1956 Pontiac Convertible  Perry & Maria Eaton,  Palermo, CA
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### Oakland-Pontiac Worldwide AACA Region

**Our Mission Statement**

The Oakland-Pontiac Worldwide Region of the Antique Automobile Club of America promotes and supports the education, restoration and preservation of the Oakland and Pontiac Automobiles from its years of conception in 1908 to and including 1958. Furthermore, the Oakland-Pontiac Worldwide Region, its Executive Board, Officers, Committees and Members strive to support each other in carrying out the Regions stated mission and goals.

**Goal 1**
To provide a supportive environment and atmosphere that promotes enjoyment for the membership and their families.

**Goal 2**
To provide members a minimum of one annual event to include education, recreation and touring activities for the entire family.

**Goal 3**
To provide Oakland and Pontiac members balanced coverage in a quality bi-monthly newsletter that promotes and supports the mission and goals of the Region.

**Goal 4**
To develop programs and activities that educates and encourages youth participation in the antique and classic car hobby.

**Goal 5**
To provide technical support for the restoration and preservation of members automobiles.

**Goal 6**
To educate members and others in the hobby of the Oakland and Pontiac historical relationship.

**Goal 7**
To treat all members fairly, with dignity and respect for their service and contribution to the hobby.

### Newsletter Editor:
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### Education Coordinator
Position Open  
Need Volunteer(s)

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The opinions expressed by the authors who contribute to Vintage Voice are their own and do not necessarily reflect the official policy of Oakland Pontiac Worldwide region or the Antique Automobile Club of America, Inc. Likewise ad copy is submitted by the advertisers and does not reflect an endorsement of Oakland Pontiac Worldwide or the Antique Automobile Club of America, Inc.
President’s Message

Three years ago a small group of car enthusiasts embarked on the challenge of forming a club specifically for older Oakland and Pontiac vehicles. Through lengthy deliberation it was decided to include all vehicles built during the first fifty years of Oakland/Pontiac history. Thus began the club you know as the Oakland-Pontiac Worldwide Region of AACA or affectionately called OPW. From its humble beginnings we have seen OPW’s annual membership grow to more than 240 enthusiasts in eight countries.

With its award winning website and newsletter we continue to support our early car owners from around the world. This club or any other not for profit organization could not flourish without the support of volunteers. As backyard Charlie once said, “its easy for ya’ll to sit around and drink some shine…but somebody’s got to make it.”

In this issue you will find your election ballot. This month you have the opportunity to elect a slate of Officers and Directors that will lead our wonderful club through the next three years. Please complete your ballot and mail it to Don Barlup, OPW Secretary. Don will record your ballot and the new slate of officers will begin their duties January 1, 2012. Your participation in the voting process is vital! We need your input even if it is to re-elect an un-opposed candidate. Just knowing that you took the time to cast a ballot means a great deal to those who seek your support.

Another important item in this issue is the 2012 dues notice. Our club cannot exist without a slate of Officers, Directors and, of course, dues. This year’s dues remain the same at $20 for those receiving an “online newsletter” from our website. If you elect to receive your Vintage Voice newsletter by mail there is an additional $5 surcharge. The surcharge is to assist us in covering postage and printing expenses. We have been informed by the post office to expect another sizable increase in “oversized mailings”. You can also help to cut our expenses and relieve some of the workload by sending in your dues on or before January 1st.

You should also note that January is also the time to renew your AACA dues. This notice will be in your next issue of the Antique Automobile, AACA’s beautiful magazine. Their dues notice can be found printed on the full sheet-mailing label that accompanies each issue. In upcoming issues of the Vintage Voice we will again review the advantages of our Region’s affiliation with this great organization.

So in summary there are two very simple ways to support your OPW club, voting and prompt payment of dues. These two activities are absolutely vital to the longevity of the Oakland-Pontiac Worldwide Region of AACA. Thank you for your support and I hope to...

See You Down The Road,

John

PS: Whatever your faith the holiday’s are a special time of year, a time in which we share our warmth and love with those around us. Since this is the last newsletter for 2011 Candy and I wish everyone a very joyful Holiday Season. Please do not forget our beloved men and women around the world protecting our freedoms. God Bless You and Merry Christmas.

The Armstrong Family
Meeting Room

By Fred Lewis

By the time you read this Hershey will be history for 2011. It is hard to believe, but 2011 is almost history. It has been a great year for OPW, but wait until you hear about OPW in 2012. Mark your calendars June 27-July 1 for a once in a lifetime Oakland-Pontiac Homecoming. The location will be Pontiac Illinois. The city of Pontiac (pop12,000) promotes Route 66 tourism with special emphasis on their new Pontiac-Oakland Museum. You have never been to a town like this before. You will never attend an event like the 2012 Homecoming again. Don’t you dare miss this one! We will be forth coming with additional information in each issue of Vintage Voice. Meanwhile you can check out Pontiac-Oakland Museum and Pontiac, Il on the internet.

In other news, I just received a letter from Angelo Van Bogart, Editor of Old Cars Weekly, indicating that Vintage Voice has been chosen to receive the Golden Quill Award for excellence in newsletter publications. “Congratulations on your Golden Quill Award! The staff of Old Cars Weekly understands the challenges in producing a quality publication, .... We hope this award confirms the fact that your efforts are not only useful to your fellow members, but are of a standard equaled by few in the hobby” As editor I thank each of you for your continuing support and the wonderful contributions of newsletter articles - this award belongs to you! PS: Please keep the articles coming!

As you are probably aware, OPW operates on a shoestring budget. It is the expertise of the officers which keeps our dues at a very reasonable rate. How about doing a little Christmas shopping at OPW. The calendars are the only OPW fund raising activity each year. The 2012 OPW Calendar could be the perfect gift for “What should I get # for Christmas this year?” He will certainly appreciate and enjoy the Calendar all year long and at the same time you will be helping and promoting OPW.

Well that about wraps up 2011
Let’s all Enjoy The Ride in 2012
Fred

Was your Mom and Dad Mean?

Submitted by Larry Shepherd

I know mine were. We has the meanest parents in the whole world! While other kids ate candy for breakfast, we had to have cereal, eggs, and toast. When others had a Pepsi and a Twinkie for lunch, we had to eat sandwiches. And you can guess our mother fixed us a dinner that was different from what other kids had too.

Our parents insisted on knowing where we were at all times. You’d think we were convicts in a prison. They had to know who our friends were, and what we were going to do with them. My Dad insisted that if we said we would be gone for an hour, we would be gone for an hour or less.

We were ashamed to admit it, but our parents had the nerve to break the Child Labor Laws by making us work. We had to wash the dishes, make the beds, take out the trash, vacuum the floor, do laundry, and all sorts of cruel jobs.

I think they would lie awake at night thinking of more things for us to do. My parents always insisted on us telling the truth, the whole truth, and nothing but the truth. By the time we were teenagers, they could read our minds. Then, life was really tough! Mom and Dad wouldn’t let our friends just honk the horn when they drove up. They had to come up to the door so she could meet them. While everyone else could date when they were 12 or 13, we had to wait until we were 20. Because of our parents, we missed out on lots of things other kids experienced. None of us have ever been caught shoplifting, vandalizing other’s property or ever arrested for any crime. It was all their fault. Now, that we have left home, we are all educated, honest adults. We are dong our best to be mean parents just like Mom and Dad were. I think that is what’s wrong with the world today. It just doesn’t have enough mean parents anymore.

Please don’t forget to help your kids and grandchildren get those AACA scholarship applications.
Contact Steve Rinaldo at 770-578-0251
Email s.b.rinaldo@att.net
For your enjoyment we have put together a calendar of Oakland and Pontiac photo’s. Now, each month, you can enjoy some of your favorite cars the people who own them! What a wonderful gift for family and friends in the hobby!

Order Form

Your Name________________________________________________

Address_______________________State________ Zip_____________

Number of 2011 Calendars Requested_______ X $12.00 = ________

Make checks payable to: Oakland-Pontiac Worldwide
Remit to: John Armstrong
3520 Hatter Rd.
Lancaster, OH.   43130

Thank you for supporting OPW’s Calendar Fund Raiser
OPW Member Barry Prichard has published this book detailing the travels of how Mike Dowling, a man with one hand and no feet, managed to be the first person to motor 1000 miles from Minneapolis, Minnesota to Yellowstone Park in a 1913 Oakland 6-60. The book contains 50 rare never published photographs. Contact Barry Prichard, 890 Durant Drive NW, Puposky, Minnesota 56667 Ph 218-243-3336

Flathead Reunion - Quincy, Illinois

More than a dozen OPW members joined in the fun in Quincy, Illinois for the 2011 Flathead Reunion. Activities included visits to local car collections, a Picnic in park, fuel pump rebuilding and of course fine dining.
Where is the 1940 Transparent Pontiac?

All of us know that this car was once owned by OPW member Don Barlup. It was truly an amazing vehicle. The $25,000 cost would be inflated to over $400K in today’s dollars. The see-through sedan was sold at RM Auctions' St. John’s auction in Michigan on July 30, fetching $308,000.

I contacted the buyer Miles Morris and this is the response I received “At present I am afraid the new owner has opted to remain anonymous however should this situation change I will most gladly let you know.” With kind regards, Miles Morris

Miles Morris is a partner in the firm of Morris & Welford, LLC. This company is a broker for historic automobiles located in Weston, CT.

Old car buffs have a sixth sense for sniffing out cars hidden away all over the country. So, if anyone has a tip on the whereabouts of this historic Pontiac, please advise Vintage Voice.

OPW at Berlin: Here is one reason to bring your car to the Homecoming finished or not. Howard Hartley’s beautiful 1916 Oakland Chassis ran but lacked power. We see over 100 years collectively of knowledge and expertise with Oaklands and Pontiacs helping Howard with his problem. Diagnosis turned out to be a weak coil. thanks to Kurt Kelsey, Larry Shepherd, Larry Schall and Howard Hartley

Ed Note: This impromptu session was so well received that we will have cars with problems to diagnose and solve as one of our activities at Pontiac Homecoming
Newport Hill Climb - Oakland vs Pontiac

OPW Members turn up for Newport Hill Climb Competition. (front) Diane Blair, John Armstrong, Marilyn Lewis, (center) George Rae, Clifford & Martha Phipps, John Felder, Larry Shepherd, Fred Lewis, (rear) Dave Blair, Hugh Venables, Scott Venables. (Ron & Clara Kiser not present) OPW’s Australian members, (Rae, Felder, Venables), have a passion for vintage vehicle driving competitions as opposed to the traditional ‘Show & Shine’

Newport is a sleepy village of 600 people which swells to nearly 100,000 on the last weekend in September, but still manages to keep the small town flavor. The “hill” which was used by several automobile manufacturers in the early days of motoring is the main highway through the town. The hill begins in front of the court house and is fairly flat through 1st gear. The remainder of the 1800 ft run is uphill equivalent to topping a 15 story building.

Australian John Felder purchased a 1929 Pontiac from Clifford & Martha Phipps for the purpose of touring the country and competing at Newport. John was surprised when Cliff & Martha drove from Spirit Lake, IA just to meet him and see the car compete in the hill climb. John Felder and George Rae traveled over 2500 miles in the ‘29 Pontiac prior to arriving in Newport. Marilyn Lewis jumped at the chance to make a run in the ‘29 Pontiac since her ’42 Pontiac encountered some problems and was unable to compete.

Recall that in Berlin, Dave Blair and Larry Shepherd were best buddies and partners in competitions. Not this Day! After posing for the photo both disappeared to make final adjustments to their cars. Dave enlisted the help of Hugh Venables, “the Oakland V-8 expert” in the hope of gaining a few tenths of a second. Larry Shepherd has practically owned the hill for 14 years - Is 2011 the year Dave Blair will dethrone the Champ? Continued on page 16
Help When You Least Expect It
OPW’s Unsung Heros

In July, 2010 our Mon Valley Chapter of the Antique Automobile Club Of America members took a tour (drive) through West Virginia to Green Bank Observatory and Cass Railroad. At one point in the drive, we encountered a 10% grade hill...which is very steep. During the descent, the brakes of the Model A (which are manual--not hydraulic) began to fail.

As I was struggling trying to keep the car from running away down the hill with Etta and me in it...and as the car was rolling faster and faster...one of our club members and his wife in a 1954 gorgeous Pontiac, sped by me on my left, and then after allowing me some space...he pulled back in front of my 'runaway' car and began tapping his brakes. My wife asked me what he was doing and I said, he wants me to hit his car to get us stopped.

Using the hand brake and the 30% or so of the foot brake that I had left, I managed to get the car stopped and pulled onto the berm of the road. Lloyd and Jane Riggs of Uniontown, Pennsylvania had placed themselves and their vehicle at risk. Knowing that I was encountering difficulties...these kind souls, that I only met a year ago when we joined the AACA Mon Valley Chapter, put themselves in harm's way with the intent of stopping my car from running further down the hill and perhaps killing or injuring my wife, Etta and me, not to mention destroying our beloved 1930 Model A.

In thanking them, I asked Lloyd why he would put himself and his wife at risk like that. He said, "We were prepared for you to hit us and we would have stopped you." He assured me he and Jane would not have been hurt. Then I said, "What about your car, I would have damaged your gorgeous car." He responded, "Cars are replaceable, people aren't."

The next day, while browsing at an 1880 General Store in Slateyfork near our hotel at Snowshoe, West Virginia, Lloyd found and bought a banner to tease me with...and remind me of this experience so I don't make the same mistakes in the future.

It is the consensus of the club members that I had not fully gotten the vehicle out of overdrive before beginning the descent. As in my case the problem was with the inexperienced driver, not the car.

*Story submitted by Bob Logue, owner of the Model A*
Attitude is everything! Especially in a less than perfect world that can call for an attitude adjustment. Nothing can bring about that adjustment like climbing into your antique automobile to motor down the boulevard, down Main Street or just around the neighborhood. “Dial up” the adjustment by donning your favorite vintage hat before getting behind the wheel or in the passenger’s seat; it’s called Hat-attitude!

Hats were such a necessary part of a wardrobe in earlier times when folks lived more “outdoor” lives in their work, around their home and even in their social gatherings. The coming and going of life was often in uncovered or unprotected conveyances. So along with necessity, came style and embellishment and as it became less necessary for hat wear it became tradition and fashion that kept hats as a part of the wardrobe.

As fashion changed so did hat wear for men and women and every decade has a particular look that sets it apart. In the teens the hats for women were large brimmed, super large embellishment with flowers, fabric and veils.

For men the spectator hat that went into the 20’s and even into the 30’s and the derby and bowler were worn and some smaller brimmed fedoras.

The 20’s brought the cloche hat for women. The hat came over the eyebrows or cocked to the side with one brow exposed. By the end of the 20’s through the 30’s into the early 40’s men favored the large brimmed fedoras. Women’s hats in the 30’s showed more of the face. They were smaller and often were tipped to the side.

In the 40’s women’s hats were smaller and might be embellished with feathers, artistic fabric or plumes. Toward the end of the 40’s turbans or the upside down bowl look was worn also.

Men in the 50’s wore fedoras with a smaller brim. Men from the country or from farther out west might wear more of a western style hat.

Women in the 50’s wore little “pancake” shaped hats centered on the crown of the head often embellished with tiny flowers or ribbon and maybe had a little veil. The hat, purse and shoes would match.

All this talk about “Hat-attitude” is to help enrich your motoring experience. The delighted smile from the folks you pass by and that “double take” when the feeling of having escaped back in time for a moment; will give you a satisfaction that you have shared the joy of your experience. You don’t even have to have the whole costume just the silhouette from the shoulders up and it gives a great look into the decade of your car.

My husband, Dwight, keeps a hat in his automobile and I grab a hat and hankie as we go for a ride. When someone honks or waves; I wave back with my ever-present-hankie and often it brings a bigger smile or laugh to a passerby. So before you take your antique automobile on a drive grab your “Hat-attitude” and complete your moving “work of art” with wearing a hat from your decade and see what happens!

Get “Hat-attitude!”
Notice how the styles changed during the prewar era, war era, and post war era.

1940’s hats from www.fashion-era.com

1950’s Hats

www.challengefashion.com
As a young teen, I always looked forward to the day my dad would drive to the drug store to buy his favorite Charles Denby cigar and the latest issue of Mechanix Illustrated which always featured a road test of a popular make of automobile. I had the opportunity to go back in time and compare the performance of the 1929 Pontiac to the Model A Ford. I tried to keep my personal feelings neutral and let the cars speak for themselves.

The ‘29 Pontiac was delivered to my daughter’s house by Cliff and Martha Phipps, the former owners. John Felder bought the car and we were caretakers until he arrived from Australia. Marilyn introduced our four grandchildren to the joy of antique cars as she drove around the barn with boys shouting and screaming as they held on tightly with both feet firmly planted on the running boards. The car had a newly rebuilt engine which ran a little warm as I drove it about 100 miles south to our home. Marilyn fell in love with the car and agreed to drive it and the Model A for the road testing.

The Pontiac is much more lady friendly. It starts easily with a pull on the choke rod. The Pontiac has centrifugal spark advance with no levers or adjustments needed. The Model A is a challenge to start as the driver must reach down and turn the gas tank valve. Then she must retard the spark lever and reach to the far right to pull out the choke rod before pushing the start pedal. Once underway the Pontiac is ready to go while the Model A needs some additional spark and choke adjustments until the engine warms up.

The Pontiac is bigger, heavier, and presents a more comfortable ride with the four parallel leaf springs, while the lighter Model A presents a much choppier ride on the two transverse leaf springs. Entry and exit is much easier in the spacious Pontiac 4 dr sedan. The Pontiac affords more privacy in the rear seat as there are roll down shades for the side windows. Both cars had a rear pull down shade.
The six cylinder Pontiac engine was designed for dependable, comfortable low speed touring and that indeed was the case. Although the Pontiac outweighed the Model A by nearly 500 pounds, the performance was strikingly similar. The larger braking surface and lighter weight let the Model A stop much shorter than the Pontiac. Conclusion- the lady prefers the 1929 Pontiac.

Specifications:

1929 Pontiac Big Six 4-Door Sedan | 1929 Model A Ford Tudor Sedan
---|---
Price  | $745.00 fob Pontiac, Michigan | $500 fob Dearborn, Michigan
Model  | 6-29 4-Door Sedan | 55A Tudor Sedan
Engine | 6 cylinder 200 cu in | 4 Cylinder 200 cu in
Bore & Stroke | 3 5/16 in by 37/8 | 3 7/8 in by 4 1/4
SAE Horsepower | 26.3 | 24.03
Advertized H.P. | 60 HP @ 3000 rpm | 40 HP @ 2206 rpm
Wheelbase | 112 in | 103 ½ in
Overall Length | 167 3/8 in | 165 in
Weight | 2717 lbs | 2265 lbs
Carburetor | Marvel Updraft | Zenith Updraft
Differential | 4.36 :1 | 3.78 : 1
Mechanical Drum internal expanding 4 Wheel Brakes | 194.5 sq in | 225 1/2 sq in
Tire Size | 5.00 x 19.00 | 4.75 x 21.0

Road Test Data

| 1929 Pontiac | 1929 Model A Ford |
---|---|
Hill Climbing Ability Newport,In | 51 sec | **na**
2/10 mile Acceleration | 29 sec | 28 sec
Max Speed Driven | 45 mph | 45 mph
Distance Driven | 165 miles (This included driving in St. Louis city traffic) | 165 miles
Economy advertised | 20-25 mpg | 25 mpg
Economy as driven@ 40mph | 10-12 mpg | 18 mpg

** Several Model A’s at Newport did have times in the mid 40’s
*All road tests were conducted with 2 people aboard
Monroe, Utah is a small town of 1850 people and is located in the south-center part of the State. To travel by a major airline, we have to travel by automobile either 3 hours to Salt Lake City or 4.5 hours to Las Vegas, Nevada. We truly live in a rural environment and a long way when special services of big city businesses are needed. However we are fortunate to have an excellent machine shop and also excellent people working in body repair and painting located only 10 miles from us.

While looking for additional parts for a 1924 Model T roadster I was in the process of restoring in 1957, I came across an old four-door sedan parked under very old cottonwood trees, located in an older gentleman’s farm corral. Upon further investigation I discovered it was an Oakland and the engine, radiator and transmission were missing. He explained that during WW II the water in the engine and radiator had not been drained and on one cold winter night, both were frozen. He said the missing parts were removed and used for the war effort sometime during the 1940s. After completing the early restoration of the “T” in 1958, I again located the owner of the Oakland and asked if I could purchase it from him and his reply was that he was not interested in selling because he used it for storage. I left discouraged!

From time to time, over a period of the next five years, I ask him if he had changed his mind and on one trip while visiting his farmyard, I noticed one of his sheep had fallen into the canal within his yards and was near drowned. I jumped into the water and helped the animal out and when I looked up he was watching me save his “ewe”. The gentleman was now much more friendly and we chatted for a while. He said the car belonged to his son and he was back home visiting his father for a few days and gave me a phone number to call him. The son had no desire to do anything with the Oakland and indicated it was nothing more than a piece of junk and offered it to me for $50.00. I immediately wrote him out a check and the car was mine to move. After removing the badly damaged items that almost filled it’s interior, I hauled the car ten miles back to my home where I began to evaluate my prize. It was a disaster; the entire roof was weathered out and fallen in and the farmer had used it for storage of every thing imaginable. Mice had also made it their home for more than 20 years.

I still needed the missing engine, transmission and radiator and then placed an advertisement in “Hemmings” magazine requesting a 1929 Oakland Automobile. A gentleman in Salt Lake City answered and said he was restoring a 1929 Pontiac Coup and also owned a 1929 Oakland. He said he needed some parts for his Pontiac and replied he would be willing to trade for parts for his project or sell the Oakland. I owned a split head 1929 Pontiac engine and a rear spare tire frame he needed and advised him maybe we could make a trade. I also had four new tires he needed and we made a trade where he got the engine, tires, spare tire frame and $450.00 and I got his Oakland car. A trip to Salt Lake (180 miles each way) had now rewarded me with two 1929 Oakland automobiles however, I still needed a radiator as his was not repairable.

My next maneuver was to load my wife and three children in my car and travel to Phoenix, Arizona stopping at every junkyard I could find, then on to San Diego, California stopping again wherever I could find more junkyards then on to Anaheim, California where I found two hubcaps at a swap meet for the Oakland. Eventually we located an old automobile repair shop in Garden Grove, California. The older gentleman, who owned the shop, informed me he had junked out many old cars during the war and had kept the best radiators under his home which was elevated about 4 feet above ground and surrounded by a lattés fence. His son later took my son and me to the home where we found many old radiators stored in a standing vertical position They were retained in their shells on the ground under the house. The second one I inspected was a 1929 Oakland cross-flow lead radiator in its shell with a perfect honeycomb core and emblem. I paid the gentleman $50.00 for the radiator and shell. We had to rearrange our luggage in our 1955 car to make room to take it back with us.
The engine and transmission was lifted out of the Salt Lake car by the front-end loader of our 1948 Ford tractor and installed in my Oakland all by myself. More parts were taken from the Salt Lake car and installed on my automobile. Eventually there were enough parts exchanged to complete the beginning of the restoration but the running boards were decimated so I removed both sides and made the needed repairs which included manufacturing the aluminum sides and installing new rubber matting. The windshield was broken and was replaced along with two side windows. The dashboard was in excellent condition and I elected to keep it as it was, it would not even need to be repainted. A new varnish coat on the wooden steering wheel was plenty adequate and the engine ran fine with 40 pounds oil pressure. Because the oil filter was missing and the line leading from the regulator to the filter had been crimped, there was no regulated oil pressure.

Next I removed the front and back bumpers, headlights and the California radiator shell and traveled to Salt Lake City to have them re-chromed by Crown Chrome Plating Company. They were finished several months later and we traveled back to Salt Lake to pick them up and install them back on our car.

Ryan Lee in Richfield, Utah is going to complete any needed body repair and then paint the car in the near future.

Thanks goes to Randy Farmer, Ryan Lee, John Armstrong, who supplied me with the Oakland-Pontiac Shop Manual and David Green who has been very generous in supplying me with several missing parts for my Oakland. Without the help of these men, this 79-year old could not have kept plugging along with this restoration! My wife Connie has also been very help full and patient with my obsession in this project.

Kent & Connie Parsons display their 1929 Oakland
Newport Hill Climb Continues

Diane Blair kindly made Team Oakland and Pontiac T-shirts for all of the OPW competitors. Even though everything was on the line, Dave Blair graciously turned over the controls of his ‘30 V-8 Oakland to the Australian Hugh Venables for the competitive run on Sunday. Hugh made a valiant run but was a tad slower than Larry’s 32 Pontiac. Larry Shepherd made his quickest run in 14 years but wasn’t happy as he had his sights set on the elusive class record and was off by about 1/10 second. Both cars appear at the starting line in photos on back cover.

John Felder and George Rae drove this ‘29 Pontiac Over 2500 miles on their way to Newport

Dave Blair, poses with the Australian OPW Contingent Scott & Hugh Venables, John Felder

John Felder & Hugh Venables were the first International Competitors at Newport in 2008

A 1910 Brush (the first Oaklands used Brush engines)
The Brush sported a Wooden axle and frame

John Felder’s 29 Pontiac at the starting line driven By Marilyn Lewis with copilot John Armstrong

Hugh and Scott Venables won a trophy to take home to Ferntree Gully, Australia
Homecoming 2012
Pontiac  Illinois
It’s all here in Pontiac for 2012
Museums, Fantastic Artwork
Restored Homes, Lincoln History
Beautiful Parks, Friendly People
And all Museums are Free
Plus Free Trolley Tours
Best of All - The Fabulous
Pontiac Oakland Museum
Mark your new OPW Calendar
June 27-July 1  2011
Registration Details
Jan-Feb issue  of Vintage Voice
Don’t Miss This Homecoming!
OPW Classified

Classified Ads-Notes, Comments, Rules

Classified ads are often a lifeline for finding necessary parts to restore and repair our Oaklands and Pontiacs. As a service for our OPW members there is never any charge for classified ads or photos. We will list cars and parts from non members to give OPW members a chance to purchase Oakland and Pontiac cars and parts. As an added bonus to OPW members, all ads will be listed in at least two venues. They will be published in Vintage Voice and will be listed on the OPW website.

Consequently, we must have some guidelines
1. All ads will run in 3 issues (6 months).
2. It is the member's responsibility to request an additional 3 issues.
3. It is the responsibility of the member to notify the OPW Editor when an item is sold or withdrawn from the market.
4. All ads will be coded with the last publication date, i.e.. 4-10 means that the last time this ad will be published will be the fourth issue of 2010.

Oakland Pontiac Worldwide Website

www.oaklandpontiacworldwide.com

Be sure to send your ads to Vintage Voice (email: opw1958@yahoo.com)
Ralph updates the website classified ads following each issue

1930-32 Oakland, Pontiac V-8 data plates
31 Oakland hubcap skins
30-31 horn cover chromed & painted
John Armstrong jarmst2@columbus.rr.com
740-756-4017

Pontiac Parts & Accessories

Large inventory of NOS parts mostly
1935-1968, chrome, sheet metal, engine transmission, front & rear suspension, exhaust, brakes, electrical, shop manuals parts books, repro parts, etc. Send style number (on firewall), a specific wants list and a S.A.S.E. for a fast reply.
Kurt Kelsey
14083 “P” Ave, Iowa Falls, IA 50126
Phone 641-648-9086

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  Top Iron Brackets    Wood Body Parts
  Wood Steam Bent Bows   Wood Steering Wheels
  Wood Coil Boxes Brass and Aluminum Castings
Oakland Pontiac Parts For Sale

"Oakland Pontiac Sales and Service" $125.00
Blue and White size is 36" x 24"
Greg Rue
Columbus, NJ
ph: 609-291-0266
Email: gskanga@aol.com

For Sale: 1932 Pontiac “6” Radiator Cap
Art Gerrard, Ph 902-436-4520
Email: 23gerrard@goamigo.net (5-11)

For Sale: 41-54 Pontiac 6 Tune-up Kit.
Points, Condenser, Rotor, and Cap $20.00
John Armstrong jarmst2@columbus.rr.com
Ph: 740-756-4017 (5-11)

For Sale: 1937 Pontiac " 6 "
Trunk emblem $ 40.00
Long stainless steel trunk lid molding $50.00
Short Stainless steel trunk lid molding $40.00
Call or Email : 616-682-1337
dpkarczewski@gmail.com
Dan Karczewski

For Sale: 1933 Pontiac Parts
Original rear chrome bumper and brace nice but not show quality, radiator chrome cap not the one with the big circle
Contact lenbeal44@aol.com 423-526-9243

For Sale: NOS Fenders
These are all rears. $250 plus shipping
1941 26/28 series - left,1941 29 series right
1937 #500481 left, 1942-1947 25 series - left
Charlie Huntington - 207-563-5824
badgoat@tidewater.net

For Sale: 1934 Engine Block, Crank & Cam.
Machine work done, hot tanked & magnafluxed $2,000. Contact William Sessler 703-368-7594
Mannassas, VA 20112 sesslerize@comcast.net

WANTED : 1938 Pontiac Original Seat Material. If you know that someone is rodding out their 38 Pontiac and does not want the seat material let me know. Any help on my project is welcome. Call or email me. Phone # 616-682-1337. Email dpkarczewski@gmail.com (5-11)

Oakland-Pontiac Parts Wanted

1930 Oakland-Pontiac Reproduction
Outside Door Handles $98 + $15 shipping:
Glenn and Rosemary Smith
Vintage and Classic Reproductions
P.O. Box 323 The Gap
Brisbane Australia 4061
Email: VintageReproductions@bigpond.com
Web: www.VintageandClassicReproductions.com
Oakland-Pontiac Parts Wanted

Wanted: Side Mount Fenders, 1938 Pontiac Touring Sedan, especially left hand side.
Prefer side mount tire. New or solid used.
Also, a transmission for that automobile.
Ron Kiser, pontiac@egyptianpontiac.com, 618-687-2235. (3-11)

Wanted 1929 Oakland Thermostat/hose housing
(Top front of head) Thermostat, Water pump
Basically all gaskets except the head (manifold, pan, water pump, thermostat, etc.), Shock straps
Rebuild instructions for shocks or rebuilt shocks
Robert Caves 650-888-2099 rcaves@comcast.net (3-10)

Wanted 1928 Oakland front bumper with brackets
Mark Paupore.
N355 Homestead Rd
Vulcan, MI 49892
Ph 906-563-9973 (6-10)

1932 Pontiac 6 Parts Wanted.
Gas pedal, throttle and heat riser linkage,
stamped metal under fender wire harness cover
for front parking lamps.
Joe Pirrone email:joenkathy@earthlink.net
2454 232nd St.
Torrance CA 90501-5724
310 326-9443 or 310 292-1542. (5-11)

Wanted 1937-38 Pontiac Dash Panel
1938 Pontiac Crankhole cover part no. 501201
1938 Pontiac 8 cyl Splash pans part no. 500101./2
1938 fuel tank guage part no 1515470
1938 Pontiac 8 parking light Lens part no 922357
Stan Paurazas 700 Allston Dr,
Rochester Hills, MI 48309 Ph 248-651-2223 (5-11)

Wanted: For 1929 Pontiac Coupe
Trunk handle, Inside Door handles, Correct carb (Marvel 10-721), and Plate over battery
Charlie Huntington - 207-563-5824 badgoat@tidewater.net (5-11)

Wanted 1929 Oakland Carburetor
for 1929 Oakland, 2 door sedan
Gary Oakland 951-678-0705
Email: codygoso@hotmail.com (5-11)

Wanted 1928 Pontiac Air Cleaner
For Carter Carburetor
Tom Schweikert
Ph 724-654-4430 (3-11)

Wanted: 1932 Pontiac Fender Lights
Art Gerrard, Ph 902-436-4520
Email: 23tgerrard@goamigo.net

1930 Pontiac Ignition Switch It fits on top of the coil. please call 502-533-1147 email Dwight Hardwsty at dodgebros1925@yahoo.com (4-11)

Wanted 1931 Oakland Eagle
Radiator Cap and Crank hole cover
Theodore Merickel 218-543-4977
8559 Sunset Shores Road
Pine River, MN 56474

Wanted 1935 Pontiac 8 cylinder air Intake filter.
Note this was an export car and the air cleaner may be different from the U.S. Models
Grahan Webber
graham.webber@btconnect.com (5-11)

Wanted: For 1929 Pontiac Coupe
Trunk handle, Inside Door handles, Correct carb (Marvel 10-721), and Plate over battery
Charlie Huntington - 207-563-5824 badgoat@tidewater.net (2-11)

Wanted for 1953-54 Pontiac right side
door mirrors. Underseat heater tubing, power or manual radio antenna, white steering wheel,
Two headlite buckets, original jack, windshield washer, NOS window cranks of high quality
Contact John Armstrong
3520 Hatter Road, Lancaster, OH 43130
jarmst2@columbus.rr.com 740-756-4017 (6-10)
Cars For Sale

1929 Oakland Sport Roadster
Beautiful Older Restoration  Excellent Running Condition.  $39,000
Joe Bragantin  E-mail  tramp110@aol.com
cell  401-247-2459    ph 401-253-7523   (4-11)

For Sale:
1930 Oakland V-8 Model 101, 4dr sedan.
rebuilt engine, new tires, clear title, original literature, many spare parts $5,000.00 obo  $6,500.00 invested.
Jim Gemmill   Hampstead  MD. 410-374-3977
Toolmaker814@aol.com   cell 410-239-5304  (5-11)

1928 Oakland Cosmopolitan Phaeton, dual sidemounts
Right hand drive, very solid, very rare, 95% complete
Was originally a South American car $7,000 O.B.O
Louis Costanzo  800 Rt 530, Whiting, N.J. 08759
ph 732-350-2962  (5-11)

1929 Canadian Oakland 4 Dr Sedan Job #8770
Body #18516, All hubcaps & emblems have Maple Leaf in insignia.  All wood solid.
Many extra parts.Ran when parked, Very Rare $5,000 O.B.O. Louis Costanzo ph 732-350-2962

Note the Maple Leaf in the Oakland shield on the Radiator Shell

For Sale  1928 Oakland Landau Coupe
Ghislain Haman.  Sherbrooke, Quebec, Can.
gh881@hotmail.com   ph 819-829-1445 (5-3)
Oakland-Pontiac Worldwide AACA Region
Application for Membership

Membership in the Oakland-Pontiac Worldwide Region is open to anyone who support the restoration, preservation and enjoyment of Oakland & Pontiac vehicles, 1908-1958. You need not own an Oakland or Pontiac to enjoy the benefits of membership. Dues are paid annually in January of each year. The Vintage Voice Newsletter Notice is automatically sent to your email address and may be accessed on our website www.oaklandpontiacworldwide.com
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