



# 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](http://www.pinmar.org)

The **Pin-MAR Antique Car Club, Inc.** is a not for profit corporation founded as a club in Pinellas County Florida in 1964. The club's founders were dedicated to the restoration and preservation of the Model A Ford. The club now enjoys 135 member families from all walks of life who restore and enjoy a large variety of antique and collector cars. Meetings are held the first Thursday of each month, usually at Heritage Village, or as announced in this newsletter. The club conducts tours, outings, an annual Picnic/Antique Car Show, and sponsorship of the Heritage Village General Mercantile & Garage. It's a fun, all volunteer club for the entire family, with annual dues (June 1-May 30) set at only \$20.00.

## PIN-MAR BREAKFASTS IN SEPTEMBER

The first breakfast will be on Tuesday, September 11 @ 9:00 at Spring Garden, 1018 62<sup>nd</sup> Ave N. St. Petersburg.



The second breakfast will be on Thursday, September 20<sup>th</sup> @ 9:00 am at Another Broken Egg Café, 2554 North McMullen Booth Road, Clearwater, FL 33761 .

## **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. 15th 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.

## SEPTEMBER MEETING

Thursday, September 6<sup>th</sup> at Heritage Village in the Pinellas Room at 6:30 pm.

Our guest speaker will be: Sandy Mermelstein from the Florida Holocaust Museum. She is going to give a brief overview of the museum and some generational information for us boomers on an exhibit starting soon.

## DRIVE YOUR MODEL A (OR ANY CAR) DAY TOUR

by: Linda & Ben Umberger

The September tour will be on Saturday, the 15<sup>th</sup> and we will start at Taylor Park in Largo. Taylor Park is at 8<sup>th</sup> Ave SW. We will meet at 10:30am. This is also drive your Model A day but driving any antique car will do, so let's get out and show people how much fun it is to be in this wonderful hobby!! Mark your calendars and see you soon!!

## **Sunday, December 9<sup>th</sup>, Christmas Party - It's Never Too Early...**

To get your payment into Chip. We're doing a Christmas Cruise Party with a fabulous menu and the cost is \$35 per person. We'll be on The Starlite Majesty leaving from Clearwater Marina at 5:30 PM for a Three Hour Tour. Hopefully we won't be marooned on Roberson's Isle. You can pay Chip at upcoming meetings or mail the check (made to Pin-MAR) to him at:  
Chip Katterhenry  
1815 Oak Park Dr. S.  
Clearwater, FL 33764

# Pin-MAR Antique Car Club News

## CO-PRESIDENT'S MESSAGE

by: Ron Roberson

My first year of retirement has been wonderful. I have enjoyed my numerous hobbies, expanded my volunteering, made progress on a few projects and even read a few books. One of the real joys in retirement has been expanding my volunteer time in the store at Heritage Village. I love interacting with the people who visit the store. It is easy to start a conversation. Just ask, "Is this your first visit to the park?" or, "Where are you from?" I love to share the history of the mercantile, and I also love to tell Model T stories. I often drive our 1940 Ford and park it in front of the store. It is a great ice breaker, and it helps to identify any old car people that come through. Some of the more memorable encounters with visitors include the following.

1. I met a car guy from my area of southern Ohio, and he knew several of my dad's old racing buddies.
2. I spoke with a writer, who was writing an article on the automotive Selden patent. I was writing a similar article for this newsletter, and we shared research information.
3. I had two encounters about six months apart with a really nice fellow with questions about his Model A Ford. I gave him some advice and some information on Pin-MAR.
4. I met a family from Detroit (Sherri's home town), and we shared stories about the Woodward Avenue Cruise and the car museums in that area.
5. I have seen some of the cutest toddlers imaginable, and I have petted every breed of dog recognizable, as they stop to rest on the porch.

Recently, I had an encounter of a different kind. I usually try to walk through the garage a couple of times each shift to make sure things have not been moved around. I noticed an old book laying on the lathe bench. It was a 1934 manual on how to operate a metal lathe with beautiful hand-drawn illustrations. I was immediately interested, since I had inherited a similar metal lathe from my dad. I looked up from the book and noticed a 3-foot black snake making its way between the two Model T Fords toward the work bench at the back wall of the garage. I recognized it as a harmless snake, shortly after setting a new county record for the high jump. It scurried under the work bench in response to the scream that celebrated the record jump. I poked around the bench with a broom handle, but the snake was hunkered down out of sight. I decided to go back into the store and check for any new visitors, hoping that the snake would leave on its own. I came back a few minutes later, and the snake was in the doorway in front of the Model T truck, so I grabbed a broom and ushered it out the door, watching as it crossed the road and disappeared into the palmetto plants. Looking at the big picture, that snake was the only visitor to the store that I wasn't happy to see, and that is not a bad ratio.

See you on the tours.



## CLASSIE LASSIE CORNER

by: Linda Hatley



Our next luncheon will be September 8th at Yummy House South, 302 N Dale Mabry Hwy, Tampa. We thought a Chinese restaurant would be different for September and is highly recommended by Bette Anderson & Donna Suchier.

**What:** September Classie Lassie Luncheon

**Where:** Yummy House South, 302 N Dale Mabry Hwy, Tampa

**When:** September 8, 2018 @ Noon.

**RSVP:** Donna Suchier,

**email:** dsuchier11@frontier.com




Classie Lassies at Seasons 52 in August.

### Future events:

**Save the date for our annual cookie exchange and Christmas party---December 16, 2018. Details TBA**

**In January we will celebrate Anne Farley's retirement at our favorite tea room, Sweet Tea Celebrations. Details TBA**

**All Pin-Mar ladies are invited to participate in these events. Please join us.**



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09/19



# Pin-MAR Antique Car Club News

## PIN-MAR SHIRT & JACKET ORDER FORM

Please print this out, fill it in, and bring it to the meeting along with cash or check, or mail a check to Pin-MAR, C/O Ginny Lyke, 459 Northmoor Ave., St. Petersburg, FL. 33702. We have t-shirts and hats in stock. Other items are ordered quarterly to take advantage of volume pricing.

Date \_\_\_\_\_

Name \_\_\_\_\_

Phone Number (H) \_\_\_\_\_ (C) \_\_\_\_\_

Email Address \_\_\_\_\_

### Polo Shirt Style-Light Blue with Navy Blue Logo

Polo Shirt Sizes are *S, M, L, XL, XXL, XXXL* for men (Item No. K500) , *XS, S, M, L, XL, XXL, XXXL* for ladies (Item No. L500).

Price is \$20.00 each.

### Sport Shirt Style Oxford-Light Blue with Navy Blue Logo

Sport Shirt Sizes are *S, M, L, XL, XXL, XXXL* for men (Item No. 47383), and *XS, S, M, L, XL, XXL* for ladies (Item No. 48283).

Price is \$27.00 each.

### Jackets- same style for Men and Ladies

Sizes are *S, M, L, XL, XXL, XXXL* (Item No. J701)  
Price is \$50.00 each.

### T-Shirts-Full color process digital print gray (Item No. 29M).

T-Shirt sizes are *S, M, L, XL, XXL, XXXL*.  
Prices is \$20.00 each.

### **NEW ITEM!**

### Hanes V-Neck T-Shirt for Ladies

**Navy Blue with Light Blue Logo or Light Blue with Navy Blue Logo**

Sizes are *S, M, L, XL, XXL* (Item No. SO4V).  
Price is \$16.00 each.

### **NEW ITEM!**

### Gildan V-Neck T-Shirt for ladies

**Available only in Navy Blue with Light Blue Logo**  
Size **XXXL** (Item No. G500VL).

Price is \$16.00 each.

### Hats

One size fits all (Item No. BX002).  
Price is \$20.00 each.

### Banners

Price is \$15.00 each.

ORDER NO: \_\_\_\_\_

SIZE: \_\_\_\_\_

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

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

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



The number of bourbon barrels in Kentucky outnumbers the state's population by more than two million.



Montana's Glacier National Park has a canine "bark ranger" that helps herd wildlife away from high-traffic areas.



You can watch more than 100 ponies swim to Chincoteague Island every year in Virginia.

# Pin-MAR Antique Car Club News

## PIN-MAR PEOPLE (News and Gossip)

by: Aunt Blabber & Adeline Moore

**Paul & Inge Dobbin** are doing much better and went camping at a small 8 site Class A RV Resort on the ridge facing one of the only rain forests in North America. They watched Kathy (The Host) feed 10 little deer in the meadow below. They do fawn rescue and a lot of the deer who come are former residents here, now in the wild. Nine wild turkeys came to dine too. Then as the sun set over the mountains, a black bear came across the meadow and went onto the woods on the other side; a young one, maybe 2 to 3 years old and only about 250-300 pounds. Apparently it was no threat to the deer, because they ignored him. **Inge** is feeling much better. **John & Sandy Chapman** were last heard from roaming around Indianapolis. **John** has his new garage up and is putting the finishing touches on a drop-dead gorgeous 1965 Ford pickup Restomod. **Darrell & Anne Farley** just returned from their trip to Kentucky where they celebrated **Darrell's** 80<sup>th</sup> birthday with their family. While in Kentucky, they visited Swope's Auto Museum of Yesteryear in Elizabethtown. But the icing on the cake was attending the National Street Rod Association Expo. 10,000 cars and over 30,000 people in attendance that Saturday. Did I mention, personally meeting **Chip Foose**. They have the photo to prove it! Yup, even **Anne** enjoyed meeting him. Of course when one is in Kentucky, eating yummy Kentucky barbeque is a must, in addition to a tasting or two at the Bourbon Distilleries (**Anne**) and just enjoying the beauty of horse country. A suggestion for those that like to see the USA via car, if you find yourself on I-75 north in Tennessee, be sure to stop at the famous Dinner Bell restaurant (founded in 1931) just outside of Sweetwater, TN. For some good ole home cooked food. It was so good, they ate there twice. Poor **Frank** is worn out working on the '54 Chevy sedan delivery he bought from a friend who couldn't finish it because of health problems. "Helping my mechanic with engine apart and back together ('69 Corvette 350), tranny and rear apart and checked, Power rack and pinion installed, power disc brakes. all new brake lines and rear shoes., front end restored and etc. Both spare bedrooms holding a lot of new items." When trying to start the engine, he found a small bolt in one cylinder and the nut in the adjacent cylinder. They apparently had fallen in when his friend had the engine apart. The **Traveling Eich's** are off to Billings, Montana to do 1,300 mile tour sponsored by the Early V8 Ford Club of America. On Saturday and Sunday they'll see suggested locations and museums around Billings and Custer's last stand. On Monday they travel North to Great Falls, 240 miles. Then to East Glacier Lodge then to Big Fork, 230 miles. Next day Glacier National Park to Logan Pass, 100 miles. Next day tour museum's and Missions down to Helena, 225 miles. Friday to Gates of the Mountains with a boat trip and back to Billings for Farewell banquet. The trip is put on by the Big Sky V8 - 153 group. On Saturday **Gareth & Debra** will visit longtime Pin-MAR members **Scott &**

**Althea Conger** and stay with them or a couple of nights. Four days out and four days back - Whew! Upon their return they'll turn right around and do the MARC tour in Elkins, WV with **Bob & Beth Croslin**. **David & Roxanne Foreman** just finished a doing The Model T Ford Club of America International Tour in Cranberry Township, PA, just north of Pittsburgh. Well over 200 Model T's participated. **Len & Linda Parker** aren't happy about having to spend their summer here in Florida instead on NC and Maine. One of **Len's** rental homes blew a water pipe and caused serious damage to the floor. So, they've had to stay and swelter like the rest of us in case you're wondering why no snarky "It's Cool Up Here" postcards from **Linda** this year. **Kirk Miller** is working on dad **Bill's** 30 coupe as it recently blew a head gasket. **Bill Shrive** has learned not to stick his hand into an antique electric fan while **Bob Croslin** learned not to leave the key in the chuck on his drill press. **Mike and Tyler Cullotta** have tentatively set the date for the 2019 Pin-MAR Calendar shoot for Monday, September 24 with Tuesday as the rain date. If you'd like your car to be in it, contact Mike at 727-433-0995 and let him know. **Norm & Charlee Westerman** recently drove their '55 Chevy to the grocery store and when they came out they found a note under the windshield wiper that read as follows: "You have a gorgeous ride. She's in great shape - you should be proud. Thanks for bringing her to store for us to admire. Long live Chevy! Just learned that **BonSue Brandvik**, a docent at Heritage Village, and her brother have been invited to ride in the antique car parade at the **Auburn-Cord-Duesenberg** festival in Auburn, IN. Why? Seems **BonSue's** great-great Uncle was the famed car designer, **Gordon Buehrig**. In fact, her maiden name was **Buehrig**. Hopefully she'll hook up with **Sid & Belva Meyer and Bill & Nereyda Brown** while there. **Ron & Sherri Roberson** did a three week road trip to Ohio, Michigan and Virginia. While in Ohio, **Ron** was honored at a car show in Middletown, Ohio, where he was the special guest invited to sign books. He was presented a Certificate of Recognition by the city mayor for publishing *Middletown Pacemakers, the Story of an Ohio Hot Rod Club*, which presents a unique history



of Middletown. They visited with Sherri's family in Michigan and their Navy son, **Jeremy**, and his family in Virginia.

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

*Aunt Blabber & Adeline Moore*



## ★ Sherri's Tidbits ★



**This is what sorry looks like!**

**This is what tired looks like!**



**This is what bad spelling looks like!**

**This is what intimacy looks like.**



**This is what courage looks like.**

"Yea, though I walk through the valley of the shadow of death, I will fear no evil" Psalm 23

**And this is what impatience looks like!**



# September



- 9/04 PATRICK CARNEY
- 9/08 FRANK QUILLIN
- 9/15 TYLER CULOTTA
- 9/21 BARBARA VIENO
- 9/24 RICHARD VAN STEENBURGH
- 9/28 DEBRA EICH
- 9/28 MICKEY KNAPP



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

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# Pin-MAR Antique Car Club News

## The Cars America Lost

By Hollis Rule



# STUDEBAKER Part XIV Beyond the Banckruptcy

### The Mighty Champion

Although Studebakers were not a high-priced car, they were well above the low-price three, (Chevrolet, Ford and Plymouth). Most Studebakers sold above the thousand dollar mark. That seems almost absurd today, but in the midst of the Great Depression, that was considerably more than the average family could afford. What the company needed was a car that could compete in the low-price field. This represented a major hurdle, having tried three times and failed. The first time was in the early days of the Flanders. It was meant to compete with Ford's Model T, but after two years of production, the company decided it was a fight they couldn't win and dropped the line. Then in 1927, came their biggest failure, the Erskine. The car was underpowered, overpriced and prone to engine failure. The company closed the doors at the Erskine plant in 1930. Finally, they got it right as far as a quality car at a low price; the Rockne. But, for the Rockne, the timing was off. It was built to compete with cars such as Walter Chrysler's new Plymouth. It had everything that Plymouth offered, but Plymouth had captured the market nearly four years earlier. The Rockne was dropped like a hot potato when Studebaker fell into bankruptcy. In view of the automotive market during the depression, the company had no choice. They had to take a big gamble, and more importantly, they had to succeed. Their first step came in 1935 when they took an extensive survey. The survey was not among their dealers or their own customers. They surveyed thousands of buyers of the low-price three. They asked questions such as what the people earned, what they could afford to pay for a car, how much they could afford for repairs and what they could afford



1939—The First Year for the Champion



for gas. The results showed that the average low-price car buyer was stretching their budget to own and maintain their car. The buyer needed not only a low-priced car, but one that required little service, and just as today's buyers require, a car with real fuel economy. This would mean an all-new car for Studebaker, not sharing components with any present offerings. It had to be small and light for fuel economy, yet it needed to be comfortable and roomy. It needed to be reliable and easy to maintain. The new entry must be considerably lower in price than anything offered at the time. The target price should be just \$700. Just as importantly, to compete in the day's buyer's market, it must be stylish, and get the attention of the potential buyer. As soon as the survey was completed, the company went to work. Their chief engineer, Barney Roos, had just left the company. Some say it was because of disputes with his boss, Harold Vance. Others claim it was because of his recent divorce. Nevertheless, Roos headed to England to work for the Rootes Group. Replacing Roos was W. S. James, formerly chief engineer at the Dodge Camp. Needless to say, the styling firm of Loewy Studios was given the task of body design.



1941 Champion

**Next Issue: The Mighty Champion Con't.**

08/19

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# Pin-MAR Antique Car Club News

## RUNNING ON EMPTY

by: Ron Roberson

### Safe Driving on Interstate Highways

Sherri and I just completed a three-week road trip vacation that covered 11 states and more than 3400 miles. Our trip included visiting friends and relatives in Ohio, Michigan, Virginia and North Carolina. We spent six days on the nation's Interstate Highway System, during which time we witnessed many acts of unsafe driving. I have come to the conclusion that many drivers today are ill prepared for driving on these limited access highways.

Our Interstate Highway System (IHS) was the goal of President Dwight Eisenhower, who had seen Germany's Autobahn during World War II. He envisioned such a highway system linking the US from sea to sea, and signed a bill creating the system in 1956. The concept is simple; drive on the right and pass on the left. Multiple lanes eliminate having to cross a centerline and face oncoming traffic in order to overtake a slower vehicle. The highways are accessed by on-ramps and exit-ramps to allow transitioning to and from the highway speeds without encountering stoplights. Connecting such highways across the nation allows rapid and safe travel by car.

IHS highways have a minimum of four lanes with two in each direction. The right lane is for travel and egress, and the left lane is for passing. The most common mis-use of the IHS occurs when drivers choose to travel in the left lane and don't leave it until they prepare to exit. A speed limit of 70 mph is most common, and most drivers travel within +/- 5 or 10 mph of a posted speed. Signs are posted stating "Slower Traffic Keep Right", and this wording misleads drivers into thinking that they can stay in the left lane as long as they are doing the speed limit. (When you travel west of the Mississippi, the signs state "Keep Right Except to Pass" which is a better description). There is a small contingent of drivers that will maintain regular speeds of 85 to 90 mph, which is hazardous and illegal, but they are out there. When these speedsters come upon 70 to 75 mph traffic blocking the left lane, they will tend to dart into the slower lanes to pass on the right. At that point they become an even worse hazard. If drivers would use the left lane to complete a pass and revert to the travel lane(s) it would keep the left lane open for the illegal speedsters and prevent the high-speed darting. The Autobahn in Germany has no speed limit, and it is common to see Porches doing 150 mph or faster. Even at those speeds, they have very few accidents, because people are taught to drive the Autobahn correctly.

Similarly, passing cars on the right side has become more and more common, especially on six-lane highways where there is a middle lane. I saw many drivers do this, even when the left lane was open. The worst danger comes when two cars are passing a car in the center lane, and both are trying to get back to the center lane at the same time. There are situations that force right side passing, but you should never do this if you have a choice. The IHS is designed with a paved and level emergency lane on the right-hand side. This allows a car to pull off safely, should it stop running or encounter a tire problem. It also allows you to accelerate prior to re-entering traffic. On the last leg of our trip from NC to FL on I-95, I saw three different vehicles pulled off the road on the left side of the highway. This is extremely dangerous on several levels. The paved shoulder on the left is usually narrow, and often the median is graded for drainage. Two of the cars were attempting to change a tire, and both were at dangerous angles for jacking. One was completely in the grass, where the jack would likely sink into the ground under the weight of the car. The third was pulled into knee-high browned out weeds, which can be ignited by the car's exhaust hot system and result in a car fire. In addition, the egress back onto the highway into the passing lane is very dangerous from the left side. All three cars had young drivers, who no-doubt were not aware of the danger. Drivers should always pull off on the right side as long as the situation allows. There was an inordinate

amount of tractor-trailer truck traffic on this trip. While this is an indication of a good economy, it can make highway travel difficult, as these rigs hinder traffic flow when trying to pass each other, and they collectively serve to block your view of highway signs. Truck drivers are normally courteous, but in heavy traffic they often force right side passing. We saw a rig pulled off the road that had suffered a massive tire failure, with a front wheel resting on its bare rim. It is wise not to drive along beside a large rig, as a front tire failure can require them to use two lanes to control the truck. Also, many companies use re-tread tires on the trailers, and those tires can throw large sections of rubber a considerable distance when they fail, as evidenced by the numerous "road gators" we see in Florida. When you pass a big rig on the highway, it is best not to dawdle, but get around the rig in short order and move on. The IHS has emergency turn-arounds in the medians designed for police and emergency vehicles to change directions without using a normal exit and re-entry. It is illegal and highly dangerous for a passenger vehicle to use those, as the exit and entry are made from the passing lane. I saw a small foreign sedan make such a turn on our last day. The driver was northbound on I-95 and slowed to about 20 mph in the passing lane, then entered the southbound traffic from a near stop and made his or her way slowly over to the travel lane, like a game of *Frogger*. It was probably the most moronic move I saw on the entire trip. Driving at or near the speed limit is the safest way to travel on the IHS, as long as weather and traffic conditions allow. I saw one driver doing about 50 and causing the "normal" traffic to brake heavily and dart around the car. The posted minimum speed is 40 mph, so the slow driver was driving legally, but common sense has to come into play at some point. I followed a very tentative driver up an on-ramp onto I-10, and she entered the highway at 45 mph. Being behind her, I was also entering at 45 mph into traffic moving 25 mph faster. That situation is also quite dangerous. The purpose of the on-ramp is to get up to highway speed, and for optimum safety you should be at highway speed when you reach the highway, as long as weather and traffic conditions allow. The IHS has mile markers, small signs that mark each mile from one state line to the next. The exits are numbered according to the nearest mile marker, so you can count down the distance to a particular exit or rest stop or to a city that had a posted distance. This system is helpful in planning stops for gas and meals. It is also serves to keep things from sneaking up on you, so you can be prepared to exit at a desired point. We had several near misses in our 3400-mile trip, but the closest one occurred at a rest stop in relatively heavy traffic. We were behind a yellow Mustang convertible, who was in turn following a tractor trailer rig. The exit for the rest stop came up and I pulled over into the exit lane and began braking for the relatively tight turn. The Mustang had passed the exit lane, and without signaling, darted a hard right into the rest stop from the travel lane. The driver evidently scared herself to the point that she locked up the brakes and came to nearly a complete stop at the fork that directs the cars and truck traffic. I locked the brakes on our Silverado, and luckily no one exited the highway behind me, as we narrowly missed rear-ending the Mustang. Hopefully, this young lady will pay better attention to signs in the future.

See you on the road.  
Please drive carefully.





# Pin-MAR Antique Car Club News

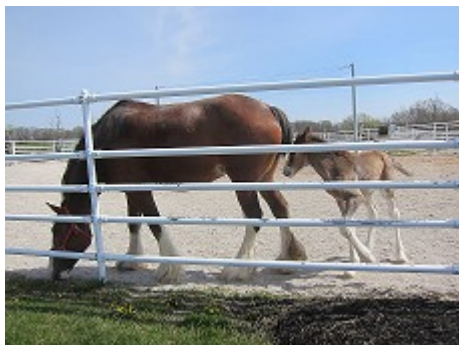
## LEWIS AND CLARK TRAIL MISSOURI SEGMENT

by: Debra Eich

**Continued from last month.**

**Thursday April 26<sup>th</sup>:**

We are off to Warm Springs Ranch Clydesdale Tour where they breed Budweiser Clydesdale horses. In order to make the team, a Clydesdale must stand at least 18 hands high (6 feet tall). They must be a gelding and at least 4 years old. They must have a bay coat, four white stockings, a blaze of white on the face, a black mane and a black tail and they must weigh between 1,800 and 2,300 lbs. Following repeal of Prohibition 4/7/1933, August Busch Jr. presented to his father, August Anheuser Busch, Sr. a gift of a 6 horse Clydesdale team pulled by a red, white and gold Studebaker wagon of beer. Al Smith former governor of New York received cases of beer as well as Franklin D. Roosevelt at the White House to commemorate the occasion. The Dalmatian dogs were added in 1950. There are three teams of horses and the teams make 300-400 appearances each year. The horse has an 8 to 10 year active duty and a 20-year lifespan. The harness/collar weighs about 130 lbs. each. The team consists of 8 horses with the largest horses or the Wheel Team closest to the wagon, the Body Team are the next largest in size, the Swing Team is second in line and smaller in size and the Lead Team are the lightest horses of the team. They encounter the sights and sounds first, so they do not spook easily and lead the team. There is no charge for the Budweiser Clydesdale appearances and a request to the local distributor is all that is needed. A decision is made as to appropriateness of the request. The horse will travel approximately 500 miles each day in the two transport tractor trailer rigs, stopping every two hours for a rest. The horses eat 60# of food per day which is brought along on the third semitrailer, along with all the equipment, handlers and vet. The profits made from selling beer supports the breeding farms and travel. There is no budget. I know you are all curious, and the answer is yes, we were given a free glass of beer too!



Next stop was the Mitchell Car Museum. Lewis Miller our host is a direct descendant of the Mitchell and Lewis families and has one of the largest collections of Mitchell cars. The Mitchell wagon Company was founded in 1855 in Racine, Wisconsin. In 1902 the company produced its first car, with a single-cylinder, air cooled engine that could reach a top speed of fifteen miles per hour. His cars are beautiful but strictly for display, as there are no replacement parts available. We stayed in the Hotel Frederick in Boonville, built in 1905 by a local miller and banker. An additional 36 rooms were added in 1932. The wooden floors creaked whenever you walked across them and each guest room is individually unique. Bill Johnson from Kentucky, who was also on the tour, played the banjo that night in the lobby along with the hotel clerk on guitar, in a rather impromptu jam session.

**Friday April 27<sup>th</sup>**

We left the Hotel Frederick behind as we headed for Fort Osage built under the direction of General William Clark, joint commander of the Lewis and Clark expedition. First established in 1808 as a military outpost in the newly acquired Louisiana Territory, its purpose was to provide a military presence in the territory and to establish a healthy relationship with the Native American population. The civilians ran the store and trading post, the military were inside the post and the Indians lived outside the walls of the fort. Quite a good symbiotic relationship I would say. Discipline was enforced with a whipping post next to the flag pole. Missouri Town was never actually a town, much like Heritage Village. The buildings date from 1820 – 1860 and depict a living history museum of original structures, furnishings and equipment. We got so lost trying to get back to Independence, Missouri for the closing banquet and of course the '34 was unhappy again and stalled at a stoplight with us in the left turn lane. Folks were not amused. That night at the closing banquet, Gareth was presented with the award for the "Car that would not die," and he was given an orange traffic vest. He thanked everyone who had helped him during the tour which was just about everyone there.

**Conclusion next month with "Saturday April 28<sup>th</sup>".**

**Heritage Village needs your HELP!**



# Pin-MAR Antique Car Club News

## CLASSIC OLD ADS

Emailed to Bob Croslin from Ford Easton



When Ford spent \$150,000 creating this experimental car, you can be sure they didn't scrimp on the oil filter.

They used an Autolite filter. Like you buy. About \$4.

This is the experimental Ford Mach 1. It took two long years to design and build. It cost over \$150,000.

It is a one-of-a-kind, two-passenger sports car, designed for street and competition use.

The beautiful hand-built fiberglass body, which stands only 47 inches high, has the kind of aerodynamic lines that predict the look of tomorrow.

The unusual midship-mounted engine gives the car

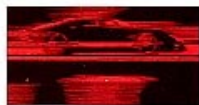
near-perfect balance—for the kind of performance and handling you'd expect from a foreign racing machine.

And the oil filter? The kind you might not expect. A standard Autolite filter. Exactly the same kind you buy.

Why a standard \$4 Autolite oil filter in a \$150,000 experimental car? Because there is no better oil filter. Not at any price.

So put this filter in your car. Whatever kind you drive.

Autolite . . . filters, spark plugs, batteries, shock absorbers and complete ignition systems.



## The 2019 Calendar Shoot

Our 2018 calendar helped promote and raise money for Heritage Village...

So lets do it again!



## Monday, September 24th, 2018



**Who:** PIN-MAR Members  
**What:** 2019 Calendar Shoot  
**When:** Monday, September 24th, 11am - 3pm  
**Where:** Heritage Village

If you would like your car to be considered for the 2019 calendar, make sure you are available on Mon. Sept. 24th, between the hours of 11am and 3pm. You'll need to be onsite "for about an hour".

Please call, text or email Mike and Tyler Gulotta by midnight on Sun. Sept. 16th with your name, phone number, email and info regarding the car you would like to submit. All decisions on photo shoot times and inclusion in calendar (should we have too many), will be based on when submission was received. So the earlier you submit, the better. Once all submissions have been received, we'll contact everyone with final details.

Call or Text : 727-433-0995 Email: [culotta@mac.com](mailto:culotta@mac.com)

## Bring in your soda can tabs!



IN WYOMING, TOO...GOOD TASTE ADDS ENJOYMENT TO THE PAUSE

Yes... people everywhere have made Coca-Cola the best-loved sparkling drink in all the world. In more than 100 countries... over 58 million times each day... someone enjoys the specially different taste of Coke, the always welcome lift of Coke, the sense of right enjoyment that belongs to Coke alone.

Have a Coke...so good in taste, in such good taste—anytime, everywhere.



As a part of the First Annual Gasparilla Concourse of Elegance to be held in beautiful downtown Tampa Florida, Tampa joins the ranks of other major metropolitan cities who honor the importance of the automobile in our development as a country and a culture. Only the most beautiful, historically important and rare vehicles will be invited to participate. Historians, car collectors and automobile enthusiasts alike will enjoy this day of beauty and elegance in the Curtis Wade Waterfront Park along Hillsborough River.

Questions call 813-714-1019  
[WWW.GASPARILLACONCOURS.COM](http://WWW.GASPARILLACONCOURS.COM)



08/19



## Calendar of Events / What's Happening

If you know what's happening, this is the place to share it! We must all help to keep this list up to date. Write it down and send to Sherri Roberson, Editor. [mom3plus1@gmail.com](mailto:mom3plus1@gmail.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

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

**8th** **Classie Lassies Luncheon**

**11th** Pin-MAR Breakfast

**15th** Drive your Model A (or any car) Day Tour

**20th** Pin-MAR Breakfast

**24th** Pin-MAR Calendar Shoot

**29th** Drive your Model T Day

### OCTOBER

**4th** Pin-MAR Meeting at Heritage Village in the Pinellas Room at 6:30 pm. Officer Nominations.

**10th-13th** Hershey

**27th** **Country Jubilee**

**28th** **Sunset Tour**

### NOVEMBER

**1st** Pin-MAR Meeting at Heritage Village in the Pinellas Room at 6:30 pm. Officer Election, Pizza Night and Canned Food Drive.

**3rd** HV General Store Cleanup & Vehicle Maintainance

**10th** **Yacht Club Show @ Straub Park**

10th & 11th Carlisle Lakeland

10th Mason Dixon Show

22nd- 25th Daytona Turkey Run

### SAVE THE DATES:

**December 6th-Classie Lassie Cookie Exchange**

**December 9th-Christmas Banquet**

**April 13, 2019-Pistorious's Gasparilla Concourse d'Elegance**

## FOR SALE

**FOR SALE:** 2005 Dutchmen Kodiak 21-foot camper trailer with electric slide-out, AC, microwave, full kitchen, bath with shower, awning, electric brakes & new tires. Bunk house floorplan sleeps 6 to 8. Asking \$6900 OBO. Call Ron at 727-430-3226.



(09/10)

**FOR SALE:** 1999 Lincoln Town Car, one owner. The car has 57K miles on it. Price reduced to \$3250.00 obo. Contact Ron at 727-430-3226.(09/10)

## WANTED!

**WANTED:** Chevrolet El-Camino or a funeral flower car. 1987 or older. Whatcha got? Call Sam Prentice @ 813-920-3780. (08/09)

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

### *HELP NEEDED AT THE GENERAL STORE*

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

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

### **"Manor Cycle," Inc.**

No  
Clown  
Show...



Parts • Sales • Service  
Specializing in Harley Davidson  
1665 S. Myrtle Ave., Clearwater, FL 33756

**Neal & Sheri Blake**

Phone: (727) 588-0786 Fax: (727) 584-9518  
[manorcycle.com](http://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](http://www.pinmar.org)  
Email: [info@pinmar.org](mailto:info@pinmar.org)