

Vol. 32, No. 2

Ragtops & Rumbleseats

Feb 2025



• **Spring Dust-Off is April 27**



Cancel distance & conquer weather

The woman who drives her own Ford Closed Car is completely independent of road and weather conditions in any season.

It enables her to carry on all those activities of the winter months that necessitate travel to and fro—in

or out of town. Her time and energy are conserved; her health is protected, no matter how bitterly cold the day, or how wet and slushy it is underfoot.

A Ford Sedan is always comfortable—warm and snug in winter, and in summer with ventilator and windows open wide, as cool and airy as an open car.

This seasonal comfort is combined with fine looks and Ford dependability; no wonder there is for this car so wide and ever-growing a demand.

FORD MOTOR COMPANY, DETROIT, MICHIGAN

TUDOR SEDAN, \$580 FORDOR SEDAN, \$660
COUPE, \$750 ALL PRICES F. O. B. DETROIT

C L O S E D C A R S

Vintage Advertising

Harken back one hundred years to this winter-themed ad for the 1925 Model T. Closed cars were becoming more popular, as was the effort to market cars directly to women drivers. This ad ran in *The Ladies' Home Journal*.

Ford captured their basic needs so simply - seasonal comfort, fine looks and dependability, further cementing the Model T as the easy choice.

Open cars like the touring and runabout models still greatly dominated sales in 1925, but the Tudor Sedan found more than 195,000 buyers at \$580.

In This Issue

SIRAACA channel launched on YouTube

Abacadabra! A Packard disappears and an Eldorado appears

A second Nova ghost in The SIRAACA Garage

Will this Corvette fetch \$7,000,000?

The SIRAACA Time Machine locates not one but two Auburn locations

Did you know? Electric starters were optional on Ford's open cars in 1925, costing \$65. All closed cars had them as standard equipment.

Trivia Question: Using the Standard Catalog of American Cars as reference, what make of automobile is listed first, alphabetically?

Answer: Abbott-Detroit, which manufactured autos between 1909 and 1919.

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Minutes of the 581st Meeting

October 15, 2024 (Reprinted)

1. The 581st meeting of the Staten Island Region AACA was called to order at 7:10 pm on October 15 at The Square on Annadale. After reciting the Pledge of Allegiance and offering a moment of silence, the minutes of the previous meeting were accepted as read.
2. The majority of the meeting focused on a recap of our car show and the raffle car. Show related expenses topped \$30,000 this year when factoring in the three charitable donations. This year's raffle car also had the highest total expense, but with our second best ever sales total, we turned our second best ever raffle profit. Thanks to all who helped all year long towards another successful show and raffle.
3. All agreed that the Staten Island Advance's coverage of the show was great and well-deserved. Perhaps this kicks off another run of favorable exposure via our local newspaper.
4. Members discussed areas of improvement, and brainstormed ideas to address the new property entrances that offer attendees a way to skirt our admission.
5. Exit signs can help with egress and we should consider ways to prevent speeding on the way out, perhaps with a slalom of cones. It was also noted that we need more bulldog clips to hold garbage bags in place.
6. Members recapped the Clove Lakes display, where we received a donation of \$60 as a thank you. We also discussed the New Dorp Lane show, where some members pitched in to help.
7. Tales from this year's AACA meet in Hershey were shared as well, including some funny hotel hijinks.
8. The upcoming Trunk or Treat event with Lifetsyles is scheduled for October 26. Check in with Artie Guarnieri for details.
9. The Holiday Party returns to La Strada on December 15.
10. Phil gave a treasury report with details on the show's balance sheet, with all in order.
11. The meeting was adjourned at 8:40. The 50/50 collected \$52. Matt Safford won \$26.

Respectfully submitted,
Tony DiAngelo, Secretary

SIRAACA YouTube Channel

A new YouTube Channel has been created for official SIRAACA videos. It's currently home to recently uncovered VHS footage of our 3rd, 4th 9th, 10th and 12th Annual Car Shows from 1979, 1980, 1985, 1986 and 1988. The tracking on the old source tapes was off in some of the footage, but these are a great view back at the early years of our car shows. More official footage will be posted and the video links will be shared through our Facebook page. If members have their own "official" footage of club events from years past, even if on VHS or DVD, let us know.

Did You Renew?

We hope that all of you remembered to renew your AACA national membership before the end of 2024. Doing so guarantees that your delivery of the national magazine continues uninterrupted, but it's ok if you forgot and are renewing now. As a reminder, we'll still be collecting our local dues beginning at our March meeting. Please see Artie Guarnieri to settle up so that we can report our roster to the AACA.

Packard Gone, Eldo Appears

Our December newsletter featured a peek-a-boo view of a 1937 Packard sitting a garage near Snug Harbor. Mike Signorile had helped the owner send the car to a new home in Long Island. Soon after, another car took its spot. This is a 1957 Cadillac Eldorado Seville, perhaps also in need of new home. Cadillac produced only 2,100 of these cars in 1957, selling for \$7,286 when new.



(photo by Mike Signorile)

The Ultimate Corvette is Finally Coming Up For Sale

Project XP-64. Sound familiar? Unless you are a Corvette enthusiast, you may not know what it is. Soon enough, however, it will be the talk of the hobby. Why? Because XP-64 is a one of a kind factory race car, officially known as the Corvette SS. It was built by Zora Arkus-Duntov and competed in the 12 Hours of Sebring in 1957. Getting ready to then go on to the 24 Hours of LeMans, the Automobile Manufacturers Association ordered an end to factory racing, and GM complied. Zora saved the car from the crusher, moved it around for a few years and then gave it to the Indianapolis Motor Speedway Museum, where it has sat for most of the last 58 years. RM Sothebys will sell the car for the first time in Miami this month with an estimated price of \$5-7 million. We think more.



This was the first purpose-built GM factory racecar. It is powered by a Chevrolet 283 with Ramjet fuel injection, and features lightweight magnesium bodywork. Unfortunately, the body conducted heat directly into the cockpit, and the drivers could not bear the high temperatures. (photo by shooterz.biz courtesy of RM Sotheby's)

From the President

The delay in getting this issue ready for press means I can let you in on a little secret. Despite what the column below calls us to do in terms of a raffle car, the club has just purchased one on February 8. Look for details in the March issue. In the meantime, thanks to all who shared views and ideas at the February meeting with respect to the proposed price increase by the Nicotra Group that we're facing. They pitched a jump from \$3,500 to \$5,000 per show, and then suggested it be a combination of \$4,000 to them and \$1,000 to one of their own charitable entities, such as the Bloomfield Conservancy. While that is slightly better, anything that they get over last year means we give less to others. We will counter with a proposal that delays any increase until the fall and then suggest a smaller total figure. In addition, we'd want something that notes the price will remain the same for at least five shows. They cite rising labor and supplies costs as the reason for the increase, associated with prepping and then cleaning the grounds and bathrooms. To be continued... - Paul Jr.



- NEXT MEETING - February 4

Our next monthly meeting is on Tuesday, February 4. Odds are we are returning to The Square on Annadale, and we will confirm that with all before that date.

Start time is typically around 7:00 PM.

The club will provide pizza and soda, and members can purchase additional or alternate items on their own.

Spring Dust-Off Date is April 27

We have confirmed our Spring Dust-Off date as Sunday, April 27. The rain date would be the following week on May 4.



Similarly, we've confirmed September 14 with a rain date of September 21 for our fall show.

Looking for a Raffle Car

Wanted: leads on a raffle car for our club this year. Be on the lookout for suitable cars for the club to buy and raffle off. Typical candidates include Mustangs from the '80's through the 2000's, or similar Camaro or Firebird offerings. Convertibles tend to be flashier, but T-Tops are cool and a smart looking hardtop could work as well. Always open to other models. Keep in mind a budget under \$8,000 or so, and avoid cars that have obvious cosmetic issues. A typical buyer of raffle tickets judges the car by what he or she sees, so bad paint, scratches, worn interior, etc. all serve to hurt sales. Pass your leads to Mike Signorile or Artie Guarnieri and we'll coordinate a small posse to go look at them.

Inside the SIRAACA Garage

Last month we shined a light on one of the Nova ghosts that still reside in the SIRAACA Garage, and hinted that another one was making its home there as well. This is a 1965 Nova once owned by Kevin Keenan.

Kevin bought the car in 1992, knowing the car locally in Brooklyn. It was regularly maintained by Paul Arena at his repair shop, O.D. Auto Electric. A two-owner car originally out of Queens, it had its original paint, interior, chrome and trim, but the engine compartment needed a cleaning and detailing. What started as simple under-the-hood refresh turned into the full removal of the front clip. The engine and transmission were removed, and the entire front-end was dismantled. Everything was repainted, replated or replaced in four weeks.

Kevin opted for a set of 1967 Camaro rally wheels and radial tires to finish the job and even won a Second Junior at Hershey in 1995 despite the deductions for them.

It wasn't the only Nova Kevin owned. Someday he will tell us the tale of his 1964 Nova, which he bought for \$15.

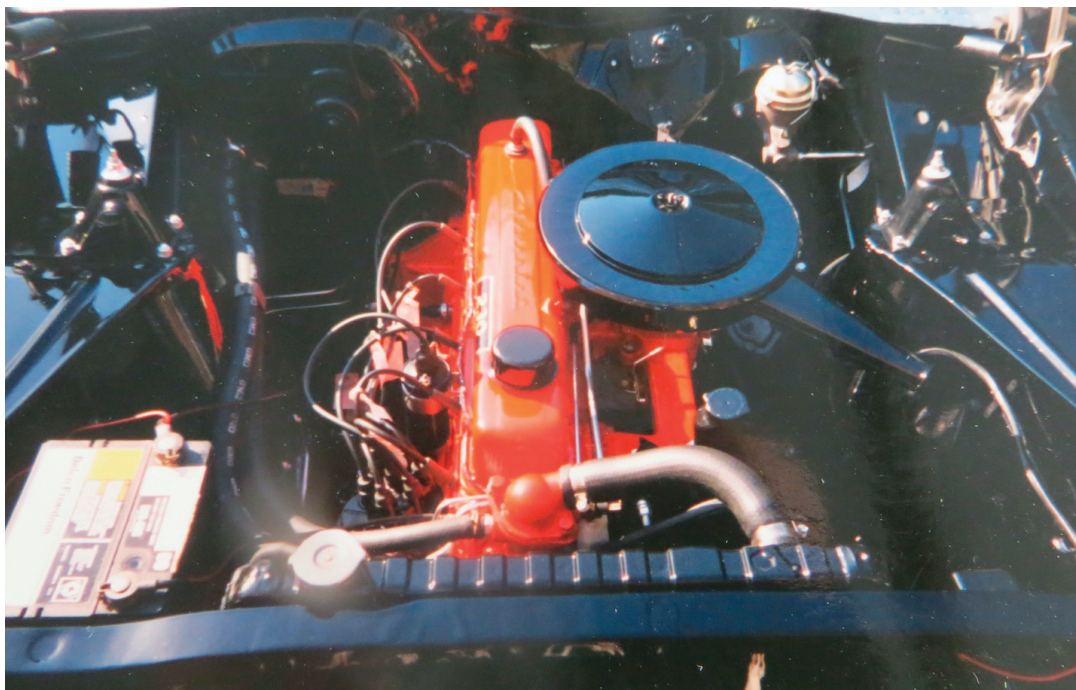
The SIRAACA Garage is home to all of our members' cars, past and present. Has your car been featured yet? Make sure you get the details to Paul Jr. if you want to share your car with us all.



The Chevy Nova began as higher-end Chevy !!, and in 1965 came in three bodies - a Sport Coupe, a 4-Door Sedan and a 6-Passenger Wagon. Kevin's car had the optional Turbo-Thrift 230 six-cylinder engine. A 194 cid was the standard six, while Turbo-Fire 283 was the standard eight. Other optional engines included a 283 and 327.

A palette of 15 colors were available in 1965, including Mist Blue. Six interior colors were offered, with Black reserved for SS models. 1965 was the final year of the first-gen Chevy II.

Images at left and bottom show the before and after of Kevin's restoration efforts. (photos by Kevin Keenan)





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The SIRAACA Time Machine

Auburn produced automobiles from 1900 to 1937. We wondered if they had a presence on Staten Island in their day, so we started with the 1933 Polk Business Directory, which showed an Auburn dealer on Castleton Avenue near Clove Road. We buzzed around the area with our Time Machine and landed in 1929 for the view seen at right, top. The storefront sign reads Auburn Motor Sales, with another sign on the roof reading Auburn Motor Cars. Not much else could be found about this location.



If you went into the Auburn dealer above in 1929, what might he try to sell you? They had six different Models, ranging from the 6-cyl Model 76 to the long wheelbase, 115hp Model 120. Within each model range were between 6-8 body styles: roadsters, speedsters, cabriolets, victorias, phaetons and more. Price range was \$995-\$2,395.

Afterwards, as the SIRAACA Time Machine hunted for the lost trucks of Staten Island to showcase on our Facebook page, we came across Detroit's Garage circa 1940, with an address then known as 215 North Railroad Avenue. A well-worn Auburn painted logo adorns the top of the storefront. This location today is SMP Automotive at 147 New Dorp Plaza, between Beach and Ross Avenues. Looking back into the '33 listings, we find a Detroit's Garage at 197 Bay Street. We'll try to discover more connections to explore among these locations. In the meantime, we've pulled the Time Machine into Detroit's to have it washed, polished and Simonized.



This monthly feature began in 2020 as temporary filler for missing content due to government lockdowns in response to Covid. It's turned into a regular feature still going strong as we head into 2025 and we hope that you are enjoying these trips back in time. Feel free to send in your comments, requests or additional information.

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