

Vol. 29, No. 11

Ragtops & Rumbleseats

Nov 2022



• October Events Close Out 2022

Special Occasions call for special observance. This year, a new car in the family is a special occasion, indeed. And thousands of owners are again observing their wise custom of changing-over to top-quality General Tires, as a matter of sound judgment and long personal experience. Consult The General Tire Distributor in your community about the new General with more natural rubber—your complete assurance of extra protection for that precious new car and longer, safer mileage.



Vintage Advertising

Here's a Thanksgiving themed ad from 1946 for General Tires. That was the first new model year for automobiles following the WWII shutdown of auto production in early 1942. The partial auto featured here closely resembles a 1940 Oldsmobile with its wrap around front fender crease and chrome waterfall below the headlight. The farmer and his turkey are more impressed by the well-dressed lady than the car or its new General Tires.

Happy Thanksgiving to all of our members and their families!

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The SIRAACA Time Machine catches a whiff of fresh pie while chasing a trackless trolley through Tottenville.

Did you know? The General Tire & Rubber Company was formed in 1915 after founder William Francis O'Neil became dissatisfied with Firestone. He originally had a Firestone franchise in Kansas City, but saw his territory shrink as they added more franchises. He decided to compete with them instead.

Trivia Question: What tire company, founded in 1898, was named after the American inventor of vulcanized rubber, even though he died 38 years earlier?

Answer: The Goodyear Tire & Rubber Co. was founded by Frank Seiberling, but named after Charles Goodyear, a self-taught chemist who patented vulcanized rubber in 1844.

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Minutes of the 561st Meeting

October 11, 2022

1. The 561st meeting of The Staten Island Region AACA was called to order at 7:22 on October 11 at Pro Sho Sound. After reciting the Pledge of Allegiance and offering a moment of silence, the minutes of the 560th meeting were accepted as read.
2. Paul Jr. recapped his Hershey adventure and other members shared their stories of another great AACA Eastern Fall Meet.
3. Paul Jr. and Phil Boffa discussed the raffle car performance and overall car show figures. Some numbers were record-breaking, and they cited the following members for their efforts in selling raffle tickets all year long: Mike Gorgia (\$4,905), Anthony Faulisi (\$1,045) and Tony Ventrice (\$1,000). Thanks to all who sold tickets this year.
4. The car show had 485 paid vehicles on the field. The peer voting trial for cars newer than 15 years old seemed okay. 45 total cars qualified, and 21 turned in a ballot.
5. The final tally for trophy donations was \$7,340, and we took in another \$2,500 in sponsorships. The top three members in trophies are Tony DiAngelo (\$3,330), Mike Signorile (\$1,510) and Paul Arena (\$750). The four sponsorships were brought in by Mike Signorile, Mike Gorgia and Phil Boffa.
6. The Commons Cafe recorded their highest level of sales but turned no profit towards charity as a result of inflation across labor, materials and ingredients. Despite that, the Nicotras donated \$500 to the club.
7. Several members and other car owners displayed their cars for the enjoyment of residents and staff at Clove Lakes Home. We received a \$100 donation as a show of thanks.
8. Upcoming shows include New Dorp Lane on October 16 and Linden on October 23. We are not officially working the Lane but volunteers are welcome to help park and select winners. We are officially helping judge the Linden show and will receive a donation for our efforts.
9. Phil Boffa gave an updated treasury report, showing all in order. The \$400 kickback from the show's 50/50 is being donated to the Bini Fund in memory of Frankie Pro.
10. The meeting was adjourned at 8:40. The 50/50 collected \$44. Paul Arena won \$22.

Respectfully submitted,
Tony DiAngelo, Secretary

AACA Eastern Fall Meet at Hershey

A soggy start to Hershey Week turned to warm blue skies, and the show on Friday drew the usual assortment of fantastic cars, ranging from everyday vehicles to limited production specials. Whatever you might be into - 110-year old brass touring cars, 1930's classics, tailfins, muscle cars, trucks, new collectibles, etc. - you'll find them on the field at Hershey. Several members made the trip for one or more days. We saw Mike Signorile with his son and grandson, and Joe D'Amore and Al Gargiulo on Friday. We heard that Andrew Napoli, Phil Boffa and Kevin Keenan were there, as well as Don Bosco. Known cars from Staten Island that were competing for national awards included Tony Yeras' 1968 Pontiac Grand Prix (Repeat Preservation), Joe Fauci's 1977 Cadillac Coupe DeVille (Repeat Preservation) and 1990 Cadillac Brougham d'Elegance (First Junior), and Pete Pollara's 1977 Cadillac Seville (First Junior). Pete is a member of the Verrazano Cadillac Club and his black Seville won Best Paint at our fall show. All of them won, along with two other Staten Island cars we weren't aware of - a 1976 Cadillac Eldorado (HPOF) and a 1986 Chevrolet El Camino (Second Junior), both owned by Joe DiLeo.

Many cars caught our eye (like the three Duesenbergs and four Auburn Speedsters), but some we've never seen before. One was a 1991 Olds Cutlass Calais Quad 442 W-41. Built in low numbers for homologation purposes so Olds could race them, this car had approximately 1,000 miles on it, and was driven to Hershey from near Pittsburgh!

Another was a 1996 Toyota Classic. There was a time where retro-styled cars were new, and now they too are antique in their own right. Only 100 of these were built to celebrate the 60th anniversary of Toyota as a car maker. They were designed to resemble the first Toyota AA, which originally mimicked the styling of Chrysler's Airflow. The Classic was based on a Toyota Hilux pick-up truck, as evidenced by its tall doors and cabin. It didn't use a Hilux motor, but rather a 2.0 liter inline four with 97 horsepower. Clearly more show than go.



The range of interesting vehicles at Hershey is unsurpassed, and one way to enjoy them all, such as this Model T and 1943 International, is to watch them all drive in or drive out. (photos by Paul Jr.)



From the President

Many of you have by now heard the tale of my latest trip to Hershey. Driving out with friends before sunrise on Friday morning to show a pair of Cadillacs later that day, we got trapped on 78W near Tewksbury, New Jersey, shut down for more than two hours. During that delay, we were able to stay in touch with AACA officials, and ultimately arrived at the show field, accommodated as late arrivals, parked and judged. Ultimately, my friend won his First Junior and Repeat Preservation awards, and the day turned out to be another great Hershey. The key reason here was the efforts of all of the officials and volunteers who made sure we were taken care of even though we missed the arrival deadline. And that is why Hershey is a great event. Even if your Hershey goes exactly as planned, it's due to the work of so many people who care that it does. We're grateful for that.

I'm sure we are all grateful for many other things and November brings focus to that with the coming of Thanksgiving and the start of the holiday season. I wish us all the every best at this time, surrounded by family and friends and laughs and love. - Paul Jr.

- NEXT MEETING - November 01

Our November meeting is scheduled for Tuesday, November 1 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.

Nursing Home Car Display

Our club was asked to return to Clove Lakes Healthcare and Rehab Center this year now that Covid restrictions have loosened. Once again, we displayed antique cars in a courtyard, while staff brought residents around to enjoy a warm, sunny day. A kitschy duo performed snappy tunes for the two hour event. On hand with their cars were Mike Gorgia, Joe Rego, Frank Provenzano, Artie Guarnieri, Paul Arena, and Paul Jr., plus four additional club friends. As a show of thanks, the nursing home staff donated \$100 to the club.



A staff member helps a resident admire Frank Provenzano's 1965 Riviera after passing by Mike Gorgia's 1966 Chevy police car. Others enjoy the sun and music. (photo by Paul Jr.)



Inside the SIRAACA Garage

We often refer to ghosts of cars that still roam within the confines of the SIRAACA Garage, long after they've passed on to a new home (hopefully still in one piece). This is a 1931 Packard Model 833 Standard Eight Roadster, seen in the early 1980's at one of car shows at the old CSI campus (now the Petrides School). It was owned by John Fleming.

With little information on hand to verify the year and model, we turned to the sleuths on the AACA's "What Is It?" forum and heard from West Peterson, AACA's editor. He pointed out specific features like the large wheel hubs and hood latches as specific to 1931.

1931 Standard Eights were built on 134 1/2 in. wheelbases and powered by a 320 cu. in. straight eight good for 100 horsepower. Eleven different body styles were offered. The 833's were in production from August 1930 through June 1931. Across all bodies, 6,096 cars were built.

Where did this car end up? We've reached out to founding member Jim Spadafora to see if he knows more about John and this Packard. Let's see what he recalls.

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.



Former members Birger Nilsen (no hat) and John Fleming (wearing hat). Disc wheels were standard,, wire wheels were optional. 1931 steering wheels dropped one of the four spokes. (Photo by Sal DeFrancesco)

New Dorp Lane Car Show

Once again, the business improvement district in New Dorp hosted a car show along the Lane, running from Hylan Boulevard to the railroad crossing. Several members attended with their cars, some went down to help with parking and award selections, and others stopped by as spectators. One of our favorites there was this 1966 Mercury Comet Capri. This car also attended our show last month, and was considered strongly for a special award. As a result, we are thinking of announcing honorable mentions next year.



(Photo by Paul Jr.)



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The SIRAACA Time Machine

(from NYC Municipal Archives)



We loaded up our time machine with some extra fuel and powered our way back to Ellis Street in Tottenville on April 16, 1923. Here we see one of Staten Island's "trackless trolleys" alongside what appears to be a Ford Model TT. This automotive style of trolley had a body built by the Osgood-Bradley Co. on a standard Imperial bus chassis. Motors were mounted down the center, with a storage battery and charging generator found under the hood. These ran on a nine-mile line opened in 1922, connecting Tottenville to Richmond (Town). The trip, along what was then called Fresh Kills Road (Arthur Kill Road today), took approximately 38 minutes. These trolley buses differed from the boxy style trackless trolley that went into use in 1921 on lines running through Meier's Corners, Bull's Head and Sea View. We will point our time machine there next month to show our readers what they looked like. Returning to this line, these were stored and serviced in the trolley barn on Arthur Kill Road near Greenridge Plaza, a building long rumored to hold antique cars. As for the New York Pie Baking Company truck, a closer look at the address painted underneath that sign looks like a location in Newark, NJ. A mention of the company in the February 9, 1902 edition of *The Sun* explains that it was a trust, established some thirty years before. It was responsible for making nearly all of the pies consumed in area restaurants, shops and homes. Their bakery was on Sullivan Street in Manhattan, covering "eight city lots".



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