



PINMAR NEWS

DELIVERING YOU EVERYTHING THAT'S HAPPENING AND NOT HAPPENING

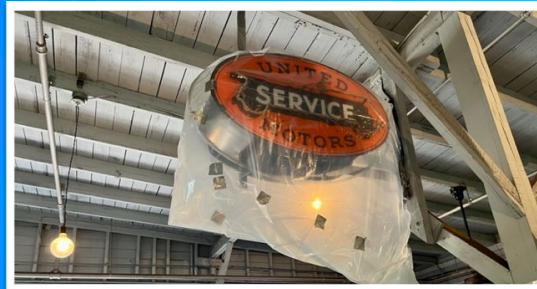
THE "Scrub-a-Dub Dub" GARAGE WASH DAY

Garage Reno Update

On a balmy Tuesday morning a hearty group of volunteers and county folk gathered with brushes, soap, and water in hand to scrub away 33 years worth of dust and dirt from the village garage in preparation for a new coat of paint.

Helping out were Ron Roberson, Mike and Tyler Culotta, Lon Mackey, Stan Cohen, Terry Hop and Bob Croslin.

Team leader was Naomi Mucci along with Mike Brown and Marty Powell from the county.



More pictures and information about the Garage and when it'll be opening... See page 11



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Things You Should Know!

1

CLUB FOUNDED

PIN-MAR is a not-for-profit corporation founded as a club in Pinellas County, Florida, in 1964

2

ACRONYM MEANING

Pin-MAR stands for the (Pinellas Model A Restorers) The club's founders were dedicated to restoring and preserving the Model A Ford.

3

MONTHLY MEETINGS

Meetings are on the first Thursday of each month at 6:30 pm in the Pinellas Room at Heritage Village. No meetings are held in June, July and December

4

DUES

Annual dues are just \$20.00 and due on January 1st of each year. Memberships run from January 1-December 31

THURSDAY, OCTOBER 6TH @ 6:30PM

NEXT CLUB MEETING

Meetings are held in the Pinellas Room @ Heritage Village
11909 125th Street, Largo, FL 33774



CONTACT INFORMATION

INFO@PINMAR.ORG.COM

P.O. BOX 1235, PINELLAS PARK, FL 33780



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 the Pinellas Model A Restorers) The club's founders were dedicated to restoring and preserving the Model A Ford. The club now accepts members with all makes, models, and years of vehicles. Meetings are on the first Thursday of each month at Heritage Village in the Pinellas Room or as announced in this newsletter. The 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 antique vehicles. The club also conducts tours, outings, an annual Picnic, an annual 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-Dec 31) set at just \$20.00.



I first started working on old cars when I was 13. Many of those cars weren't old at the time, but they are all antiques and classics today. That was almost 60 years ago, and I've been working on them ever since, as many who are reading this article have done also. What did we gain from that? Did we learn anything useful? The following story is an illustration.

Sherry and I got married in August of 1979, and we moved into our first house in Dunedin. We immediately had to buy lawn equipment, as neither of us owned any. Several trips to department stores made us the proud owners of garden hoses, rakes, sprinklers, a shovel and my first lawn mower. With our limited budget, the mower I bought was the least expensive power mower that I could find that had front wheel drive.

August in Florida quickly taught me that mowing our large, thick lawn was going to be a weekly chore that I would not be looking forward to. I was working a lot of hours, so Saturday mornings were the only time window for mowing. Then with the fall and winter weather it became easier, as the frequency of mowing lessened. Come spring, the mower wouldn't start, so I began to fall back on 15 years (at that point) of working on old cars to get it going. I hadn't worked on many single cylinder engines, but all gas engines need fuel and a spark to run. It had a magneto, and no battery, so I figured it was likely a fuel problem, as the spark system should be quite dependable. I removed the spark plug and cleaned it, then went on to the fuel system. I inspected the choke cable, and it was working as designed, so I figured that the float was stuck. I tapped the carburetor with a small hammer, pulled the rope and it ran fine.

All this took a half hour or so, making the mowing take up extra time, which fell into the hotter part of the day. I got the idea to buy a second mower, so if I had problems starting one, I could immediately fall back on the second one, and fix the problem later. At a neighborhood garage I bought a used mower and a used edger, and I was in business. For the next few years, I alternated the mowers from week to week to keep them both running. Then the used mower began to smoke, which became worse and worse until it would no longer run. I parked it and bought a new mower from Sears, and I continued alternating weeks with the two "store-bought" mowers. Then one week a wheel came off of the original mower as I was putting it away. I went to fix it, and I noticed that the body of mower had broken, causing the entire wheel assembly to fall off. The body was pot metal, which cannot be welded, so I pushed that mower up next

to the garage sale mower, and I started to walk away when I got a strange idea. I had a perfectly good old used mower with a bad engine, and a newer mower with a broken body. Why not put the newer engine into the old mower? They were both Briggs & Stratton engines and exactly alike...almost. One engine drove the wheels from the right side and the other from the left. Other than that, they appeared to be quite similar.

I pulled both engines off the mowers and tried to put the new engine onto the old chassis, but the shaft was too big for the hole in the body. So I began to expand the hole, when my neighbor, Nick walked over to ask what I was doing. Nick was a civil engineer whose company had worked on both the Skyway Bridge and Tampa Bay Rays stadium. When I explained what I was doing he couldn't believe it. He looked at the two mowers, and said, "I don't see how that can work, but good luck." Then he walked away.

The two mowers had different sized wheels, so when I got the engine onto the old mower, the blade was way too low with no adjustment left in the wheel height. I fixed that problem by making spacers to raise the engine. Later that night, I had it running, and Nick came back.

"I can't believe you got this far," he said. Then I explained that I still had to make the drive work, as the two engines had the drive shafts coming out of opposite sides. "He looked at it and said, "If you got this far, you'll figure that out too." And he walked away.

The next day, I had the drive working. I had to move the gears on the jack shaft that ran the drive, and I had to swap the gears around to find a workable walking speed, but it worked fine. I was running it around the front yard, when Nick came by again. He was amazed. "You know what that mower is?" he said. "That mower is a victory for consumers everywhere. In the beginning, I would have bet against you, but you really came through."

I used the Frankenstein mower for about three years, sold it at a garage sale, and bought another Sears mower. The point of this story is that the time I spent working on old cars, taught me an awful lot. You can take something learned on one machine and apply it to another. And sometimes, a shade-tree mechanic can do things that the engineers doubt.

See you on the tours. I'll be in an old car, if I can get it started.

RUNNING ON EMPTY



By Ron Roberson

Fill Her Up with High Test

Did you ever wonder how the Model T four banger started with 20 horsepower, and the Model A with the same basic engine had 40? The Model B in '32 made 50 HP with the same basic engine.

Us motorheads in the hobby will quickly tell you that the engine had improvements along the way, including improved carburetors and ignition systems, but the biggest gains were made by increasing the piston compression ratio. That change was made possible by the fact that the gasolines were getting better over that time period.

The compression ratio in a piston engine is determined by a simple formula. Measure the area above the piston when the piston is a bottom dead center (all the way down) and divide that number by the area above the piston at top dead center (all the way up). The Model T started with a compression ratio of about 4:1. The (59ab) V8 engine in my 1940 Ford has a compression ratio of about 6.5:1 (100 HP) and the engine in my 1967 Camaro is at 9:1 (210 HP).

So why did the compression ratios rise over that time period? The answer is that the gasolines got better, or more correctly, the octane ratings increased. Raising the compression ratio will produce more power, but it increases the engine's tendency to knock. A higher-octane rating suppresses the engine knock. The high-performance engines in the muscle car era had compression ratios as high as 13:1, and often required high test gasoline to meet the octane requirements.

So where did all this start? It started with the Wright brothers, who needed a lightweight engine with a high horsepower output to make powered flight possible. Their petition to the engine builders was followed by a push for better fuels. The "gasoline" that was used in horseless carriages was essentially a waste product in the production of kerosine. It was available from hardware stores, and the gasoline was so volatile at that point, that it would often evaporate before getting into the gas tank. Reformulating gasoline with some heavier fractions from petroleum distillation was the first step in making gasoline a better fuel. Improvements continued in gasoline as the automotive requirements became better known, and periodically the car producers could increase the requirements of WWII aircraft, tetraethyl lead

compression ratios for more power. With the high-octane and the following horsepower race by the automobile producers, was added to produce the high-octane gasoline that we know as "ethyl" or "premium" blends. When the lead compounds were removed from gasolines in the 1970s for emissions control, the compression ratios in the car engines had to be dropped to accommodate the lower octane ratings, and performance dropped along with it. Later on, safer additives were developed to recover the octane ratings, and the horsepower returned.

Another side to this story is the redefining of the term "horsepower". The Model T engine was rated at 20 HP under the old system that used engine size to determine horsepower. When higher piston compression ratios began producing more power from smaller engines, the old system became obsolete, and horsepower was redefined to actually represent a unit of power. The Model T engine rating was raised to 22 HP under the new system, and this has led to debates as to whether the T had 20 HP or 22. Actually, both are correct. There was no increase in horsepower, only a new definition.

See you on the road. Fill her up with high test.



Upcoming Events


Thursday
SEP 1 **PIN-MAR**
MONTHLY MEETING 

SUNDAY
JAN 1 **45TH ANNUAL NEW YEARS DAY**
BIRTHDAY TOUR

TUESDAY
SEPT 13 **GARAGE WORK DAY**
PREPARING THE GARAGE TO OPEN

Date: Tuesday, SEPTEMBER 13, 2022
Time: 9:30 am - Until it's ready to open
Location: H.C. Smith General Store

Notes: We will be cleaning, organizing and putting the garage back together so it can open to the public. Please contact Mike Culotta if you're planning on helping.




Thursday
JAN 5 **PIN-MAR**
MONTHLY MEETING 

Thursday
FEB 2 **PIN-MAR**
MONTHLY MEETING 

THURSDAY
SEPT 15 **CLASSIE LASSIE**
LUNCHEON

Date: Thursday, SEPTEMBER 15, 2022
Time: Noon
Location: P.F. CHANG'S
219 Westshore Plaza
Tampa, FL 33609



Info: See Classie Lassie page and flyer in newsletter

Thursday
FEB 2 **PIN-MAR**
MONTHLY MEETING 

Thursday
MAR 6 **PIN-MAR**
MONTHLY MEETING 

Thursday
OCT 6 **PIN-MAR**
MONTHLY MEETING 

SATURDAY
MAR 25 **PIN-MAR'S ANNUAL**
PICNIC IN THE PARK

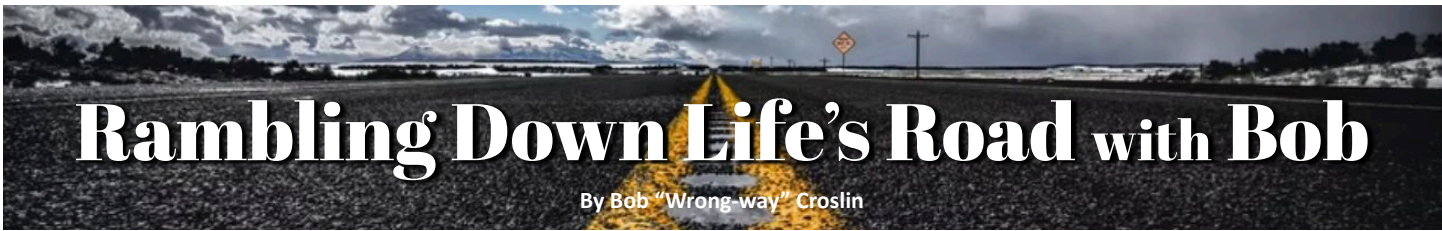
Thursday
NOV 3 **PIN-MAR**
MONTHLY MEETING 

Thursday
APR 6 **PIN-MAR**
MONTHLY MEETING 

 **DECEMBER**
NO MEETING 

SATURDAY
APR 8 **ANNUAL HERITAGE VILLAGE**
PIN-MAR CAR SHOW

WE NEED YOUR CONTRIBUTIONS FOR THIS CALENDAR... EMAIL MIKE CULOTTA AT CULOTTA@MAC.COM



Rambling Down Life's Road with Bob

By Bob "Wrong-way" Croslin

Even More Lorrier/Siegle Award/Trophy (every word is true!)

Let's move on to the bottom shelf. Bottom Left is a Plymouth Pickup flat tire. **Mike and Tyler** had a problem with flats sometime back. I'm not saying they had a lot, but when the AAA flatbed driver greets you by first name..... Next to that is an unmarked glass Model A fuel bowl. Whose was it? Behind that is 6 1/2" of Model A driveshaft from the 1991 Car Games belonging to **Tommy Small** who foolishly let some idiot drive his car. Geez, Tommy, don't you know any better? **Don**

of a fan blade **Ford Easton** broke off in 2007 on a fall tour. Ford said it was thrown but to me, it sure looks like it was chewed off. The springy thingie is from **Norm & Jan Coates** Corvair. I



Call had a trailer and went home and picked it up behind his '30 Model A coupe. Six or seven of us pushed the broken A up onto the trailer. Sadly, no pictures exist of an A towing an A home. Then, there's a 12V coil that's unmarked. **Kirk Miller** perhaps?

Moving to the Right side, is a broken valve from the 2010 Ice Cream Tour. It came from **Jim & Lisa Jordan's** '31 Model A coupe and made one heck of a racket. Just above it is a sliver

think it's the engine. To the right is what appears to be a condenser from **Carlton Thisse's** 1934 Model Y English Ford. At the top edge are Model A points and condenser from the 2011 New Years Day Birthday Tour courtesy of **Joe & Carol Lewis**. Ya know, there's still a lot of space left on this and you can't enjoy the glory of winning it if you don't drive your car.



We need YOU!

PLEASE HELP!

If you can work just one shift a month, it'll help.

The folks you'll meet have some interesting and exciting stories.

Call or email...

Sue Schneck
727-582-2472 /

sschenck@co.pinellas.fl.us

The Classie Lassie Corner

By Ginny Lyke

*Ladies, grab your hat and shoes,
We've got some misbehavin' to do!*



Six lovely Classie Lassies enjoyed a beautiful afternoon and a delicious Caribbean style luncheon at the Bahama Breeze Caribbean Restaurant on August 18th.



P.F. CHANG'S



WHO: ALL PIN-MAR LADIES AND THEIR LADY GUEST
WHAT: CLASSIE LASSIE 'GET TOGETHER' AND LUNCHEON
WHEN: THURSDAY, SEPTEMBER 15, 2022 @ NOON
WHERE: P.F. CHANG'S CHINESE RESTAURANT
 219 WESTSHORE PLAZA, TAMPA, FL 33609

If you're interested in joining them for their next get-together, see the flyer in the newsletter and RSVP. As always it's going to be an incredible time with a good meal and great friends.

NOTICE: If a COVID issue arises affecting our luncheon; you'll receive an email notifying you of the change or cancellation.

FAVORITE Family RECIPES

RECIPE OF THE MONTH



Shrimp Scampi

20 min | EASY | Serves 4

Ingredients:

- 3 to 4 garlic cloves, minced
- 1/4 cup butter, cubed
- 1/4 cup olive oil
- 1 pound uncooked shrimp (31-40 per pound), peeled and deveined
- 1/4 cup lemon juice
- 1/2 teaspoon pepper
- 1/4 teaspoon dried oregano
- 1/2 cup grated Parmesan cheese
- 1/4 cup dry bread crumbs
- 1/4 cup minced fresh parsley
- Hot cooked angel hair pasta

Directions:

In a 10-in. ovenproof skillet, saute garlic in butter and oil until fragrant. Add the shrimp, lemon juice, pepper and oregano; cook and stir until shrimp turn pink. Sprinkle with cheese, bread crumbs and parsley.

Broil 6 in. from the heat for 2-3 minutes or until topping is golden brown. Serve with pasta.

NEWS and GOSSIP

By Aunt Blabber & Adeline Moore

Ed Daniels: Little be it known arriving at the 90th age I have tell you about my parties. Among the crowd were engine builder- body builder and drivers that I beat. [cough] Not to mention all with wives. many cakes. Next was a gathering of the Model T club and more cake from **Linda Umberger**. I live in a gated community of 35 homes and one night the bell rang and a pile of neighbors poured in with wine and more wine. Next we were invited to **Joanne & Brando** for supper and with **Milt & Rosemary Roorda**. More wine and cake. What surprised me the most is they make cards with 90 on them .. I really feel like only 89. Thanks for everything... Ed

And all of Pin-MAR wishes **Fast Eddie** more happiness in his 91st. Year!!!



Sam & Karen Reams recently grew their '29 Model A collection with a fire truck bought up on Georgia. It runs but they're not sure it can be driven all the way home.



Jane & Ron Golly wish to report that Jan's recovering nicely from her cancer surgery and treatment and that her is growing back nicely.

Emil Focht recently tried to hurdle his walker and skinned his arm pretty bad, but is doing much better. He gets nervous when **Ginny** calls the insurance guy to ensure the policy is still good.

Ken & Linda Harper are staying here this summer and not making their annual pilgrimage to Pennsylvania. They have an elderly failing doggie and Ken's Model A needs an engine overhaul.

Don't bother me, I'm busy! I just heard I'll be getting re-babbitted rods next week for the old Franklin hot rod and I have to finish tearing down the engine then clean it then build it back up again then drive it to Maryland next month for the Franklin Club Fall Midwest Meet. On top of that, I have my neighbors '58 Mercedes 220S on jack stands in my garage in the middle of a brake job waiting on parts from Neimoller's in Germany. Plus, I have a new buddy in Ocala waiting for me to buzz over and help him rebuild his carb and Stewart vacuum tank on his '28 Franklin. PLUS I need to run over to LKQ to find a replacement radiator fan and shroud for my mid-life crisis sports car. Other than that, I'm just kicking back enjoying life at the beach.

Love, **Jim & Therese Eby**

Cecelia & John Smith took a friend and his son on a weeklong fishing trip to Alaska. We caught an unbelievable amount of fish each day. Picture shows just one day of fishing. The '22 Model T started after sitting for 52 years and runs like a top. Still doing minor things before I can drive it for the first time. The 100 year old sludge in the rear end was a nightmare to get out - Model T's don't have drain plugs. Panama: paperwork came back from the State Dept., our Notary forgot to write



"personally known to me" and so it was rejected. It's now back up there - more waiting!

Ben & Linda Umberger are heading to the Portland Indiana to visit family and go to the Steam Engine Show. Not taking a Model T and not coming back with another car!

Emmitt & Roni McCabe: We are up to nothing -- both have been dealing with Covid and after effects. Might remind everyone to use mask and sanitize again since it seems we are having another breakout of Covid.

Anita Douglas: I am in my 42nd year of teaching, and school is back in session. Two weeks in and the Governor has us testing already. There will be three major tests this year instead of one in the spring. Wilbur is as busy as ever, making sure everyone has quality water including the animals.

In early September, **Gareth & Debra Eich** will be heading off to the Sentimental Tour in Gettysburg, PA then the Glidden Tour in Princeton, NJ. We are going in the '31 Ford Cabriolet this time. Looking forward to seeing new touring venues and old friends. I guess

we are just getting itchy feet for traveling again.

From Dawn Ward: Brando Pistorius is working on my 56 Ford Fairlane putting in much needed AC, hood bumpers, correct battery and holder (formerly held by a bungee cord) and new chrome for the grill. So excited I can hardly wait!

Ever hear of a Hectograph? Didn't think so. Me either. But, we were joined at our last meeting by very long time member, Dr. Warren Brown. mentioned the Pin-MAR club being founded in 1956 and his being a charter member and the publisher of the newsletter around 1958. Later that evening he and I spoke by phone and realized that it wasn't Pin-MAR, but the Florida Region Model A Restorers club. The newsletter was called the Bulletin and Dr. Brown printed it using a process called Hectograph. It involved using a shallow pan filled with "Hectograph jelly" which set up similar to Jello. You would then place the original copy on it and it would retain the image. From there, you would place a blank sheet of a paper similar to onionskin on the gelatin for 5 or 6 seconds, peel it off and you had



made a duplicate of the original. You could make about 20 copies before having to refresh the gelatin and starting again. If you'd like to see a video of the entire process, go to YouTube and enter "Hectograph." It's that simple and highly interesting. It's NOT mimeograph which was one of Thomas Edison's inventions, but a way to print things at home before Xerox came on the scene.

LAKE MIRROR CLASSIC
CONCOURS & CAR SHOW
OCTOBER 14-16

The Lake Mirror Classic is three days of celebrating the art & history of the automobile.

MIDFLORIDA
Florida's community credit union
HAGERTY

Lake Mirror Classic Returns on October 14 -16. This is both a Concours d'Elegance and open car show held in downtown Lakeland. It is a well organized and very enjoyable event. Go to LakeMirrorClassic.com for show and registration information.

You will enjoy the majestic setting of beautiful Lake Mirror and the streets of historic downtown Lakeland. View world class displays & all the grandeur of the Concours d'Elegance along with 500 plus show cars.

Registration now open!

Schedule of Events:
Fri, 10/14 Hot Rod Rendezvous
Fri, 10/14 RADWOOD
Sat, 10/15 Concours d'Elegance
Sat, 10/15 Open Car Show
Sun, 10/16 SCCA Road Rally

The Friday evening "Hot Rod Rendezvous" with the best examples of true hot rods plus live music in a family friendly & fun environment.

The Lake Mirror Classic Road Rally includes some of the most beautiful & scenic roads in Florida. While the event is SCCA sanctioned it is not a race.

LakeMirrorClassic.com

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The Classie Lassie Lunch

*Ladies, grab your hat and shoes,
We've got some misbehavin' to do!*



Join us as we get together for a delicious lunch!

WHO: ALL PIN-MAR LADIES (Lady Guests Are Also Welcome)
WHAT: CLASSIE LASSIE 'GET TOGETHER' AND LUNCHEON
WHEN: Thursday, September 15, 2022 @ NOON
WHERE: P.F. Changs Chinese Restaurant
219 Westshore Palaza
Tampa, FL 33609
Telephone: 813-289-8400

Hope to see you there!

PLEASE RSVP BY MONDAY, SEPTEMBER 12, 2022
TO GINNY LYKE AT 727-688-2000 or ginemil2002@tampabay.rr.com



We're almost there.
The finish line is just around the corner.



The cleaning and prep of the garage for painting has been completed and the garage has been fully painted with several coats of paint. It hasn't looked this good in 33 years.



The new shelving wood has been purchased and the shelves are being prepared for installation on the West wall of the garage.



Inventory has begun and is in progress. Once the shelves are completed we will gather a group of volunteers, pick the day and start bringing items that have been inventoried back into the garage and hanging the signage.



Once all signage is in place and we'll move vehicles back into the garage and re-open to the public.

“GRAND RE-OPENING”

OF THE GENERAL STORE GARAGE WILL BE IN SEPTEMBER

JOIN US...

DEC
4th-7th, 2022



Get all of the details about the weekend at
www.GasparillaConcours.com



Doug Schooley
ENGINES INC.
727-541-5301

5526 64th Way N., St. Pete, FL

**CUSTOM ENGINE
REBUILDING**

**Gareth Eich**

Membership Chair
 205 21st Avenue NE, St.Petersburg, FL 33704
 727-418-1449
 Email: garetheich1133@icloud.com

NEW MEMBERSHIP APPLICATION

The Pin-MAR Antique Car Club, inc. is a not for profit club founded in 1964. The club has grown and now include members from all walks of life who restore and enjoy a large variety of antique and collector cars, trucks, and other antique stuff. Our purpose is to have fun with our cars, so no matter what you're restoring or driving you're invited to join the club and ride with us.

Pin-MAR conducts tours, outings, tech sessions (occasionally roadside), picnics, and our annual car show. The Heritage Village Car Show is a non-judge show where participants often don period dress. As a club project, Pin-MAR sponsors the Heritage Village General Store and Garage by providing docents and necessary restoration work.

Meetings are held on the **first Thursday of the month at 6:30 PM** in the Pinellas Room at Heritage Village located at 11909 125th Street North, Largo, FL 33774. We love touring our vehicles regularly and often end up at somewhere we can socialize while dining.

Annual Dues are due on January 1st and cover January 1 through December 31st and can be paid online by credit card at www.pin-mar.org or with a check mailed to Gareth Eich at 205 21st Avenue NE, St.Petersburg, FL 33704.

First Name: _____ Last Name: _____ Birthday: _____

Email: _____ Cell : _____ Home: _____

Spouse

First Name: _____ Last Name: _____ Birthday: _____

Email: _____ Cell : _____ Home: _____

Address 1: _____ City: _____ State: _____ Zip: _____

Please use the address below for any club mailings between _____ and _____

Address 2: _____ City: _____ State: _____ Zip: _____

What's in your garage?

Year: _____ Make: _____ Model: _____ Color: _____

Year: _____ Make: _____ Model: _____ Color: _____

RELEASE & CODE OF CONDUCT It is the intention of PIN-MAR to provide social and technical activities for the enjoyment and benefit of all members, guests, hosts, and charities. All members of the organization shall be required to treat fellow members, guests, and hosts and their personal property with respect. Members agree to abide by all local, state, and federal laws. Members of PIN-MAR, by virtue of their membership agreement, agree to demonstrate personal responsibility with their words, actions, and deeds and not to exhibit behaviors that are harmful (detrimental) to themselves and other members, guests, and hosts or their personal property. We seek to provide a pleasant atmosphere in which to share our common love (bond) of the automobile will not condone behavior contrary to our objectives nor that which we feel is harmful or injurious to others. By joining PIN-MAR, I hereby for myself, my heirs, and personal representatives assume any and all risks associated with any PIN-MAR event(s) that I attend and further waive, release, discharge and covenant not to sue PIN-MAR, its officers, members, sponsors, organizers, or other representatives or successors and assigns for any injuries or damage of any kind whatsoever as a result of taking part in an event and related activity. I have read, understand and agree to the above release & code of conduct:

Print Name: _____ Signature: _____ Date: _____

Happy Birthday

SEPTEMBER

8th Frank Quillin

15th Tyler Culotta

21st Barbara VIENO

24th Richard Van Steenburgh

26th Lynne Wisner

28th Debra Eich

26th Mickey Knapp

Happy Birthday



CLASSIFIEDS
SELL • SWAP • WANTED

Ads are free for two months to PIN-MAR members and friends.
All ads need to be submitted to the editor no later than the 15th of each month

Wanted: Vintage Advertising Signs For The Garage. Gas And Oil, Soda, And Or Clocks And Thermometers. Big Or Small. Call Charles @727-515-9920

Wanted: I'm Looking For A Model A Block Or Engine. Call Ken @727-215-2066

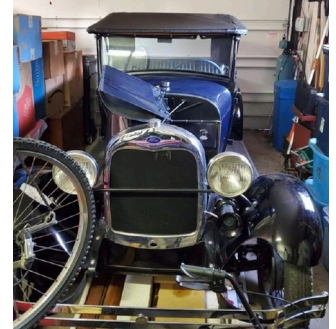
For Sale: 1954 Sedan Delivery Just Completed 1/20. '69 Vette 350, Turbo 400. 10 Bolt Rear, Front Discs, Power Rack & Pinion Steering, Vintage Air & Heat, Side And Rear Cameras, Power Seats, Full Windows (No Vents), Tires 16" Front & 18" Rear & More. Paint Ppg Lexus Grey With Pin-Stripping, Over \$68,000 Invested, Asking \$31,000. Call Frank @ 727-367-4016

For Sale: 1930 Model A Chassis. Frame, Engine, Trans On 1940 Steel Wheels. Call @ Jack 813-313-8338

For Sale: 1918 Oldsmobile 5-Passenger Touring, Older Restoration, Stored In Heated Garage In White River

For Sale: As You Know I Am In North Carolina, And A Friend Has A Car For Sale. It Might Be A Good Fit For Someone In Our Club, It's A 1965 Mercury S-55, Two Door Hardtop, Super Marauder 428 Cid V8 That Packs 375 Hp. I Am Not Sure If It's A 4 Speed Or Automatic Transmission. It Has A Pretty Good White Leather Interior With Bucket Seats. Needs A New Headliner, And It Needs A Paint Job, And Has A Dent In The Rear Trunk Area, It's All There, All Original, And He Is Motivated About Selling It. So If You Know Someone That's Interested Call Me. Thanks Jack Adair

For Sale: 1960 Studebaker Lark Viii Four Door "Susie"... Two Owner, 88,300 Original Miles, Rebuilt Flightomatic Trans...Rebuilt Brakes, Nearly-New Tires, One Repaint (Beige) \$8,900 Call John @ 727-522-1522



For Sale: 1929 Model A Roadster Hey Everyone, Someone Here At Work Knows Of An Individual Selling Their 1929 Model A Roadster. He Asked To See If There Was Anyone Local That Is Interested And I Can Give You His Number. Call Adam @ 352-255-7468

For Sale: 1958 Chevy 4 Door Biscayne, 283, Powerglide, Asking \$9K, Call Tom @ 815-357-8365

For Sale: 1931 Model A Roadster Always Garaged And In Great Shape. Call Warren @ 727-542-4158

HUMOR



LIFE IS A JOURNEY
ROLL THE WINDOWS DOWN AND ENJOY THE RIDE.