

Feature Vehicle

Tim Knoll – Kitchener, Ontario

Member #129

1966 Pontiac Beaumont SD

I picked this car up about eight years ago from a friend who I have known for about 30 years, John Fyvie.



He bought the car in 1985. When he found it, it was sitting in a barn. It had no top, most of the interior was not there any more, well some of the pieces were there but not in the best of shape, the top was in pieces, you get the picture. The front clip was sitting on the car with just a couple of bolts holding it on. The hood was smashed up from the owner running into it with a tractor. There were ice hockey pucks installed and being used for frame mounts. This owner had the car in storage for ten years. There was also no drive train but John had that sorted out. He picked that car because he had a 1966 396 rebuilt on his garage floor and the turbo 400 tranny. So, it matched up well.



The car was purchased for \$1,800.00 and, at that time, I thought John was crazy. He just turned to me and said “you see the car the way it is, but I see the car the way it could be”. For some reason that really stuck in my head because it made a lot of sense after I saw the finished project. He definitely saw the beauty in this rare car and then brought that to life.

After we got the car towed home, it sat in my garage for about the next four years until John said enough was enough and he started collecting the parts he would need to do the job. The first thing purchased was the new floor pans and body mounts and from then on it was on its way to become what you see today.

John Fyvie also had a 1971 Cutlass 442 convertible that he had rebuilt. So, when it came to sell one, he figured I would like the Beaumont because as he said: it was a tinker car...meaning it needed a little tinkering to get it up to par. He knew I liked to work on cars so that was it. He also gave me a good deal on the car; actually he just about gave me the car.



I had the car for only one day before I started my modifications. Because of the big cam, it was taking up most of the vacuum so that had to come out in place of something a little milder. I worked on it for about three weeks solid to get it into driving shape and then spent the next couple of years working on it off and on. On the outside it was pretty much in the shape you see it today when John

sold it to me..... except in the engine compartment.

I detailed the engine, installed March Pulleys, Russell fittings, installed a different cam and intake, and a Roller rocker set up. I also cleaned the grease off under the hood and painted the engine compartment.

In the drive train I installed new disk brakes, purchased new rims and tires, a sway bar, boxed the trailing arms and just cleaned it up a bit.

On the body, I put on a new top, rechromed the headlight bezels and the bumpers. The sharks teeth I picked up from Dale Bertrand of **Dale's Muscle Car Parts** <http://www.dalesmusclecarparts.com/> They are reproduction parts. I also picked up the sway bar from Dale as well.



In the interior I installed new carpets, and a wood dash. I put back in the original radio and built a box in the glove compartment for an updated cd player and of course the satellite Sirius radio.

An interesting story is that I made a template for all the holes required to mount the teeth; it was a little scary drilling all those holes in my fender, but I drilled the holes and then found that there are actually two

different size pins on the back side of the sharks teeth. Luckily, the holes that I drilled were the smaller holes and all I had to do was to go back and redrill the small holes to the correct size.

I did most of this in my single car garage, which made it pretty tricky sometimes, but when there was not enough room in there I would have to pull the car outside to do the work as long as the weather was nice.

Now, like every hobby, I try to do something to upgrade the car every year. So in the near future, I intend to do the frame off restoration. I have already picked up a frame from Texas and intend to prepare it in a way that all I have to do is lift the body off and drop it on the new frame. Needless to say, I have some work ahead of me, but I have good friends that I will hit up to help me out. I think they already know who they are!



So I guess the only thing left to say is happy cruising everyone and keep the shiny side up. For additional pictures see

[http://www.leverfamilysite.com/Tim Knolls 1966 Drop Top.htm](http://www.leverfamilysite.com/Tim_Knolls_1966_Drop_Top.htm)