



WESTERN ROUND-UP
The official publication of the:
WESTERN PENNSYLVANIA REGION
ANTIQUE AUTOMOBILE CLUB OF AMERICA

The WESTERN ROUND-UP is the official publication of the Western Pennsylvania Region, of the Antique Automobile Club of America and is mailed to all members of the Region in good standing the week preceding the regular monthly meeting. The meetings are held on the third Tuesday of each month, excluding the months of December and January. The meetings are held at the American Legion Post 982, (Pipetown) Hall, Latrobe, PA 15650, starting at 7:30 p.m.

All copies must be in the hands of the Editor by the THIRD FRIDAY OF EACH MONTH in order to be published the following month. Any items contained herein may be reproduced, if proper credit is given. All articles submitted for publication may be edited for length, grammar, accuracy and composition and will be used solely at the discretion of the Editor.

Region dues are \$10.00 until March 1, 2004 for Individual membership and \$12.00 after that date. Joint membership dues are \$15.00 until March 1, 2004 and \$17.00 after that date. You must include your National card and National number. Dues should be mailed to Tom Milligan, Treasurer, R.D.2, Box 449-S, Greensburg, PA 15601.

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FOUNDED 1950

OUR 54TH YEAR



Notice



2004 CALENDAR OF EVENTS

- NOV. 16 WPR Monthly Meeting 🍷
- DEC. 5 WPR ANNUAL CHRISTMAS PARTY 🍷
- JANUARY WPR ANNUAL MEETING 🍷
- APRIL 30 WPR ANNUAL KICK-OFF PARTY 🍷
- JULY 31 WPR ANNUAL PICNIC 🍷



*COVER PHOTO: 1934 Chrysler Roadster
Owned by Terry Gatons*

FROM THE EDITOR

BY MARK DeFLORIA

November is here. Hope everyone is ready for "Turkey." I know I am. Happy Thanksgiving!

Thanks to everyone who submitted articles for the *Round-Up*. We have some GREAT articles this month. Contributing to this issue is Fred Nicholls, Harvy Edgar, Mike Kosko and Gary Cooper. I was real lucky this month that I had more articles than room on the pages. Be sure to let these folks know how much you enjoyed their work.

Please submit items for the *Round Up* so it reaches me by the **Third Friday of the month by mail or email.** Articles can also be submitted at our monthly meetings. All items must be written down, so that I can accurately include it in the next *Round Up*. 📧

WRECKS OF THE PAST



BY GARRY COOPER

The wreck for this month is a 1953 Cadillac Convertible. The wreck happened sometime in the early Sixties. The car body was turquoise with a black top. The insurance company totaled the car. This would be a nice car today.

PRESIDENTS MESSAGE



BY DAN CALABRACE

There is a chill in the air and has been frost on the pumpkins. The leaves are almost all down at our house so I guess it's time to give the ole girl her final bath for the year and tuck her in for the winter.

I would like to thank those members who got sponsors for the Car Show and the following sponsors: JuAnn and Lenny Willochell, Orazio's Service Garage, Superior Motors, Danny's Body Shop, Hillview Motors, Bradenville Automotive, Louella Bell, Myers Insurance Agency, Three "K" Cabinets, Spino Tire Service, Lesco Credit Union, AAMCO Transmissions, Post-Ave Catering, Mignogna Collision Center, Richlin Imports, Nostalgia Shop, Derry Construction, Snooky's, Harvey & Susan Egar, Barb Erny & family, and Final Score Trophies.

We had a nice fall tour to California University Homecoming Parade. We had 17 cars enter the parade. Due to damage done to the barge, we were unable to eat there but had a nice dinner at the Thompson House. I couldn't believe what a ghost town Brownsville is. The Nemocolin Castle was a beautiful old house with a lot of history. I hope they get the money to restore it.

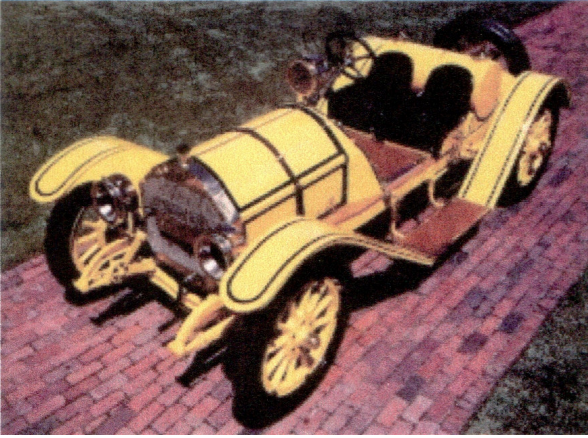
The Annual Christmas Party will be December 5th at DeNunzio's Steak & Chop House (formerly the Beacon). John is in charge of the party so I'm sure it will be a lovely evening for everyone. Please get your reservations into John as soon as possible.

Donny Brant, Dave Sheetz & Howard Finney have volunteered to be on the election committee. If you would like to run for director please see on of them.

See you November 16th at the meeting and if I don't have a Happy Thanksgiving. Dan 🍷



REMEMBERING JIMMY ALTMAN



BY HARVEY EGER

Jimmy Altman sold me a Model A Coupe 44 years ago, and I've been "car crazy" ever since. Jimmy had four cars in 1960; the Model A, a 57 T-Bird, a Stutz Bearcat, (Maybe a 1912) and a 1912 or 1913 Model T Roadster. I think he and his wife, Mary, had motorcycles too. I believe he was a member of our club for many years.

Jimmy was quite a guy. He always wore a small straw hat tipped back on his head, had a friendly smile and always had a toothpick in the corner of his mouth. He used to race speed boats, and he was a pilot for the Civil Air Patrol. He owned "Altman Marine" in Arnold, PA, and had a small repair shop in the back of the store. Jimmy and Mary lived above the store. I don't recall much activity in front at Altman Marine, but there was always something going on back in the garage. I used to stop by on a regular basis to see what he was working on. He had a contract to keep Bell Telephone's repair trucks on the road. His mechanic, Ray, was always working on a truck, and Jimmy was supervising.

A few weeks after I bought the Model A, Jimmy asked me to take the car into Pittsburgh for a parade. The "PAA" (Pittsburgh Athletic Association, a private club in Oakland) was having a celebration, and they needed some old cars. It was a rainy fall day, and those old "Horseless Carriage Club" guys didn't want to take their cars out in the rain. Jimmy trailered his Model T Roadster into Oakland and I followed behind in the Model A. I had a great time, eating and drinking with those guys at the Club (shhh...don't tell Mother I was drinking at age 17). On the way home, the Model A just stopped running on Washington Blvd. I was sitting on the side of the road when Jimmy came by. He reached under the dash, jiggled some wires, and got the car running again. When I got home, I rewired the ignition.

After that, I joined the Horseless Carriage Club as an Associate Member. My car wasn't old enough for me to be a full member. I always envied the guys with those old brass cars, and wished I had one, too. I still have my collection of the Horseless Carriage Gazette, published by that Club and a copy of the National Roster from the early 1960's.

There is quite a story behind the Stutz Bearcat. Jimmy was flying around one day and spotted an old rusty frame with a tree growing up through the middle. Jimmy found his way back to that spot, and asked the farmer to sell him the old frame. The farmer told Jimmy he could have it if he could get it out without damaging the tree. Jimmy went home, came back with his torches, cut the frame in half and took it away. I think all he got was the frame and engine block, but that part is a bit fuzzy. Maybe some of you "old timers" who knew Jimmy know more about it than I do. Well, Jimmy took that old frame and engine and built a first place winning Stutz, and it was magnificent. Bright yellow, with black trim, and lots of brass, including big headlights, a spot light and a "monicle" type windshield attached to the steering column. He later sold the Bearcat and got a gray Stutz Phaeton. The last time I saw the Bearcat was back in the seventies, in the car museum at the Holiday Motel (I think that's the name) along the Turnpike in Harrisburg. After I heard how Jimmy got the Stutz, I would stop and inspect every rusty old car I ever saw along the road, hoping to find a treasure to restore like Jimmy Altman did.

A couple of years later, Jimmy built a yellow Model T Speedster. It looked just like the Stutz Bearcat, only smaller. I watched him fabricate the gas tank out of a 10 gallon oil drum. He assembled the car on the second floor of his building, over the garage. There was a steel beam coming out of a big door in the back of that room, and when the car was finished he used the beam to lower it to the ground. Since then, I wanted to build a Model A Speedster, and paint it yellow, too. 🍷

