



# *The Cruisin' Chiefs*

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

**November 2006**

## *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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## *November Meeting Minutes*

Meeting called to order at 7:00 with 13 members and two guests present: **Dave Walsh** who owns a 1979 LeMans and **Bill Goode** who owns a 64 Custom Sport convertible.

The Club's condolences go to **Craig Winters** over the recent passing of his grandmother.

Treasurer **Irv Braun** noted that the bank balance is basically the same as last month. All funds from the parking lot are to be deposited after the last game ... the Grey Cup on November 19th. Social Chair **Maxine Clayton** provided a menu from the Pony Corral for the Christmas Party, with suggestions in the \$20 - \$28 dollar range. It was agreed that

Chicken Cordon Bleu would be the feast.

**Maxine** also noted that **John** and **Sophie Kondracki** went on a one-month cruise to celebrate their 40<sup>th</sup> wedding anniversary. They had a great time and even survived the earthquake that hit



## Important Dates

- \* **November 20**  
**Sophie Lockhart Birthday**
- \* **November 26**  
**Janelle Lemoine Birthday**
- \* **December 3**  
**CHRISTMAS PARTY**
- \* **December 10**  
**Maxine Clayton Birthday**
- \* **January 1**  
**Alecia Buckmaster Birthday**
- \* **January 5**  
**Kaitlin Johnson Birthday**  
**Amanda Weber Birthday**
- \* **January 13**  
**André Lemoine Birthday**

Hawaii around the time they were there. Membership Chair **Murray Brown** reported that the Club has a new member from Alberta ... **Bill Phillips**.

**Jim Beilby** provided an update on MAAC activities. MPI and NAACCC are considering working together for a national appraisal system in which the value of a vehicle will be the same across the country. The Winnipeg SUN has approached MAAC about taking over the Schedule of Events Calendar. The Heritage Museum Project is progressing, and will be set up at the VIA Rail Station at Broadway and Main. Bill McEwen from Murdoch Mackay is trying to start a new program to replace the toolbox program that was discontinued.

President **Mike Clayton** noted that the Grey Cup game is November 19th with kickoff at 5 pm, and volunteers are still needed for the parking lot. He requested that those who could assist to please contact him as quickly as possible.

Nominations are open for the new executive. Some members are letting their names stand unless other nominations come forward: President – **Mike Clayton**, Treasurer – **Irv Braun**, Social Chair – **Maxine Clayton** and Newsletter Editor – **Murray Brown**. Those not wishing to be nominated again were Vice-President – **Darren Kellner** and Membership Chair – **Murray Brown**. Nominated for Vice-President were **Jim Beilby** and **Craig Winters**, and **Maxine Clayton** indicated she would take on the role as Membership Chair with assistance as required from **Murray Brown**. Secretary – **Janice Beilby** will be entering her second year of the position's 2-year duration.

GM Club. Not much feedback was received by **Mike Clayton** regarding combining the numerous GM clubs in Manitoba into one club. The Fifty-5-6-7 Club has stated that will they might be willing to get involved in this club but they would also like to keep their original club identity, and that further info would still be required before a decision would be made by them. It was suggested by **Craig Winters** that it might be best for a member of the Executive of each Club to meet and discuss getting together for group events, thus allowing each Club to retain its own identity. An approach should also be made to the Nova, Grand Am, Grand Prix and GM Truck Clubs regarding their feelings.

Web site. **Murray** requests that anyone without their car(s) represented on the web site should send him photos and a short write-up regarding the car(s). A change on the web site to eliminate the "Save to Favorites" was requested; **Murray** acknowledged this would occur within 24 hours.

**Mike Clayton** won the 50/50 draw.



A reminder to be at the Pony Corral Pier 7 on December 3rd between at 1:00 and 4:00 pm for the *to-be-very-brief* December Meeting and the fun-filled Christmas Party.

## President's Message by Mike Clayton

### Merry Christmas



Yes, I'm a little bit early with that salutation, but that festive date is right around the corner, and we're going to celebrate a little earlier than normal, as we always do. December 3<sup>rd</sup> is the date for the Annual December Meeting and the Christmas Party.

The meeting won't take long, as usual, with only some quick announcements, voting in a new Executive, and some congratulatory words. After that, we're going to enjoy the meal, beverages and camaraderie at the Pier 7 Pony Corral on Pembina Highway.

**Maxine** has been working in the background with **Peter Ginakes** at the Pony Corral to ensure that we have our own "private room" and Santa's Elves have been busy getting goodies ready for the little boys and girls. Santa will be there, of course, and I understand that he's getting ready for children of all ages to come and sit on his lap and whisper in his ear!

At the November General Meeting we discussed at length the possibility of amalgamating the various General Motors related clubs in the city. As you have already read in the previous column, our Club thought it would be best to continue as-is. **Craig Winters** came up with a great plan, whereby the Executives of those Clubs that show interest can get together on a regular basis and discuss common issues, while at the same time retaining each of our own "identities". As meetings unfold I'll keep the Club's Members up to date.

We're almost at the end of the 2006 season and it's been another action-packed year. 2007 will bring new activities and I look forward to more of the Club's Members taking an active role in the New Year. We have two new Members – **Bill** and **Joyce Goode** in Winnipeg and **Bill Phillips** from Red Deer, Alberta. New Members are always welcomed and we collectively hope that they bring some fresh new ideas to the Club, too!

See you at the December 3<sup>rd</sup> Christmas Party!

*Mike*

### 2006 Meeting Dates

Jot down this last date for the 2006 meetings!

#### December 3

**December 3** is the Annual Meeting and Christmas Party. The meeting is always very short so that there is more time to PARTY ON!

### A New RWD Pontiac?

Sourced from the Sydney (Australia) Morning Herald's September 29<sup>th</sup> issue is this newsworthy item.

It's official: Holden's Commodore is heading to America as General Motors forges ahead on a BMW-rivalling compact sedan. A Pontiac-badged Commodore will be unveiled at the Chicago motor show in 2007, signalling the start of the Commodore's global tour.

Speaking at this week's Paris motor show, General Motors product guru Bob Lutz did more than hint that the Commodore would wear a Pontiac nose and badges before long. "Come to the Chicago auto show and all we be revealed," said a smiling Lutz, who earlier praised Holden and the new Commodore for being one of "the best vehicles GM has produced".



Psst...I would make a GREAT Christmas gift!

Speculation has been rife about Commodores being built in other markets, but nothing has been confirmed to date. However Lutz's admission confirms the rumours that the Commodore could be built in markets such as the United States to provide a large, rear-drive car to help revive General Motors' ageing vehicles.

The Commodore's architecture is also expected to spawn many more rear-drive cars within the General Motors world, starting with the born-again Chevrolet Camaro that was unveiled at the 2006 Detroit motor show in concept form.

The Pontiac "Commodore", which is expected to wear a different name when it goes on sale in the States in 2007, is not the first time a Pontiac has been spawned from a Holden. Three years ago Holden sent Monaros to the 'States with fresh noses and Pontiac GTO badges to revive one of the most famous nameplates in Pontiac's history. Like that car, the rebadged Commodore is expected to get some minor changes, including the classic Pontiac twin-nostril grille.

### Pontiac and Christmas go Together

From WONDERCLUB.COM comes this die cast collectible and the following story.

The original Super Duty 421 Le Mans Tempests were Pontiac factory-built drag-race-only coupes and station wagons, designed to combat other factory lightweights that had a weight advantage over the big Super Duty Catalinas. One "mule" car was built as a Tempest coupe in Silvermist Metallic and Blue interior, which was the test bed



for the series.

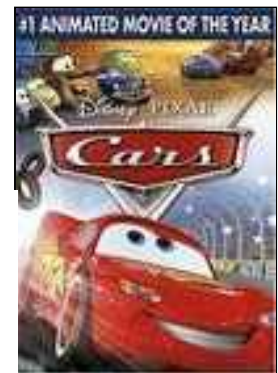
The Super Duty Tempests were built over the Christmas holiday of 1962 and delivered just prior to the GM corporate racing ban of Jan 23, 1963. Pontiac abandoned factory-sponsored racing shortly thereafter, but not before making legends out of the drivers such as Arnie "Farmer" Beswick, Jess Tyree, and Arlen Vanke.

Eventually six Lemans-badged coupes were built, along with six Tempest station wagons in Cameo White with blue interiors. All sported deceiving 326 V-8 emblems, cleverly hiding the 421 cubic inch monster lurking under the hood. In addition to the 421 engines, the Super Duty Le Mans Tempests featured aluminum front sheetmetal, aluminum bumpers and a unique clutch-operated 4-speed transaxle. This transaxle arrangement placed more weight over the rear tires and allowed clutchless shifting, much like modern drag racing transmissions.

Special parts on the 421 SD's included dual 4-barrel carbs mounted on the massive "bath tub" intake manifold, sealed aluminum cross-flow radiator with special overflow tank, and factory exhaust dumps. Other features included heater delete plates on the firewall, trunk mounted battery, special "black box" access door to the transaxle and clutch assembly, and hood scoop lifted from a competitor's medium duty truck line and given a Pontiac part number for the SD project.

**Buick Trivia Time!**

Think you know your Buicks? Take this test ... and don't cheat by looking at the answers at the end! Several sources on the internet were used, with a Google search using "Buick trivia questions".



1. What was the model name of the 1953 Buick convertible that had the most successful production run as opposed to the Oldsmobile Fiesta and the Cadillac Eldorado?
2. How many of these convertibles did Buick produce?
3. What is the meaning of the Buick model name "Reatta"?
4. What, unique to Buick, method was used to start early fifties Buicks?
5. What model name did Buick assign to their pillar-less "hardtop" station wagons in 1957?
6. How many cubic inches did the 1960 standard Buick V-8 "nailhead" have?
7. What were the four different horsepower variations of this engine?
8. When did Buick first use the Roadmaster name?
9. From that year the Roadmaster name was used until when?

11. What was the name of the last USA mass-produced wood-bodied station wagon, built by Buick?
12. What year did that occur?
13. In 1959 Buick introduced a new model to replace the Roadmaster name. What was that model called?
14. In the movie *Rain Man*, Tom Cruise drives Dustin Hoffman in a Buick. What year is the car?
15. What is the model of the car?
16. In the recent animated movie *Cars*, one of the cars named Flo is based on the design elements of what two Buick show cars?

1. Skylark
2. 1,642
3. Reatta is a variation of the Spanish-American word "riata" which means lariat
4. Buick's starter switch was not located on the dashboard-mounted ignition switch as was the case with most other cars. Instead, the starter switch was located in the accelerator linkage. In order to start a Buick, one first turned the ignition key switch to the "ON" position, and then depressed the accelerator to the floor which engaged the starter. This type of starting mechanism first appeared on Buicks of the model year 1934 and was continued through model year 1960.
5. Caballero
6. 364
7. 210, 235, 250, or 300 horsepower
8. 1936
9. 1958
10. 1991, to its full-size rear-wheel-drive sedan and station wagon models
11. Roadmaster
12. 1953
13. Electra
14. 1949
15. Roadmaster
16. 1951 Buick LeSabre and the 1951 Buick XP-300



10. What year was the Roadmaster name reintroduced?

*When better cars are built,  
Buick will build them*