

Vol. 19, No. 3

Ragtops &

Rumbleseats

Mar 2012



- **A New AACA "MAP"**
- **National Notes From Philly**



Vintage Advertising

We've all heard of touring cars and roadsters and coupes and sedans. How many of us have heard of a parlor car? Here's a 1915 advertisement for that year's National parlor car. Note the overhead drawing that shows the configurable seating, as if you were arranging armchairs in your parlor at home. They could be turned to face one another, or removed completely if necessary. There is only one passenger door, located towards the rear.

Its advertised price indicates it was an expensive auto, and it was equipped as such with electric starter, four-wheel brakes, and a motor-driven tire pump with air hose and tire gauge.

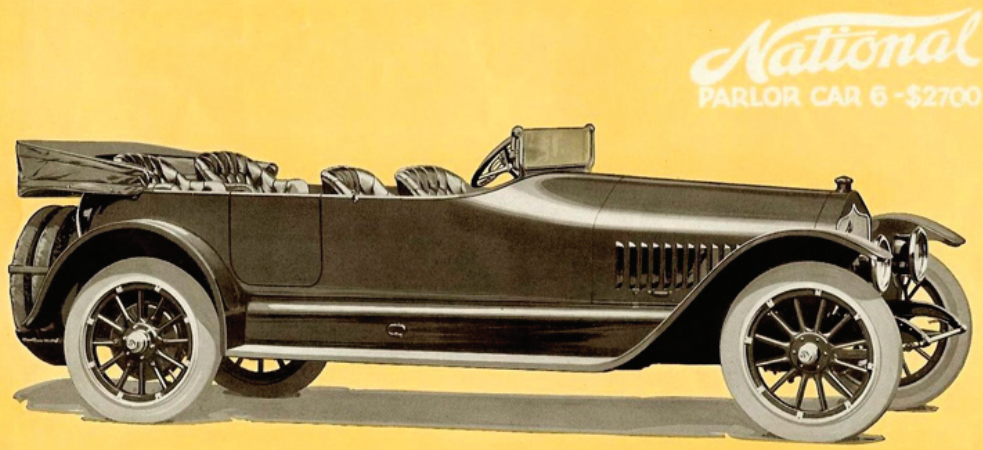
National Motor Vehicle Company was based in Indianapolis, and made cars from 1900 through 1924, when it was dissolved and absorbed by Chrysler. 1915 was their peak production year, with over 1800 cars made.

In This Issue

Report from AACA Annual Meeting.

New AACA Award Announced.

75th Anniversary Cadillac visits the SIRAACA Garage.



THE National Parlor Car is appropriately named. In luxury and refinement this new National design excels the conventional touring car to the same degree that the Pullman excels the day coach.

These deep, massive comfortable seats are veritable armchairs. They are adjustable and easily moved forward or back, or may be readily turned so that passengers can face each other. When adjusted, the chairs are held firmly in place. Any of the chairs can be entirely removed.

Such a creation of beauty and service is typical of National progressiveness. It is the result of diligent effort to produce greater convenience, comfort and style.

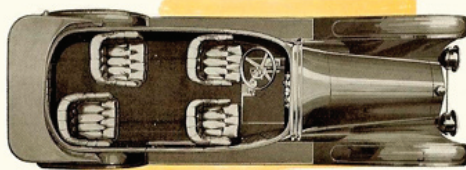
Entrance and exit is through a single broad door on either side. On the driver's side the door is located forward. These wide doors and the National design of passage to and from the front seats afford the very maximum of convenience. With the movable seats the tall or short driver can

place the entire seat in the exact position desired. This feature will be appreciated by lady drivers.

In finish and appointment it is superb.

We predict this National Parlor Car to be a forerunner of next year's fashion. This type of arrangement will prove successful for the simple reason that it is better.

With its long wheelbase, cantilever springs and its easy armchairs, the National Parlor Car excels all previous efforts toward comfort and smooth riding.



Trivia Question: Whose automobile line in 1950 consisted of the Custom Commodore, Super and Pacemaker Series?

Answer: Hudson. The Hornet joined as a fourth series the following year.

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Minutes of the 442nd Meeting

February 7, 2012

1. The 442nd meeting of the Staten Island Region AACA was called to order by President Paul Jr. at 7:30 pm at the Manor Restaurant. Following the Pledge of Allegiance and a moment of silence, Tony DiAngelo read the minutes of the 441st meeting. They were accepted as read.
2. Guest speaker John LaBarbera made a presentation about the efforts of the Siller Foundation and Firefighters for America's Bravest. They will be holding fund raisers throughout the year and are looking for helping hands.
3. Atlantic City bus trip is set for February 25. The turnout is much lower than expected and the club will look at alternatives as a way to avoid losing money on the trip. Those who have paid to come will be notified once the plans are finalized.
4. The club has purchased a 1986 Camaro Z28 for this year's raffle car. The car has less than 19,000 original miles and is getting a free repaint courtesy of MAACO.
5. The club is working on establishing a youth program at McKee High to teach auto shop students about maintaining and appreciating antique cars. The plan will include signing up participants as student members of the AACA. The club will need a string of volunteers to help run the program.
6. The club is considering naming the Emergency Children's Help Organization (ECHO) as its benefitting charity for 2012. A new sponsorship kit is being prepared in advance of the upcoming car show season to help drive donations our way.
7. We have been invited as a club to participate in a car show to be held at Straub Buick in Keyport, NJ on April 21, and can bring the raffle car. The NYC Chili Cook-Off is being held the same day at Richmond Town. Wednesday cruise nights at Richmond Town will begin in May.
8. Paul Jr. detailed the upcoming MAP program from the AACA as well as his plans to attend the AACA Meeting in Philadelphia.
9. The club will look into free office space and a meeting room at Seaview Home & Hospital.
10. Phil Boffa gave a treasury report. All is in order.
11. The meeting was adjourned at 9:30. The 50/50 collected \$43, with Bob Columbia winning \$22.00.

Respectfully submitted,

Tony DiAngelo, Secretary, SIRAACA



First Foray into Philly

I finally had the chance to visit the AACA Annual Meeting in Philadelphia, heading down on Friday to ensure that I would be able to attend the president's dinner that evening. Before I donned my presidential mantle, I spent the earlier part of the day as my alter ego, the newsletter editor. I attended the seminar devoted to regional newsletters, where I learned that ours was being honored once again with an Award of Excellence. The Master Editor Award winners were represented there, with examples of their work for inspiration and guidance. Afterwards, I had the chance to speak with a couple of editors who had won the Master Editor Award, including Judy Edwards of the Brass-Nickel Touring Region and John Sayler, Jr. from the Gettysburg Region. Each shared valuable tips, and at the same time were happy to learn a secret or two that I've relied on.

From there, I switched hats again, this time playing the role of a reader as I attended the Hemmings seminar conducted by their editor, Rich Lentinello. Rich is a transplanted Brooklyn boy living in Vermont, and spoke about all things Hemmings, including its history and its future endeavors. Following his talk, we had the chance to chat, and he noted that there are several Staten Island cars that he's seen or heard about that he's hoping to get into his publications. He also noted that he visits home once and awhile to stock up on bagels, Italian bread and other goodies not found in Bennington. I told him we'd love to have him visit our show as well. A formal invitation will follow.

The dinner that night found me sharing a table with the fellow presidents from the newly chartered Brooklyn Region, the Western Pennsylvania Region, the Chemung Valley (NY) Region, the Northern Neck (VA) Region, and former AACA President Sharon Lee. After dinner and a round of speeches from various executives and board members, each region president was given a chance to address the room with the latest about their club. I mentioned that we will be raffling off a 1986 Camaro Z28 with less than 19,000 miles in an effort to raise money for local charities. When I returned to my table, everyone asked if I had tickets on me. Not one to lose the opportunity, I took down their contact information and promised to sell them some as soon as they were ready. Note for next year – if we have the car ready, consider taking it to Philadelphia that weekend.

It was time for a judges hat on Saturday morning as I attended my first ever judging school, allowing me to become an apprentice at a regional meet sometime this year, if I could find the time to do so. Even if I don't, the class was worth it, as I picked up a few pointers unbeknownst to me as a long time competitor on the AACA show field.

I couldn't hang around that evening for the general dinner and national awards ceremony, but my short stay was informative, interesting and entertaining.

Newsletter Award

The club's newsletter was once again honored by the AACA with an Award of Excellence, announced at the annual meeting in Philadelphia in early February. Congratulations once again to club editor Paul Arena, Jr. for being recognized for a job well done on the national level. In addition, thank you to all of the members who helped contribute articles, photos and ideas to ensure that the newsletter remains topical, informative, and fun to read.



From the President

I'm not sure how many of you read through the AACA Forums over at www.aaca.org. I tend to go through several each day, bouncing around the cars for sale, the comments on national meets, and the general discussion threads. One thing that seems to stand out is the number of people who post there with zero tolerance for other facets of the collector car hobby.

By this, I mean modified and custom cars. Occasionally, someone will post a modified car for sale, or a story about someone famous who drives around in a hot rod. Immediately, people begin trashing these posts, grumbling about ruining a perfectly good antique car or daring to spread that horror among the AACA community. I for one am embarrassed for them.

I'm happy that our club has a very welcoming attitude to all types of collector cars. There are many members who have several cars to fill different desires. We have members with an AACA Grand National winner parked next to their hot rod or boulevard cruiser. Owning both types doesn't lessen their commitment to either one.

In fact, our welcoming of all types of vehicles is the primary reason that we draw close to 600 cars to our fall show. If it was strictly a stock show, we wouldn't be looking for a bigger field.

In the end, it's all about taking pride in your ride and sharing it with others who can appreciate the effort that made it what it is.
- Paul Jr.

- NEXT MEETING - March 6

Our March meeting is scheduled for Tuesday, March 6 at 7:00 PM, upstairs at **The Manor Restaurant, 917 Manor Road.** We will collect \$5.00 from each member in attendance. Pizza and soda will be served.

New AACA Mileage Award Program

The AACA has begun a new program designed to award those who drive their antique cars. Known as MAP (Mileage Award Program), it is a self-monitored tracking of the mileage put on an eligible car during the calendar year. Registrants send in an application and a \$25 registration fee by March 1, 2012 and note the mileage of their vehicle. A special badge is sent to the owner, with openings to display various milestones. The first award is given at the 2,000 mile mark. The second award is given at the 5,000 mile mark, and subsequent awards are given at 5,000 mile increments beyond that. For more information, contact AACA headquarters or Sherm Carey at scarey@vnet.net. Happy motoring!



Atlantic City Bus Trip Rolls On

A last minute back-up plan saved the day for those intent on making the trip to Atlantic City for a day of fun at the tables or at the auto auction on February 25. With not enough people to secure its own bus and the threat of a cancellation looming, the club was able to get on an existing AC charter, and ended up with a better overall deal, receiving \$30 back from the casino plus a food voucher worth up to \$10. Several friends of the club that attend our shows and cruise nights each year happened to be on the same charter, allowing the club to sell off its remaining discount tickets to the auction before it left Staten Island.

A Friend of the SIRAACA Garage

This month we venture outside to visit a neighbor of the SIRAACA Garage with close ties to the club. It's a 1977 Cadillac Coupe deVille with a recently won AACA First Junior award, owned by Joseph Fauci.

Joseph owned a car just like this when he was in high school, and was always on the lookout for a clean example all these years later. With that in mind, he was told about this particular car by Andrew Napoli, who learned of its availability in New Jersey.

Joseph made the deal for the Caddy, which was an incredibly maintained original car with just over 20,000 miles on the odometer. The Naples Yellow coupe was one of 138,750 built in Cadillac's 75th anniversary year, the first year for the smaller-sized deVilles.

Enter Paul Arena Sr. and pals from the club, who helped Joseph detail the engine compartment and undercarriage to prepare it for its AACA debut at Hershey in 2011. It took First Junior honors its first time out, and was the only car to do so in its class that year, setting the mark that its fellow classmates failed to reach. It's looking for a Senior Award at the upcoming spring meet in Reading, PA later this year.

Do you have a car (or had a car) that should be featured in the SIRAACA Garage? Let me know at the meetings, or via parena2@verizon.net.



Five models made up the 1977 Cadillac lineup, including deVille, Fleetwood Brougham, Fleetwood limousine, Eldorado, and Seville. deVille's could be had as coupes or sedans, and were slotted as the entry level Cadillac following the demise of the Calais. Base price for a Coupe deVille was \$9,654. (photos by Paul Arena, Jr.)



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