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Ragtops &

Rumbleseats

Jul 2017



A Tale of One That Got Away

OLDSMOBILE



*The sun never sets
on the Oldsmobile.*

*You see them wherever you go.
They go wherever you see them.*

ALL nations pay willing tribute to the Oldsmobile. Its unequalled motor equipment, the ease with which the motor is started from the seat, the device by which the spark is retarded in starting to a point where "back fire" is impossible, all emphasize its superiority, placing it in a class by itself.

The 1904 models have a number of exclusive features which caused a decided sensation among automobile experts. Our Standard, Curved Dash Runabout is now built with a 6 H.P. motor. Full information regarding the Oldsmobile line can be obtained from our nearest sales agent or by writing direct. An interesting and beautifully illustrated automobile story, "Golden Gate to Hell Gate," will be sent on receipt of a two-cent stamp. Address Dept. 48.

Note our prices—none over \$1000

Standard Runabout,	\$650.00
Touring Runabout,	750.00
Light Delivery Wagon,	850.00
Light Tonneau Car,	950.00

Olds Motor Works
Detroit, U. S. A.

Member of the Association of Licensed
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Vintage Advertising

An interesting use of Uncle Sam in this 1904 ad for Oldsmobile helps us celebrate Independence Day. He lazes across the geography of the United States as well as Mexico, playing with a pair of globes showing off various Oldsmobile models.

The famed Curved Dash Olds appears below, but the other models show Oldsmobile's adoption of the more familiar radiator and hood styling, known as a "French Front". This design suggested a front engine within, but it really housed the tanks for fuel and water. The engine was mounted under the seat.

1904 was the first year for an Olds with a steering wheel. 2004 was the final year for an Olds, period.

In This Issue

Don Bosco submits tale of what could have been in the SIRAACA Garage.

AACA debuts the Zenith Award.

Staten Island Yankees feature club autos and our raffle car on Classic Car Day.

Trivia Question: What muscle car won Motor Trend's Car of the Year in 1969, and came in colors such as Moulin Rouge, Sassy Grass Green, Tor Red, Black Velvet, Lemon Twist and In-Violet Metallic in 1970?

Answer: The Plymouth Road Runner.

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Minutes of the 505th Meeting

June 6, 2017

1. The 505th meeting of the Staten Island Region AACA was called to order at 7:22 pm by President Paul Jr. Members recited the Pledge of Allegiance and offered a moment of silence before the minutes of the 504th meeting were accepted as read.
2. Special guest Dave Cannizzo, the founder of a virtual swap meet app MatchMyStuff, presented to the members in attendance.
3. Members helped with judging almost 250 cars at the New Dorp High School show, while others worked the raffle car table. The car took in \$205. We also volunteered at Richmond Town's Uncorked!, and the raffle car took in another \$425 at that event.
4. Paul Jr. took the raffle car to a charity BBQ for Michael's Cause namesake Michael Capolongo. The club agreed to split the day's take, and we sold \$625. We ended up donating \$325 to Michael's Cause.
5. Upcoming events include the Kiwanis Show on June 11, Classic Car Day with the SI Yankees on June 25, and our Community Day Show on July 15. Back to the Beach is scheduled for July 22 and 23.
6. The July meeting is pushed back one week to July 11 in honor of Independence Day.
7. Club members discussed the pros and cons of helping competing shows throughout the season.
8. Mike Signorile's son Michael was featured in July's Hemmings Classic Car magazine, with his 1978 Cadillac Coupe de Ville gracing the cover.
9. Don Bosco has drawn up an agreement to partner with Richmond Town to establish a transportation display. We await their feedback.
10. Phil Boffa gave a treasury report, with all in order.
11. The meeting was adjourned at 8:55 pm. The 50/50 collected \$35.00, with Paul Jr. winning \$18.00.

Respectfully submitted,

Tony DiAngelo, Secretary



Don Bosco Finally Sees the One That Got Away

In 1986 I found my first brass Lancia, a 1912 Eta Landaulet, which I bought from Stan Reynolds in Alberta, Canada. When I saw the car, it was love at first sight - a big old unrestored brass chauffeur-driven limousine with a folding rear top. Even though Stan owned over 2,000 pre-war cars (!) he was reluctant to let it go. I was amazed by the car so he knew I would cherish it. The precise engineering and fit was a revelation, and I was hooked on Lancia. As a collector, my next question was "are there anymore out there?" I found another Eta in Ireland owned by John Nicholson, and one in North London owned by Roland Grazebrook. I started corresponding with them to learn more about the cars and search out parts I was missing. This led me to Maurizio Forleo in Italy, a collector with several old Lancia and an Itala race car, who offered his help with some original parts. He said he'd make me a brass radiator cap that I needed, but needed a few months to get everything ready for me. Nicholson's car was a sedan with a wooden body made in Dutch Indonesia. When he moved to England with the car, I visited him and went for a ride in it. Its engine number was only two apart from mine. This sibling car was very helpful for purposes of understanding my mechanics and drivetrain.

In 1988, I saw an ad in Hemmings for a 1908 Lancia for sale in California. What?! 1908 was Lancia's first year of production and this was one of three cars exported to the U.S. Not only rare, it also had a local connection, sporting New York's Hol-Tan Co. badge as the official seller. I called the seller, Paul Tullius of Chico, CA. The car's chassis had been shortened at some time to make a racer, but the original body had been saved, and all of the driveline and brass were still there. It was very restorable.

I was very hot for the car, telling Paul I had the cash and was ready to buy. He told me he had already made a deal with a buyer overseas, and that he took a deposit over a year ago, never to hear from the guy again, which is why the car was re-advertised. He felt he had to give the guy one last chance to make good on the deal, so he would contact him. If he was passing on the car, it would be mine. Paul then called me back and said the guy still wants the car and promised payment soon. I asked Paul if I could contact the guy and make a deal with him to keep the car in the States. Paul wasn't comfortable and wouldn't tell me the guy's name or number. I said, "Paul, please ask him for me. It will save him the shipping hassle and he can make a few bucks off me." Paul asked, and the answer in Italian was still "no"!

In time, I met Kim, closed the deal quickly and got married (I learned that from buying cars I really wanted). I forgot about cars for a bit, lost my job in a staff cut at Shearson Lehman, and landed a new, exciting job as Branch Office Manager for Thomson McKinnon Securities in London. We moved to London in January 1989. Now I could hunt throughout Europe for Lancia cars and parts! I thought about making plans to see Maurizio and his cars, and pick up my parts.

I told Kim that since the weather in London was horrible - grey, rainy and cold - that we should go on a little Italian vacation. Of course, the trip would include a stop in Pistoia near the famous WWI battleground of Montecatini, where I could also visit Maurizio.

He was able to reproduce the parts I needed, and the bill was around \$900. He showed us his collection, invited us to lunch, and we had a lovely afternoon together. He asked if I could do him a favor, and instead of giving him the money, send the funds to a guy in America whom he owed money. I agreed and he asked me to send it to Paul Tullius in Chico, CA! Maurizio was the "Italian guy" buying Paul's Lancia! I felt my knees go weak and my legs go numb. I was making the missing payment to stop his default on the Lancia I wanted to buy!

Fast forward to 2017. I've just attended the Concorso d'Eleganza Villa d'Este on the shores of Lake Como in Cernobbio, and here it is, fully restored. While it didn't make it into my collection of seven pre-war Lancia autos, it was very satisfying to see the car got its due, even if it should be here in America!

From the President

I want to offer plenty of thanks to everyone who has been instrumental in the ongoing promotion of our club and what we do for our community. We've taken our relationship with Richmond Town a step further. We've connected with the Staten Island Yankees, perhaps for a repeat engagement. We've helped out the New Dorp High School football team, the Kiwanis Club, Sea View Home & Hospital, and The Commons Cafe as well.

To all of you who volunteer your time, make new connections, lead our efforts to sell raffle tickets and trophy donations, thank you.

Let's continue to think about new venues, new partners and new ideas to firmly establish our club, which has been around since 1974, as a instantly recognizable Staten Island institution.

On a side note, the Hemmings ad for our raffle car is published, and the envelopes have started rolling in. - Paul Jr.

From the Editor

Many thanks to fellow member Don Bosco for submitting the tale seen on the previous page and the photos on the next page. In true "Seinfeld" fashion, it brings us full circle with a nice twist of irony. I know that Don isn't the only one in the club with tales worth sharing. Feel free to share yours with our members, too.

- Paul Jr.

- NEXT MEETING - July 11

Our July meeting is scheduled for Tuesday, July 11 at 7:00 PM at The Staff House at Sea View Hospital and Home, located at 460 Brielle Avenue. As usual, each member is asked to contribute \$3.00 for coffee and donuts.

Classic Car Day at SI Yankees



(photo by Mike Signorile)

The Staten Island Yankees held a Classic Car Day promotion last month at their ballpark in St. George. Ongoing construction of the neighboring Empire Outlets as well as the New York Wheel left them with little room to display many cars, so a tailored display at the entrance way featured Tony Ventrice's 1923 Model T Ford and Jeff Tucker's 1967 Ford Galaxie, along with the club's 1996 Camaro raffle car. Friends from the Verrazano Cadillac Club were also on hand with a few Caddy's for the fans to see when entering the park. Attendance for the Staten Island Yankees has been low in recent years, despite them having a top-tier team in the NY-Penn League. Those there that day, however, enjoyed a new promotion that hopefully leads to mutual benefits down the line for all organizations, especially after the rest of the St. George waterfront is fully developed and buzzing with new residents and visitors.

Could Have Been in the SIRAACA Garage

Hopefully you read the full page tale submitted by Don Bosco about the Lancia that got away. Here's that car, a 1909 Lancia 12 hp Tipo 51 Alfa "double phaeton".

The Concorso d'Eleganza organizers note that 108 cars were completed in this original specification, and only three are thought to survive. Two of them are owned by Lancia, making this the only one in private hands. It is also the oldest.

This example was sent to the United States as a bare chassis, and a custom body was installed by Miller Brothers in Massachusetts.



This is not one of the seven Lancia automobiles that made their way into the SIRAACA Garage. (photos by Don Bosco)



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.



Upcoming Events

Gather up the troops and hit the road for these upcoming events:



- SIRAACA Community Day Car Show, Commons Cafe - July 15
- Chrysler Nationals, Carlisle - July 14-16
- Back to the Beach, July 22-23
- 38th Annual Old Time Drags & Rod Run, Englishtown - July 23
- New Dorp High School Cruise Night, 5:00 PM - July 26
- 54th Annual Das Awkscht Fescht, Macungie - August 4-6
- SIKK 2nd Annual Car Show, Marine Corps League - August 20



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Zenith Award

The AACA bestowed its first ever Zenith Award at this year's Grand National Meet in Missouri. The Zenith recognizes magnificent restorations. Twenty contenders were selected from cars shown at the 2016 national meets. They were all brought together at the Grand National Meet, where nine master judges took six hours to pick a winner. Competing vehicles included Ralph Marano's 1938 Packard Super Eight by Bohman & Schwartz (below).



The winner was a 1928 Auburn 8-88 Speedster owned and restored by Richard Harding. The car took six years to complete, debuting in 2014 to many awards before winning the Zenith. The runner up was a 1942 Cadillac Series 62 club coupe. The field also included a 1904 Sandusky Courier, a 1931 Ford AA Mail Truck and a 1958 Studebaker Golden Hawk.

FREE CAR SHOW

@ **COMMONScafé**



SATURDAY
JULY 15th
11:00 am - 2:00 pm

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AUTOMOBILE
CLUB

100% of net profits at the register and from activities will benefit:



Help celebrate the vital role that automotive restoration and collection plays in American society.

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