

FLORIDA REGION
ANTIQUÉ AUTOMOBILE CLUB OF AMERICA

The Running Board

Published Monthly in the Interest of the Preservation of
Antique Motor Vehicles



1959 Pontiac Bonneville

October 2024

Coming Events:

Oct 14	Florida Region Board Meeting, All Saints Episcopal Church in the Mary Martha Room.	6:30PM
Oct 14	Florida Region General Meeting, All Saints Episcopal Church in the Mary Martha Room.	7:00PM
Oct 19	Old Car Cruise-in, Perkins, 989 West OBT (US441) Apopka 32703	2 to 5PM



For the latest Florida Region club news visit our website

www.FloridaRegion.aaca.com



THE RUNNING BOARD	
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Send your article submissions to:
boardeditorfl@gmail.com
Deadline is the 20th of the month

October Birthdays

Annie Juergensen	October 9
Kendra Gilkes	October 10
Dick Gauchat	October 12
Karen LeJeune	October 16
Guillermo Nieves	October 16

Board and General Meeting –

The Florida Region AACA Club general meeting was held on September 9 at the All Saints Episcopal Church in the Mary Martha Room.

President Charlie Jones called the meeting to order. There were 13 club members present for the meeting. The Treasury report was presented by Charlie and accepted by the club members..

Next Charlie discussed the planning for the club Winter Classic car show in 2025. The show flyer has been finished and the club discussed where the flyer can be advertised in the local media.

Door gifts and goodie bags are needed for show prizes. It was asked if the AAA would have a booth there. Mickey Bryant asked for model cars which are needed for mounting on the show trophies. A Mayor's trophy was proposed. The 2024 current procedure for the show award vote was agreed to be used for the 2025 show.

Charlie asked the club for old issues of the AACA magazine that are no longer needed. These will be passed to the public at the club cruise in and booth at the Gateway Classics monthly to promote club membership. Also free club memberships are available to prospective new members.

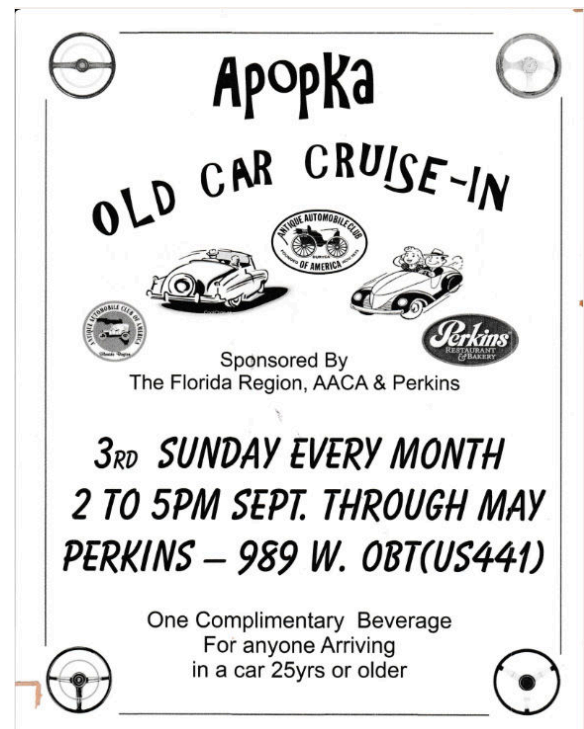
The program for the meeting was an open forum for members. Matt Cannizzaro

discussed the coming Hope Helps car show Sept 28 at the Oviedo Mall. Matt also warned members about an email scam showing a fake award from AAA that he had received. Then club members discussed scams that they had received in the past.

The meeting was adjourned.

Charlie Jones provided cookies and bottled water for refreshments after the meeting close.

Glenn Harris, Secretary



Pontiac Bonneville

Luxury Full Size Muscle Car for the Sixties

https://hotrod.fandom.com/wiki/Pontiac_Bonneville

The Bonneville name first appeared in 1954 on a pair of bubble-topped GM Motorama concept cars called the Bonneville Special. It entered the production lineup as a high-performance, fuel-injected luxury convertible within the Star Chief line in the 1957 model year and was loaded with every conceivable option as standard equipment with the exception of optional air conditioning. This put the Bonneville in a Cadillac-like price range of \$5,000 - more than double the base price of a Chieftain four-door sedan. A fully equipped Bonneville could cost more than a Cadillac. Only 630 units were produced that first year, making it one of the most collectible Pontiacs of all time. The following year it would become its own separate model, and it would endure until 2005 as the division's top-of-the-line model. The name was taken from the Bonneville Salt Flats in Utah, the site of much early auto racing and most of the world's land speed record runs, which was named in turn after U.S. Army officer Benjamin Bonneville.

1958



Bonneville became a separate model in 1958, available as a coupe or a convertible. It paced the Indianapolis 500 in its first year. As a separate model Bonneville had a significantly lower price tag of around \$3,000 thanks to the demotion of most of the luxury items found on the 1957 Star Chief bodystyle from standard equipment to the option list. Also a 300 horsepower (220 kW) 370 cubic inches (6,100 cc) V8 with four-barrel carburetor and dual exhausts was now standard equipment. The fuel-injection system offered with the standard engine on the 1957 Star Chief bodystyle was now listed as an extra cost option but very few 1958 Bonnevilles were so equipped due to a towering price tag of over \$500 USD, which was not considered a very good value considering that for less than \$100 USD, a Tri-Power option was available with three two-barrel carburetors and even more power. The electric clock was standard.

1959–1960



In its third year, the 1959 Bonneville became a full top-line series with the addition of the four-door hardtop sedan and Safari station wagon body styles. The Bonneville played an important part that year in the introduction of two of Pontiac's greatest marketing inspirations — the split grille and the Wide Track slogan. The latter was not just ad copy, either, as Pontiac pushed its wheels further out toward the fenders than anyone else and created what were considered to be the best-cornering full-size cars in the industry. Both the grille design and the Wide Track phrase remained part of Pontiac's image up to its termination. A "Safe-T-Track" differential, used to minimize wheel spin, was an option beginning in 1959.

1961-1964



The Bonneville remained as Pontiac's costliest and most luxurious model throughout the 1960s and was instrumental

in pushing Pontiac to third place in sales from 1962 to 1970.

The Bonneville differed from its lesser Catalina and Star Chief counterparts by featuring more luxurious interior trim with upgraded cloth and Morrokide vinyl or expanded Morrokide upholstery (Naugahyde) in sedans and coupes, expanded Morrokide in Safari wagons or genuine leather seating in convertibles. Bonnevilles (with the exception of Bonneville Safari Station wagons) were also (along with Star Chiefs) built on a longer wheelbase version of GM's B-Body. Also found in the Bonneville were instrument panels and door panels with walnut veneer trim, carpeted lower door panels, grab bar on passenger side of dash and courtesy lights and rear armrest. Beginning in 1964, a Bonneville Brougham option package was available that included an even more luxurious interior trim level with front and rear seats featuring center armrests, upgraded door panels and a standard Cordova (vinyl) roof with "Brougham" nameplates.

Bonneville models were standard equipped with Hydra-Matic (through 1964) or Turbo Hydra-Matic (1965-on) automatic transmissions. Other options included power steering and power brakes as well as air conditioning. Other popular options included power windows, power seats, radio, cruise control, and 8-lug aluminum wheels that included integral brake drums

for improved stopping power. The Bonneville also had more powerful standard V8 engines than other full-sized Pontiacs including the 389 cu in (6.4 l) or 400 cu in (6.6 l) V8s with four-barrel carburetors (power ratings of 303 to 340 hp (226 to 254 kW) depending on year) with many optional V8 offerings available including Tri-Power (three two-barrel carburetor) options on both the 389 cu in (6.4 l) and 421 cu in (6.9 l) V8s that offered up to 376 hp (280 kW) through 1966. For 1962, Pontiac also offered the 421 cu in (6.9 l) Super Duty with two four-barrel carburetors, rated at 405 hp (302 kW), as a US\$2,250 option (when the base Bonne listed at US\$3,349).

Pontiac full-size performance reached its peak in 1966. All full-size models got new sheetmetal for 1963, including stacked headlights. Performance enthusiasts once again turned to the Catalina, the lightest of the Pontiac full-size coupes. The standard engine was a 389 cu in (6.4 L) V8 with 283 bhp (211 kW). Next up were two 421 cu in (6.9 L) V8s with 10.75:1 compression ratios: a four barrel making 353 hp (263 kW) and the Trophy 421 HO (High Output) with triple Rochester two-barrel carburetors operated by a progressive throttle linkage, rated at 370 bhp (280 kW). For serious drag strip use, buyers could specify the Super Duty 421 which came in three states of tune which all benefited from an increase in the compression ratio from 11.0:1 to 12.0:1 and an increase in the maximum shift point from 5900 rpm to a screaming 6400 rpm.

Straight-line ETs ruled the showrooms during the muscle car era and the early Pontiacs had impressive numbers.

1965-1970



A General Motors corporate edict that took effect with the 1967 model year led Pontiac to discontinue the Tri Power engine options on all of its cars. That year also brought a larger 400 cu in (6.6 L) V8 as the standard engine for Bonneville and other full-sized Pontiacs to replace the previous 389, while the 421 cu in (6.9 L) V8 was replaced by a new 428 cu in (7.0 L) engine that offered as much as 390 horsepower (290 kW). Also beginning in 1967, carburetion was changed. The previous standard 600 cfm Carter square bore four barrel and optional Tri-Power was replaced with the new Quadrajets spread bore carburetor delivering 800 cfm, equivalent to the previous 1966 Tri Power set-up. For 1969, a 360 hp (270 kW) 428 became the standard Bonneville engine, which in turn was replaced for 1970 by an even larger 455 cu in (7.5 L) V8 rated at 370 hp (280 kW). The 1965-70 GM B platform was the fourth best selling automobile platform in history after the Volkswagen Beetle, Ford Model T and the Lada Riva.