



The Pin-MAR News



Only Regular Publication of The **Pinellas Model A Restorers, Inc.** . Antique Car Club
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SEPTEMBER 2021
Volume 58
Number 9



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 (Jan1-April 30) set at only \$20.00.

SEPTEMBER MEETING

September Meeting will be on
Thursday, August 2nd at 6:30 pm
At Heritage Village
in the Pinellas Room.

Dunedin Cares Food Pantry Fund Raiser Needs Display Cars

by: Ron Roberson

Dunedin Cares Food Pantry will be doing its first-ever fund raiser at the Dunedin Country Club on September 25th starting at 6 PM. It is called the "Bootlegger's Ball" with a Roaring '20s theme, and participants are asked to come in costume. They are looking for two or three 1920s cars for display and photo op from 6PM to 7 PM. If you would like to take part in this with your 1920's vehicle (any '28 to '31 Model A will do, or any Model T), please contact Ron Roberson at 727-430-3226. The Dunedin Cares Food Pantry provides food to anyone in need. There is no vetting of recipients, and no territories are ever excluded. The Historic Dunedin Country Club was the US Headquarters for the PGA from 1927 to 1962. Many famous golfers and celebrities (including Babe Ruth) have played there.

SEPTEMBER TOURS

Stayed tune for
information!



I've been thinking about this for a couple of months and I think it's time for a new Editor. I have been doing the editing for over 10 years, and frankly, need a break! It isn't a difficult job, mostly copying and pasting...I don't do any of the writing. The program that is used is called Publisher. If you are familiar with using this program, give some thought to being the next Editor! I'm putting this out there early and of course will give the next Editor all the help they need. I will continue through the end of the year. Sherrill

Pin-MAR Antique Car Club News

CO-PRESIDENT'S MESSAGE

by: Ron Roberson

In the days before the automobile, many homes had a carriage house to store any horse-drawn buggies or wagons not currently in use. The carriage house would be separate from the main house, as would a barn or a stable for fire safety. They were often open in the front for access to the horses that would be hitched to the vehicles. Once cars had replaced horses for daily transportation, they became "garages", however the term "carriage house" survived well into the 20th century. Early automobiles were often called "horseless carriages", and other terms like "horsepower" also carried over from the days of transportation by horse. It is no coincidence that car models were given names like Mustang, Maverick and Pinto, and we still use terms like "hitching a ride" and "watering hole" to this day. If you have ever visited the Edison and Ford winter homes in Fort Meyers, Florida, you probably noticed the carriage house behind the Ford home, which now houses Model T Fords. Pin-MAR is currently working toward the building of a replica carriage house that would sit adjacent to the mercantile to house and display the Village's three antique pickup trucks that were relocated to an off-site county maintenance garage in early 2020. The maintenance building on the NW corner of the village property became unavailable after the maintenance crew were laid off, and the carpentry and vehicle maintenance conducted there gave way to storage space. The park's three antique trucks include a professionally restored 1950 Chevy, a pristine 1940 Ford painted with a Heritage Village logo on the doors and a 1930 Model A Doodlebug. (A Doodlebug is a unique restoration, which uses parts from several donor vehicles, such as a farm truck would have been maintained for use during the Great Depression). The trucks were originally used as work trucks in the park, to maintain the retro theme of the park, but they were replaced some years ago by golf carts for safety reasons (although the golf carts represent an anachronism in a historical park). They were also displayed regularly, including special Park events like the Country Jubilee and Farm Day. To get the vehicles moved back to the park, we submitted a plan for a carriage house that would both display the vehicles and match the theme of the park. During the COVID break, a committee was formed, which consists (so far) of Bob Croslin, Mike Culotta, Duane Schultz and the writer. We are being assisted by local architect Paul Palmer and we have relied heavily on (retired architect) Gareth Eich as an advisor in order to meet county requirements of a site plan and scope of work. Anyone interested in serving on this committee, please see any one of us. In addition to planning the building, we will also be working on fundraisers in the near future.

See you on the tours. Drive an antique when you can. Help keep history alive.



CLASSIE LASSIE CORNER

by: Anne Farley

Our August luncheon at BJ's Brewery was a good choice. Thank you Ginny for organizing it. In attendance were Barbara Vieno, Linda Hatley, Beth Croslin and Anne Farley. Due to the Covid uptick, we've decided to skip our September luncheon. Our next luncheon (fingers crossed) will be October 23rd at Bonefish Grill located at 5062 4th Street N St Petersburg 33703. The scheduled time is Noon. Please RSVP to Linda Hatley cell at # 727-804-8922 or email linda-hatley@tampabay.rr.com by October 16th. We hope to see you there. In the meantime, stay well and stay safe.




YOUR WORST CAR EVER?

SUBMITTED BY: BOB CROSLIN

Everybody Needs A Yugo Sometime was the caption of their magazine advertisement. Take a peek at:

[https://www.hemmings.com/stories/2021/06/06/an-economical-new-car-without-sacrificing-reliability-or-comfort-the-story-of-yugo-told-in-the-promo-materials-and-the-cars-that-still-survive?](https://www.hemmings.com/stories/2021/06/06/an-economical-new-car-without-sacrificing-reliability-or-comfort-the-story-of-yugo-told-in-the-promo-materials-and-the-cars-that-still-survive?re=)





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03/2022

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. Contact: the McCabe's at emmettm1@yahoo.com. 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: _____

AWESOME AIRCRAFT PAINT JOBS



Pin-MAR Antique Car Club News

PIN-MAR PEOPLE (News and Gossip)

by: Aunt Blabber & Adeline Moore

Linda Parker had some scary moments in August beginning with an abscess in her GI tract which after treatment caused a serious infection requiring surgery. Luckily, she's better and on the mend. She sent the following note of appreciation to her Pin-MAR friends: "Hi, Pin-MAR friends. I want to thank you all for the gorgeous bouquet of flowers that arrived at the hospital last night. After two weeks here I'm ready to go home. Apparently I have diverticulitis which had abscessed. Thanks to God, lots of prayers, and a miracle worker for a surgeon, I'm going home tomorrow...alive. Thanks so much for your thoughtfulness. LOVE...Linda Parker."

Bob Croslin put a new front spring in his and **Beth's** Model A, Rosebud. Thanks to **Joe Lewis** for the loan of a spring spreader. At the same time, he took the brake shoes to Old Wheel Restorations where **Brando Pistorius** dragged out a machine and arced the shoes. What a difference in stopping!

Hey you maniacs! This summer continues to be totally dysfunctional for the **Eby** family. "Between family drama and the many covid surges, our plans have been made, then changed or cancelled. We are currently in New Hampshire waiting for the remnants of Henri. My neighbor bought a beautiful *looking* '59 Jaguar Mark IX. However, the mechanicals have been very ignored. So, we moved the car into my garage and moved my old hot rod seats into the back of his SUV. I have a couple days of work left on his Jag while his upholstery guy has a couple days left on the beautification of my seats. I'd like to get the Jag out of my garage soon because he also has a '58 Rolls in similar condition that I'm drooling over. Cheers, **Jim**"

Joanne & Brando Pistorius report: Our 1952 Lincoln Capri was in the Hallmark movie being shot in Pinellas County. The movie name is *South Beach Love*. The story is about two famous chefs competing at 2 Quinceañera's in Miami. Our car was supposed to have been brought over from Cuba by one of the chefs. We will have photos to share soon.

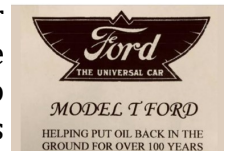
Anne Farley recently spent 3 days in DeLand sight-seeing around the historic town and taking a boat ride on the St. Johns River. If you venture over that way, she recommends staying at The Historic Downtown Artisan Hotel.

PIN-MAR PEOPLE CONTINUED

The **Plantania's** visited Corky Coker's Museum in Chattanooga, Tennessee this week. "It's a great way to spend an afternoon." said **Charles**.



From **Steve Wickizer**: After embarrassing oil stains I decided to rebuild "Minnie's" engine. I found Dreamwerks near Asheville NC to take on the challenge and in 6-8 weeks the rebuild should be completed. Sincerely hopeful in beautiful Knoxville, Tennessee. P.S. Hurricane Fred's eye came directly over my house! No damage just rain, rain and you guessed it, more rain. Luckily were were in an 8 inch deficit for this year but now almost caught up. The "T" slogan certainly applies to Model A's, Flatties, and Y blocks as well.



John & Cecelia Smith: "We replaced the water pump on the '38 Buick and sent the radiator out to have a new inlet tube welded in place. The '28 Ford engine swap continues to be a long slow process, with the afternoon heat. **Cecelia** continues work on her memorial garden while I've taken charge of the rest of the gardens around the house. **Cecelia** traded away her sporty Miata for a 2021 bright red GMC Canyon Denali crew cab. We found time to take a week off to go up to Alaska for fishing, where we slaughtered the halibut and salmon, saw whales, sea lions, seals, bears, bald eagles and had a great time."

MORE Pin-MAR NEWS ON PAGE 8.

Aunt Blabber and Adeline Moore

C'mon, folks! I know there are more things going on with y'all than appear here. Tell us about your trips, outings, additions to the family or the garage. Just drop a line to Bob or Ron. Send a card, make a call, hire a blimp, but keep us in the loop.



GASPARILLA CONCOURS – CAN YOU HELP!

December 3-5, 2021 to be held at TPC Tampa Bay Golf Course, 5300 W Lutz Lake Fern Rd, Lutz, FL 3558 (Northwest Tampa).

We need some folks who are committed to working in a Chair position within the Organizational Committee. The tasks are laid out with specific detail on what needs to be done. We meet virtually once a month to review our progress and eliminate any roadblocks along the way. The Org. Comm. folks are fun and creative, and a positive attitude is a must. At the end of it all, you have a feeling of being a part of something special in our area and our hobby. And you get free admission to the event, a shirt, hat and other special goodies and incentives. We currently have over 50 people involved on the Organizational Committee, so we only have a few spots open for the coming year. There will be Volunteer opportunities for the event weekend, but for now, we are looking for creative minds who want to help assist with the growth and quality of our event.

Contact: Joanne Pistorius, Administrative Director
www.GasparillaConcours.com (813) 714-1019



- 9/8 FRANK QUILLIN
- 9/15 TYLER CULOTTA
- 9/21 BARBARA VIENO
- 9/24 RICHARD VAN STEENBURGH
- 9/26 LYNNE WISNER
- 9/28 DEBRA EICH
- 9/28 MICKEY KNAPP



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

Sweet Sage
cafe
& Gift Shop
daily 7 am - 2 pm

7/20

A photograph of the outdoor seating area of Sweet Sage Cafe. The area is lush with greenery and yellow flowers. There are several tables and chairs set up under a large green umbrella. The cafe is located at 16725 Gulf Blvd. N. in Redington Beach, FL.

SweetSageCafe.com (727) 391-0453
16725 Gulf Blvd. N. Redington Beach, FL 33708

Pin-MAR Antique Car Club News

THE CARS AMERICA LOST

By Hollis Rule

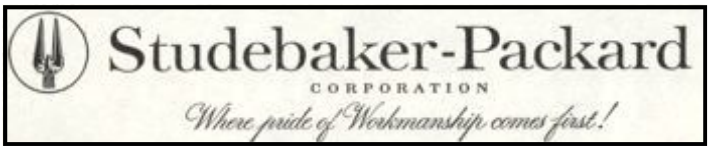


STUDEBAKER

THE LAST HURRAH

The Year 1962 Continued

With beautiful new models to sell, it turned out to be another bad year for the company. In January, the workers went on strike, shutting down the factory for 38 days. It was a crucial time for the company. They had everything going for them in the way of new offerings, but could not produce a single car. The strike cost millions in lost revenue. The strike was over small items such as vacation pay, cleanup time, and other trivial things. The loss of confidence caused by the strike was just one more nail in Studebaker's coffin. One has to wonder what the workers and the union were thinking when they struck a dying company just when they had some exciting new offerings that could help them make a turnaround. In April, Egbert and the board of directors decided the Packard part of the Studebaker-Packard corporate name was a hindrance. The Packard name represented part of the past; an old man's car, a dead marque, and a hindrance to future sales. The company now marketed a lower priced car and focused on the younger generation; a market base which showed little interest in the grand old marque. With a limited budget, the company no longer had plans to revive the Packard. On April 26, 1962, the Packard name was dropped. It was probably a good decision, but a sad day for thousands of Packard owners and fans.



The 1963 Larks

With virtually no budget to spend on updates, The 1963s were mainly a carryover from the '62 models. Brooks Stevens was, once again, called in to work his magic on a shoestring. This year, the focus was on the greenhouse, the upper body portion. On the



doors, the upper window frames were made narrower, giving a lighter, more airy look. The windshield was flatter, as was the rear glass. Over all, the car looked lighter, more modern, and inviting. The big announcement, however, was the Wagonaire. Stevens started with a standard four-door wagon, removed a rear portion of the top, and installed a sliding roof. It was quite an innovative way to increase the usefulness of a station wagon. Although the Wagonaire could still be used to carry passengers, it could also double as a pickup. One could simply open the roof and carry tall items that a standard wagon couldn't carry; items such as a refrigerator or a washer. The Wagonaires were an instant hit, and are highly sought after by today's collectors.



The Attractive 1963 Lark Sedan



Next Issue: An Earth Shattering Announcement

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05/21

Pin-MAR Antique Car Club News

RUNNING ON EMPTY

by: Ron Roberson

What Makes Us Like a Particular Car?

When I was a kid growing up in Southern Ohio, my family drove Oldsmobiles. When I was really small, we had a '51 Olds two-tone powder blue and salmon. It was replaced with a '55 Olds, two-toned in black and salmon. That one was replaced by a '59 Delta-88, two-toned in blue and white, which was the first car I ever drove. It was replaced by the '67 Camaro that I own today. I took my driver's test in that Camaro when I was 16. In addition to the family cars, my dad drove a series of shop trucks with logos for his radiator repair shop. The first was a 1945 Ford (WWII blackout model) pickup that he bought, well-used in 1951 and replaced the flathead engine with an Olds V-8. That was replaced in 1959 by a '50 Studebaker that he upgraded with a Chevy V-8. He used that one into the mid-60s and switched to a Ford Van. Besides the hot rod shop trucks, I also had the influence of Dad's hot rod club friends, and I fell in love with old Fords, especially those from the 1930 to '40 decade. The first car I ever owned (at 15) was a '58 VW Beetle. That was followed by a '62 VW Beetle and a '68 VW Square Back. In 1974 I bought my first new car, a '74 Plymouth Duster. Then I got married, and a series of mundane family-type cars, mini-vans and SUVs followed. All along, I had a hankering for antiques, classics and just-plain-fun vehicles. My first all fun vehicle was a dune buggy with a fiberglass body on a VW chassis. Then I bought the old family Camaro from my parents. Eventually, a '51 Studebaker pickup and a '40 Ford sedan followed. If you look back through that exhausting family history at the front of this story, you can see the influence of those old family cars on my choices of antiques, classics and just-plain-fun vehicles. The dune buggy was an extension of my string of VW cars. The Camaro was a direct pick from my parents' old family cars. The Stude pickup is a clone of dad's old shop truck, and the '40 Ford is a direct throwback to the hot rods I saw as a kid. The point of all this is to say that the cars we collect are often influenced by the cars of our youth. If your dad was a Ford guy (or Chevy, or Dodge), chances are really good that you'll be one too. (That Plymouth Duster I had was most likely influenced by my grandfather, who loved Chrysler products). Your collector car may be a clone to an old car you had in high school, or a new car that you dreamed of as you approached driving age. Today, I still love '50s Oldsmobiles, although I haven't owned one.

Everyone I know loves '50s T-Birds, and I also have a soft spot for '32 Fords, as there were several in the hot rod club. I also love the mid '50s Chevis that some of my high school buddies drove, and I can't help but smile every time I see an old VW beetle. One thing that makes our hobby interesting is the variety of old cars that have been saved through the years. The cars of the '20s and '30s survived despite becoming outdated in both style and function by the 1950s. They also had to survive the WWII metal drives. These cars are around today because someone loved them enough to keep them from disappearing. By the late 1950s the US had a great road system, much improved tires, and the cars had become quite reliable for long trips. The space age also affected 1950s styling, and today cars from that decade are quite collectible. They also represent the cars that most of us grew up with. The '60s followed with muscle cars, and car collectors tend to love high performance cars from any era. Since those days, styling has become secondary and family cars have become mundane, made with lightweight plastics and shaped like eggs, as we have leaned more and more toward fuel economy and emission control. As society trends toward alternate fuels, the longing for old car styling has become an even greater attraction for those of us who appreciate it. It makes me wonder, will kids today ever feel nostalgia for the cars of today?

See you on the road. Bring an Oldsmobile if you have one.

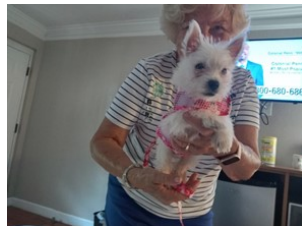


Pin-MAR Antique Car Club News

PIN-MAR PEOPLE CONTINUED

Debra Eich reports: Gareth has replaced the engine in the '31, tightened the loose steering and gotten the squeal out of the right front brakes, so then the 43 year old plus piping for our well dissolved, so Gareth repaired the pipes and replaced the pump. Never a dull moment at the Eich's. I am just glad Gareth is the home handyman and we hadn't left for the Glidden Tour when the pipes went out. Other than that not much.

Sadly, Jane Golly's little Westie, Daisy, crossed the Rainbow Bridge. Without her knowing it, Ron and his son drove all the way to Tallahassee twice to buy and bring home Daisy Two (too?). She's adorable!



Sherry & Randy Crabtree claim that the '57 pink (Dusk Rose) Thunderbird used in an ad is theirs. Well, if that's Sherry driving, why isn't Randy screaming?



OLD AUTO ADS

Disposing of used engine oil can be a problem. Solution: Dig a hole in the ground with a posthole digger and fill it with fine gravel. Then pour in the oil. It will be absorbed into the ground before your next change. Cover the spot with soil.

166 POPULAR SCIENCE JANUARY 1963

Consider Volunteering!

Gasparilla
Concours d'Elegance
December 3-5, 2021

A Full Weekend of Activities

TPC Tampa Bay Golf Course
5300 W Lutz Lake Fern Rd
Tampa, Florida

Friday, December 3rd 6-9pm
"Cars-In-The-Park"
Cocktail Party and Charity Auction

Saturday, December 4th 9:30am-4pm
Gasparilla Concours d'Elegance

Sunday, December 5th 9am-1pm
"Nickel Tour" of Historic Tampa

Rare, Original and Historically Important Classic Cars

Proceeds benefiting the Friedrich's Ataxia Research Alliance

www.GasparillaConcours.com



He'll be in kindergarten

WHEN HER RAMBLER NEEDS ITS FIRST CHASSIS LUBRICATION

He's two. The Rambler's brand-new. He'll be five, most likely, and riding to kindergarten, when the Rambler Classic needs its first lube job. Meanwhile, it will travel twice as far between engine oil changes as any previous model.

In high school, if he drives this Rambler, it will still have the same Ceramic-Armored muffler and tailpipe. (Should either rust out, collision damage excepted, free replacement for the original owner will be made by a Rambler dealer. That's guaranteed.)

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And Deep-Dip rustproofing, right up to the roof, makes Rambler the world's most rustproofed car.

Someday there may be a completely service-free car that lasts forever. Today Rambler comes closest. Come get the full story from your Rambler dealer.

©1963 American Motors Corp. 3 years or 33,000 miles, whichever is less.

RAMBLER
American Motors Means More For Americans

Pin-MAR Antique Car Club News



Sherris Tidbits



Journey of a lifetime

He's taking the 'blue highways' from coast to coast in a 1930 Ford

By Laura Knowles

Nick Sieber may be young, but he is an old soul.

He is just 21, but the car he drives — a 1930 Ford Model A — is 91 years old. Oh, and one of his other cars is a 1925 Ford Model T Coupe.

Sieber is not content to drive his antique cars just around Elizabethtown, Manheim and Lititz. This summer, he is driving his Ford Model A from the Atlantic coast to the Pacific coast, traveling more than 5,000 miles from New Jersey to California on his own.

He is set to start the trip with a send-off party on July 10.

"The plan is to drive through 15 states in 35 days," Sieber said.

He is taking more than a month off work from his jobs at Integrity Landscaping and Ironstone Ranch to make the ambitious journey. (In case you're wondering, Sieber does



Nick Sieber with his Ford Model A that is set for a cross-country journey, along with his Ford Model T (right).

Photo by Laura Knowles

own a more contemporary car, a 2014 Mazda, that's a little more practical for getting to and from work.)

Sieber plans to stick mostly

to back roads.

The Ford Model A has 40 horsepower and is capable of reaching speeds of up to 65 mph. The Model T is much

slower, with only 20 horsepower and a top speed of 35 mph, making it less suitable for a cross-country trip. The Model A is also bigger, with

a full back seat and plenty of room for storage.

"I will probably drive around 40-45 mph, which is a comfortable speed for the Model A, even though it can go faster," Sieber said.

He has his trip all mapped out and has figured out where he will stop along the way. In the spirit of his old-fashioned method of transport, he'll be staying in vintage-style motels and checking out the towns that make up America's roadside history.

Preparing for a journey

"Everyone wants to know what I will do if the car breaks down," Sieber said. "I have that all figured out."

He's had major work done on the Ford Model A. He got the engine rebuilt by a man in Ohio and then rebuilt the transmission himself. The previous

JOURNEY, continued on A4

Submitted by Don Shotzberger. It is easier to read if you increase your font to 200%,

Article reprinted from the Lititz Record Express.

Journey

From page A1

owner had rebuilt the rest of the drivetrain on the car.

Sieber plans to take spare parts, including spark plugs, points, condensers, coils, headlight bulbs, a fan belt, a set of radiator hoses, intake and exhaust gaskets and fuses. His parents, Tammy and Todd Sieber of Elizabethtown, are prepared to ship him parts, too.

Sieber said he's also taking a copy of the Model A Ford club member roster. If his car breaks down, he'll look for someone who can lend a hand.

Sieber has done most of the maintenance and repairs on

both of his antique vehicles. The Model A Ford used to be burgundy, but he has repainted it to be a deep bottle green with grass green wheels. The Model T is a classic black two-seater.

Falling in love with a time period

So how did such a young man get interested in cars that are more than four times as old as he is?

A grandmother, Ellen Geffer, used to tell him stories about the antique cars from her youth in the 1920s. He became fascinated with old cars and antiques like vintage typewriters, radios and wind-up Victrola record players.

"I just sort of fell in love with that time period," Sieber said.

At 14, he saw a 1928 Ford Model A up for auction but couldn't buy it. Three years later, when he was 17, found a 1925 Ford Model T for \$8,000 and bought it with help from his parents. The car had been tenderly cared for by an elderly man. It even had wooden spoke wheels.

Sieber enjoyed taking his Model T out for rides near his family's home in the countryside between Elizabethtown and Manheim. One day when he was out for a spin, a woman flagged him down. She wondered if he would be interested in buying a 1930 Model

A Ford she and her husband wanted to sell.

"It was fate," Sieber said. He bought the man's beloved Model A Ford Town Sedan for \$8,500.

Doing the 'Model T Dance'

Sieber has painstakingly researched antique Fords and joined the Model T Ford Club of America as one of its youngest members. He knows his two vehicles inside and out.

His Model A is a 1930 Deluxe Town Sedan with 73,000 miles. It was built in March of 1930, and as far as he knows has spent its entire life in Pennsylvania.

Production of the Model A started in 1928 and ran through 1931. More than 5 million of them were built over the four-year run. All Model As came with a four-cylinder, 40 horsepower engine. The car has a top speed of around 65 mph and averages 15 to 20 miles per gallon.

"As opposed to the Model T, the Model A has a lot of nice upgrades including a fuel gauge, speedometer, odometer, and a heater manifold. When I bought the car, it hadn't been run in almost 10 years, but it required very little work to get it back on the road. I had to replace the water pump, rebuild the carburetor, clean the points, and flush the gas tank in order to get her running again," Sieber said.

His much slower Model T will have to stay home at the barn where he stores his vehicles. The car has been in Penn-



Sieber in the driver's seat of his Model T.

Photo by Laura Knowles

sylvania since it was new, with the previous two owners living in Myerstown. The Model T was introduced by Henry Ford in fall of 1908 and ended production in late 1927.

"Over the course of 19 years, more than 5 million Model Ts were produced, and at one point, over half the cars in the world were Model Ts," Sieber said.

Sieber, in a high school research paper, explained the risks of starting a Model T without knowing what you were doing: "The exciting part of this is the danger involved. When starting the Model T, if the levers are not adequately adjusted, the engine could backfire. If your hand is on the crank when this happens, it could result in an emergency room visit for a broken arm and some snapped tendons." That's nothing like starting

today's cars with a press of a button and stepping on the gas pedal.

As he wrote: "To make the car move, the hand-lever needs to be put into first gear, the throttle needs to be increased to raise the rpm of the engine, and the clutch needs to be completely pressed in. With the car moving in first, the clutch must be held in the entire time until the hand-lever is dropped, and the transmission is put into second gear. With all of these maneuvers that must be completed, it is obvious why the old-timers called it the Model T Dance."

As he travels across the country, he will be using Instagram and YouTube to track his journey.

"I figure it's not too often a 91-year-old car gets driven across the country," Sieber said.

I grew up in Lititz, Pennsylvania. I receive the Lititz Record Express newspaper weekly and enjoy the great stories and this is why I am enclosing this article.

Rose and I have been members of Pin-MAR Car Club since 1982.

I sold my 1940 Ford that I owned for 19 years. It took us five years to completely restore this car. The Club helped me with my restoration questions and they always had an answer for where ever I needed. We took the body off, made parts, did woodgrain inking and painted the car. We had the original engine over hauled. When we were finished we took it to the West Coast car club show which we belonged and they had the national meet in Clearwater, Florida 1989 AACA. and we got third place. Two years ago I sold my 1950 Ford two door deluxe which I owned for 17 years. This is like the first car I bought in 1956 for \$375.00. The flat head V-8 is my favorite. I had a gentleman come to see my car from New Orleans and wanted to know why I was selling it I told him that I was 80 years old and I didn't need it anymore. He said guess what I'm 80 too and I'm going buy your car. He drove it back the same day no problems he gave us a call when he got home and he really loves his 50. The next selling project will be my collections of model cars and trucks. We have lived in Mississippi for 15 years and are in good health. We are both active with our church and this keeps us busy.

Don Shotzberger

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.

SEPTEMBER 2nd Pin-MAR Meeting at Heritage Village 6:30 PM in the Pinellas Room. 25th Dunedin Cares Fundraiser

OCTOBER 7th Pin-MAR Meeting at Heritage Village 6:30 PM in the Pinellas Room. 23rd **Classie Lassie Luncheon**

NOVEMBER 4th Pin-MAR Meeting at Heritage Village 6:30 PM in the Pinellas Room.

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

WANTED!

We are starting fresh on the For Sale/Want Ads!

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

NOTE NEW EMAIL ADDRESS!
Jordan.jim50@yahoo.com

FIVE WILL GET YOU 50

By: Ron Roberson

At our August meeting, Duane Schultz suggested a really great idea. Duane has taken over the Coke and water inventory control for the drink sales at the mercantile, as Lon Mackey stepped down after more than a decade in that job. As you know, we sell Cokes in the small retro bottles that were originally designed for the old Coke machines (plus Coke Zero and Sprite when available). We also sell Aqua Fina bottled water. We came about this product offering through an unusual turn of events. The county has an exclusive deal with Pepsi Cola products, and we had to get a waiver in order to sell the retro bottled Coke on county property. A condition was added that the water we sell must be a Pepsi product, hence we sell Aqua Fina bottled water. This leads us to buying drinks from two different sources, and a Coca Cola truck that can never seem to find our location. It is the Aqua Fina sales that allow a special program suggested by Duane. We normally pick up the Aqua Fina from local grocery stores, and a 32 bottle case costs about \$5. We sell them for 1.50 each, so 32 bottles yield \$48.00 when sold. Duane has suggested that we start a program that we are calling "Five will get you 50". We are asking club members, who want to take part, to buy the Aqua Fina 32 packs at the store and bring them to the club meetings. Alternatively, you could donate \$5.00 designated for the program. That way the club's water sales are entirely profit. Please note that if you inadvertently buy another brand, we cannot legally sell it through the store. If that happens, those drinks will be used at club meetings and the club picnic. This is a great idea to raise extra money for the club, and we thank Duane for his creativity. We also thank Lon Mackey for his many faithful years in that position.

GLAD YOU'VE JOINED US!

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1929 Model A Roadster



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

