



The Cruisin' Chiefs

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

January 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:

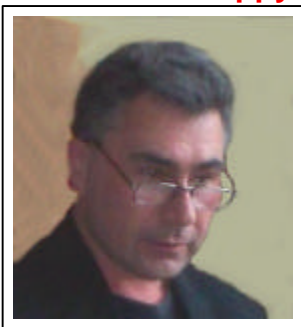
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January Meeting Minutes

No meeting was scheduled for January. The Executive met and results of that meeting are contained throughout this Newsletter

President's Message by *Mike Clayton*

Happy New Year to ALL!



I hope everyone had a safe and joyous holiday season.

With the temperatures in the sub-arctic range and the snow (waist, chest?) deep, it's hard to think about our upcoming cruisin' season, but it's time to get right down to business!

A very warm welcome to new Club Members **Bruno Falcone** and **Brigitte Wajntraub**. I do hope that we will see their Bonneville SE and Grand Am GT at the summer shows.

World of Wheels will be here before we know it. We will be entering a display this year and a meeting was held only last week for those involved.

We will also be hosting a Parking Lot Party this year. A location was suggested last year, Wade Weber made a 'phone call, and a group of us met with the property owner

Important Dates

- * **February 1**
GENERAL MEETING
- * **February 4**
John Kondracki Birthday
- * **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

To discuss some of the issues. An announcement will be made when we have a few more details confirmed.

See you all soon. Stay warm!

Social by Gale Weber

I am planning to do a monthly event for kids, adults and maybe combined events. At this point in time I'm formulating some ideas, which could include Winter BBQ's, suppers, brunches, bowling, pool, etc. If anyone has any ideas or something specific they would like to see happen, please give me a call at home.

Please keep in mind that most of these events will have a cost associated to them. The Club cannot afford to pay for all of the events and still be able to function properly. We hope to cover some event costs but to be practicable we cannot do all of them.

Do NOT forget about the Bingo Bowling Night being held on **February 11th**! 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!

MAAC Update by Jim Beilby

MAAC meeting Minutes will be carried in the next issue. The major item to watch for from MAAC is the 2005 Calendar, that will list all of the known car shows throughout the 2005 Cruisin' season. The Manitoba Pontiac Association will sanction some.

Parking Lot Party 2005 by Wade Weber

After several years of not hosting a **Parking Lot Party**, the Club is going to do so this summer. Tentatively scheduled for mid-August (a specific date will be forthcoming) the location will be a place that will be near and dear to auto aficionados and guests, adults and children alike.

Unique dash plaques will be provided to the first 100 entrants and the infamous **Car Pull Competition** will be back!

Be certain to watch your incoming e-mails and Newsletters for details!

Manitoba Marathon by Rick Johnson

Jot down Sunday, June 19th in your diary!

That is the date for the 2005 running of the **Manitoba Marathon**. As in past years, the Manitoba Pontiac Association will provide volunteer assistance for crowd and participant control.

If you're as fortunate as **John Kondracki** and **Murray Brown** two years ago you'll be at a street corner where the "locals" brought out juice, coffee, eggs, ham, toast, muffins and cheeses to snack on. Don't miss the date - June 19th - you will be aiding a very worthy cause!

World of Wheels 2005 by Murray Brown

2005 will mark the return of the Manitoba Pontiac Association to the World of Wheels. The Club opted to not participate in 2004 for a variety of reasons and this year's display will be a definite showstopper! Plans have been started and will include the cars from **Wes Grycki, André Lemoine, Bernard Harfield** and **Murray Brown**. The graphic professionalism of **Ted Bowditch** will be part of the display and all Members of the Club will be called on for various items and "labor".

World of Wheels 2005 will occur in the Convention Center from Thursday March 24th through to Saturday, March 26th. Jot those dates down right now!



*Editor's note: Reproduced in whole from **Mysteries of Canada** by **Bruce Ricketts** <http://www.mysteriesofcanada.com>*



What does an axe handle have to do with General Motors of Canada? General Motors of Canada builds cars, don't they? They have always built cars, haven't they?

General Motors Corporation, a US entity based in Detroit, traces its history back to 1897 when Olds Motor Company was set up by Ransom Olds and began to produce the Oldsmobile.

Since then they have grown, through acquisition and partnership, to become the world's largest automobile company with over 362,000 employees and over \$175 billion (US) in sales volume.



General Motors of Canada, a subsidiary of GMC, can trace its roots back to 1867 and a small farm at Tyrone, Ontario. The farmer there made axe handles!



Robert McLaughlin had his roots in Tyrone County, Ireland. By the mid 1800's he had been "lured" to the Peterborough area of Ontario with the promise of free farmland. To clear his farm, McLaughlin built handles for his axes. To supplement his income he sold some handles at the local market. The handles went over well with the neighbors. In 1867 or so, McLaughlin built himself a horse carriage. So good was his design and craftsmanship that the neighbors, who liked his axe handles, asked him to build carriages for them.



As knowledge of quality of McLaughlin's carriage spread, the more he was called upon to build. Between 1867 and 1901, McLaughlin had moved from Tyrone to Oshawa, Ontario and expanded his operation so much that he had to give it a name. By 1901 the McLaughlin Carriage Company was born. The company was owned by McLaughlin and two of his three sons. Sons, Sam and George, were his partners.

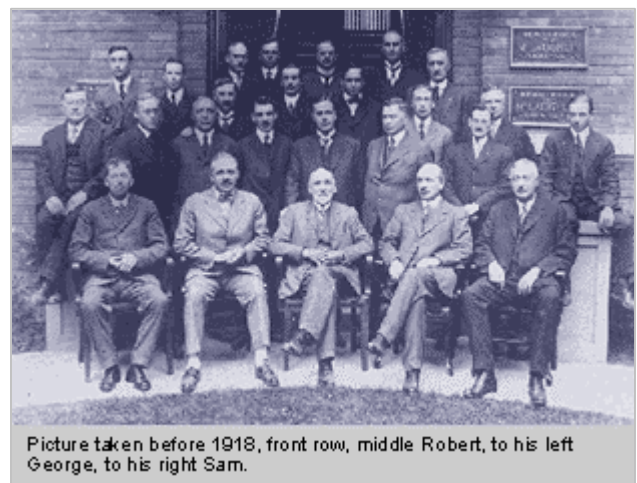
1901 would prove a crucial turning point for Sam McLaughlin when he and his brother were given a drive in the carriage company book-keeper's new automobile. Sam was enthusiastic over the technology and tried to talk his father into investing in the production of these horseless carriages. Robert was not so forward thinking as his sons, saying that these contraptions were noisy, smelly and dangerous and were a "passing fad".

Sam, not to be discouraged by his father, by 1907, had test driven a number of these "passing fads" and decided that he wanted to build the Buick in Canada. Robert reluctantly agreed. Sam approached his friend Bill Durand who was

a partner in Buick Motor Company in the US. Bill met with Sam in Oshawa and penned a three-page agreement (take note all you verbose lawyers!), which allowed Sam to build the "McLaughlin" with Buick motors. Thus was the birth of the McLaughlin Motor Car Company.

McLaughlin built 154 cars in his first year of production, 1908 and they sold quickly. However sales dropped off in the second year prompting the change of name to the McLaughlin Buick. (Durand wanted to call it just Buick, but Sam refused.)

In 1908, Durand was head of an amalgamation of Buick and Oldsmobile under the banner of General Motors. In 1910, Durand was ousted from GM only to return to control in 1915. One of his first actions, following his return, was to plan for a new Chevrolet factory in Canada. Not one to forget his friends, he asked McLaughlin to make his Chevrolets alongside their Buick's. The GM Canada web site describes it this way: "One day while visiting New York, at lunch with Durant and a Chevrolet stockholder, Sam casually asked how the Canadian (*Chevrolet*) project was going. "Why don't you give it to the McLaughlin Boys, Billy?" piped in the stockholder. "Well, Sam, do you want it?" asked Durant. In two days Durant and the McLaughlin had reached a deal."



Reluctantly Robert gave in to the logic of time and closed his carriage facility to allow the manufacture of the Sam McLaughlin-designed Chevrolets in the Oshawa plant.

The McLaughlin Motor Car Company grew and prospered until it had grown so complex that in 1918 it was bought by the General Motors and renamed General Motors of Canada under the direction of its first President Sam McLaughlin. Sam remained as president until 1945.

Sam never forgot that the people made him a success. He made a return to them through his Foundation and Trust funds. Separate from both the Trust and the Foundation, there were also significant gifts that came personally from Colonel Sam.



Mr. R. S. McLaughlin in front of Parkwood, his home in Oshawa.

Born in 1871, Sam McLaughlin, the father of the Canadian automobile industry, died at the age of 101 in Oshawa, Ontario, less than an hour drive from the site of his father's farm, where what would eventually become known as General Motors of Canada built axe handles.

Visited the Web Site and Forum Lately?

If you haven't poked around the web site or Forum lately, you're probably in for a few surprises! Members' vehicles are always updated with new photos and write-ups, and when a request comes to the Webmaster for a Member's personal web page addition or editing, that loveable chore is accomplished as quickly as possible. Do "drop in" to the web site and see what's new with the Home Page, check out **Tom Balaz's** latest Buick addition and slip over to **Rick Johnson's** personal web page with more photos, facts and figures about his 1984 Regal.

*Editor's note: Reproduced in whole from
GM High-Tech Performance – Buick Power Part 1
<http://gmhightechperformance.com>*

Once upon a time, in a decade long ago, Buick built a kick-ass little turbocharged V6 engine and dropped it into the handsome rear-wheel drive Regal. Rated at (wink, wink) 245 horsepower (in 1987), the mill was strong enough to push the barn door-like Buford down the drag strip in the high 13-second range at about 98 mph. While this may not sound like much to brag about these days, in the mid-eighties, a high 13-second car was damn quick. As such, the blown Buick's were known to give the Corvette guys of the day fits, and contributed to more than a little inter-division rivalry inside GM. The turbo engine was so good that even Pontiac did the unthinkable by commandeering the V6 for installation in its 20th Anniversary Trans Ams.

The Turbo Buick's quickly became a favorite of the street racing set, as they were quiet and stealthy, had prodigious torque on tap and a hard-hooking factory four-link suspension. Basically, all the key elements were in place to make them the perfect weapon of choice for the urban street brawler. Many a big-block muscle car was humbled by the upstart buzzin' half-dozen. In a short time, the mill proved itself very responsive to minor bolt-ons, being just a few key parts (and traction) away from high- to mid-twelve second time slips.



*Club Members **Craig** and **Marilyn Winters** have an award-winning Grand National and the car's features can be found on the Club's Web Site and Craig's personal web page.*

Classifieds

Classifieds are now placed and read in the Club's Online Forum, accessible at <http://forumer.com/manitobapontiac>. Advertisements are free to anyone, but subject to editing by the Webmaster. Commercial advertising is permitted, subject to editing by the Webmaster.