



# *The Cruisin' Chiefs*

The monthly newsletter distributed by the  
**MANITOBA PONTIAC ASSOCIATION** (incorporating Buick and Oldsmobile)

**February 2005**

## *About This Newsletter*

Welcome to the latest edition of *The Cruisin' Chiefs*, a monthly newsletter distributed to Members of The Manitoba Pontiac Association and organizations/companies dedicated to promote the preservation, restoration and admiration of all Pontiac, Buick and Oldsmobile vehicles. The Members encourage interest in this hobby and the showing of these vehicles in tours, cruises and displays.

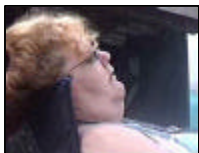
All material in this newsletter can be used with a notation of the source. For more information about the Association please contact:

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## *January Meeting Minutes*

General Meeting held Tuesday, February 1, 2005 at Park Pontiac Boardroom, 1459 Regent Avenue West, Winnipeg.

President **Mike Clayton** called the meeting to order at 7:02 p.m. welcoming all. New members **Bruno Falcone** and **Brigette Wajntraub** joined the Club in January; however were not present this evening.



Secretary **Lorraine Buckmaster** indicated that there was no January meeting; therefore no minutes were available to read to members.

Treasurer **Irv Braun** has set up record keeping items for 2005. He requires three monthly statements for 2004 to close off books for 2004, and will contact **Bernard Harfield** for information to update.

Social Activities Chair **Gale Weber** was not present, but has some information for members regarding the Bingo Bowl with the Impala Club on Friday, February 11<sup>th</sup> at Dakota Lanes. **Gale** has 20 tickets available to the Club at \$12 each which includes bowling, shoes and food. If there are Members who are planning to attend they must contact **Gale** directly. She is also requesting Members to contact her with suggestions for activities

## Important Dates

- \* **February 10**  
**Jill Solilak Birthday**
- \* **February 11**  
**BINGO BOWLING**
- \* **February 15**  
**Heddy Rauch Birthday**
- \* **February 16**  
**Frank Scaletta Birthday**
- \* **February 18**  
**Murray Brown Birthday**
- \* **February 27**  
**Jesse Harfield Birthday**
- \* **March 1**  
**GENERAL MEETING**
- \* **March 2**  
**Rick Johnson Birthday**
- \* **March 9**  
**Hope Gariepy Birthday**
- \* **March 12**  
**James Walker Birthday**
- \* **March 18**  
**Dave Anderson Birthday**
- \* **March 20**  
**Tyler Dawson Birthday**  
**Leona Brown Birthday**
- \* **March 24 † 26**  
**World of Wheels 2005**

Membership Chair **Murray Brown** has no new members to report for February. Discussion raised the possibility of increasing membership dues effective 2005.

Newsletter Editor / Web Manager **Murray Brown** brought members up-to-date with the on-line Forum; a good place for all members to post Q & A's on any related matter. Please visit and see what Members and others have to offer.

MAAC Rep **Wade Weber** gave a full MAAC report. *Editor's note: MAAC items other than those reported here are available upon request to the Newsletter Editor.*

MAAC membership dues are now required along with insurance dues. World of Wheels security is needed; contact Bev Dyck directly at 889-7822 to sign up. The MAAC Calendar of Events is finalized and calendars will be available soon with major distribution of calendars at World of Wheels 2005.



MSRA and Murdoch McKay Collegiate have developed a relationship with Tool World for sponsorship of a "Tool Kit" for students taking the direction in automotives as career path; the value of the "kit" is \$1,600 and is available for three months

as the students enter their first year apprenticeship. Students are responsible for maintenance and repair or replacement of any tools in the kit; legal documents have been drawn up to protect all parties.

A discussion was brought forth as to the Club sponsoring a "kit" for students. It was agreed that the Club couldn't take on the whole cost, but was discussed as to joining forces with another Club (or a couple of Clubs) to sponsor a kit. President Mike Clayton put vote to membership where it was unanimous that the Club should get together and support the relationship. Further discussion with other Clubs to actively seek involvement is needed.

**New Business**  
**World of Wheels 2005**

Presently there are four confirmed cars. New member **Bob McFadzean** with his 1971 Cutlass 442 convertible has indicated he would like to present his ride; that would mean five cars in total. WOW 2005 Chair **Murray Brown** will re-configure a floor plan and **Wade Weber** will contact WOW 2005 for space changes. All application forms are to be handed in together as a Club for furtherance by **Wade**.

The design of the Club display has been established and **Murray Brown** has worked to create a unique theme using outstanding graphics under the design of Ted Bowditch. The Club's logo will be utilized in lieu of hanging the Club banners. The Featured Car will be **André Lemoine's** LeMans. The display will include several interesting themed items.



Volunteers are needed for set-up and teardown; please contact **Murray** directly to volunteer your time. Set-up is Wednesday afternoon, as the show runs from Thursday to Saturday; teardown is Saturday evening when the venue closes.

**2005 Parking Lot Party**

The date is set for August 21, 2005 for the return of our own Show. **ALL MEMBERS** are to participate in the show. Ted Bowditch is designing dash plaques. 100% of the revenue from the show goes to supporting the **Variety Club**; more details will follow.

**Bomber Parking Lot 2005**

The revenue generated by the parking lot is used to finance some Club expenses with the majority (80%) being a charitable donation to the **Variety Club**. 2004 was not a very good revenue-generating year, primarily due to the poor attendance in home games with weather a key factor. When the home team is playing well fans will support their football club. The rates were increased from \$2 to \$3 per car in 2004, however the Club fell far short of its usual donation due to inclement weather and poor game attendance.

President **Mike Clayton** asked members to vote on whether to retain the Parking Lot for 2005; 98% of members voted to support the Lot; **Mike** will contact Mr. Cunningham to bring him up-to-date.



Members are needed to man the lot for each home game of the pre and regular season. Most home games are on Thursday evenings

with a 7:00 or 7:30 pm start time; six members are needed for each game. Discussion was brought forth as to establishing a schedule for the season using the member roster. If a Member were unable to make their game time, it would then be up to that member to find a replacement for their time slot. This will ensure participation from all members to aid in our support of the **Variety Club**.

**Should a 'phone committee be re-established?**

It is very time consuming to contact each and every member when there is an event that should be attended by all members. It is understood that not everyone can make it out to all the events; however, Club participation has been slowly dwindling and we need to acknowledge that what makes a Club is its membership. Please make note of important dates and plan to attend as many functions as you can in support of your Club.

**PLEASE READ YOUR EMAILS**

As technology has taken us into the new millennium, email has become the quickest and most convenient way of communication. Please read your emails, as they contain important dates and up-coming events. Club emails keep members apprised of all activities.

**MS Cruise - June 26**

A Presenter of behalf of the MS Cruise will be available for the March Meeting to provide any information and answer any questions members would have regarding the event.

**Manitoba Marathon – June 19**

**Rick Johnson** is spearheading the event again this year and would like to see at least six members involved in this year's event. Please contact him directly for information.

**Variety Club Telethon**

Two members are needed to present our annual donation. Membership has asked that President **Mike Clayton** and Vice President **Darren Kellner** once again present the **Variety Club** telethon with our donation for 2004. The date and time will be advised at March meeting.

**Next meeting:**

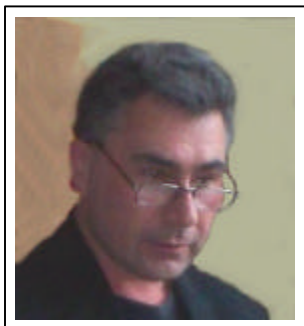
Tuesday March 1, Park Pontiac Boardroom

**Meeting adjourned:** 8:20 pm

**President's Message by Mike Clayton**

**We're Number One!**

World of Wheels 2005 is just a few weeks away and with the plans that are in place, there is little doubt that we'll place Number One for the Club Display Award – just as we have in the past.



A lot of work still has to be done in readiness so watch your e-mail "In Box" for requests of time, talent, treasure and trinkets.

The Meeting Minutes (above) are quite lengthy and for those of you that weren't in attendance at last week's meeting, you can see that a L-O-T of discussion took place. Remember – the meetings are held on the first Tuesday of each month, so there should be no excuse for not attending because you didn't know the day of the week or the time.

A very warm welcome to new Club Members **Bob** and **Angie McFadzean**. Angie's '71 ragtop will be at World of Wheels 2005 and will certainly enhance the other vehicles that will be there.

A group from the Executive is putting the finishing touches on a Parking Lot Party to be held this August. It should prove to be a GREAT success! Final discussions are occurring with the location's owner and in a few weeks and we'll be able to issue the details. As shown in the Minutes, **Club membership attendance at the Parking Lot Party is a MUST.**

See you at Bingo Bowling on February 11th!

**Social by Gale Weber**

**Do NOT forget about the Bingo Bowling Night** being held on **February 11<sup>th</sup>**! Hosted by the Impala Club this will be another fantastic time, with great food and lots of camaraderie. Only \$12 per person includes bowling, shoes and food.

**Call me QUICKLY to reserve your spots!**

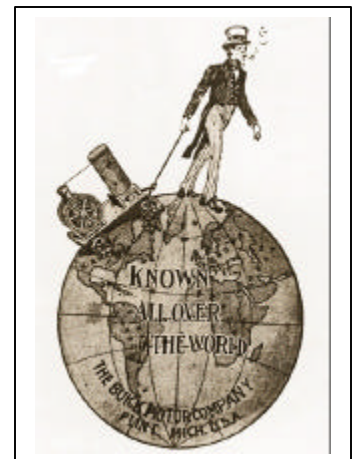
I've got some other plans on the back burner and you'll read about these in forthcoming issues of the Newsletter and by e-mail.

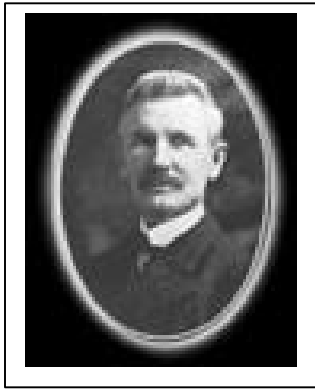
*Editor's note: Reproduced from the web site of T A Performance Products Inc <http://www.taperformance.com>*

David Dunbar Buick, a Scottish immigrant, who began as a successful plumbing inventor, founded the Buick Motor Company.

David Buick invented such items as the lawn sprinkler and the process of applying porcelain to metal bath fixtures, tubs, sinks, etc. When other people such as Ransom Olds, Henry Ford and others began to experiment with gasoline engines in the 1890's, David Buick became infatuated with the idea that he could replace a team of horses with one engine.

In 1899 Buick sold his successful plumbing fixture company for \$100,000 and began the first version of



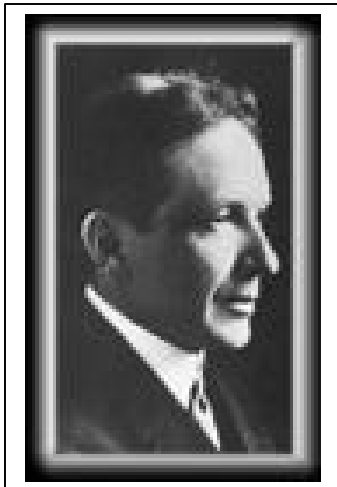


Buick Motor Company, called Buick Auto-Vim and Power Company. The company targeted farm and marine markets, and Buick concentrated on building stationary engines, not autos.

After many innovations in the ignition, carburetion, and valve

train areas as well as a few restructurings only two automobiles were produced. The Buick Motor Company of Flint, Michigan became reality in 1904, when David Buick decided to dissolve his company. James Whiting took over the ill-fated business and called upon William C. Durant to manage his new venture.

Utilizing his natural instinctive business sense, Durant built up Buick until it was the largest auto-maker in the U.S. Using the capital gained by the success of the Buick cars, Durant established General Motors in December 1908. Within an 18-month burst of aggressive wheeling and dealing, he purchased, acquired or incurred a substantial interest in almost 30 automakers and related suppliers, and the names of Cadillac, Olds, Oakland (later to become Pontiac), then became synonymous with General Motors.



**Editor's note:** A condensed article by John F. Katz. The unabridged version can be read at <http://www.pontiacserver.com/aw65bonne.html>

By 1965, "wide-track" at Pontiac was a state of mind that had brought Pontiac back from the brink. Just nine years earlier the division was sixth in the industry and sinking fast.

Sales bottomed out at 229,831 in 1958 — less than 5% of the market. But the radically restyled 1959 models, with their extra-wide 64-inch tread, grabbed 382,137 sales for 6.3 % of all new cars and by 1961 Pontiac had inched to the No. 3 sales position, behind Chevrolet and Ford.

With John Z. DeLorean (aged 31) as head of Advanced Engineering, and Jack Humbert, 34, as styling chief, Pontiac began planning a new full-size lineup for 1965. Complicating the task was a new edict from GM management demanding that all divisions share suspension, steering, brakes and climate control. Pontiac managed to keep the 64-inch span between the new Pontiac's rear wheels, which were still the widest in the industry. Power ranged from a 256-horsepower, 389-cid V8 with a two-barrel carb, up to a pair of three-deuce 421s packing 356 and 376 horsepower, respectively.

Pontiac's full-size lineup started with the basic Catalina, and variations included the luxuriously appointed Ventura, to the muscular 2+2 with a four-barrel 421 and heavy-duty everything. The Grand Prix, Pontiac's flagship luxury coupe, shared the Catalina's 121-inch chassis, but could be instantly recognized by its more formal roofline, concave backlight, unique grille, taillights, and interior trim.



The Bonneville (above), the plushiest of all Pontiacs, offered a full range of body styles. They boasted their own tail light treatment, plus skirted fenders and a broad, stainless steel rocker molding that visually lowered and slimmed the body.

All the new big cars from GM featured cross-flow radiators for a lower profile, and curved side glass. Still, Humbert managed to give the Pontiacs a look that set them apart with undulating flanks, crisp edges, sporty accents, and tightly tailored hardware.

Pontiac's market penetration peaked at nearly 10% in 1967 — then dropped off sharply, along with the demand for performance cars in general. By 1969 DeLorean had been promoted out of the division, and Pontiac — the car that had owned the 1960s — slipped back into fourth place behind Plymouth.

### Classifieds

Classifieds are now placed and read in the Club's Online Forum, accessible at <http://forumer.com/manitobapontiac>.

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