanes are all fabric covered, most were biplanes from the inter-war years. The owner made his money by car restoration and there was one old car in the museum unrestored. Sounds about right. **Continued next month.**

Pin-MAR Antique Car Club News

CLASSIC OLD ADS

Emailed to Bob Croslin from Ford Easton

BETCHA DON'T REMEMBER!

by: Roaland Martens



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*factory retail price, at factory



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Goodyear dealer signs for better tire values... the new... investment grade tires.

Best Practices, T. H. The Original Fire & Rubber Company, Akron, Ohio.

Note: If you are too young, you may not have ever witnessed these events-but, use your imagination and enjoy reading anyway! If you are too old, you may not remember your best friends name. But if you are a "car nut", enjoy refreshing your memory about these typical events experienced by motorists in the mid-twentieth century. Read it and have fun!

You pull your car up to the filling station. Before you can finish cranking the driver's side window down, the attendant is opening the hood. He blurts out, "I'm checking your oil. What weight do you want? Havoline brand is expensive, but I certainly recommend it. Wow, you're down a quart. Must have driven over two hundred miles since the last check-up. How about a full oil change while we're at it? I think you are taking a chance driving any further without a complete oil change. But if you insist, the more quart cans you buy, the better price I can give you per quart."



"Oh well. You're the boss. Do you want regular or high test gas? You will get better mileage with high test and it's on sale for only nineteen cents a gallon. O.K. Remember with regular your engine may ping when you speed up or climb a slight grade."

"Wait. I want you to remember our great service. So, I'm going to wipe your windshield. Lotsa bugs! Your wiper is a bit dry and cracked. I can give you a good deal including some windshield washer fluid. Oh yea-speaking of fluid, you may need to add some anti-freeze in case it gets too cold for comfort. Yea, I know it's the Fourth of July...which reminds me that we have these little 48 star U.S. flags. Be patriotic. Drive and shift with your right hand and wave the flag with you left hand. Afraid you can't drive safely like that? Guess you're right. Anyway, since I know you are a veteran, "Thanks for your service"...and, of course, I would appreciate a "Thanks for my service". See you in a few days so we can provide all the service you really need!"



NEW BT3 ENDS TUNE-UP GUESSWORK!

ask me about BT3
3-WAY
COMPRESSION
IGNITION
CARBURETION

NEW TUNE-UP CONCEPT BALANCES CARBURETION, COMPRESSION AND IGNITION TO RESTORE NEW CAR POWER!

Maintain the new or prove, performance and economy that you demand into your GM car. Get a BT3 tune-up... the balanced concept, three ways.

With this new concept, your compression, ignition and carburetion are checked, adjusted and treated in one or two sessions. Every adjustment part is factory approved. For example, all carburetor parts are genuine parts for Rochester-GM.

Carburetors... original equipment on most new cars. Like any other carburetor, need the whole stop-go, start-stop procedure of BT-3's factory procedure.

Stop whenever you see the BT3 sign, and enjoy the new car performance, fuel economy and economy that you get. Or quality service in your business, contact your nearby BT3 distributor to learn how to give BT3 to your customers.

America's number one original equipment carburetors

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ROCHESTER PRODUCTS DIVISION OF GENERAL MOTORS, ROCHESTER, NEW YORK

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.

JULY

4th Jim Sutch Breakfast Tour-No Meeting @ HV

7th **Classie Lassies**

10th Pin-MAR Breakfast

26th Pin-MAR Breakfast

AUGUST

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

SEPTEMBER

6th Pin-MAR Meeting at Heritage Village in the Pinellas Room at 6:30pm

15th Drive your Model A Day

29th Drive your Model T Day

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: 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)



WANTED!

WANTED: Buy, borrow, or rent a good, ready to go car trailer for a tour in West Virginia in September. Bob Croslin, 727-588-9182 or 727-656-0345.

Remember to bring in your tabs!

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manorcycle.com

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