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Our featured Guest Writers

Aren't we lucky to have them!

Lou Refano

Luigi tells the tale of another car company that has bitten the proverbial dust. It's a "sob" story to be sure!

Dennis Quitoni

Dennis is pragmatic and knowledgeable. Here he gives some timely advice on getting your ride ready for the season!

Howie Schneider

A trip this past September to the yearly Pontiac Celebration in Rhode Island!

Rich's Tech Tips

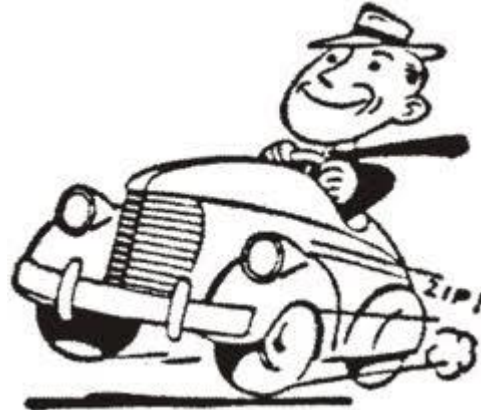
Our staff writer extraordinaire and resident tech expert - **Rich Fiore**, gives some of his usual sound advice - this time it's about resurrecting long sleeping autos.

"Back in the Day"

We've all heard that before.

By Peter Giordano
Editor

Ah, the days of 15 cent gas! Way before *my* time. When I started driving it was about 73 cents per gallon. People back then were telling me how high that was, and there were long gas lines everywhere when I got my license. I remember pushing my Charger on New Hyde Park Rd as the line moved up, car by car, to the Amoco station on the corner of Hillside Ave. I didn't want to run out of gas while idling! As I recall, sometimes we waited for up to an hour to get to the pumps!



Well, those days are long gone, as are the days pictured here for this happy fellow. Back in his time, going out for a drive was just a way to have fun, see some sights, take in the country, and relax with your family. Maybe you even used a tank full – 20 gallons. Who cared! At 15 cents per gallon it cost you a whopping three dollars for a day's entertainment! People would drive just for the heck of it. Gas cost was rarely a factor in where they went.

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I remember doing the same with my friend Ken Kapp and some of the other guys. We would go places just to go. To get out and see things, maybe meet some women, have a drink or two, and then hit the beach!

When gas hit a dollar, we used to argue about who would drive and then eventually we would all pitch in some cash to the driver for a night out's worth of gas.

(Note: Ken had a VW Bug that got over 20 mpg – my Charger got 10 on a good night if I feathered the gas pedal. So – despite the Charger's fun-factor, they usually wanted to travel in the Bug to save a buck each. Amazing how little dough we had in our pockets in our teens!)

Minimum wage was about two bucks and gas was over a buck, I would work for eight hours and couldn't fill my Charger's twenty gallon gas tank!

But I digress....So now, where were we? Oh yes, back to the happy little fellow above. The American lifestyle of the post-war 40's and 50's seems to me like it was king and a grand time! Suburbs had been built all over, roads were expanded, and automotive style was always the next big thing as it changed on a yearly basis! Yes, salaries were lower, way lower than today, but relative percentage of costs were so much better then.

The avg. salary was around ten thousand dollars a year, but the average car only cost about two or three thousand! Nowadays, the average salary is around forty thousand and the average car is around twenty five to thirty thousand!! Cars back then could be bought by the average Joe or Jane with a monthly payment of 35- 50 dollars! Now, forget it! Payments are around 300 - 500 bucks a month!

People today buy cars that cost more than their yearly salary, and certainly more than their take-home pay! That was unheard of a generation ago!

We now have gas that is over \$4 per gallon for the last several years. It has certainly put a crimp in everyone's travelling, unless of course you are really well-heeled and gas prices don't affect you. People don't drive now "just to drive" nearly as much as in the past. I suppose that is good for the environment, but what about the American lifestyle and spirit?

Here's the point:

Well, actually, I might not have one. It just hit me to talk about this while I was thinking about how easy it used to be for families to have a little shed or garage on their property, work on their cars, and go where they wanted when they wanted, without concerns over the costs of monthly payments and out-of-sight fuel prices! How will the costs of cars and gasoline in the future affect us and the next generation?

I for one certainly hope that the American way of enjoying the open road in a cool car doesn't fade away. It is part of our society, our heritage, and our spirit.

Maybe that is my point.



Long Island Classic Cars'

AUTOMOTIVE PICTURE CAPTION CONTEST

This contest is open to everyone!

(LI Classic Cars.com paid personnel, regular column writers, and business advertisers are not eligible.)

Winners will be notified by e-mail and/or phone.

Please submit all entries by the 1st of the next month. (Ex: for July's contest the entries are due by Aug 1st)

No substitutions of prizes will be allowed.

In the event of prize choices, winner will be given the opportunity to select the one they want.

All decisions are final and are made by the paid personnel of Long Island Classic Cars.com

Winners must claim their prizes within 30 days of contest end or forfeit the prize to the runner up.

If there are multiple correct entries on puzzle, matching, fill-in, or Q&A contests - winner will be randomly selected from all correct entries.

A few simple rules:

- 1) Be funny and creative!**
- 2) Keep it somewhat clean!**



Here's the winner of the last contest.

John Ballante

John wins a "Car Duster" from good ole'
California! Congrats John!!

“Finally, a way to get women to attend car shows!”

Here is this month's Picture Caption Contest image....



Send in your caption by 8/1/13 and be in the running to win the prize!

Cruise Night Information!



“EXTRA EXTRA! READ ALL ABOUT IT!!”

**I would appreciate info, feedback, and comments from you folks that have actually been to these places recently.
Please let me know what they are like.**

- MONDAYS: ZERO - ZIP - NADA - any info anyone?
- 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
- WEDNESDAYS: Nathan's. Long Beach Rd, Oceanside, NY
Public Gathering. FREE
- WEDNESDAYS: Broadway Mall. Routes 106/107, Hicksville, NY (July & Aug only)
Sponsored by the Mall and Hicksville Civic Assoc. Donation – 3 cans of food for local charities.
- WEDNESDAYS: Richie Ray's Pizza. 540 Commack Rd. (Corner LI Ave) Deer Park, NY
Sponsored by the Pizza place – FREE
- 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. \$? to charity.
- THURSDAYS: Main St. Peconic River Front, Riverhead, NY
Sponsored by The Chamber of Commerce. FREE (June-August)
- 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: Bob's/McDonalds Shopping Center. Sunrise Highway, West Islip, NY
Sponsored by the Long Island Road Gents. FREE
- SATURDAYS: Pep Boys Shopping Center. Waverly Ave & Sunrise Highway, Patchogue, NY
Sponsored by the Impressive & Aggressive Motor Club. FREE
- 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
- SATURDAYS: Aliano's Shopping Center. Rt 25A. Miller Place, NY
Public Gathering. FREE
- SUNDAYS: *AM Cruise* Ocean Pkwy, Captree Beach thru May, then at OBI. Babylon, NY
Public Gathering. FREE
- SUNDAYS: *AM Cruise* Bob's/McDonalds Shopping Center. Sunrise Highway, West Islip, NY
Sponsored by the Long Island Road Gents. FREE

Sundays were holding two other "Breakfast Cruises" at Joe's Muscle Car Garage in Babylon, and at "The Garage Diner" in Islandia. Does anyone know if those are still active or not? Also some restaurants were hosting Monday night venues. - Info?

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

"Saab Story"

Another one bites the dust.



By Lou Refano
Staff Writer

Back in the day when American cars were really big CARS, there was a smattering of imports that made it to our shores...not on the ubiquitous level we have today, but they were considered more of a novelty, certainly to this writer. Foreign cars were, well, different than the usual fare. They seemed a lot more interesting than the typical American car, what with their interesting gauges, switches, symbols, and stick shifts. Those Volkswagens, Volvos, Simcas, Renaults, MGs, Alfa Romeos, Fiats, Jaguars were a bit exotic compared to Chevys and Fords. They usually had bucket seats and were smaller than those big American boats. To a kid growing up in the '60s, they sure seemed a lot more fun.

One of the marques that definitely fell into this category was the SAAB. Even as a kid I thought, here is a real oddball-looking car with an oddball name. For better or for worse, it was memorable, and no mistaking it for any other, that's for sure. The first one from my memory was a neighbor's Saab 96 coupe. This was a little bathtub-shaped car with bug-eye headlights and a strange little triangular fixed window in the front door.

But since there were other concurrent bathtubs on the road, among them the VW Beetle and 1958-61 Rambler American, it really wasn't that strange of a look. To a six-year old it looked kinda "cool".

What I wasn't aware of then, was that this was truly an engineer's design. SAAB actually started as an aerospace and defense company...the initials stood for Svenska Aeroplan AktieBolaget (AB) which is Swedish for Swedish Aeroplane Limited. The company had first been established in 1937 for the express purpose of building aircraft for the Swedish Air Force to protect the country's neutrality as Europe moved closer to war. As the war drew towards a close and the market for fighter planes evaporated, the company began looking for new markets in which to diversify. Thus the inspiration for the theme "Born From Jets" which was used by GM as one of its final advertising slogans for the car.

GM acquired this car company as a wholly-owned subsidiary in 2000, but was unable to inject mass appeal into it. That truly was a "sob" story, but I digress...for now, let's stick to the positives...



SAAB's automobile design project was started in 1945, which became formally known as Project 92.

The Saab 92 went into production in December 1949, selling 20,000 cars through the mid-1950s. Pictured here is the first 92 that was imported to America in 1952 (exhibited at the General Motors Museum in Flint, Michigan in 2008).



The 92 was thoroughly redesigned and re-engineered in 1955, and accordingly was renamed the Saab 93.

The car's engine gained a cylinder, going from two to three and its front fascia became the first to sport the first incarnation of Saab's trademark trapezoidal radiator grill.

1960 saw the third major revision to the 92's platform in the Saab 96. The 96 was an important model for Saab: it was the first Saab to be widely exported out of Sweden. It proved very popular, selling nearly 550,000 examples worldwide. It was this car that made Saab in the US, one of which made its way into Roslyn, NY, and right down the block from me.

Engine-wise, the Saab 96 had a longitudinally mounted engine layout. It originally had a 750 cc, 38 hp three-cylinder, two-stroke engine. By 1963 this was increased to 841 cc, 40 hp. An optional 57 hp (43 kW) version of the engine, with triple carburetors and oil injection, was used in the Sport and Monte Carlo models.

The additional power was obtained from a modified cylinder head and filled crankshaft counterweights offering higher overall compression ratio. For 1964, the engine was tweaked to 42 hp. For 1966 models, the standard 96 841 cc, 46 hp engine, using pre-mixed oil, appeared with a three throat Solex carburetor in which the center carburetor handled start, idle, and low speed functions. The same carburetor had been used in the Monte Carlo and Sport models. In 1967 the 96 V4 appeared, featuring a European Ford V4 engine, a four-stroke of 1498 cc.

SAAB had tested other engines including those powering the Volvo B18, Triumph 1300, Lancia V4, Hillman Imp, and other engine offerings from Opel and from Volkswagen, but ultimately the Ford engine won out for its reliability.



The little bathtub that could had its share of European Rally success. The Saab 96 was driven most famously by Erik Carlsson, in many international rallies. His biggest successes were first in the 1960, 1961 and 1962 RAC Rallies and first in the 1962 and 1963 Monte Carlo Rallies. It was these successive, top-level victories that put the Saab 96 “on the map” and established its reputation for reliability and toughness. Carlsson also competed in the East African Safari Rally.

A two-door wagon variant of this style, the Saab 95, was first produced back in 1959. A few years after I lived down the block from the 96, we moved to Roslyn Heights and one of our neighbors there owned a 95 wagon...I believe it was a late '60s model. Got to ride it in a few times...a smooth, quiet car with all those funky gauges and buttons I mentioned earlier, and unusual for an import, a three-speed column shift.

The 96/95 was built in the Trollhattan, Sweden factory due to its large capacity, and the V4 models began production in Uusikaupunki, Finland. This model had the longest run of any Saab in history at 20 years, 1960-1980, the last 13 with the aforementioned V4 engine and only slight design and equipment alterations each year

On the 8th of January, 1980, the last Saab 96 V4 rolled off the production line in Finland, and was driven by rally legend Erik Carlsson from Finland direct to the Saab Museum at Trollhattan, where it is on display today.



I mentioned engineering earlier...did you know that Saab cars had a number of interesting firsts? They included:

1958: The GT 750 is the first car fitted with seatbelts as standard.

1963: Saab becomes the first volume maker to offer diagonally split dual brake circuits.

1969: Saab creates an ignition system near the gearshift, instead of behind the steering wheel like most cars – in an attempt to reduce the very common knee injuries during collisions, caused by the knee impacting the key.

1970: Saab introduces a world-first – headlamp wipers and washers.

1971: Heated front seats are introduced, the first time in the world they are fitted as standard.

1976: Saab was the first manufacturer to produce a turbo engine with wastegate to control boost.

1978: Saab introduces another 'world-first,' the passenger compartment air filter

1980: Saab introduces Automatic Performance Control (APC), and an anti-knock sensor that allowed higher fuel economy and the use of lower grade fuel without engine damage.

1981: Saab introduces the split-field side mirror. Reducing the driver's blind spot.

1982: Saab introduces asbestos-free brake pads.

1983: Saab introduces the 16-valve turbocharged engine

With engineering achievements like these, and many more, Saabs were truly “smart cars”...even though they didn't look the part! Back in the '60s, many people thought that foreign cars were a comical idea, but there was nothing to laugh at concerning the advanced engineering and design that went into every Saab.

Sources:

Wikipedia.org, saabhistory.com, Cars of the Sensational Sixties by James R. Flammang and the Auto Editors of Consumer Guide. Saab 96 photos ©Lars-Göran Lindgren. Saab 95 photo ©mr.choppers. Saab 92 photos by the author.

P.S. I believe I must give a proper tribute here to Carroll Shelby. He died on May 10 in Dallas, Texas at the age of 89. It was a privilege to do a two-part article (*see The Archive - April 2011 & August 2011*) on this great American icon, who made such a meaningful contribution to the American automotive scene and who helped shape this great industry. May his passion, entrepreneurial spirit and innovation live on in the hearts of car collectors everywhere.

Long may you run.



"Rev Up For The Season"

Ensure your car is safe and road ready!



By Dennis Quitoni
Guest Writer

It's that time again!

Remove that car cover, check the air in the tires. Now get her out the garage door and give her a wash and waxing until you get that special look and finish. Spring is here!... *well almost!*... You're ready, you're about to drive to the gas station, fill up with the best fuel you can get and hit those cruise nights!

Hold on, you're ready, but that Hot Rod's not. If you're into performance, and you are, there is plenty to do at this time. Sure you know to change the oil and filter but you planned to put that off a few weeks. But it's major tune-up time right now; from spark plugs to suspension systems. Firstly, remember where you left off last year with respects to the maintenance? You know the little things you wanted to do but didn't get around to at the end of last summer! Now is the time to do this type of work, before the heavy cruising starts.

Let's start with the fluids, do that oil change with a new filter, keep in mind - in the warm weather you want a slightly thicker viscosity oil, say 20W40. If your car runs hot, or is used in a very warm climate as opposed to the cooler weather

remember that the oil will become thinner [less viscosity] as it gets heated from the motor parts running hot. Starting the driving season off with fresh oil is the best way to keep track of the time period between changes.

The same is true of the antifreeze and water mixture in the cooling system. Check the mix as well as the level early in the spring, before the hot weather comes and you overheat for the first time because you were not aware of the amount of coolant that may have leaked out or condensed and vaporized. The thermostat spends all its time closed in the winter time, and a poor mixture of water and antifreeze will allow corrosion to stick to the part of the stat that moves and hinder the flow of water passing into the radiator.

The fuel filter is one area that is often overlooked at this time of year, but this is the perfect time to check or replace it. Guess how far that Hot Rod goes when the filter prevents the fuel from flowing at its max? Dirt particles tend to collect at the filter and settle there over the winter season. This also happens in the carburetor, on the floats or at the needle and seat area the inlet. Or the entrance to the fuel injection nozzles if that's what you have. That's why I believe the new season should start with a high pressure fuel injection cleaning or a can of carburetor Gum Out.

Let's move on now to some heavy duty parts of your car that will need attention too.....

If you didn't change the automatic transmission fluid last year, then start the year off with a new filter on the transmission, and fresh fluid in the oil pan. Again, the layover period allows much in the way of small particles of dirt or worn metal fragments to collect and condense at the bottom of the pan.

The rear end fluid and the manual transmission fluid don't need to be changed every year but if you haven't changed or checked them in the last few years, do it or have it done.

While I'm on the subject of fluids, don't forget the windshield washer fluid, the air conditioner Freon content, and the fuel level itself. That's right, check and add to the fuel as soon as you can because gasoline does go bad with time and the sooner you get fresh fuel for the motor to burn, the better it will run!

Wheel bearings, what better time than now to check them! At the same time take out the lube gun and do all the suspension joints that can be lubed. Check the brake fluid level and think about bleeding the brakes. From sitting around, the brake system may have collected tiny air bubbles that will come to rest in the wheel cylinders or calipers, and can be easily removed by bleeding the system and adding fresh fluid

A very important safety step to take!

Check the belts and hoses for cracks, rips, soft spots or loss of shape. It's a good idea at this time to tighten the belts and maybe spray some belt dressing on them.

The value of starting the year off with a fresh tune up is easy to see, but the most important part is; if the motor responds correctly and makes good power, most likely you won't need a tune up again until next year. This tune up if you have a carburetor, will include adjustments for fuel level, idle air mixture, fuel pressure, and idle speed. Fuel injected cars will also need to have a check of the pressure as well as a cleaning of the fuel nozzles.

Electrically, if your ride has spent a few months in sleep mode, the very first thing you should do is charge the battery and clean the battery terminals. Also take a good look at the battery cables and the connections at both ends of the cable.

Get out some wrenches and check the tightness of whatever bolts, nuts, screws, clamps, etc, that you can reach. Don't go crazy, but try to make sure that everything is properly tightened, not over tightened. This move will go a long way to prevent a hose from leaking, a bracket from coming loose, errant noise, or allowing some other part to not work as it should.

The idea of checking and tightening can and should be carried out to the body parts, interior screws, lubing door joints, hood hinges, checking of the spare tire for air, and whatever else you can think of.

All of the looking over and adjusting, tightening, and fluid adding won't take more than a good Saturday.

So now you have Sunday to do that wash and wax job you first went into the garage to do!



"A Pontiac Celebration"

Annual New England Show

By **Howie Schneider**

Guest Writer

My trip started from Long Island, NY with my 1992 Pontiac Formula Sunbird SE Convertible, white with red and black leather interior. It was September 21, 2012, and I was off to meet the Pontiac Club guys & girls at 9:30 am off the Long Island Expressway, exit 61 at a 7-11 on a bright Friday morning.

We embarked in our convoy driving even further east to the Orient Point Ferry, getting off the LIE at exit 68n, then straight up to Sound Avenue and continuing east. We had 25 classic cars from 1960s - 2010. Represented were a plethora of Pontiac vehicles including GTO, Tempest, LeMans, Bonneville, Catalina, Cam Am, Firebird and of course, my Sunbird.



A wave of classic cars on a beautiful sunny Long Island day! 65 degrees, perfect cruising weather, what a trip it was! In a little over an hour we arrived at the Orient Point Ferry. It was now about 12:15pm. We had about a 45 minutes to get tickets and some food then get loaded on the ferry for the ride across the Sound.

The boat trip took one hour and twenty minutes to New London, CT. After disembarking, we drove less than forty minutes to the Crown Plaza Hotel in Warsaw, RI. It was a beautiful hotel and we really enjoyed our stay there.



Our group said hello to the local car guys that were already there, and we settled in.



The day of the show we had a mist in the air but it cleared up soon and the sun came out in Rhode Island.

The show had about 300 vehicles. there were 14 vendors and 8 parts vendors as well with many hard to find items!

There was also a great cruise event that the cars took part in.

Some of the vendors were Nitemore Performance, Cruiser Style Magazine, OPG, Ames Performance, 1A Auto, SMS Auto Fabrics, Steele Rubber, Year One and Pontiac Registry.com.

We were spread out on a large green lawn, separated into 30 classes. My class F2, was for 1973-2010 midsize/compact and it had 37 years of vehicles in it. That was a huge and perhaps, oversized class. The 1977 Can Am won first place, second went to an '09 Solstice Coupe, and third to an '08 G8 which had 450 plus horse power!



My car is a tribute to my dad, Milton Schneider and to Richard Petty. In 1992 Petty, after racing for 35 years, had his last year and a fan appreciation tour. He ran it in a 1992 Pontiac Grand Prix.



The show overall was great, almost a Grand National style event! I personally enjoy a car show with a purpose, and this one had the designation of fighting childhood cancer. The proceeds went to two charities - The Tomorrow Fund and Alex's Lemonade Stand.



The concluding Awards Dinner was exciting and well-attended. We were able to meet friends from twelve different states of the union! Our Long Island Pontiac Club won 15 awards! A great showing for LI. Kudos to Cruisin' Bruce Palmer and Rick DiGiacomo - a job well done by our car guys in action! They covered all the bases in organizing and running things.



In conclusion; going to any national event for your brand will step up your game and you will learn many things. You will also enjoy the whole trip from beginning to end!

I personally want to thank my wife Judy for going to this great event with me!



Rich's Tech-Tips



By Rich Fiore
Staff Writer

Awakening That Old Bear From A Long Hibernation !!!

So you have bought that classic car of your dreams but it has been sitting for many years without even being started. So your first questions are "How do I start this Bear?" and "How do I preclude any damage after starting?"

So glad you asked oh inquisitive one!

Let's start with the basics which would seem obvious to most:

If the fuel has been sitting more than a year without any stabilizer added, it is more than likely bad. The tank should be either dropped and drained or siphoned/pumped out ... with the proper pump of course. Replace the fuel filter and rebuild the carb since they are more than likely gummed up. The carb seals are also probably dried out and will ultimately leak. The fuel pump will more than likely have dried seals too and may not be any good. I have seen a good fuel pump go bad after sitting for a short while.

The battery is probably DOA and the cables should be cleaned and inspected.

Change the oil and filter. All of the spark plugs should be removed and then inspected. For the minimal cost involved, I would replace them with new ones. While the plugs are out I would spray some penetrating oil in each cylinder.

On some motors like the Chrysler, you can spin the oil pump externally to get lubrication to the critical areas. Next try and rotate the engine by hand from either the crankshaft bolt up front or from the flywheel to verify that there is nothing seriously wrong. Cranking the motor over also gets that penetrating oil flowing in each cylinder.

Another must is the flushing and draining of the cooling system. While the system is open I would replace the water pump, hoses and thermostat. You can also very slowly run some water through the heater core and check for sludge and overall flow. Check inside the car and if it leaks - replace it.

Look at the distributor points (if so equipped), rotor, and cap. Again for the minimal cost here I would replace them. Also look at all the wires. Check for cracks, breaks, dryness, etc.

Another critical area is that of the brakes. First check for fluid in the master. If either reservoir is empty or very low, go on the hunt for the leakage. Inspect all hoses, lines, calipers and wheel cylinders for leakage. Anything that is suspect should be replaced. If all is OK, at the very least flush the entire system out with new brake fluid.

For a vehicle that has an automatic transmission, it's a good idea to change the fluid and filter if it looks dirty or has that burnt smell. Keep in mind this can sometimes be a bad thing when new fluid is introduced to an old transmission!

For a vehicle with a 4 speed, you might want to test to see if the clutch is frozen. Depress the clutch and try and move the car while it is in gear. If very difficult, the disc is rusted to the flywheel. You can carefully use the starter to try and break it free or just replace it.

After everything has been gone through, it's time to reinstall the plugs, fill the carb with gas, prime it and try and start it up. It's always a good idea to have a fire extinguisher handy in the event that something catches fire.

Once running, look for oil and antifreeze leaks... they are almost inevitable.

So that in a nutshell is the sequence of events prior to trying to start the old boy up. Hopefully it fires up without too much trouble and gives you much joy in the miles ahead.

Smoke em if you got em !!!

Quick and Dirty : Remember to keep your first test ride real close to home and keep an eye on all the gauges!
(If they work, that is.)



My Car Story



Hello there!

My name is George. I'd like to tell you about my mode of transportation.

It's a really far-out flyer that gets me around anywhere I want to go. It not only goes left, right, forward and backward, but up and down too!

I bought this baby after my first month working at Spacely Sprockets. My family and I had just moved into a new condominium in Orbit City about 150 miles from where I work, and I needed something easy to maneuver and lightning quick.

Sky travel has gotten so snarled with traffic these days. Getting to and from work used to be such a drag and took an hour or more! But now, with the Super Skyways in place I can make it home in less than 20 minutes on a good day!

So about my Aerocar - it's a new model, just came out this year - 2062. It has a MoonDrive 10,000 Fusion Unit for power, and Reverse Dynamic Thrusting Air Brakes. It also has the Hover 33A Gyro-Spectro Stabilizer upgrade to make vertical maneuvering a cinch!

Here's a picture of me on the day I bought the Flying Car.



Jane (my wife), loved the car when I flew up with it and surprised her! She wanted to take it right out, but she had never driven before and I told her she had to take lessons first and get a license. She was eager, but had some problems with learning how to handle the Aerocar.

The instructor almost quit his job after one day working with Jane (my wife). He told me she hit the reverse thrusters during a left turn and spun them three levels down on the Space Highway facing the wrong direction!

They narrowly got out of that one, and she almost wrecked my new flyer! Then she saw a shopping center over to the right and made an abrupt turn, crossed 16 lanes of traffic and swooped down into the parking area without signaling once! He said Aerocars were flying all over trying to avoid her!



At that point the lesson ended and Mr. Rocket flew the car to the nearest Sky Clinic to get himself a tranquilizer.

Eventually Jane (my wife) got the hang of it, and now she can drive about the City with minimal incident.

My boy Elroy, just loves to ride in the car! He always asks to tag along with me wherever I go. Daughter Judy, is always asking me to drop her at school or a friend's house. The "Drop Off Tube" option really makes that easy to do, as I no longer have to park to let her out of the car! Just push a button - and "whoosh!" out she goes!



Did I tell you the top speed of my flyer? It can reach 7,000 mph! Problem is - the Skyway Cops are always lurking about and they ticket you faster than you can say "Gee Officer, was I really going 6,000? I Thought I was only doing 4,200!" They never buy it.



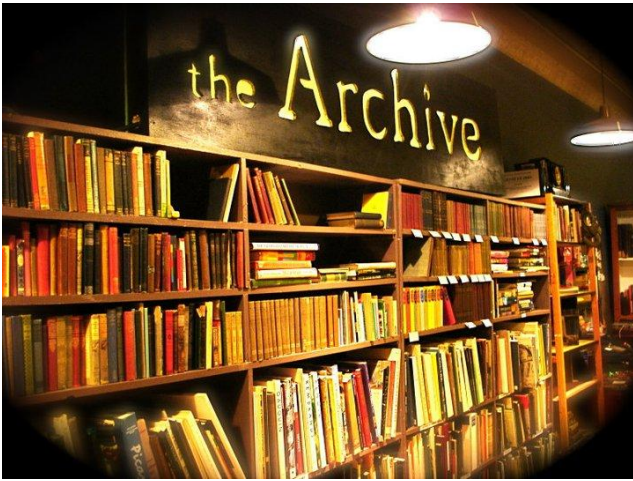
One day while flying home from the Jupiter 7 Diner, we encountered Mr. Cogswell, my boss' competitor. He was so arrogant and my boy Elroy urged me to race him. Well, we did. Before you knew it, I was getting another ticket for speeding and reckless flying! It was my eighth one in two weeks and I had to go to night school to take a Defensive Flying course to keep my license.



We are a very happy family and love travelling together in the Aerocar. I hear there is a new Aerial Cruise Night taking place in Mars City - just a few hundred miles away. It sounds perfect for one of our nights out on the town. I hope they allow dogs there because Astro likes to go with us. If we leave him home he chews the remote for the Auto-Walker Platform and sometimes relieves himself on Rosie's closet door. She sure gets mad at that!

Hope to see you out there on the Skyways of Orbit City. And watch out if you see Jane (my wife) driving!





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 "Jim". 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"

Thank the Lord!

By Peter Giordano
Editor

It is finally here and done, the new format of our Newsletter has arrived!

I would like to thank all you folks out there for taking the time to read this, and for your patience in waiting for it. With so many kinks to iron out and writing delays - it was a long work in process. But the results were worth it!

We hope to be back on a regular basis now that we have Govt. permission to proceed. After enduring 10 months of wiretaps and internet spying from the Obama administration, we have been cleared as a "non-partisan" publication that will no longer be targeted, and we are deemed "fit for public consumption."

Much thanks to our writers as always! Without them - our Newsletter would be non-existent. Rich Fiore has been with us from day one, and Lou Refano joined us shortly thereafter. Dennis Quitoni has become a much-valued contributor and writes for us on a semi-annual basis for several years now.

And to all our occasional and one-time guest writers -- a big thank you!

Your comments are welcome folks!
Let us know what you think about the new format of the Newsletter!
How about our writer's efforts?
We'd like to hear from you!
Feedback is a good thing!

Send to: newsletter@liclassiccars.com

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!

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

Give us a call or send an e-mail!

Have a great summer - and see you out there at the shows and cruise nights!

