

Vol. 29, No. 10

Ragtops & Rumbleseats

Oct 2022



• Car Show Draws a Huge Turnout

Vintage Advertising

If you are looking for an auto-themed Halloween costume this year, why not sport a wacky handlebar mustache and a white lab coat and go as Dr. Oldsmobile? He starred in a series of ads during the muscle car era promoting W-Machine "monsters". He was joined by a variety of lab assistants, including the muscular Elephant Engine Ernie, the slicked back Wind Tunnel Waldo, and transmission specialist Shifty Sydney. These ads are from their 1969 campaign, which channeled a 1930's Frankenstein vibe.

W-30 packages debuted on the 442 in 1966, and were known for outside-air induction setups. W-31 set-ups were available on F-85 and Cutlass models. W-32 options also existed, and all of them are quite rare.

In This Issue

45th Annual Car Show recap, including our raffle car winner.

Tucker #1044 seen at Ida Automotive's open house.

Learn about the last Sixty Special with one in our SIRAACA Garage.

The SIRAACA Time Machine tracks a tow truck to its home.

DON'T THROW AWAY THE LUMBER. YOU'LL NEED IT TO CRATE UP AND CART OFF THE COMPETITION. OLDS 4-4-2 W-30

W-30 is more than just a great machine. It's a labor of love. Every moving, breathing part in the engine is individually selected. And matched. And fitted. To extremely close tolerances.

If a part isn't exactly right? It gets the thumbs down.

The good die is just as valuable as the bad. The 4-4-2 (W-30) is a 200-hp, 300-hp, 350-hp, 400-hp, 450-hp, 500-hp, 550-hp, 600-hp, 650-hp, 700-hp, 750-hp, 800-hp, 850-hp, 900-hp, 950-hp, 1000-hp, 1050-hp, 1100-hp, 1150-hp, 1200-hp, 1250-hp, 1300-hp, 1350-hp, 1400-hp, 1450-hp, 1500-hp, 1550-hp, 1600-hp, 1650-hp, 1700-hp, 1750-hp, 1800-hp, 1850-hp, 1900-hp, 1950-hp, 2000-hp, 2050-hp, 2100-hp, 2150-hp, 2200-hp, 2250-hp, 2300-hp, 2350-hp, 2400-hp, 2450-hp, 2500-hp, 2550-hp, 2600-hp, 2650-hp, 2700-hp, 2750-hp, 2800-hp, 2850-hp, 2900-hp, 2950-hp, 3000-hp, 3050-hp, 3100-hp, 3150-hp, 3200-hp, 3250-hp, 3300-hp, 3350-hp, 3400-hp, 3450-hp, 3500-hp, 3550-hp, 3600-hp, 3650-hp, 3700-hp, 3750-hp, 3800-hp, 3850-hp, 3900-hp, 3950-hp, 4000-hp, 4050-hp, 4100-hp, 4150-hp, 4200-hp, 4250-hp, 4300-hp, 4350-hp, 4400-hp, 4450-hp, 4500-hp, 4550-hp, 4600-hp, 4650-hp, 4700-hp, 4750-hp, 4800-hp, 4850-hp, 4900-hp, 4950-hp, 5000-hp, 5050-hp, 5100-hp, 5150-hp, 5200-hp, 5250-hp, 5300-hp, 5350-hp, 5400-hp, 5450-hp, 5500-hp, 5550-hp, 5600-hp, 5650-hp, 5700-hp, 5750-hp, 5800-hp, 5850-hp, 5900-hp, 5950-hp, 6000-hp, 6050-hp, 6100-hp, 6150-hp, 6200-hp, 6250-hp, 6300-hp, 6350-hp, 6400-hp, 6450-hp, 6500-hp, 6550-hp, 6600-hp, 6650-hp, 6700-hp, 6750-hp, 6800-hp, 6850-hp, 6900-hp, 6950-hp, 7000-hp, 7050-hp, 7100-hp, 7150-hp, 7200-hp, 7250-hp, 7300-hp, 7350-hp, 7400-hp, 7450-hp, 7500-hp, 7550-hp, 7600-hp, 7650-hp, 7700-hp, 7750-hp, 7800-hp, 7850-hp, 7900-hp, 7950-hp, 8000-hp, 8050-hp, 8100-hp, 8150-hp, 8200-hp, 8250-hp, 8300-hp, 8350-hp, 8400-hp, 8450-hp, 8500-hp, 8550-hp, 8600-hp, 8650-hp, 8700-hp, 8750-hp, 8800-hp, 8850-hp, 8900-hp, 8950-hp, 9000-hp, 9050-hp, 9100-hp, 9150-hp, 9200-hp, 9250-hp, 9300-hp, 9350-hp, 9400-hp, 9450-hp, 9500-hp, 9550-hp, 9600-hp, 9650-hp, 9700-hp, 9750-hp, 9800-hp, 9850-hp, 9900-hp, 9950-hp, 10000-hp.

ENGINE
Type: W-30 Rocket V-8 (available)
Displacement, cubic inches: 440
Horsepower: 200 at 5000 rpm
Torque, lb.-ft.: 440 at 3000 rpm

VALVE TRAIN
Valve diameter: 1.625
Intake: 2.025
Exhaust: 1.625
Tappet type: Hydraulic
Min. valve timing pressure: 130 lb.
Closed: 130 lb.
Combustion chamber diameter: 2.80
Main: 2.80
Compression ratio: 11.5:1
Firing order: 1-4-3-6-5-7-2
W-30 system includes 26-2-66-in. dual front air cleaner; water-furled dual air ducts; dual intake air cleaner; minimum combustion chamber volume; separate center exhaust ports for optimum tuning; streamlined, individually furnished, exhaust manifold; high-overlap cam; low-friction bearings; dual front panel patches; and two-rotation dual exhaust.

CHASSIS
Heavy-duty, front and rear stabilizers, shock absorbers, and steering shaft.

SAFETY
New GM safety features are standard, including seat belts for all passenger positions, and new ignition, steering and transmission lock on steering column.

A MATE FOR W-30. WE LOOKED HARD. BUT COULDN'T FIND ONE. SO THE GOOD DOCTOR WENT BACK TO WORK. OLDS W-31.

Now meet the 1969 Olds W. You'll know a better car than a 700-hp, 750-hp, 800-hp, 850-hp, 900-hp, 950-hp, 1000-hp, 1050-hp, 1100-hp, 1150-hp, 1200-hp, 1250-hp, 1300-hp, 1350-hp, 1400-hp, 1450-hp, 1500-hp, 1550-hp, 1600-hp, 1650-hp, 1700-hp, 1750-hp, 1800-hp, 1850-hp, 1900-hp, 1950-hp, 2000-hp, 2050-hp, 2100-hp, 2150-hp, 2200-hp, 2250-hp, 2300-hp, 2350-hp, 2400-hp, 2450-hp, 2500-hp, 2550-hp, 2600-hp, 2650-hp, 2700-hp, 2750-hp, 2800-hp, 2850-hp, 2900-hp, 2950-hp, 3000-hp, 3050-hp, 3100-hp, 3150-hp, 3200-hp, 3250-hp, 3300-hp, 3350-hp, 3400-hp, 3450-hp, 3500-hp, 3550-hp, 3600-hp, 3650-hp, 3700-hp, 3750-hp, 3800-hp, 3850-hp, 3900-hp, 3950-hp, 4000-hp, 4050-hp, 4100-hp, 4150-hp, 4200-hp, 4250-hp, 4300-hp, 4350-hp, 4400-hp, 4450-hp, 4500-hp, 4550-hp, 4600-hp, 4650-hp, 4700-hp, 4750-hp, 4800-hp, 4850-hp, 4900-hp, 4950-hp, 5000-hp, 5050-hp, 5100-hp, 5150-hp, 5200-hp, 5250-hp, 5300-hp, 5350-hp, 5400-hp, 5450-hp, 5500-hp, 5550-hp, 5600-hp, 5650-hp, 5700-hp, 5750-hp, 5800-hp, 5850-hp, 5900-hp, 5950-hp, 6000-hp, 6050-hp, 6100-hp, 6150-hp, 6200-hp, 6250-hp, 6300-hp, 6350-hp, 6400-hp, 6450-hp, 6500-hp, 6550-hp, 6600-hp, 6650-hp, 6700-hp, 6750-hp, 6800-hp, 6850-hp, 6900-hp, 6950-hp, 7000-hp, 7050-hp, 7100-hp, 7150-hp, 7200-hp, 7250-hp, 7300-hp, 7350-hp, 7400-hp, 7450-hp, 7500-hp, 7550-hp, 7600-hp, 7650-hp, 7700-hp, 7750-hp, 7800-hp, 7850-hp, 7900-hp, 7950-hp, 8000-hp, 8050-hp, 8100-hp, 8150-hp, 8200-hp, 8250-hp, 8300-hp, 8350-hp, 8400-hp, 8450-hp, 8500-hp, 8550-hp, 8600-hp, 8650-hp, 8700-hp, 8750-hp, 8800-hp, 8850-hp, 8900-hp, 8950-hp, 9000-hp, 9050-hp, 9100-hp, 9150-hp, 9200-hp, 9250-hp, 9300-hp, 9350-hp, 9400-hp, 9450-hp, 9500-hp, 9550-hp, 9600-hp, 9650-hp, 9700-hp, 9750-hp, 9800-hp, 9850-hp, 9900-hp, 9950-hp, 10000-hp.

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Did you know? The W-30 relocated the battery to the trunk to make room for the five inch ductwork from the inlets to the air cleaner.

Trivia Question: What was the name of Oldsmobile's version of the 1973 Chevrolet Nova?

Answer: The Olds Omega was introduced that year, along with its sister, the Buick Apollo. The Omega ended up being a version of the Chevy Citation later on.

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Minutes of the 560th Meeting September 6, 2022

1. The 560th meeting of The Staten Island Region AACA was called to order at 7:30 on September 6 at Pro Sho Sound. After reciting the Pledge of Allegiance and offering a moment of silence, the minutes of the 559th meeting were accepted as read.
2. The majority of the August meeting was spent discussing all of the plans for running the fall show in September. Members were reminded that set up time is 6:30.
3. Trophy donations continue to come in and we are tracking well towards covering most if not all of the costs for this year's trophies. A reminder was made that we can accept donations right up until the day before our show and still have time to have the donor name inscribed on their trophy. Thanks to all who have made an effort to bring in donors.
4. We have named the Staten Island Giving Circle as the recipient of a donation, to be presented to them on the red carpet at our show.
5. The raffle car has been cleared to appear at a show for the NYPD at Floyd Bennett Field in Brooklyn on September 17.
6. Phil Boffa gave an updated treasury report, showing all in order.
7. The meeting was adjourned at 8:30. The 50/50 collected \$44. Mike DiPilato won \$22.

Respectfully submitted,
Tony DiAngelo, Secretary



Huge Turnout for SIRAACA's 45th Annual Show

A total of 485 vehicles filled the show field while close to 2,000 people strolled the aisles at our 45th Annual Car Show & Flea Market on Sunday, September 18. The judges had their work cut out for them, as more than 165 cars earned first place trophies, with many of them in the running for a special award and a trip across the red carpet. When the dust settled, here are the cars that were honored in our parade of champions: Best in Show, Pre-War, Stock: Joe Marchese's 1931 Ford Model A (top photo); Best in Show, Post-War, Stock: John Piazza's 1963 Dodge 330 Factory Super Stock Stage 2 (bottom photo); Best in Show, Custom: Hollywood Garage's 1932 Ford; Best in Show, Modified: Joe Paliscano's 1971 Chevrolet Chevelle; Best Paint, Stock: Pete Pollara's 1977 Cadillac Seville; Best Paint, Custom: Vinny Aiello's 1965 Chevrolet Nova; Best Custom Interior: Mike Pugliese's 1962 Chevrolet Impala; Best Custom Engine Compartment: Hany Wabha's 1966 Chevrolet Chevelle; Best Truck: John Arambages' 1958 Mack B81; President's Cup: Chuck Maak's 1959 GMC Series 100 (middle photo). *(All winner photos are up in a gallery on our Facebook page - ed.)*

This year's show also featured a test run of peer voting for cars newer than 15 years old. Forty-five show entrants qualified and 21 votes were cast, with the top three winning a trophy. Before the trophy announcements, it was time to draw a winning ticket for our 2005 Mustang raffle car. For the first time in several years, the winner was present. It was Charlie Rogers, a familiar face at our shows as well as each Sunday at Great Kills Park.

With an audience surrounding the red carpet at that moment, President Paul Arena and Treasurer Phil Boffa presented a donation of \$3,000 to representatives from The Staten Island Giving Circle, who spoke briefly about their local efforts.

The raffle car pulled in big numbers at our fall show, and with the high turnout of cars and spectators, we expect a good number for our bottom line.



From the President

Whoooosh! That's the sound of me exhaling after the final trophy was given out at our car show. I was a bit frazzled that morning, running late for the set up, and then seeing dozens and dozens of show cars rolling in an hour before we opened our gates. Were we going to get overwhelmed this year? How are we going to judge everything in time? Thanks to all of you, and the additional friends and family that came out and volunteered to help us, things ran as smoothly as ever, and we put on one of biggest shows in quite some time. I hope you all take pride in being part of a 45 year tradition that remains the best car show in town. I also hope you too will exhale now that our show's in the books, and find time to enjoy the final events of the season. Many of us will be going to Hershey for one or more days. I'll be there on Friday for the show, helping a friend vying for his First Junior with a 1990 Cadillac Brougham D'Elegance while his 1977 Coupe deVille gets another Preservation Award.

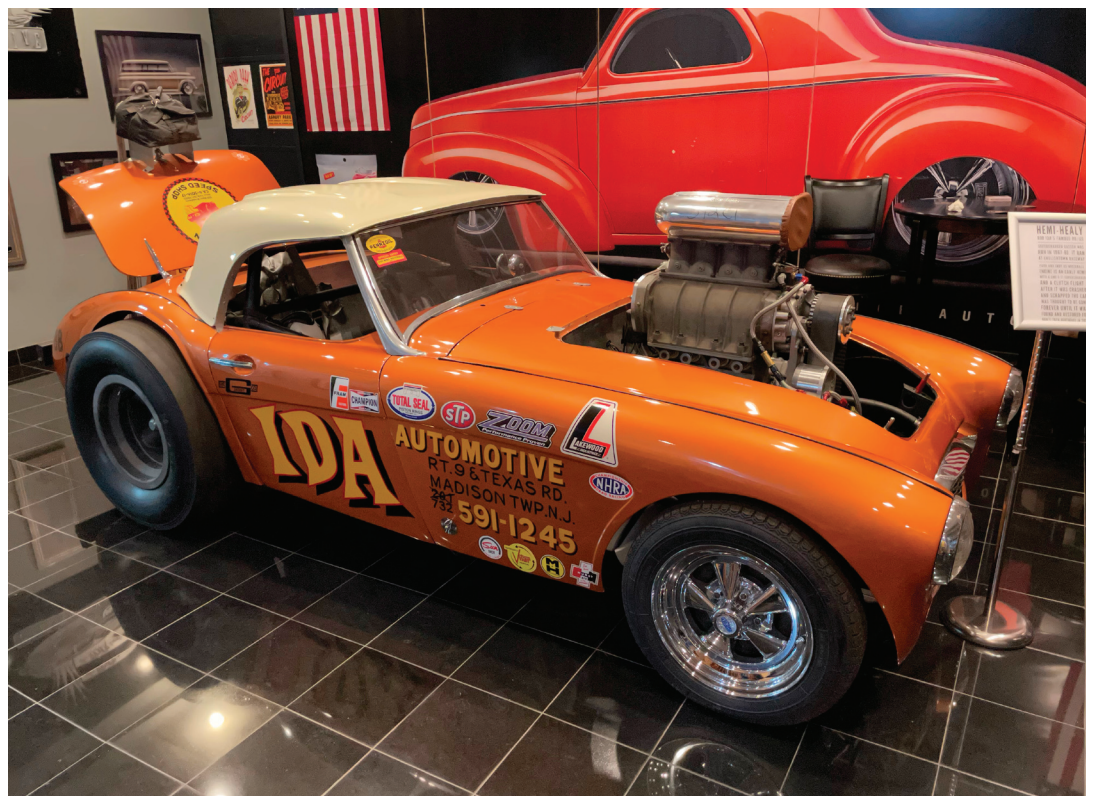
Saving the totals for our meeting: three of you hit \$1000+ in raffle sales and four went over \$500 in trophy donations. - Paul Jr.

- NEXT MEETING - October 11

Our October meeting is scheduled later than usual for Tuesday, October 11 at 6:30 PM, at the Pro Sho Sound building located at 4401 Arthur Kill Road. Thank you as always to Frank Provenzano for his hospitality. Food will be served.

Ida Automotive Open House

Rob Ida clearly enjoys the best of both worlds when it comes to our hobby. He is a master of hand-crafted, award winning automobiles on both the custom and original circuits. He showed visitors both at his recent open house, which we had the chance to attend. On hand was Tucker 1044 (our cover photo), which Rob restored as one of the most accurately detailed and documented Tuckers. It won Second Place at Pebble Beach behind George Lucas' Tucker 1009, and First Place at both Greenwich and Amelia Island. Also on hand was his dad Bob's 1959 Austin Healy drag car (below). Originally built in 1968 to replace an aging BB/GS Willys, the supercharged 354 "Hemi Healy" was too hot to handle. It was scrapped, rediscovered in 2015 and restored for Bob's 70th birthday. A 1932 Ford Roadster built in 1948 by legendary hot-rodder Gene Winfield was there, now owned by Rob. Visitors also saw builds in progress, including Rob's incredible work to bring Preston Tucker's concept 1955 Carioca to life for the first time.



Inside the SIRAACA Garage

The SIRAACA Garage keeps up its Caddy quota with the addition of Joe D'Amore's 1993 Cadillac Sixty Special. It replaces his 1995 Sedan DeVille, which he recently sold.

The Sixty Special was indeed a special model when it debuted in 1938, oftentimes reserved for exclusive luxury offerings. That ultimately included the Talisman packages available on 1974-76 Sixty Specials.

The Sixty special name was retired in 1976, only to return in 1987 at the top of the line among front-wheel drive Cadillacs, with a base price of close to \$35,000, some \$8,700 more than a Fleetwood d'Elegance.

Joe's model was the final year for the Sixty Special. His particular car is one of just 5,286 built. While it is based on the Sedan DeVille, it had eleven standard features that were only optional on the DeVille, along with its own unique additional options (like individual power recliners and driver memory seat, found in Joe's car). Joe's car also has optional leather interior in light gray, the Delco-Bose stereo with CD player, a security package and the gold ornamentation package.

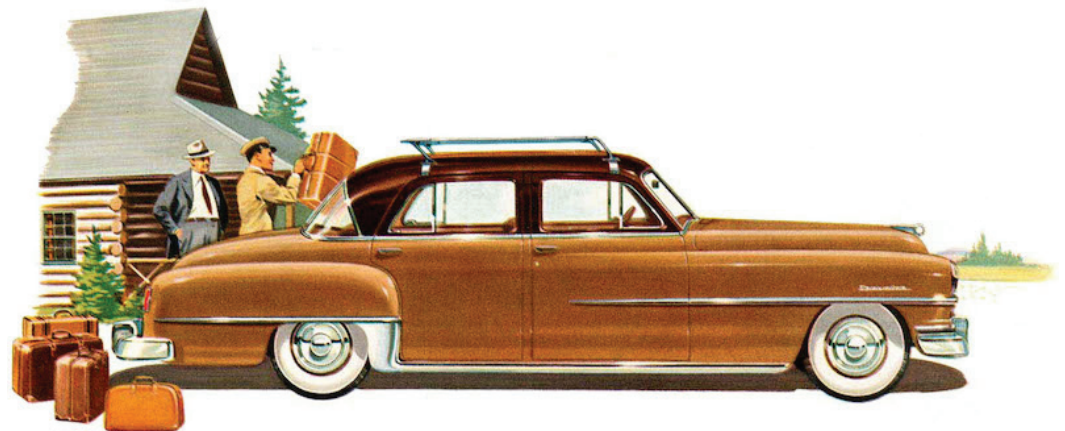
The SIRAACA Garage is home to all of our members' cars, past and present. Has your car been featured yet? Make sure you get the details to Paul Jr. if you want to share your car with us all.



Joe's Sable Black Sixty Special is powered by a 4.9 liter V-8. Its price tag when new was \$40,387. (Photo by Joe D'Amore)

Upcoming Events

Load up your car and head out to one of these upcoming events in our area:



- AACA Eastern Fall Meet, Hershey, PA - October 3-7 (NOTE - Hershey week starts a day earlier than usual, meaning the Car Show is on a Friday)
- 35th Annual Classic Car Show, Woodbridge Community Ctr - October 9
- 4th Annual New Dorp Lane Car Show - October 16
- Fox Hollow Vineyards Fall Run, Holmdel, NJ - October 22
- 7th Annual Car, Truck and Bike Show, Linden, NJ - October 23





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The SIRAACA Time Machine

Knowing where and how far back to go with the SIRAACA Time Machine usually starts with a business name or address. In this case, we targeted a current Citgo gas station and My Mechanic repair shop at 1870 Hylan Boulevard on the corner of Slater Boulevard. Sure enough, it was a Gulf gas station and repair shop long ago, too. We zapped ourselves back to that location circa 1940, for a view of the premises. While it wasn't parked there when we passed by, we eventually came across their wrecker, what appears to be a 1941 Chevrolet. The image on the truck's door features a banner up top with the word "OPEN" and two overlapping circles saying "day" and "night". Calandra's must have been relatively new at that time, since there is no mention of it in a 1933-34 directory of Staten Island businesses. That directory lists plenty of automotive garages and gas stations, which we hope will continue to point our SIRAACA Time Machine in the right direction for many months to come. We've also figured out how to safely travel back in time even further than our typical jumps, so keep an eye out for those soon.



Above, new for 1941 styling introduced a two layered grille and streamlined headlight pods mounted atop the front fenders. (from SI Historical Society) . Below, notice undeveloped land as far as you can see behind the station. (from NYC Municipal Archives)



Regarding the cars we asked you to identify outside of Decker's Garage last month, they included (from left to right) a 1933 Plymouth, a 1936 Chevrolet, a 1940 DeSoto, and what is believed to be a 1933 Pierce-Arrow. If you want to see the online discussion about the effort to figure out the make of the big sedan, look for the Decker's Garage post on the AACA "What Is It?" forum.

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