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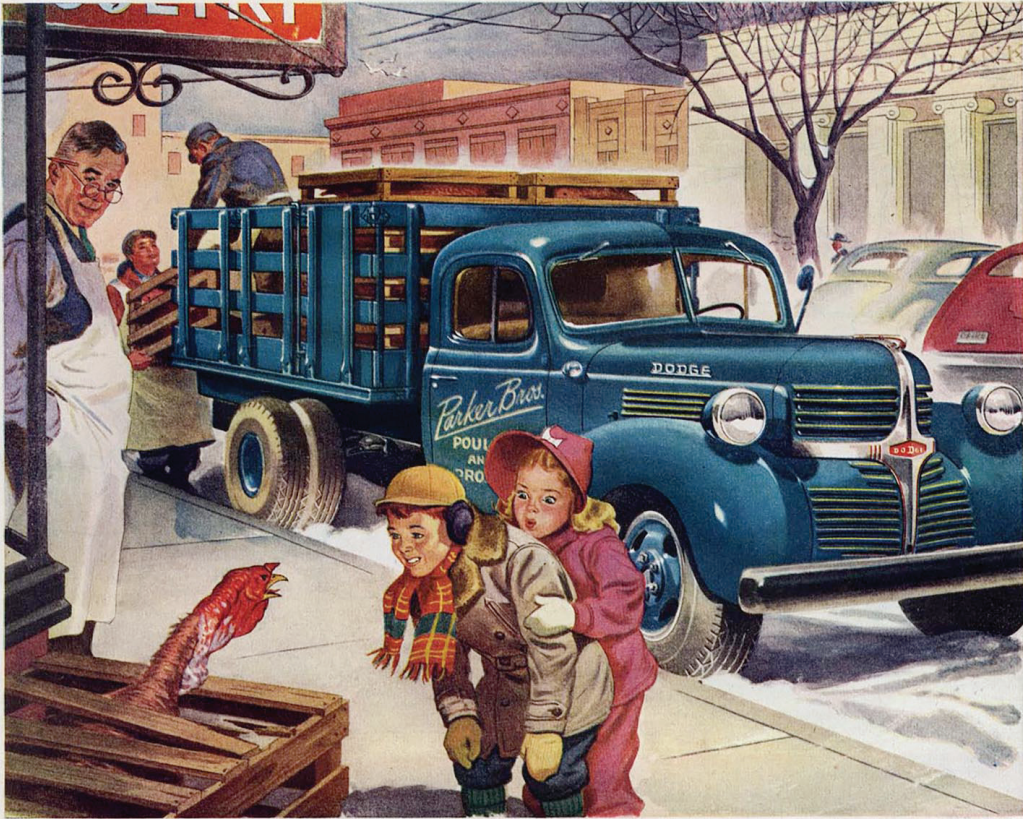
Rumbleseats

Nov 2021



• A Busy October Full of Shows





Let's talk turkey!

A good way to buy trucks is to deal with facts. Facts like these:

Fact 1—The best truck for your job is a truck that *fits* your job.

Fact 2—Every truck built by Dodge is designed and built to *fit* a specific hauling or delivery job. It's "*Job-Rated*" . . . and there's one to fit your job.

Fact 3—Your Dodge "*Job-Rated*" truck will be powered from engine to rear axle to move your loads. When power and weight are matched you get economy of operation . . . best performance.

Fact 4—Your Dodge truck will have "*Job-Rated*" brakes . . . sized for your maximum load . . . sized for safety and long service.

Fact 5—Your Dodge truck will have a "*Job-Rated*" frame, transmission and clutch. Axles, gear ratios, springs and tires will be "*Job-Rated*." No wonder your "*Job-Rated*" truck will *last longer!*

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Dodge "*Job-Rated*" trucks include panels, pick-ups, canopies, stakes, tractors and many chassis and cab models (conventional and cab-over-engine design) . . . ranging from light delivery models up to 40,000-pound gross weight tractor-trailer units.

ONLY DODGE BUILDS "*Job-Rated*" TRUCKS

DODGE "*Job-Rated*" TRUCKS
FIT THE JOB . . . LAST LONGER

Did you know? Dodge Brothers never made a truck while the brothers were alive. In 1921, Dodge Brothers president Frederick Haynes partnered with truck company Graham Brothers to build trucks with Dodge drivetrains. In 1930, all Graham Brothers trucks became Dodge trucks, now part of Chrysler.

Trivia Question: When the Graham brothers left Dodge, they acquired Paige in 1927. After WWII, they sold their car business to Kaiser-Frazer. What did Graham-Paige eventually become?

Answer: The Graham-Paige Corp. was renamed Madison Square Garden Corp. in 1962 as they were then operating MSG and some NY sports teams.

Vintage Advertising

It's turkey time again with Thanksgiving approaching, and this ad from 1947 for Dodge Trucks fits the theme nicely. Dodge introduced the "Job Rated" concept in 1939, aimed at giving the buyer the exact truck necessary for the job. 1948 marked a design change from the deco streamline look seen here. Eventually, "Job Rated" marketing gave way to the trends that sold cars, focusing on styling over function. That didn't mean Dodge wandered too far from its mission, with Power Wagons and Rams carrying on the tradition of getting the job done.

In This Issue

Local shows at The Tides and New Dorp Lane

A glance at the Hershey car corral

A very low mileage, all original 80's sedan in the SIRAACA Garage

Some auction results from RM Sotheby's at Hershey

The SIRAACA Time Machine stumbles upon a spooky setting in time for Halloween

RAGTOPS & RUMBLESEATS

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Minutes of the 551st Meeting October 5, 2021

1. The 551st meeting of The Staten Island Region AACA was called to order at 7:11 on October 5 at Pro Sho Sound. After reciting the Pledge of Allegiance and offering a moment of silence, the minutes of the 550th meeting were accepted as read.
2. Paul and Phil presented the results of our fall show and the numbers around our raffle car. In a lingering Covid environment, we turned a profit of \$4,400 on the raffle car, thanks in part to an outstanding effort by members such as Mike Gorgia and Tony Ventrice.
3. Our car gate was less than usual, and one area of discussion was cars newer than 15 years old. A debate over how to attract more of them (if desired) focused on allowing them to compete for an award (we do not judge any car newer than 15 years old). One way would be offer peer judging for those vehicles, and the concept may get a trial run in 2022.
4. Plans for our club to provide judging at the upcoming show in Linden, NJ were discussed. We help them in return for our open invitation to sell raffles at their weekly cruise nights. We need to attend more of those to make this worth the effort.
5. It appears that the New Dorp Lane show is on, and we will not be offering official help as a club. Members are more than welcome to attend and enjoy the day.
6. Members that attended the Victory Boulevard show and the Show at The Tides provided recaps of each event.
7. The search for our next raffle car has begun. We'd like to standardize the approach to any leads that members have, by having one of a few designated members make the initial phone call before we arrange to go see the car.
8. Phil Boffa gave an updated treasury report, showing all in order.
9. The meeting was adjourned at 8:45. The 50/50 collected \$34. Matt Safford not only won \$17, but also won the second prize, a \$25 Rock Auto Gift Card.

Respectfully submitted,

Tony DiAngelo, Secretary



Members Support Charities at The Tides Car Show

On October 2, a newly organized Staten Island car show made its debut at The Tides, a residential community off of Arthur Kill Road in the shadow of The Outerbridge. It raised money for both Michael's Cause and St. Jude's Hospital, and several members and their friends displayed their cars in support of their effort. Approximately 80 vehicles in all were there, parked along a scenic private street that abuts the shoreline, affording views of the Arthur Kill and New Jersey. There's room on that street to hold twice as many cars, and their main concern is managing the flow of entries if they all arrive at the same time. A small amount of trophies were given out in a handful of classes, and all in all, the organizers did a good enough job to warrant another go at it next year.



Artie Guarnieri's Thunderbird and Mike DiPilato's Firebird lead a flock of other members cars at The Tides Car Show. (photo by Paul Jr.)

On Again, Off Again New Dorp Lane Show Was On Again

Hundreds and hundreds of cars lined New Dorp Lane from the Plaza to the Boulevard in support of the return of this community car show. Our club was not involved in judging the event, and the organizers may have taken some of our advice as we saw that each participant was given a small trophy as a thank you for attending. Crowds enjoyed walking down the center of the Lane and looking at a wide selection of antiques, customs, modern muscle cars and exotics. One of the many cars that caught our eye was a 1987 Chrysler Conquest TSi (photo right). Recall these as the rebadged versions of the Mitsubishi Starion, offered as Dodge and Plymouth from '84-'86 and Chrysler from '87-'89. Another interesting car on hand was this 1964 Cheetah (bottom photo). Original Cheetahs were built in coupe form as Chevy-powered race car challengers to Shelby Cobras. Roadsters like this are replicas. The show also featured a small selection of vendors, live music and a deejay, and merchant specials. This is a unique event for Staten Island, which mimics so many of the "Main Street" events held in towns throughout New Jersey. We're happy to see it return and look forward to it appearing on the show calendar again next year.



(photos by Paul Jr.)



From the President

It is hard to believe that the “car season” is drawing to a close soon. Weren’t we just uncovering our cars from their previous winter slumber? October sees peak activity with many fall shows, including Hershey, and then the drop off is quite rapid. The days are getting shorter and colder, leaving little time to enjoy our cars. Sunday mornings at the beach will continue as long as folks can tolerate the cooler temperatures. Once the cars are tucked away, however, the fun doesn’t end. Many members will continue seeing each on Sunday mornings over a diner breakfast. Others will look to online auctions and classifieds to find their next (or first car), that elusive part, or something else to help decorate their garage or man cave. Some will continue to work on or get started on their cars to improve them for next year. Keep your fellow members in mind when you need help or support. We will work on getting out as a group to some indoor events or locations to keep getting our fill of what brought us together. Suggestions are always welcome to that end. Until we see each other at the next meeting, Happy Halloween.

- Paul Jr.

- NEXT MEETING - November 2

Our November meeting is scheduled for Tuesday, November 2 at 6:30 PM, to be held at Pro Sho Sound’s warehouse at 4401 Arthur Kill Road. Thank you to Frank Provenzano and son Frank Jr. for providing the space. Food will be served.

Checking Out the Hershey Car Corral

Before the actual car show held on Saturday at Hershey, visitors spend the previous four days working their way through miles of flea market aisles and the car corral that encircles them. With only a day trip planned for Thursday this year, we opted for the corral. We noticed that there were less cars for sale than 2019, perhaps due to the effects of Covid and a restriction on foreign buyers visiting this year. Even so, there are always interesting and eye-opening finds there. They included these three, coincidentally all in white. First up was a 1953 Corvette, car # 98 of the 300 built that year. Fully restored, and yours for \$310,000. Too rich for your wallet? How about a 2,000 mile Trans Am GTA for only \$64,500? Not enough miles to actually enjoy driving it? How about a 38,000 mile, 1965 Jeep Wagoneer for \$80,000?! Apparently, exclusivity comes with a cost. These three cars are all extreme in one way or another, but the corral had plenty of others to choose from. Were any others priced “fairly”? We thought so, and anyone who bought something this year felt that way as well. No matter, the walk through the car corral is always a good day spent with cars.



You can have a '53 Corvette in any color, as long as it's Polo White. (photos by Paul Jr)



At what point is a low mileage car too low to enjoy, beyond trailering it to shows or leaving it in a garage as a non-driver?



Inside the SIRAACA Garage

As we continue our tour through the SIRAACA Garage (sheesh, this place is huge), we come across this low mileage, all-original form of late 1980's basic transportation. It's Ryan Buzzanca's 1988 Honda Civic DX.

This car has been in their family since first being purchased in April of that year from Bay Ridge Honda. It has only 8,000 miles on its 1.5 liter four cylinder engine. The car was optioned with air conditioning, automatic transmission, AM/FM radio, a right side mirror, pinstriping, mud guards and carpeted floor mats.

The Civic was named one of *Car & Driver's* Ten Best for 1988. The fourth generation model was slightly bigger with a newly designed suspension setup inspired by their Formula 1 cars. All Civic sedans for the North American market came out of a factory in Marysville, OH.

Interest in '80's cars has grown greatly as they get older and the generation that recalls them are now in collector mode. Notice events like RADwood, a Lead East type event focused on the era, which recently featured a display of such cars at the Greenwich Concours.

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.



Honda's base model sedan was the Civic DX. It came with plain black bumper covers and cloth interior. (Photo by of Paul Jr.)

RM Sotheby's Hershey Auction

The auction that accompanies the fall meet at Hershey each year presented over 130 vehicles this year, with over \$12.9 million in sales. If you had no more than \$25,000 to spend, you could have went home with your choice of 11 different cars, including either of two really nice 1941 Cadillac Series 60 Fleetwood Sedans. Newer cars in that price category included a 1978 Lincoln Continental Mark V Emilio Pucci Edition, or a 1976 Cadillac Eldorado convertible. Other notable sales for a bit more money included a 1958 Edsel Pacer convertible for \$37,400 and a rare 1918 Templar Sportette for \$36,300. Only one car eclipsed the million dollar mark, a 1931 Duesenberg Model J Roadster, which fetched \$1.65 million. It is one of very few true roadsters, meaning a two-passenger open car with no side windows, to have been built on a Model J chassis. What makes the car even more unique is the body was built by Packard, bought by a Duesenberg factory and converted to fit to their platform. Interestingly enough, an equally beautiful 1930 Packard 745 Deluxe Roadster sold for just a quarter of the price, at \$407,000. Strong numbers were realized for early motoring pioneers (1904 Cadillac Model B = \$110,000), concours-quality muscle cars (1964 Ford Galaxie 500 XL "R-Code" = \$115,500) and iconic 1950's ragtops (1958 Chevrolet Impala "Tri Power" = \$132,000). Our favorite vehicle to cross the block was a 1948 Diamond T 201 Pickup. The AACA Senior Award winner, known as the Cadillac of trucks, sold for \$176,000.



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The SIRAACA Time Machine

After we found this 1930's era advertisement for Greendale's Electro Brakometer Service on Richmond Terrace, we tried to get the SIRAACA Time Machine far enough back to snap a photo of the place. With only enough fuel to reach 1940, we couldn't find it. We did, however, stop next door in front of Eagle Auto Wrecking, which might be the spookiest, Halloween-ready setting we've ever seen. Get a look at that decrepit haunted house, which most likely was an elegant waterfront mansion when first built. Contributing to the Halloween feel is the glimpse of a hand painted graveyard on the building at left. Notice the headstone for "Essex", a car brand no longer "alive". The wrecking yard is filled with 1930's cars laid to rest, and many of them may have been shipped out soon after as WWII scrap drives began in earnest. The light colored car at the entrance may be a LaSalle considering the row of art deco round vents along it's hood. It's height even suggests it's a professional car, like an ambulance. Maybe Herman Munster lived here and used it as a hearse while working at the funeral parlor.

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(photo courtesy of NYC Dept. of Records. Ad courtesy of the NY Public Library)

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