

1967 PONTIAC Beaumont Custom 283-2 bbl MPG= 11.5 City / 17.2 Hwy/ 12.5 Overall

Written by Double Dragon

Sunday, 26 December 2010 18:49 - Last Updated Monday, 01 May 2017 10:56

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oneownercollectorcar.com

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Metric= 4.6 L engine- 20.5 L/100km City, 13.7 L/100km Hwy

Prior to 1970 import tariffs limited Canadian Pontiac dealers in their selection of imports. It was worthwhile to import the top USA models like the GTO or Grand Prix, where price-point wasn't the crucial issue. However, it didn't make sense to import low and midrange Pontiac models like the Tempest. Tariffs inflated the economical price of the Tempest to the level where the buyer may as well have moved up to a higher model.

GM franchises in Canada didn't have a sufficient population of buyers to support stand alone brand names such as Pontiac exclusive dealers which were common in the USA. Most franchises cut the GM line into half. If you were a dealer principle in Canada, GM either gave you a Chevrolet Oldsmobile Cadillac franchise or a Pontiac Buick GMC franchise.

The Chevy low priced cars sold in sufficient volume to build Chevrolets in Canada. Not so for the Pontiacs. The duties to import US built Pontiacs negated the point of bringing them in and it was too expensive to tool up all the parts in Canada for the smaller runs Pontiac accounted for. How could Canadian dealers maintain good prices on low end Pontiac models?

The solution was to build Canadian Pontiacs in the Canadian GM plant in Oshawa, Ontario on the Chevrolet assembly line. By using Chevrolet mechanical and body parts and then adding in Pontiac style noses, rearends and interiors the Canadian Pontiacs became hybrids. It was easy to install a Pontiac dashboard and alter the fabric patterns inside to create a Pontiac look. See

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MPG of the Beaumont when the car was released. 13 MPG City/ 18 MPG Hwy approximate.

The OOCB Beaumont is a Custom model which includes extra chrome, higher end trim and a rally clock. The Beaumont wasn't available in USA where the majority of road test magazines were published, so there isn't any data on the Beaumont. We can get a good idea by looking at road tests of Chevrolets.

MOTOR TREND Feb 1966 ran 283 and 396 Chevilles side by side. The MT 283 2 barrel 195 HP Powerglide 3.08 axle car has the identical drive train to the OOCB Beaumont, but more weight. The MT Chevelle Malibu is equipped with A/C, power brakes and steering, radio, clock and bucket seats. Weighing 3,540 curb pounds it took 14 seconds to hit 60 MPH (the 3,800 curb 396 did it in 7.9). Around town MPG was 'Just less than 15 MPG' and the overall range was "13-18 MPG". (the 396 managed 10.4- 14 MPG)

MECHANIX ILLUSTRATED OCT 1966 tested a 1967 Chevelle.

POPULAR SCIENCE 1967 tested a 1967 Chevelle with a 283 and recorded a 12 second flat 0

to 60 MPH time. They saw 16.4 MPG out of this car.

The 283 2 barrel in a 1967 Chevrolet Impala returned 13.2 MPG city and 16.1 MPG Hwy according to owners reports filed in the May 1967 issue of POPULAR MECHANICS. The Chevelle/ Beaumont's smaller frontal area and several hundred less pounds accounts for the marginally better MPG the MT Chevelle and the PS Chevelle turned in comparison to the PM Impala.

Interestingly, the 327 engine in the 1967 Impala posted the same MPG figures as the smaller 283. According to engineers, a small engine in a larger car uses as much or more gas than a larger engine in the same car because the smaller engine has to work harder. The main MPG factor is frontal area and weight, which also explains the 283 and 327 similarities. The 327 may use slightly more gas in a static scenario than a 283, but the weaker 283 working harder cancels this out. This is borne out in real life as attested by the high 19 MPG figures achieved in highway driving by a 1964 Impala 327 also profiled in these GAS LOGS.

A similar effect was observed by MOTOR TREND when they tested a 1957 Mercury Turnpike Cruiser. The Cruiser managed 14.2 Hwy MPG from a 368 engine which beat the 312 engine. MT theorized that the 368 didn't have to work as hard as the 312 engine provided in the lesser models which had the same weight and bodyshape. There is more discussion on the Mercury cars in the story about the 1967 Cutlass Supreme Turnpike Cruiser in these GAS LOGS. The exact same effect was noted in the ONE OWNER story in this website about Gil Cervante's 1971 GTX. Gil's GTX 440 used less gas than his brother's 1970 Barracuda 318 driving in caravan and gassing up at the same stops.

The same effect appears with the 305 engine getting worse MPG than the 350 in the 1980 Corvette story in these GAS LOGS. This may explain how a tiny 283 Beaumont uses just as much gas as the 400 LeMans also profiled in these pages. The OOC Beaumont produces MPG similar to other 'A bodies' with larger engines. The OOC Beaumont runs strong but lacks the freight train torque of the LeMans 400, so it works harder than the LeMans at highway speeds. The 'A' bodies have similar frontal areas, shapes and weights which is crucial to determining the MPG.

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1967 PONTIAC BEAUMONT CUSTOM MECHANICALS AND CONDITIONS

The OOCB Beaumont Custom was built on a Monday June 5, 1967 in Oshawa, Ontario and shipped out the next day June 6 to Vancouver, B.C. car dealership Carter Pontiac Buick Ltd. A couple of decades later the Beaumont returned to the Carter dealership as a trade-in. To read about Carter see the BC/ VANCOUVER story in the DEALERSHIPS section of this website.

The Nantucket Blue Metallic (code DD) Beaumont has a black interior (759) cloth and vinyl bench seat. The option list is short: Powerglide 2 speed automatic transmission, hydraulic power steering, heavy duty suspension, window and door frame moldings, pushbutton AM radio and full wheel cover hubcaps. The car made do with manual drum brakes.

The 283 2 barrel Econoflame engine is date coded May 31 1967, matching the factory serial number listed on the original GM factory records. The engine has never been rebuilt, but has a rebuilt 2 barrel carburetor.

Mileage showing 20,000 has obviously turned over at least once, and should logically be 220,000 or even 320,000 by now but owner transfers say otherwise. The first owner change occurred Jan 15, 1974. Ten years later almost to the day, Jan 13, 1984 this person traded the car into the Carter Pontiac Buick location in Burnaby, BC. The car wasn't driven for 2 years when it sat on the lot, finally selling Dec 23, 1986 to a person who insured it for pleasure use.

On June 21, 1988 the Beaumont odometer claimed 74,610 miles. It was sold to a woman who used it for school. The mileage theoretically should have really been 174,610 at this advanced stage in the car's life. The new owner averaged 3,500 miles per year and sold it with 88,000 miles to a collector on July 17, 1992. His Aircare records show 6,000 miles per year of use until he tapered off to 1,000 miles per year after 1995.

The credibility of a mere 120,000 miles in 1999 is supported by some testaments to the low mileage. One crazy thing is the presence of the original factory lower radiator hose. It's looking brittle but not leaking yet! The interior is very good without rips or sags in the driver's seat or wear in driver's carpet, door pulls and handles. The door jambs are perfect and the doors close like new including the driver's. The paint is battle scarred from being parked outside all of its life, and thin factory paint in areas has allowed minor surface rust to appear in places. The

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wheelwells, floors and trunk are all solid.

The two speed Powerglide transmission is original as is the Chevy rear 3.08:1 axle. The car runs well, but suffers typical Chevy weak points, such as slightly low compression in the rear cylinder on the passenger bank and some spark plug fouling. Upgraded non factory dual exhaust aids power and MPG. The car retains original master cylinder, radiator and starter. The starting motor is temperamental in summer when the engine is hot from highway driving. The alternator is new.

A base Beaumont V8 weighs 3,260lbs. The radio adds 8 pounds, power steering adds 32 pounds, and the Powerglide is 14 pounds more than manual shift. The total weight comes to 3,314lbs. There are no figures for factory heavy duty suspension which the car was equipped with or for the optional clock but they add some weight, too.

The OOCB Beaumont Custom presently has 8 inch wide 14 inch steel 1970s Chevy mags and oversized 225R70x14 radial tires which add some weight to the car. It also gains weight through the addition of the dual exhaust and under dash stereo and rear package tray speakers. These items were installed back in the 1970s when it was mandatory to add mags, dual exhaust and a stereo to your car. It's safe to say the car is still less than 3,400 lbs with these add-ons.

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1967 PONTIAC BEAUMONT CUSTOM 283 CITY MPG= 11.5 (19,200 miles with 11,000 miles of lost records equals 8,000 miles of recorded driving)

The OOCB Beaumont Custom had two different drivers in this early period. The female driver is erratic, usually driving on side streets, increasing the stop and go ratio per mile. Her city MPG numbers hover at 8 or just below 8 MPG. The male is a smooth driver who uses main through streets whenever possible consistently logging 10 to 12 MPG.

The OOCB Beaumont was parked outside year round, used for short trips in cold weather

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normally carrying minimal items. The gas tank was kept at the full level. Adding both driver weights and dividing by two provides an average driver weight. Adding occasional items puts the payload at approximately 150 lbs sending curb weight up to about 3,500 pounds. The modern gasoline used had up to 10% ethanol content which reduces the energy potential of the gasoline as compared to the gasoline available in the 1960s.

Odometer	Gallons	Octane	Fill?	MPG (uncorrected)
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20,362	17.5	92	Full tank	
20,627	17.5	92	Full tank	15.1 MPG
20,846	0.0	92	(*Ran out of gas*)	
20,846	19.9	92	Full tank	11.0 MPG
2-,---	6.7	92		

21,310	16.2	92	Full tank	16.3 MPG
21,475	3.3	87	X	
21,508	15.8		Full tank	10.3 MPG
21,655	17.8		Full tank	8.2 MPG
21,815	17.8		Full tank	8.9 MPG
21,963	16.4		Full tank	9.0 MPG
22,113	13.0		Full tank	11.5 MPG
22,269	16.6		Full tank	9.3 MPG
22,444	6.3		X	
22,456	16.4		Full tank	8.2 MPG
22,656	15.7		Full tank	12.7 MPG
22,789	15.6		Full tank	8.5 MPG
22,954	15.8		Full tank	10.4 MPG
23,096	17.8		Full tank	7.9 MPG
23,212	10.6		X	
23,378	16.6		Full tank	10.3 MPG
23,521	18.2		Full tank	7.8 MPG
23,712	7.3		X	
23,758	7.3		?	
23,832	15.5		?	
23,990	15.8		Full?	10.2 MPG
24,121	14.2		?	
24,250	13.9		?	
24,383	12.6		?	
24,521	13.4		?	
24,668	12.9		?	
24,668	8.9		?	
24,889	13.4		?	
24,991	11.3		?	

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25,089	11.6	?	
25,210	8.4	?	
25,280	5.5	?	
25,346	17.2	Full?	9.4 MPG
25,487	8.4	?	
25,740	14.7	?	
26,019	15.8	?	
37,175	15.1	92	Full tank
37,295	10.0	92	Full tank 12.0 MPG
37,392	10.2	92	Full tank 9.5 MPG
37,488	4.0	92	Full tank 24.0 MPG
37,576	9.4	92	Full tank 9.3 MPG
37,768	9.1	X	
37,777	8.6	Full tank	11.3 MPG
37,881	6.2	Full tank	16.7 MPG
37,935	6.2	X	
38,032	9.7	Full tank	9.4 MPG
38,120	9.2	Full tank	9.5 MPG
38,168	5.3	Full tank	9.0 MPG
38,207	3.5	Full tank	11.1 MPG
38,251	2.5	Full tank	17.6 MPG
38,415	9.5	Full tank	17.2 MPG
38,498	5.6	Full tank	14.8 MPG
38,531	4.6	Full tank	7.1 MPG
38,619	8.3	Full tank	10.6 MPG
38,698	1.9	X	
38,746	6.7	Full tank	14.7 MPG
38,865	9.5	Full tank	12.5 MPG
39,031	12.8	Full tank	12.9 MPG
39,255	1.6	X	
39,265	4.2	X	
39,302	15.8	Full tank	12.5 MPG
39,534	1.3	94	X

Incredibly a 1967 Pontiac GTO owned by Bill Nawrot chronicled in these GAS LOGS slightly exceeded the city MPG of the 1967 Pontiac Beaumont. Despite the Beaumont running a puny 283 2 barrel versus the mighty 400 4 barrel in the GTO and the shorter and lighter Chevelle body used on the Beaumont the GTO managed 0.2 MPG more in the city. The GTO seriously exceeded the MPG posted by a 1967 Cutlass also chronicled in these GAS LOGS.

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Part of the explanation derives from the colder weather the Cutlass and Beaumont had to slog through. The MPG figures for the Cutlass and Beaumont were also posted in the 1990s which is a time of more congested traffic. Illinois streets in the 1960s had longer stretches between traffic lights and less gridlock. Bill also logged many hours out cruising pretty late at night with light traffic for most of the miles.

The Cutlass and Beaumont did have advantages denied to the GTO and yet still posted much lower efficiency. The Cutlass and Beaumont had the advantage of running radial tires inflated to 35 PSI. Bill's GTO was pushing thru squirmy energy robbing bias tires set at a soft 24 PSI which sucks up MPG. The Cutlass and Beaumont also enjoyed lower friction inherent in modern engine oils.

That high compression GTO engine drinking leaded premium is just more efficient than a 9.5:1 Olds or Chevy motor using unleaded gas. Also the parasitic loses of automatic transmissions that were hampered by a mere 2 forward speeds lose out to Bill's non slip 3 speed manual.

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1967 PONTIAC BEAUMONT CUSTOM 283 HWY MPG= 17.2 (4,500 miles)

The OOCC Beaumont Custom was taken on several road trips back to back with a brief stint of city driving sandwiched between them which is removed from the figures.

ROAD TRIP NUMBER ONE = 17 MPG (3,200 miles)

The first 3,000 mile road trip was made with a driver, passenger, and large supplies of food; water and luggage totaling 560 lbs. Weather averaged 70-100 degrees F, usually dry. Windows

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were partially rolled down most of the time creating drag. Cruising speed was usually 70- 75 MPH on interstates and 60 to 65 MPH on secondary highways. Cruising speed occasionally reached 90 MPH on isolated roads. There were brief jaunts on dirt and gravel roads. The EPA states that rough loose gravel or sand roads sap MPG by 10 to 30%. But the amount of backroad driving on this trip only accounted for about 20 miles.

This trip netted exactly 17 MPG. The OOC Beaumont could have done better, but four fill-ups registered 15 and 16 MPG before a fouled spark plug was replaced. Mileage immediately jumped back up to 19 after the plug was changed.

Odometer	Gallons	Octane	Fill?	MPG (uncorrected)
39,535	17.7	89	Full tank	12.2 MPG
39,860	17.7	92	Full tank	18.3 MPG
40,190	19.2	92	Full tank	17.1 MPG
40,344	8.9	91	Full tank	17.3 MPG
40,584	13.1	91	Full tank	16.0 MPG
40,757	9.4	93	Full tank	14.4 MPG
40,988	11.8	89	Full tank	19.5 MPG
41,226	13.2	92	Full tank	21.0 MPG
41,416	9.9	92	Full tank	15.1 MPG (Fouled spark plug)
41,609	12.3	89	Full tank	15.6 MPG
41,867	15.9	92	Full tank	16.2 MPG
42,101	14.1	94	Full tank	16.5 MPG
42,333	11.7	92	Full tank	19.8 MPG (New spark plug)
42,536	10.7	87	Full tank	18.9 MPG

ROAD TRIP TWO = 17.4 MPG (1,300 miles)

The second road trip began before the fill up at 42,901 but the MPG figure reflects prior city gridlock driving, so it's kept aside here as CITY mileage of 11.6 MPG.

Odometer	Gallons	Octane	Fill?	MPG (uncorrected)
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42,718	3.3	87	X	
42,747	5.4	87	X	
42,771	7.5	87	X	
42,901	15.0	87	Full tank	11.6 MPG (includes city miles)

The second OOC Beaumont road trip started with only the driver with minimal luggage for a total payload of 220 pounds. A portion of the trip was made with two passengers plus luggage weighing 600 extra pounds for a total load of 820. This trip covered Interstate and secondary roads at a steady 70 MPH in 50 to 70 degrees F dry weather. This portion of the trip averaged 17.6 MPG highway despite the additional weight.

Odometer	Gallons	Octane	Fill?	MPG (uncorrected)
43,105	12.9	87		15.8 MPG
43,366	15.6		Full tank	16.7 MPG
43,578	10.5	92	Full tank	20.1 MPG
43,736	9.7	91	Full tank	16.2 MPG
43,989	13.0	92	Full tank	19.4 MPG

The two entries below were purely city driving, and are removed from the overall total. Once again, the city mileage hovers at the usual point, around 12 MPG for an unladen car with passengers about a quarter of the time in warm weather.

Odometer	Gallons	Octane	Fill?	MPG (uncorrected)
44,130	11.0	92	Full tank	12.8 MPG
44,264	11.6	91	Full tank	11.5 MPG

Back on highways in an unladen car with just the driver, the lower HWY MPG of 17.2 is explained by a higher cruise speed of 75 to 80 MPH.

Odometer	Gallons	Octane	Fill?	MPG (uncorrected)
44,420	8.8	92	Full tank	13.7 MPG
44,732	17.1	92	Full tank	18.2 MPG
44,965	12.1	92	Full tank	19.2 MPG
45,207	13.4	94	Full tank	18.0 MPG

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Combining the calculated roadtrip highway figures above of 17, 17.6 and 17.2 the final average is 17.2 MPG HWY

Taking all the miles covered the OOC Beaumont Custom used 1,083 gallons to drive 13,623 miles. This figure comes from taking the 11,409 miles of missing entries off from the 25,032 miles between the first entry and last entry. 12.5 MPG overall is the result.



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Oshawa noon=

SU 14 GE/ MO 15 TA/ ME 7 CA/ VE 28 CA/ MA 15 LI/ SA 10 AR/ UR 20 VI/ NE 22 SC/ PL 18
VI/ NN 6 TA

SU 45 VE/ SU tr MA/ SU sq PL/ ME qnt UR/ ME sqdt NE/ ME qnt PL/ VE cj JU/ VE tr NN/ MA
qnt JU/ MA 30 PL/ JU 45 PL/ UR sx NE/ UR cj PL/