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Ragtops & Rumbleseats

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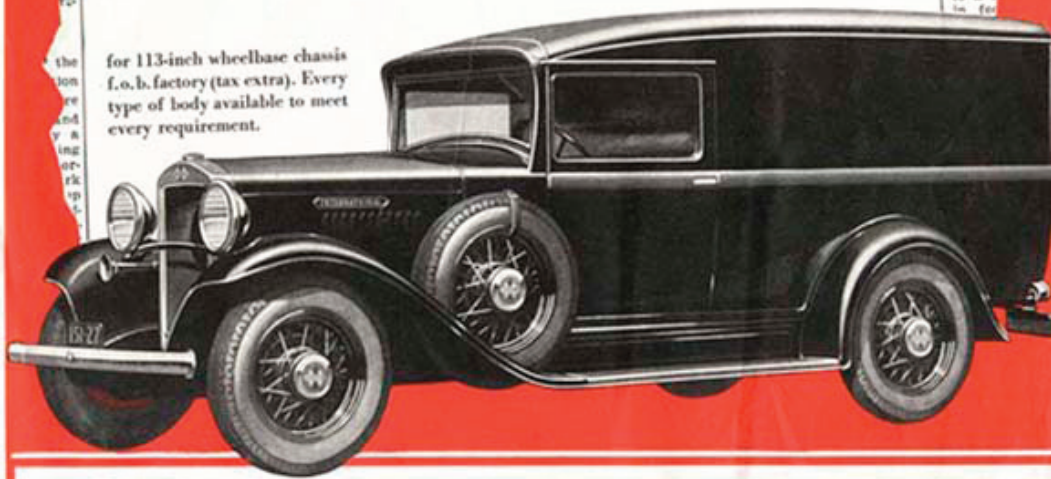
- **Community Day Wrap-Up**
- **A Look Back at the Grand National**



INTERNATIONAL HARVESTER ENTERS LOW-PRICE TRUCK FIELD

Announces Half-Ton 6-Cylinder Model to Sell at \$360

for 113-inch wheelbase chassis
f.o.b. factory (tax extra). Every
type of body available to meet
every requirement.



\$360

chassis f.o.b. factory (tax extra)

Rated Capacity: 1/2-ton. Wheelbase: 113 inches.
Engine: 6-cylinder, L-head type, 3-3/16-inch bore x 4-1/8-
inch stroke. Develops 72 horsepower. Exhaust valve seat
insects. Full pressure lubrication. Dual-draft carburetor.
Air cleaner.
Clutch: 7-inch single plate, with built-in vibration dampers.
Rear axle: Split-beam rear type. Machine-type final drive.
Chrome-molybdenum axle shafts, ground steel housing.
Tapered roller differential and axle shaft bearings.
Brakes: 4-wheel mechanical, 3-shoe type, self-energizing,
internal-expanding and cable-actuated.
Springs: Semi-elliptic. All leaves of chrome-nickel steel.
Self-adjusting spring shackles.
Wire wheels: 40-spoke, 18-inch with 5.25-18 balloon tires.
Standard equipment includes transport bars, spare wire
wheel, fender well tire carrier, hood and rear fenders,
and full-length running boards. All instruments attract-
ively grouped in panel on dash.

THIS announcement will be welcome news
to thousands of truck users. They have long
looked for a half-ton model from International
Harvester. They have missed International
quality in the low-price field.

For it is on quality that International Harvester
has built its outstanding success in auto-
motive manufacture. Because of quality it has
steadily increased its leadership among full-line
truck manufacturers, greatly improving its relative
position during the recent difficult years.

It has established this record on chassis
prices never lower than six hundred dollars and
ranging up to more than six thousand. High
reputation, dependable performance, and un-
failing service have brought new International
buyers in increasing thousands.

Now new conditions, created by the times,
have given us our opportunity. Today Interna-

tional Harvester provides another product of
high quality in the new International Half-Ton
Model D-1.

This new truck is being built strictly accord-
ing to International specifications in one of
the finest, most efficient plants in the automo-
tive industry. The truck has already been put
into quantity production and the savings of an
anticipated large volume are being passed on
to truck users.

This new 6-cylinder truck at its unprecedented
low International price takes with it, of course,
every guarantee that every International Truck
carries. It is safeguarded by the nation-wide ser-
vice that makes every International more valu-
able to its owner throughout the years of its life.

You are cordially invited to visit any Inter-
national Branch display room and see this new
half-ton International.

INTERNATIONAL HARVESTER COMPANY
606 So. Michigan Ave. OF AMERICA Chicago, Illinois
Incorporated

INTERNATIONAL TRUCKS

Vintage Advertising

Here's a peek at a very hand-
some delivery truck from Inter-
national Harvester, a 1930 Model
D-1. IH had been manufactur-
ing trucks since 1907, starting
with high-wheeler known as an
Auto Wagon.

The roots of International reach
back to the 1830's when Cyrus
McCormick patented his me-
chanical reaper. In 1902, bank-
er J.P. Morgan combined Mc-
Cormick Harvesting Machine
Co. with four other agricultural
equipment firms to form Inter-
national Harvester. Today it is
known as Navistar.

While we don't know production
figures on these delivery trucks,
we do know that you rarely if
ever see one. Did so many of
these get run into the ground
doing what trucks do, or were
they all scrapped as beat-down
ten-year olds for the war effort?

In This Issue

Third Annual Community Day.

A look back at the AACA Grand
National.

A return to the SIRAACA Garage
to view a recent addition.

Trivia Question: What 1920's-era automobile featured an emblem of a top hat inside a ring, which was the car builder's WW I 94th Fighter Squadron's emblem?

Answer: Rickenbacker, built by America's leading fighter ace Eddie Rickenbacker.

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Minutes of the 494th Meeting

July 5, 2016

1. The 494th meeting of the Staten Island Region AACA was called to order by President Paul Jr. at 7:30 pm. After reciting the Pledge of Allegiance and a moment of silence, the minutes of the 493rd meeting were accepted as read.
2. Kevin Keenan disputed the judges scoring at the AACA Grand National and proved that his hose clamps were correct. The VP of Judging reversed the deductions and Kevin was awarded his First Grand National.
3. The New Dorp HS Show was not well attended. Mike Signorile and Paul Arena helped them with judging.
4. Paul Jr. recapped The Elegance at Hershey (five Duesenbergs on the show field). Phil Boffa recapped the Barrett-Jackson auction at Mohegan Sun. Both events are must-see.
5. Jeff Tucker drove his 1967 Galaxie in the Travis 4th of July Parade among a sea of Corvettes.
6. The Community Day Show will be on July 9. Members should arrive for 9:00. Plans were finalized for the day's set-up and logistics.
7. We are considering a diecast medallion in place of a dash plaque for the 40th Annual Fall Show. Pricing is the main consideration.
8. The raffle car will be at Back to the Beach on July 16-17. Volunteers needed on both days. We have early and late shifts open.
9. The SILive.com video series featuring members driving their cars has begun with Mike Signorile and his 1966 Skylark. Look for future ones with Paul Arena's 1948 Dodge, Rocky Pompa's 1967 Mustang and more.
10. Phil Boffa gave a treasury report, with all in order.
11. The meeting was adjourned at 9:10 pm. The 50/50 collected \$24.00, with Tony DiAngelo winning \$12.00.

Respectfully submitted,

Tony DiAngelo, Secretary



Small But Enthusiastic Crowd for Community Day Car Show

Our 3rd Annual Community Day Car Show, in celebration of National Collector Car Appreciation Day, faced the threat of summer downpours. With no rain date, and a goal to drive traffic through the Commons Cafe to raise money, we encouraged people to come out in any car, even if it was just to stop in, say hello, and grab some lunch (we all have to eat, right?) As the threat of rain faded, the diehards came out, with about 35 or so vehicles on hand.

We don't formally judge the cars at our Community Day Car Show, but rather find cars that fit the themes of 15 different categories. We focus on cars that may not be a first place winner at our fall show based on our formal judging. It's an opportunity to recognize certain cars for what they are - daily drivers, weekend cruisers, well-worn survivors or well-maintained originals. That's the spirit behind Collector Car Appreciation Day. There's something for everyone.



A sample of the winning autos that attended our Community Day Car Show. Top left is a 1953 Buick Super, winner of a Cafe Choice Award; Top right is a 1968 Pontiac Grand Prix, winner of the Best Dressed Award for a car with skirts; At right is a trio of winners that show the diversity of our hobby: a 1973 MG, a 1979 Ford Thunderbird and a 1958 Chevrolet Impala. A partially obscured 1965 Chevrolet Impala was another winner. (photos by Paul Jr.)



Favorite Orphan - 1981 Oldsmobile Cutlass, Gerard Guzman; **Favorite Custom** - 1983 Buick Regal, Chris Consalvo; **Favorite Muscle Car** - 1987 Buick Grand National, Dan Davis; **Under Construction** - 1983 Coupe de Ville, Tom Thomas; **Flashy Ford Award** - 2013 Focus, Eric Long; **Fabulous Fifties Award** - 1958 Impala, George Elder; **Swinging Sixties Award** - 1965 Impala, Jerry Esposito; **Drivable Dream Award** - 1976 Eldorado, Jimmy Pasquale; **Best Dressed Award (Skirts)** - 1968 Grand Prix, Tony Yeras; **Favorite Unrestored** - 1979 Thunderbird, Artie Guarnieri; **Future Collectible** - 2009 Pontiac G8, John Tallini; **Survivor Award** - 1978 Trans Am, Mike Fornito; **50 Years of Camaro** - 1996 Camaro, David Long; **Disco Diva Award** - 1983 Eldorado, Joe Galante; **Foreign Flavour Award** - 1973 MG, Anthony Buzzanca; **Cafe Choice Award** - 1953 Buick Super, Tom Maroney; **Cafe Choice Award**- 2006 Corvette, Benny Bellini

From the President

We are less than two months away from holding our 40th Annual Fall Show. I'm pretty sure there are a few of our members who have been around since the first show, which we held at St. Dorothy's on Hylan Boulevard back in October, 1977. I was there, shadowing my father as an eight-year old. Now my son, who'll be eight-years old shortly, shadows us. Maybe he'll be helming our 80th Annual Show some day.

Returning back to the present, let's all go full tilt towards securing our sponsors, donors and raffle buyers. With the summer marching on, we tend to forget how quickly the show will be here. If you need any support, or have any ideas to grow, let us know. - Paul Jr.

From the Editor

The SIRAACA Garage has re-opened its doors to us this month with a look at Mike DiPilato's Firebird. I believe there are still some members' cars (Don Bosco's collection notwithstanding) that have yet to be featured. I try and snag photos whenever I can, but you can help by sending me photos and some details as well. I'm also happy to report that I've been able to grab a good number of good (and hopefully great) cover photos for future issues. If you recall, I "ran out" a couple of months ago and ran a blank cover. The feedback on that was fun - one region thought I should hand out crayons and have folks draw in their own cover. - Paul Jr.

- NEXT MEETING - August 2

Our August meeting is scheduled for Tuesday, August 2 at 7:00 pm, and will be held at the Staff House at Seaview Home & Hospital, located at 460 Brielle Avenue. Each member is asked to contribute \$3.00 towards the purchase of coffee and doughnuts.

Members to Celebrate BCA's 50th

The Buick Club of America is turning 50 years old, and to celebrate, they are hosting a special anniversary meet on Saturday, July 30. It will be held at the NB Center for American Automotive Heritage in Allentown, PA, a 27-acre compound owned by renowned Buick lover Nicola Bulgari. At least three of our members are showing cars at this meet, which is featuring over 600 Buicks ranging from 1903 to present-day concepts. Expected on display are Andrew Napoli's 1985 Riviera, Paul Arena's 1964 Riviera and Kevin Keenan's 1979 LeSabre.

Raffle Car Goes Back to the Beach

The raffle car spent the weekend in Ocean Breeze at the annual Back to the Beach festival. The two day take was \$738, which will go a long way towards helping us make up the lost Bikers for Bini event this year. Thanks to ProSho and Bini for hooking up our appearance.



Inside the SIRAACA Garage

We're back inside the SIRAACA Garage to look at the other "bookend" Firebird that recently made its home here. It's the 1967 Firebird 400 owned by Mike DiPilato.

Recall our look over his other one, a 2002 NHRA edition? Well this 1967 is the "alpha" to that "omega". Mike recently won his AACA First Junior Award in Vineland, NJ with this car.

The first year Firebird came in several versions, beginning with a base six-cylinder and working upwards to one with an overhead cam, or a 326 V-8, or a Firebird H.O. with 30 more horses, and finally the Firebird 400. The engine was essentially the same one found in the GTO, but to meet GM's requirement to max out horsepower at a rate of 1 per 10 pounds of car, engineers had to find an easy way to shave 10 horses off of the 335 that this engine produced. Their solution? They changed the throttle linkage to keep the Quadrajets secondaries from opening more than 90 percent. A 20-second "adjustment" by the owner returned that extra horsepower.

Mike's car has the optional three-speed Turbo Hydra-Matic 400 instead of the standard three-speed Dearborn tranny sourced from Ford.

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.



To help identify a first-generation Firebird as a 1967 model, look for these specific features that differentiate it from a 1968 model: the 1967 has vent windows, while the 1968 has one piece side glass in the doors; the 1967 has no side marker lights, while the 1968 has side-marker lamps on the rear quarters and wrap-around front parking lenses. If you are looking at this car in your rear view mirror and spot the Pontiac "arrowhead" emblem on its nose, it must be a Firebird 400. Other Firebird variants have no emblem on the nose. (photo by Paul Jr.)

Upcoming Events

Grab your friends, load up your car, and head out to one of these events:



- Buick Club of America 50th Anniversary, Allentown, PA - July 27-30
- 59th Annual New Hope Auto Show, New Hope, PA - August 13-14
- Our Lady Star of the Sea Car Show, Huguenot - August 20
- Richmond County Fair - Historic Richmond Town, September 3-5
- SIRAACA 40th Annual Car Show, Staten Island - September 18



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A Look Back at June's AACA Grand National Meet

The usually verbal Phil Boffa instead gives us a visual retelling of June's AACA Grand National Meet. Here are 4,000 words courtesy of four of his pictures.



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