

Vol. 27, No. 9

Ragtops & Rumbleseats

Sep 2020



• **We Go to a Car Show!**





**1982 RIVIERA CONVERTIBLE
TOP OF THE LINE
IN PERSONAL LUXURY**

- Choice of two exterior colors
FIREMIST RED
WHITE
- White convertible top
- Sumptuous red interior
- Genuine leather in the seating area
- Custom wire wheel covers
- A host of standard Riviera luxury convenience features
- Advanced engineering

A LIMITED EDITION — ONLY 500 WILL BE BUILT

**1982 RIVIERA T TYPE
STATE OF THE ART IN
AUTOMOTIVE ENGINEERING**

- New generation Turbo V-6
- Gran Touring suspension
- Gray Firemist exterior
- Blacked out grille
- Specific Aluminum wheels
- Chrome styled remote controlled mirrors
- Amber turn lamps
- Matching gray interior with cloth bucket-type seats

RIVIERA T TYPE SETS A NEW STANDARD FOR ROADABILITY AND PERFORMANCE



1982 RIVIERA T TYPE

Did you know that the name “Riviera” was initially used by Buick to denote a two-door pillarless hardtop, beginning with the 1949 Roadmaster Riviera coupe? It became a model beginning in 1963.

Vintage Advertising

The 1982 Riviera convertible was the first convertible from GM since they stopped dropping tops with the 1976 Eldorado. They began life as a coupe built in Linden, NJ, but without a rear seat or headliner. They were then shipped to American Sunroof Corp. in Lansing, MI for conversion and completion. As this poster notes, plans were to build only 500, but dealers and buyers wanted more, so GM built 1,248.

All were finished in either Red Firemist or White, with Claret or Maple interior. Base engine was a 252 V-6, with the optional Olds 307 V-8 offered for a bit more performance. Selling at around \$24,000, it was nearly \$10,000 more expensive than a coupe.

1982 was the second year of the Riviera T-Type. By 1983, the T-Type spread to other models, including Regal, Skylark, Century and Skyhawk.

In This Issue

Members win at AACA Grand National in Gettysburg.

Another Oldsmobile now calls the SIRAACA Garage home.

Our second trip in the SIRAACA Time Machine.

Trivia Question: Who is the French bicycle racer who went on to manufacture porcelain spark plugs? His name endures within the brands of two popular plugs today.

Answer: Albert Champion, of the Champion Ignition Company and AC Spark Plug Company. Today, his name is behind those of AC Delco and Champion spark plugs.

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Minutes of the 542nd Meeting

July 7, 2020

1. The 542nd meeting of the Staten Island Region AACA called to order on the lawn alongside Richmond Town's Courthouse around 6:30 PM.
2. The minutes of the 541st meeting were recapped by President Paul Jr.
3. Members were briefed on the factors that supported the club's decision to cancel its Fall Show. These included health and safety, insurance, host uncertainty, public gathering limits, and economics.
4. As such, the raffle is also canceled. Any member who has sold tickets should contact Paul Jr. to arrange for the return of all monies collected.
5. Unorganized events such as the Sunday morning cruise to Great Kills Beach are the few remaining ways to stay active. Club will consider an unorganized cruise at Applebee's in the Bricktown Shopping Center.
6. The New Hope Auto Show revealed their plans for a restricted car show in August.
7. The folks behind the AACA *Speedster* email challenged all members to submit a photo of their car out for a drive, to be included in the next issue. Any members not currently receiving *Speedster* can register on aaca.org.
8. It was suggested that we make a reach-out to all of 2019's trophy donors to let them know we are pausing for 2020 and offer any support we can as their businesses deal with government lockdowns.
9. Paul Jr, introduced the SIRAACA Time Machine, which will begin running in the August newsletter.
10. It was suggested that we pass on a meeting for August; however, we might use the date to gather with our antique cars in the Richmond Town parking lot and grab an ice cream at Egger's.
11. There was no 50/50 held after the meeting was adjourned at 7:50.

Respectfully submitted
by Paul Jr. for
Tony DiAngelo, Secretary

NOTE - these are the reprinted minutes from July's meeting. The club did not meet officially in August.

SIRAACA Goes 4 for 4 at AACA Grand National Meet

Congratulations are in order for the AACA, who worked tirelessly to ensure that this year's Grand National Meet was held despite countless challenges posed by COVID-19. Originally scheduled for July in Allentown, PA, it was delayed until late August, and then relocated to Gettysburg to ensure the facility was large enough to safely hold hundreds of AACA Senior Winners and their owners as they competed for the upper tier of national awards. Congratulations also to our members who made the trip despite the changes, eager to show their support for the AACA and earn a coveted award. Four of their cars made their Grand National debut - Paul Jr.'s 1967 Cutlass, Phil Boffa's 1979 Monte Carlo, Kevin Keenan's 1982 Riviera, and Andrew Napoli's 1984 Delta 88. Along for the ride were Rosemarie Napoli, Paul Sr., and Vincent Arena. Paul won a Third Grand National, while the other three all won First Grand National. Also on the field was fellow Staten Islander Joe Fauci, who won a Senior Grand National with his 1977 Coupe de Ville.

The show field was separated into seven distinct areas spread across the massive Wyndham complex. Judging was slightly modified to limit contact. The judges did not open any doors, and windows were left down to allow them to look at the interiors. More than 470 cars competed, and all awards were presented that afternoon on the lawn in front of the hotel. In addition, the ten best restored cars shown at a national meet in 2019 were gathered to compete for the Zenith Award. For the first time in four years, a post-war car was chosen, with the award going to a 1958 Buick Century Caballero station wagon. A 1933 Auburn took runner-up.

An AACA Grand National Meet, limited to Senior or Grand National award winners, is held once a year, alternating between east and west of the Mississippi. When it returns east in 2022, it will be held in Virginia Beach. The NB Center in Allentown will eventually host an AACA National meet to make up for this year's relocation to Gettysburg.



Phil, Paul, Andrew & Kevin with their Grand National trophies.



1920's T's and early 90's sports models show the range of our hobby.



(photos by Vincent Arena)

From the President

Many of you know I bought my 1967 Cutlass back in 1986; some of you might have been with me when we trekked out to Carlisle that April with the goal of coming home with my first car. Of course, shortly after bringing home the Olds, I realized I had too nice of a car to take to the movies or the mall. It quickly became my show car, but not in the sense of what the AACA looks for. I put in dual exhausts with glasspacks and chrome tips, because that looked and sounded cool. Through the years, as I became involved with the AACA and made many trips with fellow members as they earned their national awards, I decided to go for it. I wanted to have my cake and eat it too, however, so I did everything else to get me over the line without getting rid of the exhaust system. I didn't want a 400 point car, just one that took some small deductions and scored close enough to the ones setting the bar in my class. Eventually I won my Senior, and finally I decided to show it at a Grand National Meet this year. I had no expectations for a First, as I needed to score within 5 points of the best car in my class, which might indeed be a 400 pointer. All I hoped for was a less-than perfect pacesetter in my class, and enough to stay within 10-15 points to earn something. Despite being told I was losing 8 points for tires that were sized in metric, and having a deduction for the exhaust system, I was close enough to win a Third. Winning that indeed allows me to have my cake and eat it, too.

- Paul Jr.

- NEXT MEETING - September 1

Our September meeting will be outdoors, weather permitting, at Historic Richmond Town on Tuesday, September 1. Feel free to bring out your old car and maybe this time we can get some ice cream from Egger's.

Old Car Farm Fun

The New Jersey Chapter of the Buick Club of America and the North Shore Antique Automobile Club of New Jersey held a joint picnic recently on a member's farm in Wall, NJ. Paul Arena and family were invited to attend, giving them a first hand look at the grounds of an avid collector of cars and so much more. Numerous buildings are spread out across the acres, housing dozens of antique cars, horse drawn carriages, farm tractors, and so much more. There is even a vintage diner on the grounds to show off old stoves, iceboxes, vending machines and jukeboxes. Even more outrageous is the customized 1952 Buick that sits in the middle of a family room inside the main house.



Top Left: Andrew Napoli mans the old Ford Good Humor truck. Top Right: a 1950 Olds in the repair barn, with an 1800's stagecoach alongside it. Bottom Left: Some of the cars that visited the farm, in front of a seven car garage. Bottom Right: Custom Buick leadsled is found inside the house. (photos by Paul Jr.)



Inside the SIRAACA Garage

The latest car to call The SIRAACA Garage home is this 1967 Oldsmobile Cutlass, newly acquired by Mike Signorile. Mike's been hankering for one for quite some time, and this one finally scratches that itch.

You might recall our club raffling off a similar car at one of the last shows we held at The Petrides School. That was a saffron yellow coupe, and a 442 clone, but had no vinyl top. Mike checks in with the winners every year to inquire about that car's availability. We're certain it'll come up for sale now that Mike found another.

By 1967, Cutlass Supreme had become it's own series, atop the regular Cutlass series and the base F-85. Mike's Cutlass is a two-door hardtop, also referred to as a Holiday, as it has no b-pillar nor window frames. It's powered by a 330 cu. in. V-8 with a two-barrel carb, good for 250 hp. The Supreme used the same engine, with a four barrel and higher compression, and added 70 more horses in the process.

Mike's car is one of 29,799 built, and the second one under the roof of The SIRAACA Garage.

The SIRAACA Garage is home to all of our members' cars, past and present. Has your car been featured yet? Make sure you get the details to Paul Jr. if you want to share your car with us all.



Our President and Vice President now each own a 1967 Olds Cutlass.. (photo by Paul Jr.)

Upcoming Events

Load up your car and head out to one of the few remaining shows on the calendar.



- 4th Annual Car Show, American Legion Post 65, Metuchen - August 30
- Hazlet PBA Car Show, Veterans Park, Hazlet, NJ - September 12
- Jason's Friends Foundation, Oak Ridge Park, Clark NJ - September 27
- Autoberfest Car Show, 175 RT 10, East Hanover, NJ - October 4
- AACA Eastern Fall Meet, Hershey, PA (car show only) - October 10
- Olds Club of America Meet, Classic Auto Mall, Morgantown - October 10
- Halloween Car Show, East Brunswick VFW Post 133 - October 11
- 6th Annual Car Show, Aviation Plaza, Linden, NJ - October 25



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The SIRAACA Time Machine

Hopefully you enjoyed our first trip back in time, because we're at it again. We've dialed into 3936 Amboy Road, at the corner of Hillside Terrace in Great Kills, circa 1940. Here sits the Nelson Mintz DeSoto & Plymouth dealership (Honeywood 6-2500). According to the Staten Island Historical Society, the business was established in 1928, and in 1955 Mintz celebrated a grand opening at 720 Richmond Terrace (at Lafayette Avenue). We're not sure if he retained his Great Kills location. Today, the white building that sits on this corner might be the same one, but if so, it's changed quite a bit. Gone are the large storefront windows that wrap around the bottom floor, and the upper floor has different window locations. The parking lot next to the dealership is now a combination of a municipal lot and a small Irish tavern called Flanagan's (the former La Candela Spanish restaurant). Let's linger a bit more to hear someone make a deal on a \$780 Plymouth before we jump back into the SIRAACA Time Machine for a return to 2020 (maybe we should stay back in 1940?)



(photos courtesy of NYC and Google)



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