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Our featured Guest Writers

Aren't we lucky to have them!

John Cozzali

Long Island's long history of motorsports came to an end some years ago. John is someone, who along with many others, is now trying to resurrect that era and bring not only safety, but revenue back to LI.

Alan Blay

We've previously established the list of credentials of Mr. Blay. A noted appraiser, historian, writer, and automologist. His historical automotive knowledge is most impressive. This time out he tells the tale of another distinguished individual in our rich American automotive history.

My Car Story

Frank DeCecco has one of the rarest and coolest vehicles around! I fell in love with it the moment I saw it at a car show! In fact, he's had several of them! This one is a super rare color and a limited edition!

Rich's Tech Tips

We hope to have Rich back next issue!

"Buying a Classic Car Part 1"

(Your feedback and comments are welcomed!)

In the previous three issues we talked about selling a classic car. The pitfalls, frustrations, some of the characters that contact you, and what you have to deal with in order to wave goodbye to your vehicle and watch it head down the road. Now, for the next issue or two, we are going to take the counter-perspective of, buying one!

First motivator is always "The ITCH". Yes, that's right, the proverbial itch that we all feel from time to time that starts out as a little idea or nudge, turns into some serious thought, and finally into a perpetual pestering that won't go away until it is satisfied!

You know, kinda like that scab you had on your knee as a kid? It formed and got bigger, you picked at it, felt good to do so, and finally, you tore the darned thing off!

Problem was, once you tore it off you missed it, and if it wasn't scratched satisfyingly, the spot continued to bother you! That's the way it is for us folks who love cars and have experienced classic car ownership. If you don't satisfy that ITCH, it will stay with you until you do!

So you set out on the hunt. Usually with something particular in mind, although sometimes you just happen upon a vehicle that makes the light bulb go off in your head, or a thump in your heart. You know the one, it yells "That's it!!" Loudly! Kind of like Lucy does to Schroeder when he plays the song she wants to hear! Now the process starts.

Here we go....

continued on page 2

The hunt begins!

Sometimes you search the internet, the local papers, magazines, or various other publications that list vehicles for sale. Perhaps you put the word out to friends and car buddies that you are looking. Maybe you even have a list of old phone numbers you saved off of vehicles you saw months or years ago! They are all good sources.

Attending car shows and cruise nights is a great method of car-hunting too. While it doesn't give you the broad spectrum and volume of cars to look at such as you get on the internet or in periodicals, what it does give you is the chance to see the car in person! Check it out up close. Talk to the owner and get questions answered on the spot! Maybe even some history of it and a chance to look through various books and paraphernalia that are displayed with the car!

Most of us employ many if not all of these methods when car-hunting. We know that there is so much out there and so many places to look nowadays. In fact, when the weather is nice and you are driving around, it is pretty rare not to spot something with a for sale sign on it during your travels and sojourns!

Sometimes "timing is everything" as they say. That certainly does apply to buying a classic or specialty vehicle. If you are in the right place at the right time, you may find or otherwise stumble upon a great deal that is just waiting to be scooped up! Could be that the owner who may or may not be actively looking to sell might be

open to an offer for various reasons that just a short time ago might not have swayed their decision to sell. (I have been on both ends of that spectrum!)

The point of all this is; you can almost always find what you want, and even when you can't, you usually turn up something else that lights your fire too!

I have a cousin who is "*that guy*". You know, the one who seems to get all the breaks and great deals! He is almost always in the right place at the right time! Anything he looks for he finds, and usually it coincides with the owner being hot to sell, so my cousin gets a great deal. (*And he usually walks away with a truck load of parts that come with it too!*) He also can sell ice to an Eskimo in the middle of January! Anything. It amazes me.

For the rest of us, persistence and patience are usually the order of the day. Buying a classic car is a fun and very enjoyable process if you stay true to what you want, the price you can afford, and do a good examination of the vehicle. Those who rush to purchase without doing their homework can easily make mistakes and end up with a money-pit, or worse yet, a vehicle they don't like and cannot sell!

Take your time and enjoy the hunt!

Next time;
Inspection and negotiating tips!



Cruise Night Information!



“EXTRA EXTRA! READ ALL ABOUT IT!”

Here are locations for 2017. They sometimes change. Let us know if you have info on any of them.
Updates will be posted in the next Newsletter & on our EVENTS CALENDAR

- MONDAYS: Main St. East Rockaway, NY (*June-August*)
\$3 Admission. Various Charity Fundraisers.
- TUESDAYS: Dogwood Avenue. Franklin Square, NY
Public Gathering. FREE
- TUESDAYS: Yaphank FD. Yaphank, NY.
Sponsored by Yaphank Fire Department - FREE
- TUESDAYS: Tri-County Flea Market. Hempstead Turnpike, Levittown, NY
Public Gathering. FREE
- TUESDAYS: Jesus is Lord Church. Holtsville, NY.
Sponsored by LI needs A Dragstrip - FREE
- WEDNESDAYS: BLD's Restaurant. Hawkins Ave. Ronkonkoma, NY
Public Gathering. FREE
- WEDNESDAYS: Townhouse Diner. Rt 25a, Rocky Point, NY
Public Gathering. FREE (New venue - 2016)
- WEDNESDAYS: Parking Lot #4. Madison St (off Post), Westbury, NY
Public Gathering. FREE (New venue - 2016)
- WEDNESDAYS: King Kullen Center. Jericho Tpk. Garden City Park, NY
Public Gathering. FREE (New venue - 2016)
- WEDNESDAYS: Milleridge Inn. RTs 106/107, Jericho, NY
Sponsored by Milleridge Inn. \$5 Admission.
- THURSDAYS: Wendy's Shopping Center. Montauk Hwy and Locust Ave, Oakdale, NY
Sponsored by Still Cruisin' Car Club. FREE
- THURSDAYS: Kings Park Plaza-Located on Indian Head Rd & Meadow Rd. Kings Park, NY
Sponsored by Kings Park Chamber of Commerce and Professor's Diner. FREE
- THURSDAYS: Atlantic Avenue between Merrick Rd and Sunrise Hwy. Lynbrook, NY (*June-August*)
Sponsored by the Chamber of Commerce for "Community Chest" soup kitchen. \$3 to charity.
- THURSDAYS: Main St. Peconic River Front, Riverhead, NY
Sponsored by The Chamber of Commerce. FREE (*June-August*)
- THURSDAYS: Sea Cliff FD, Sea Cliff Ave., Sea Cliff, NY
\$5 Admission. Sponsored by The Sea Cliff Fire Dept..
- THURSDAYS: Main St., Mineola, NY
Sponsored by The Chamber of Commerce. FREE (*July-September*)
- FRIDAYS: Bellmore Train Station. Sunrise Highway. Bellmore, NY
Now run by...?.. some local group now charging \$5 - expensive - any info about this ??
- FRIDAYS: Massapequa Train Station. Sunrise Highway. Massapequa, NY
Sponsored by Massapequa Chamber of Commerce. Two cans or more of food – to charity. (*July - August*)
- FRIDAYS: Meschutt Beach @ The Beach Hut. Canal Rd. Hampton Bays, NY.
Public Gathering. FREE after 5PM
- SATURDAYS: Cedar Beach @ The Beach Hut. Ocean Parkway, Cedar Beach, NY
Public Gathering. FREE
- SATURDAYS: Super Stop & Shop. Rt 25 (1/4 mile east of the Bull), Smithtown, NY
Permission from Stop & Shop. FREE
- SUNDAYS: *AM Cruise* Ocean Pkwy, Captree Beach thru May, then at OBI. Babylon, NY
Public Gathering. FREE

What about Brooklyn & Queens? They are part of LI too!
Anyone have info about Cruise Nights being held there?

Long Island Needs A Dragstrip!

By John Cozzali
Guest Writer

Hi it's John Cozzali, I am the founder of LI NEEDS A DRAGSTRIP. I started this group about a year ago trying to see how many people were unhappy the we do not have a race track here. Long Island is one of the largest hotbeds of performance and race car interest with thousands of people who used to legally race on area tracks, and now sadly have not one local venue to head out to. They have one by one been closed over the years until nothing is left but boulevards and avenues for people to engage in stop light drags. This is not only a shame but dangerous! And none of us here at "LI Needs A Dragstrip" are promoting engaging in street racing as some might erroneously claim. In fact, we are hoping to make the streets safer by helping to form a track venue where people can bring their vehicles to race. Get them off the streets and onto a track!

Bridgehampton Circuit - closed, LI Dragway - closed, National Speedway - closed, Freeport - closed, Islip - closed, And over 30 more closed over the years!!

Well, even we were overwhelmed by the response! It turned out that we have almost 15,000 people in our Facebook group that feel the same way! We are getting frustrated that we have to travel off Long Island to enjoy our hobby. This goes for drag racing, road courses, motor cross, ATV and go carts. Street racing will never go away as long as there is no track to turn to. We can however minimize it by having a place for people to meet and legally and safely race like they do in every other part of the good ole USA!

A track will actually make LI safer.

Our mission is to bring awareness to Suffolk County and all of Long Island, that we are spending our money in many other states but our own! Along with this, there are factors involved with making our streets safer. Also boosting our economy to the fullest by showing Suffolk county the economic benefits of a well-organized and local racing facility.

We are trying to get a motorsports park for everyone to enjoy. It is a logical and beneficial effort. We ask you to join our cause if you are an enthusiast of any sorts of motor sports! Add your name to ours and help us bring back to LI what is always had in the past, and make our streets safer at the same time!

We also have our cruise nights every Tuesday from 5-9pm at Jesus is lord church in Holtsville with food, Dj, and refreshments. We try to raise awareness of the need for a track and encourage safe streets. So come down, have fun and show your ride!



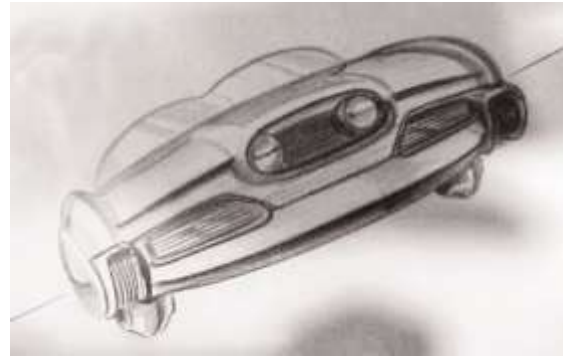
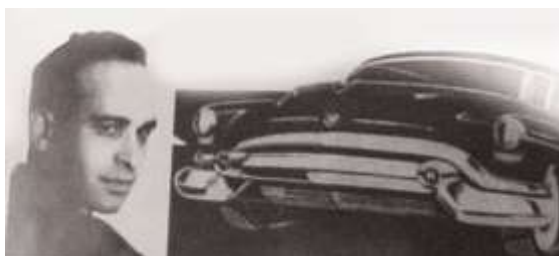
The Apprentice

By Alan Blay
Guest Writer

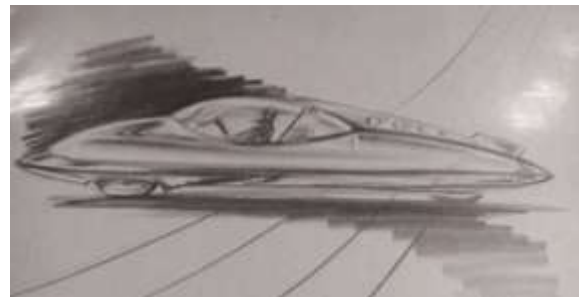
Many Corvette enthusiasts talk about the studio at GM as if Harley Earl hired a staff of designers to help him draw each vehicle. In gesture this is fun and great conversation, but it is not as it happened. I have known one of Harley's team members, but did not know the full story until recently. It goes something like this.

In 1949 General Motors expanded its hiring of artists and stylists to assist Mr. Earl in the postwar vehicle development. Since new vehicles were in short supply right after the Second World War, no effort was needed to sell vehicles. Any new car commanded over list price, as this was more than ten years before the window sticker (Monroney Act) was developed (another article I wrote about several years ago). When demand for vehicles was satisfied by 1949, auto manufacturers decided that exceptional styling and engineering would be needed to bring the next buying crowd into new car showrooms.

Harley Earl wanted an endless stream of sketches so he could pick what he wanted. Then clay models would be made, and the vehicle parts would be drawn and tooled up for production. One of the sketchers he hired was Herbert Roy Jaffe of the Bronx.

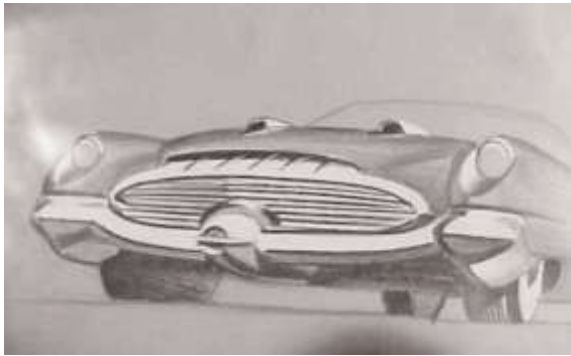


At 22 years of age, Roy was a college graduate who made his own automobile models since he was 13 in 1940. (He still has them.) Roy sent them to T. E. DuCharme in the Styling Section and an interview was set up in March. He was hired to work in Detroit with Art Ross in May 1949, right out of college. Salary was \$325 per month, with \$10 additional for a cost of living allowance. (I have copies of both his hiring letters.)

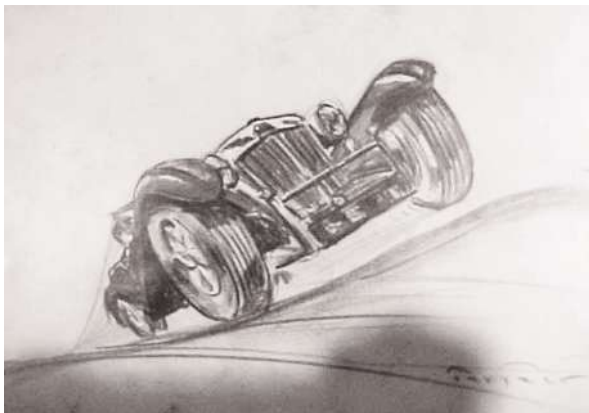


Roy worked with Homer LaGasse, John Foster, Richard Teague, and Robert Scheelk. All they did was do sketches of autos. Roy did noses, some half dozen a day. They were done in Prisma Color Pen on French mitientes paper. It has a knapp finish to hold the color. He worked with 3 or 4 clay modelers using 2 or 3 clay bucks. The important thing is each part was drawn as an art form first, before dimensions were assigned. He reported to Art Ross. Harley Earl would inspect the drawings at night, and tell the supervisors what he liked.

Roy's nose design was chosen by Mr. Earl to be used on the 1953 Oldsmobile Fiesta. Art Ross informed him of the good news!



Roy left GM in 1953 and worked on many designs for many different companies in the New York City area. Many were automotive parts such as the Remote Control Mirror, and one was toy cars for the Ideal Toy Company. But one very important assignment was the beginning of Corvette development.



In 1950, after working at GM for about a year, Roy purchased a leftover 1949 MGTC from Inskip Motors in New York City. Roy had befriended Inskip since he was a child, as they sold many special European Performance Cars such as Mercedes and Jaguar. After purchasing the MG, Roy drove it to Detroit. It was in the parking lot every day - there he was - a young recent college graduate driving a sports car! He had arrived!

He even did some Prisma color sketches of it for Art Ross to inspect, and Mr Earl saw them. In 1951 Roy was part of the team that brought the Buick Lesabre to Watkins Glen for the Grand Prix!

The LeSabre was shipped and two carloads of people and supplies headed to the races. The race went through the town in 1951 before a track was built. Hence his influence with the MGTC and the Watkins Glen Grand Prix. Displaying the LeSabre did contribute to development of the Corvette Motorama car. One of the sketches Roy has is the driver side quarter panel of the LeSabre. When he left GM in 1953 he took many of the sketches, which would have been thrown out if not claimed! (Imagine that!?!)



Today at age 83, Roy has an eight car collection including a 1963 Buick Apollo. He designs swimming pools for in-ground installations and is a licensed professional Engineer. The GM employment does add prestige to his career, and he has done Library Seminars on automotive design to a grateful and appreciative public.

(Sadly, Herbert Roy Jaffe passed away recently at the age of 89. We are grateful for all his contributions to the automotive industry.)



My Car Story



1971 Jeep Jeepster Commando

By Frank DeCecco

I bought my first Jeepster when I was 17 years old. I worked all summer to have it painted and restored. One month after getting it out of the paint shop, I got into a car accident and totaled the Jeep.



When I was 27, I bought another 1971 Jeepster. I had it fully restored. After a couple of years, I sold it to pay for an addition on my kitchen. When I saw that Jeep leave I swore to myself that I would someday buy myself another one. Now that I am 47, (*it must be something to do with the 7s*), I decided to pull the trigger!



Since I am older, I don't have the time and energy to restore another Jeepster, so I went on the web and found a father-and-son team that just restores Jeepsters. Hence the name of their company; "JustJeepsters". Mark & Jonathan Vilbert are the owners of JustJeepsters in Missouri, and they had a 1971 Jeepster that they found on a ranch in Arizona some years earlier. Being a southwest car, it has not rust whatsoever! It has all factory options with 44,000 original miles on it. It has power brakes, power steering, A/C, a clock, a headliner, and floor mats.



Most classic Jeeps nowadays are stripped of their originality and modified to be rock crawlers or customized off road trucks. They might have cut wheel wells, custom seats, bar lights and other after-market accessories. Not this one! It was all stock and super rare to find! I am a purist, so with that being said, this Jeep was definitely for me. I kept it all original with the only changes being a 4" lift, front disc brakes, and Mickey Thompson 33x11.5 tires with MT Outlaw II wheels.





The Jeep is a 1971 SC1 edition. They only made 500 of them! Next to the '71 Hurst edition which they only made 100, mine is the second rarest Jeep ever made. Butterscotch Gold with the black stripe is the hallmark of the SC1. They did not offer any other colors but this! The interior is black with some painted areas that are the same factory color of Butterscotch Gold. The seats have a white pinstripe from the factory.



The engine is original and believe it or not is a Buick V6! It is called the Dauntless and is a 225 cubic inch little beast! It pulls nicely and is very reliable. It has 160hp @ 4,200 rpm and 235 lb/ft of torque @ 2,400 rpm. The transmission is the original Turbo HydraMatic, also a GM unit, and the rear differential is a Dana, which is also original to the car. The Jeep runs great and while it might only hit 75 mph, it is incredible fun to drive!

I bought this latest Jeepster last year in February of 2016. It came to us during one of the snow storms last year, and the car carrier had quite a time trying to get to my house up the hills! So we had to go to the local elementary school to meet him and get it. Driving it home caused a bit of nerves since the weather was nasty and I did not want to get it too dirty or muddy! Once home, we cleaned it up and parked it safely in the garage.



My son Drew and I have been to multiple car shows and everyone appreciates the Jeep. In fact, last year at our first show, we won a Best of Show trophy and we were thrilled! While we did not expect that, we were very pleased and honored to be selected as one of the six standouts that receive that honor.

Since my Jeepster is a daily driver, the folks who own the new Jeeps get a kick out of mine. Driving around town you get nods and waves, and of course thumbs up! It's a great brotherhood to be a part of! Jeeps owners are a great bunch and they appreciate everything Jeep!

I've gotta tell you - nothing is better than driving a classic car!

(Absolutely stunning Frank! When you're ready to sell let me know!) Pete



Here is where we keep the past records of all our old Newsletter editions. You will never find them on your own, as they are kept at a secret and secure location inside an impenetrable vault.

These are the latest pictures of our facility.



Once inside, access is only obtained by permission of our crack staff of security and record-keeping personnel.

WARNING: They are highly trained in all forms of martial arts and weapons use. Though they might not look the part, these are serious individuals. Be forewarned!



On occasion we will surreptitiously move the contents to other secure locations we have contracted to use. Our documents are very valuable and their protection is of paramount importance to the Collector Car Hobby.

Here is a picture of "Ed". He is one of our top Archivists. He is experienced, having been involved in the car hobby since 1947. He is also a former Green Beret and was an NSA auditor.



Here is a link you can use to view these old materials.....enjoy!

<http://www.liclassiccars.com/Newsletter/>

"Closing Comments"

'It's about time!!

By Peter Giordano

Editor

"Busy, busy, busy!!" As Professor Hinkle said. Where does the time go?!

I have to confess, that as someone who reports on the car scene, loves cars, owns a small fleet of classic muscle, and attends probably between 75 and 100 events every season - I haven't been to even 6 yet! And it's mid May already!

Why?

To start, I am just so darn busy with life right now. House issues, car issues, started a new job recently, kids school stuff, doctor visits, - the list goes on.

Suffice to say, Pete is not a happy boy right now. You know how it is when doing certain things keeps you "up", jolly, fulfilled, and even happy? Well, I am in sore need of some of those things!! Like a jogger who hasn't run in weeks, the lack of endorphin supply has me down.

We are made to be happy creatures - not just through lack of stress, but by doing things we enjoy. Kids run and play, teens bond, girls chat for hours, women shop, men drink beer, and let's face it - car guys need cars!

So I am planning to get out there and start going to the car shows and cruise nights! ASAP!!

(Right after I do all the things that need doing around here)

On another note -

We are looking for new writers who have ideas and would like to try their hand at it. You can write just a one-time column if you like, or a series, or even become a regular on a part-time basis!

Don't worry about being an English major or perfect writer or speller, that is my job. I will make you look good!

We are actively seeking submissions for the MY CAR STORY features!

If you have a classic or specialty car or truck - let us know. We would love to do a feature on it!

One more thing --

We have started a database of cars for TV, movie, commercial, print and production companies!

I get calls and emails many times during the year from production companies. They need specialty cars and will pay you for your time and vehicle usage!

So - go now to the "Register Your Car" link on the website's main page and put in your information and some GOOD pictures of your car! We will keep them on file (privately), and when these production companies call, they will get to see your vehicle. It's free to register! Don't wait, do it now! Right after reading this Newsletter!!

Thanks for reading!

Peter Giordano

Editor

