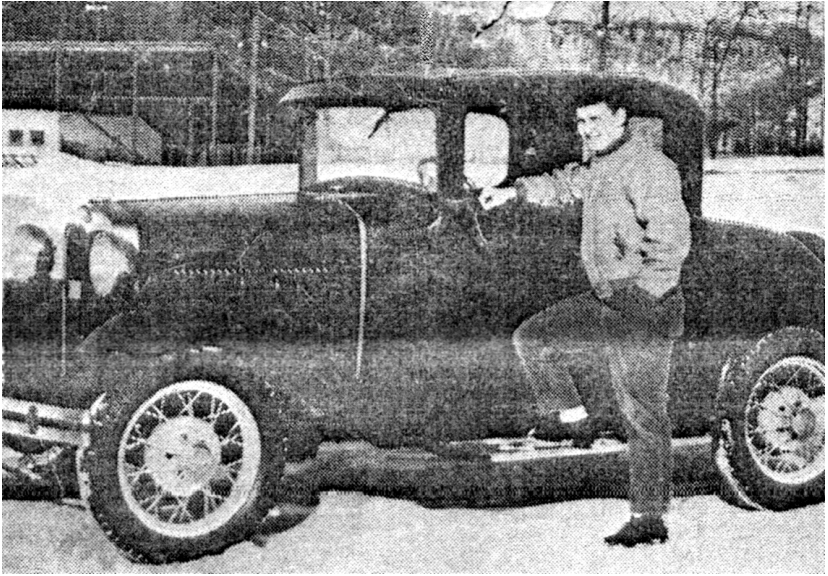


THE BEGINNING OF MY LOVE AFFAIR WITH A MODEL “A”



BY HARVEY EGER

It was a Saturday afternoon, in the early fall of 1960 when the telephone rang. “How would you like to have a 1930 Model “A” five window coupe?” my father asked. I was a few weeks shy of 17, and I didn’t have the slightest idea what a Model A five window coupe was. Before I could say a word, somebody else got on the phone.

“Harvey, it’s Uncle Bart”. (I had no idea who Uncle Bart was). “Dad wants to buy you a car. It’s a 1930 Model “A” five window coupe. All restored, a really beautiful car. What do you think? Dad will take you to see it next week. I’ll give him the phone number.” I later learned that Uncle Bart was one of Dad’s customers who liked old cars. He had a 53 Corvette and an old Chevy, maybe a ‘29. Dad said we would go to see the Model A Tuesday evening. The next three days seemed like three years.

We went to a place in Arnold, PA, and met a man wearing a small straw hat. He had a pleasant smile and a toothpick in the corner of his mouth. The “old-timers” will remember him; his name was Jimmy Altman. There was some sort of a car all covered up, and he took off the cover to reveal a bright yellow 1913 Stutz Bearcat Speedster. I remember the huge tires, big brass headlights, a brass spotlight and windshield, and beautiful black striping. It was the first antique car I ever saw, and I can still picture it today. Next to it was a black, 57 T-Bird, and in the back of his shop was a green Model T roadster, a 1912, I think; with lots of brass. “C’mon” Jimmy said, “I’ll show you the Model “A.”

We crossed the street, walked between two houses to an alley, and stopped in front of a garage. Jimmy opened the door, and there was this beautiful car. It was black, with red pin striping, and cream colored wheels. He started it up, and it ran perfectly, with that unmistakable sound a Model A makes. "Take it around the block", Jimmy said. So Dad and I climbed in and off we went.

Dad asked Jimmy how much he wanted for the car. "\$400.00", Jimmy replied. That was a lot of money to a 17 year old kid, and I figured Dad would not go for it. "How much do you want for the T-Bird?" Dad then asked. I think Jimmy said \$5,500, but I really can't remember. I had my heart set on that Model A. "Okay", Dad said. We'll take it."

That was the beginning of a 40 + year love affair with the Model A, and how I came to meet Jimmy Altman, who had a great influence on me. Jimmy and I became good friends, and I learned a lot about old cars from him over the next few years. I'll tell you a few stories about Jimmy, particularly the one about how he got that old Stutz Bearcat, and I have a few more stories to tell about that Model A, including how got it back about 10 years after selling it to Fred Nichols.

ON THE COVER 1957 CHEVROLET CORVETTE

I'm a very original car, an unrestored original, a "survivor". Most of my paint is original, although I have been touched up here and there. My mileage, history of ownership, numbers and date codes are all correct and fully documented. There were 6,338 Corvettes built in 1957, and I am #3490, and only 550 of us were painted this Cascade Green color. I came with a 283/245 Hp engine with dual four barrels, and a 3 speed transmission. Some of my options include courtesy lights, wonderbar AM radio, heater, parking brake alarm, and windshield washers. My weight is 2,730 pounds and I sold for \$3,465.

In the travels of my life, I have crisscrossed this country. The first few years were spent in Illinois. From there I went to Louisiana, Georgia, California, New Hampshire, and now here in Pennsylvania. Most of my life was spent between two owners in Louisiana and sunny California. For a short time I was even owned by Loyola University in Louisiana. My owner in California was a Cinematographer and worked in almost all of the studios in Los Angeles and the Hollywood area, where he commonly drove me to and from the studios.

I have been very well taken care of over the years, and I am a pleasure to drive. I've been judged and scored very high as an unrestored original numbers matching car, and my documentation is impeccable There are just a few of us documented and unrestored original "survivors" left.

[\(editors note: Tom has a very nice display poster made by his daughter Katie stating the above. Please see Tom or go to our web pages to view.\)](#)

["CLICK HERE"](#)

WRECKS OF THE PAST



BY GARY COOPER

A 1958 Studebaker Silver Hawk, the cheaper version of the Golden Hawk. Only a two door pillar coupe. I bought the car as a total and cut it down into a pick-up similar to Ranchero. It had a vertical back window, which was power. But I got too busy with other customer work and did not finish it and sold it as was. It had a V-8 engine and standard transmission. It also had a full dashboard with all Stewart Warner gauges. It would be nice today. 🚗



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