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# Ragtops & Rumbleseats

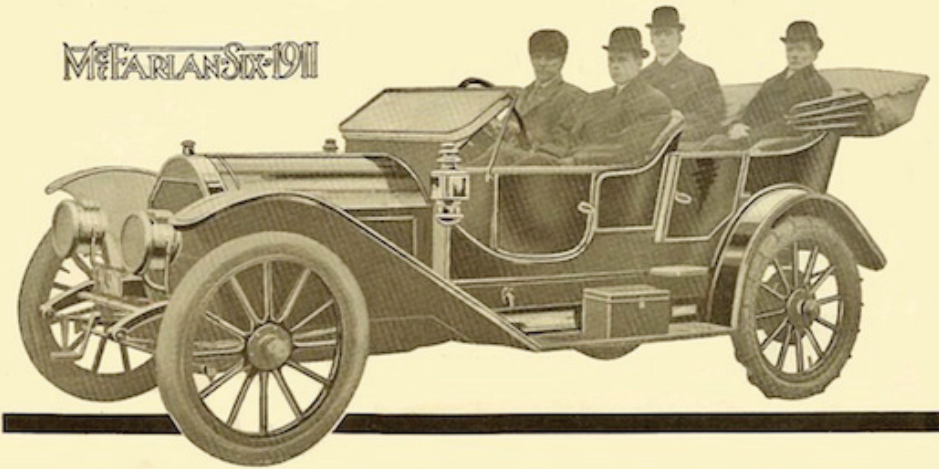
Sep 2018



• *Tales of a Wingman*



McFARLAN SIX 1911



The Dealer Who Sells Sixes Is the Dealer Who Will Do the Business in the Future

**McFarlan "BIG SIX"**  
 MOTOR—35-60 H. P., 6 cylinders, 4 cycle, bore 4 in., stroke 5 in.  
 VALVES—Valves 2 in. Valves are in the head, and are mechanically operated by rocker arm mechanism which can be easily and accurately adjusted. As valves are mounted in a special cage they can be easily inspected or taken out for grinding.  
 CARBURETOR—Stromberg carburetor, provided with water jacket for maintaining uniform temperature and insuring perfect vaporization. Carburetor is very accessible. Optional—Schebler, Carter or Rayfield. Gasoline tank is located under the seat, and has a capacity of 17 gallons.  
 LUBRICATION—Circulating splash system.  
 IGNITION—High tension magneto, imported Mercedes spark plugs; Pirilli wire.  
 MOTOR COOLING—Cylinders are cooled by means of a positive water circulation maintained around the water jacket, and through a square tube radiator by means of a gear water pump. Adjustable radiator fan, belt driven from magneto shaft. Capacity of water system 15½ gallons.  
 TRANSMISSION—Mounted on annular bearings. It is of a selective sliding gear type, three forward speeds, and one reverse, multiple disc clutch.  
 FRAME—Is of pressed steel, channel section, and is elevated at the rear.  
 SPRINGS—Semi-elliptical springs in front, full elliptic double scroll head in rear.  
 AXLES—"I" beam front axle, full floating rear axle, shaft drive.  
 BRAKES—Two sets of brakes on rear hubs, internal expanding and external contracting, 14x2 in.  
 WHEELS—32, 34 or 35x4 in.  
 WHEEL BASE—85-110 inches.  
 EQUIPMENT—English Mohair top, Duquesne or regular sockets, five lamps, Prest-O-Lite tank, jack, tool kit, pump, etc. Demountable rims.  
 BODIES—Seven-passenger touring car, with or without fore doors; four-passenger torpedo, with or without fore doors. Runabout, fore door.

Nearly every Automobile Dealer will tell you his competition is "fierce." And no wonder—there is so little difference in the various fours that one scarcely offers any advantage over the other. Why don't you get out of the rut today? Why any sane man should buy a four when he can get a six for practically the same money is a mystery which is only explained by the fact that there is no McFarlan Agent on the ground. Get alive on this six cylinder proposition. Don't be blind to your opportunities like the old lady at the Brooklyn Bridge, who said: "Where will I get a Coney Island car"; and who was told "Get off that track or you'll get it in the sitting room." You had better act now. Don't wait till "the other fellow" gets the agency, and then kick about competition being "fierce."

**PRICES**

Model 26, 35x3½ F., 35x4 R. No Fore Doors.....	\$2,000
Model 26, 35x3½ F., 35x4 R. No Doors.....	2,000
Model 26, 35x4 Tires, and Doors.....	2,100
Model 26, 35x4 Tires, Doors Like Model 26.....	2,100
Model 26, 35x4 Tires, and Doors.....	2,500
Model 26, With Folding Seats for 7 Passengers.....	2,575
Model 26, With Top and 35x4 Tires.....	2,600
Model 26, 35x4 Tires and Trunk.....	2,500

**McFarlan Motor Car Co.**  
 Desk J Connerville, Ind.

**McFarlan "LITTLE SIX"**  
 MOTOR—35-40 H. P., 6 cylinders, 4 cycle, bore 3½ in., stroke 4 in.  
 VALVES—Valves 1½ in. Valves are in the head, and are mechanically operated by rocker arm mechanism which can be easily and accurately adjusted. As valves are mounted in a special cage, and can be easily inspected or taken out for grinding.  
 CARBURETOR—Stromberg carburetor, provided with water jacket for maintaining uniform temperature and insuring perfect vaporization. Carburetor is very accessible. Optional—Schebler, Carter or Rayfield. Gasoline tank is located under the seat, and has a capacity of 17 gallons.  
 LUBRICATION—Force feed to the main bearings and by splash system to the piston and connecting rods. Sight feed on dash.  
 IGNITION—High tension magneto, imported Mercedes spark plugs; Pirilli wire.  
 MOTOR COOLING—Square tube radiator. Gear water pump. Adjustable radiator fan, belt driven from magneto shaft. Capacity of water system 15½ gallons.  
 TRANSMISSION—Is of a selective sliding gear type, and three forward speeds and one reverse, multiple disc clutch.  
 FRAME—Is of pressed steel, channel section, and is elevated at the rear.  
 SPRINGS—Semi-elliptical springs in front, full elliptic double scroll head in rear.  
 AXLES—"I" beam front axle, semi-floating rear axle, shaft drive.  
 BRAKES—Two sets of brakes on rear hubs, internal expanding and external contracting, 14x2 inches.  
 WHEELS—32, 34 or 35x4 in.  
 WHEEL BASE—120 inches.  
 EQUIPMENT—English Mohair top—Duquesne or regular sockets—five lamps, generator, jack, tool kit, pump, etc.  
 BODIES—Five passenger touring car, with or without fore doors. Four passenger torpedo, with or without fore doors. Runabout, with or without fore doors.

In writing to advertisers please mention THE HORSELESS AGE.

Vintage Advertising

This ad for McFarlan autos from 1911 is targeted towards potential dealers. The message was that cars with six cylinders will sell better than fours.

Our favorite part of this ad is this analogy: Don't be blind to your opportunities like the old lady at the Brooklyn Bridge, who said, "Where will I get a Coney Island car" and who was told, "Get off that track or you'll get it in the sitting room."

McFarlan autos were built from 1910 through 1928 and their enormous models of the 1920's gave them a reputation on par with Rolls Royce. A book published in 1967 as a definitive history of the marque identified just 19 remaining cars. That number may be larger today.

In This Issue

Phil Boffa tells of his role as a wingman.

SIRAACA artifact discovered for sale.

Records set at Monterey.

A cool truck in the SIRAACA Garage.

Trivia Question: Ford built 4,858,644 Model A's for the 1928-1931 model years. Which Model A (year and body style) was made more than any other?  
 Answer: 1929 two door sedans, known as Tudors, hold the record for greatest number produced of any Model A, with 523,922 rolling off the assembly lines.

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# Minutes of the 519th Meeting

## August 7, 2018

1. The 519th meeting of the Staten Island Region AACA was called to order at 7:30 by President Paul Jr.. Members recited the Pledge of Allegiance and offered a moment of silence before the minutes of the 517th meeting were accepted as read.
2. Congratulations were extended Kevin Keenan for winning a pair of Senior awards at the AACA Spring National. Kevin and Phil Boffa recapped the show for the members. Phil also recapped the recent Mecum auction at Harrisburg.
3. The raffle car took in \$968 across the Back to the Beach weekend. Thanks to all who volunteered to help sell tickets. The car has been averaging \$100 at the weekly cruise nights in Richmond Town.
4. Upcoming events include the SIKK show on August 12, a show in downtown Elizabeth on August 18, the Pennsylvania bus trip on August 20. In addition, we need four old cars for a midday display for the residents of Sunrise Assisted Living on August 22.
5. The Richmond Town County Fair is Labor Day weekend, and we need volunteers and cars for all three days. A signup sheet was passed around.
6. We are once again giving out dash plaques at our fall show after attendees expressed their preference for them over calendars. Frank Provenzano and Joe Rego are next up to be featured on a plaque.
7. The Kiwanis Club donated \$250 towards trophies for our show as a thank you for helping them with judging at their show.
8. The Drag-u-la will be appearing at our show and it is featured on our posters. Posters were given out to members to place across their communities.
9. Phil Boffa's treasury report shows all is in order. Keep looking for next year's raffle car.
10. The meeting was adjourned at 8:45. The 50/50 collected \$30, with Jeff Tucker winning \$15 again.

Respectfully submitted,  
Tony DiAngelo, Secretary



## What It's Like To Be Kevin's Wingman - by Phil Boffa

Leading up to the AACA Spring Meet in Gettysburg, Kevin hurt his knee and wasn't sure he'd be able to drive his Eldorado. I was on standby as his personal driver, which would leave his Riviera behind. The morning of our departure, I knew he was hurting, but he wanted to take both cars. It was going to be a hot day and a long trip, but I was ready and anxious to drive his beautiful Buick. I was seated, strapped in and ready to go when, as we were about to pull out, he pulls up alongside and says, "By the way, the A/C needs to be charged, so don't put it on. I just did all the brakes and rotors, try not to stop. Oh, and try not to use the accelerator a lot." At that point, what can you say? I am the Wingman!

For those of you who never traveled with Kevin, here are some comments he makes and their true meanings: "We can take our time getting there" means "We are doing 55 all the way." "We can go another way" means "I'm not paying tolls." "Let's get something light to eat" means "Find a Wendy's, Burger King or Subway." "We can always go back another time" means "Only after hell freezes over." "I think we can make it straight home" means "We aren't stopping to eat." "A trip like this will be a good ride for your car" means "Use your car already, it's just rotting away." "My knee hurts, but I'm okay to drive" means "I already paid to register the car for the show."

We take off. After removing the Barbra Streisand cassette from his radio, I noticed the glimmer of his red Cadillac and white Riviera was a pleasant sight on the highway among all the silver cars of today. After a while I was getting hungry, and all along Route 30 were signs for Big Bill's Elephant Farm and Famous Ice Cream. As inviting as it sounded, we didn't stop. Signs for discount horse manure lined the highway as well, along with its smell. I was no longer hungry.

We arrived in Gettysburg, surprised to learn that it was also hosting Bike Week, featuring thousands of motorcycles, a child's beauty pageant and some kind of Bacon and Cheese festival. I saw more motorcycles, Harley T-shirts, tattoos, and little girls dressed as adults than I ever want to see again. The bacon and cheese, well that's something else... can't get enough bacon and cheese.

On Friday we visited Gettysburg's historic battlefield tours and museum. We met a good friend who has a custom-built log cabin deep within his 200 acre Gettysburg farm. On his property, he restored a barn that was once used as a Union hospital. Thousands of casualties passed through there. The barn was beautiful but eerie. We went into another pole barn a short distance away, and then heard banging on the walls. That's when we decided to leave.

The show on Saturday was great. The weather was perfect, the venue was great, and the judging was fast. Kevin won AACA Seniors for both cars - well deserved!

Every AACA meet leaves me with something special. At the hotel, Kevin and I spent some time with an elderly gent from Pittsburgh who was there with his 1952 Hudson Hornet convertible, which he owned for 40 years. He drove the three hours to Gettysburg by himself. With his wife gone over 16 years, he said the car is all he has. I asked him what keeps him going to these shows, and he replied, "Passion and the people I meet."

What impresses me, after 40 years of being involved in this hobby on the national and local level, is that I too am fortunate to have met the people along the way who share this passion. There is no discrimination, there is no political divide, and no hostility. It's all friendships and respect and the desire for a good time. I would have not been to all of these great places nor would have built the relationships with my friends were it not for the AACA and its wonderful national meets. Automobiles have been, are and will continue to be a big part of our lives. - "Wingman" Phil

## From the President

September is here. How did that happen? We're in the midst of a great stretch of club events that'll last through October, starting with the Richmond County Fair on Labor Day weekend. This year, our club display returns to the side street between the Courthouse and Egger's Ice Cream, instead of down on Richmond Road. Members displaying cars are asked to set up around 10:00 am and enter directly off of Clarke Avenue. The following weekend is the Apple Fest at Delicious Orchards, where we need to display cars along with our raffle car each day. Then comes our show, so make sure you wrap up all of your raffle sales and turn in all monies, plus all sold and unsold tickets before then. Once our show has passed, it's time to relax and enjoy the final events of the season, including the New Dorp Lane Car Show, the New Jersey Concours and Hershey. It's a great time of year for us car guys. - Paul Jr.

## Delicious Orchards Apple Fest

Once again, we have been invited to display our cars and have the raffle car on hand for both days of Delicious Orchards Apple Fest, to be held on September 8-9. Please be sure to let us know who will be attending and on what day(s). In return for this great opportunity, we need to make sure we participate as best as we can. Kevin Keenan will provide details on arrival time, food offerings and more at our next meeting.

**- NEXT MEETING - September 4**

Our September meeting will be held on Tuesday, September 4 at 7:00 PM at the Courthouse at Richmond Town. Members should park in the lot on Clarke Ave., and enter the courthouse from that entrance. We will be upstairs. As usual, each member is asked to contribute \$3.00 for coffee & donuts.

## SIRAACA Artifact Found on eBay

Dennis Simone, the graphic artist responsible for executing our poster designs, recently purchased this vintage piece of our club's history on eBay. It's a brass dash plaque, the same size of a business card, commemorating what's called an Antique Car Rally. It's dated October 16, 1977, which is the same year as our 1st Annual Car Show. Although our shows have been held in September for quite some time, we used to hold them in October. Is this from that first show, or was there an accompanying rally? Many years ago, our club made an effort to collect one of each plaque from every show, with the intention of donating them to the AACA Museum. What became of that collection? If anyone can confirm what this is, please let us know.



Dennis says that the seller is in Florida, with the last name LeBlanc. We are hoping that Dennis can send along a question or two to learn where the seller got this. Were they at this event and received it when new? Did they inherit it, or find it at some estate sale? Again, if anyone can share some information about this, let us know.

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## Inside the SIRAACA Garage

How many of you realize that Phil Boffa is not just a cool guy, but that he owns cool cars (and trucks)? Here's a look at his 1955 Chevrolet "2nd Series" pick up truck.

Phil recently upgraded his shop-worn truck with power steering, power front disc brakes and new wide whitewall tires.

The 1955 model year began with the final run of Chevy's Advance Design pickups, which debuted in 1947. They were built through March of 1955, and then restyled as 2nd Series, taking design cues from their car line-up.

Notice the wrap-around windshield, which was a first in the truck industry. Deluxe cabs had an optional wrap-around rear window as well. Phil's has a standard flat rear window.

With new steering, brakes and tires, will this truck will make its way across the Outerbridge Crossing? Perhaps a rare glimpse of this truck will be afforded to those who venture out to Delicious Orchards next week? Perhaps this photo is all there is to it.

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.



*2nd Series 55's began what Chevrolet called their Task Force Series. This naming ran through 1959. (photo by Phil Boffa)*

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## Upcoming Events

Load up the car and head out to one of these upcoming events.



- Richmond County Fair - September 1-3
- Delicious Orchards Apple Fest, Colts Neck, NJ - September 8-9
- 42nd Annual SIRAACA Car Show, Commons Cafe - September 16
- New Dorp Lane Car Show, September 30
- New Jersey Concours d'Elegance, Colts Neck, NJ - September 29
- AACA Eastern National Fall Meet, Hershey, PA - October 10-13





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## How Much Did That Car Sell For?

The many auctions out in Monterey that lead up to the fabulous Concours at Pebble Beach have once again delivered eye-popping results and world record prices. As expected, a 1962 Ferrari 250 GTO set a record for most expensive car ever sold at auction, fetching a whopping \$48,405,000. It bested the previous record-holder, another 250 GTO, that sold for \$38.1 million four years ago. Note that another changed hands privately for \$52 million in 2013, and a 1963 model changed hands for \$70 million earlier this year. So while the \$48 million is a record, it's still a bargain!

That was all to be expected, however. What caught more folks off guard was the \$22 million paid for a 1935 Duesenberg SSJ. This car, one of just two short-chassis, 400 horsepower special speedsters, was delivered new to Hollywood star Gary Cooper. The other was offered to Clark Gable, who opted not to purchase his after their six-month trial ownership. Cooper did, and future owners included Briggs Cunningham. It's largely original, except for the paint, showing just over 20,000 miles on its odometer. Under the hood is the immensely powerful supercharged straight eight with twin carbs and special cast aluminum manifolds. Aside from these two SSJ's, the only other Duesenberg to feature this engine was Ab Jenkins' "Mormon Meteor". It wasn't until the late 1950's when cars would once again crank out such horsepower.

The usual suspects like Ferrari and Maserati sat atop the sales board, but when did Jaguar E-Types explode in price? We read of a 1967 roadster sell for \$302,000 and a 1961 coupe more than double that at \$720,000! The requisite Tucker sale this year went for \$1.8 million. We also noticed a 1963 Corvette Z06 "Big Tank" coupe sell for \$187,600.

Monterey is not just caviar and champagne, however. Mecum runs a sale out there for the regular folks, and the bottom end saw a 1985 Mercedes-Benz 380SE sedan go for \$4,000, which was the same price paid for a 1927 Ford Model T truck. For another \$500, you could have had a 1960 Ford F100, or for just \$3,000, you could have gotten yourself a 1991 Thunderbird.

In case you are wondering what happened at the Concours, a 1937 Alfa Romeo 8C 2900B Touring Berlietta won Best of Show. Familiar names on the winner's list from our neck of the woods included Ralph Marano, who won the American Classic, Closed class with a 1938 Packard Super Eight Mayfair Coupe; Sam Mann, who took second among Duesenbergs with their 1935 Bohman & Schwartz convertible coupe; and Steve Babinsky, who took third in Prewar Preservation with an original 1913 Stevens-Duryea touring car. Rob Ida's work on Tucker #44 netted its owner second place among Tuckers, finishing behind director George Lucas's #09.

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