

August, 2005 Feature Vehicle
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Member #158
67 Beaumont SD-396

The story of this car starts in late October of 1966 while I was employed as a mechanic at Highview Motors in Galt, Ontario. Highview was a Pontiac, Buick and GMC dealer. As a GM trained mechanic my jobs were customer vehicle repairs, warranty work, roadtesting and pre-delivery inspections of all the various models sold by the dealership.

It was the roadtesting that really got my interest to own a big block – high horsepower, huge torque – a muscle car. Being single at the time I started to check out the biggest horsepower car that GM produced which was the 67 Corvette 427/435. The Vette was affordable, but the insurance wasn't. That plan was quickly put to rest. The son of the owner of our dealership suggested I consider something with the kind of power I was looking for, but a lot less expensive on the insurance side. We checked into a 67 Beaumont Sport Deluxe hardtop with the L34 350 horsepower motor, four speed and positraction rear. This combination was much more affordable both to purchase and to insure.



I ordered the car in Verde Green, Black vinyl top, black interior with bucket seats, head restraints and centre console to wrap around the four speed shifter. Around January of 1967 I was waiting patiently for the news of a build date to start

production. At about that time I got a glimpse of a Beaumont on a transporter that was Antique Pewter Metallic with a Black vinyl top. I then decided to change the ordered colour of my car because this colour was different from most others I had seen. On February 12, 1967 the dealer got notification from GM of Canada that the scheduled production date was February 13.

On February 16 the car arrived on the transporter at the dealership, it was the last one put on the lower deck so it was the first car to come off. I immediately dropped what I was doing, ran outside to see it and talk to the truck driver. He

agreed to allow me to drive the car off the truck. The “pre-delivery” inspection took me that night and part of the next day (A task that paid me only for 1.5 hours). The more I looked at it just reinforced my decision to purchase a Beaumont over a Corvette. The delivery price turned out to be \$3,865 plus taxes and transportation.

One of the first stops after delivery was to Ziebart for full rustproofing. My intention was to drive the car year round, but that approach changed due to difficult traction from the power of the car in snow and ice. I ended up storing the car for winters and having “beaters” to take its place for half the year. The car was used to help teach my girlfriend (now my wife) to drive. We used the car on our honeymoon to the Kingston and Thousand Islands area of Ontario.

The “family thing” started happening in 1973 and the car went into retirement and was used sparingly. We needed sedans and station wagons to get the kids and baggage around. Occasionally on a Sunday we would strap the boys into their seat belts and

take a little “cruise” through the countryside and blow out some carbon.

This was usually done more for my benefit, rather than the car or the family. As the boys



up, they started to realize a Sunday drive was on the agenda when they heard the roar of that big block come to life. They referred to it as “THE BEAUMONT”.

In more recent years the car was used for cruise nights, meeting fellow enthusiasts and the “limousine” for a couple of family weddings. In the summer of 2000 we drove along with another couple in their 1964 Impala SS convertible to “Hot August Nights” in Reno, Nevada. Spent a week there, then went on to San Francisco, then down Pacific Coast highway to Los Angeles, then headed East along parts of the original Route 66. On this trip we crossed through the Mojave Desert, saw the Grand Canyon and drove through St. Louis and Indianapolis. The trip totaled about 7,000 miles and took four weeks.

In March of 2001, with the odometer showing 69,000 miles, the decision was made to repair all the scars of its first 34 years of use – tired paint and a few small rust spots. It received a full frame-off rotisserie restoration including all mechanicals reconditioned. No major body components needed to be replaced and the original vinyl top remained intact. The restoration was cataloged,

documented and photographed so the reassembly would go as smooth as possible. I wanted the car to be ready to drive the two hours to the 2004 Northern Chevelle Gathering in Niagara Falls, NY. The plan came together and the car received the "President's Choice" award at the Northern Chevelle Gathering. I was pleasantly surprised, gratified and proud to be in attendance and having the car receive such an honour the first time out.



Here is a list of the options on my 67 Beaumont SD 396.

- A01 Tinted Glass, all windows.
- A51 Front Bucket Seats.
- A81 Head Restraints.
- C08 Vinyl roof, Black.
- C50 Rear window defroster.
- L34 396 CI, 350 HP engine.
- M20 4 Speed wide ratio transmission.
- PW8 F70-14 Red stripe tires.
- U63 Pushbutton radio.
- U80 Auxiliary rear speaker.
- D55 Floor console.
- F40 HD front and rear suspension.
- G80 Positraction 3.55 rear axle.
- J50 Vacuum power assist brakes.
- J52 Front disc brakes.
- J65 metallic rear brakes.
- A39 Seat belts.
- V31 Front bumper guards.
- V32 Rear bumper guards.
- U35 Clock.

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