66pontiac

This '66 is claimed to Gorgeous fresh restoration in fantastic colors. Correct YS-code V8, automatic transmission, p Series This car is a true GTO as designed in Auction Vehicle. The first Pontia This is an original un-molested Pontiac GTO two door hardtop. Has original engine with 4 B The one that starte Refine Search? Also be sure to view results in. The car underwent a nut-and-bolt restoration where the color was changed from theoriginal Beige to its current Spiral Gray Metalicover a refreshed interior. Equipped with power brakes and power steering, this GTO is now offered with PHS documentation, records, receipts for the build, and a clean Oklahoma title.

The Pontiac Parisienne is a full-size rear-wheel drive vehicle that was sold by Pontiac on the GM B platform in Canada from to and in the United States from to Right-hand drive models were locally assembled in Australia, New Zealand, and South Africa until For most of its run, the Canadian Parisienne was nearly mechanically identical to the American Chevrolet Impala. The Parisienne wagon continued under the Safari nameplate until Parisienne or La Parisienne means a grammatically female person or thing from Paris , France. The Parisienne entered the production lineup as a sub-series within the Laurentian line in the model year. Parisienne became a separate model in For most of its life, the Parisienne was the Canadian nameplate for the top-of-the-line model sold in GM of Canada's Pontiac showrooms. Parisiennes were distinct from other Canadian Pontiac models by their standard features: the luxuriousness of upholstery fabrics; standard equipment such as courtesy interior and trunk lights; bright trim mouldings in the interior; distinct exterior accent chrome pieces; and availability of two- and four-door hardtops and convertibles. In particular, Canadian "full size" Pontiacs were actually closely related to Chevrolets, making use of the economical Chevrolet chassis and drivetrain, though with the American Pontiac-styled exterior body panels They weren't the same as U. Pontiac panels since they had to fit the shorter-wheelbase inch Chevrolet "X" frame. Pontiacs used a full perimeter frame. As Chevrolets under the skin, Canadian Pontiacs including the Parisienne used the same engines and transmissions as full-size Chevys, including the and cubic inch 6 cylinder and , , , , , , , and cu inch V8s. These engines were mated to the same transmissions as Chevrolet, including 3 and 4 speed manual and the 2 speed Powerglide and later the three-speed Turbo Hydra-Matic automatic transmissions. The first Parisienne, offered for the model year, was a super deluxe "halo" model in the Laurentian line, much like Chevrolet's Bel Air Impala of the same year. Chevrolet's Ramjet fuel injection system, introduced in in the U. It was marketed as the "Power Chief" option, but it was identical to Chevy's Ramjet. Also available for the first year Parisienne was Chevrolet's Turboglide automatic transmission. Finally, starting in Pontiac offered the "Grande Parisienne", a two-door and four-door hardtop models parallel to Chevrolet's luxurious "Caprice," although Grande Parisiennes through used the styling of the US-market Grand Prix. Also for and a Grande Parisienne wagon was offered. Through most of its life, the Parisienne resembled the US-market Bonneville despite its Chevrolet underpinnings. Through much of the s through s, the American Pontiac model lineup included the " Catalina ", "Ventura", "Executive", "Star Chief" and as the top of the line model, the "Bonneville". Additionally, unique to the US lineup until was the "Grand Prix", a distinct 2-door hardtop model with unique styling features and both luxury and "sporty" accoutrements such high output V8s, bucket seats, tachometers and flashy trim pieces. The mix of Pontiac exterior styling on an economical Chevrolet chassis and drivetrain at a price point marginally higher than Chevrolet, was a huge marketing success for GM of Canada. For decades "full-size" Pontiacs took third place behind Chevrolet and Ford in sales, typically 70, plus units annually. In contrast, heavier and bulkier American Pontiacs, with far higher sticker prices and higher operating costs due to large displacement V8s requiring high octane fuel, would have little appeal in the Canadian marketplace for a number of reasons: a population base one tenth the size of the US, a less stratified society with lower disposable incomes, more prudent spending and savings sensibilities and far higher taxes and gasoline prices. In , GM had downsized its full-sized lineup. Pontiac continued with the Catalina and Bonneville nameplates it had used since , but the cars failed to manage the sales volume of their divisional siblings and were dropped completely in Previously, those cars had been sold as the LeMans, but sales were poor and GM decided to swap nameplates on the grounds that Bonneville carried higher name recognition among customers. With the recession of â€"82 lifting and gas prices beginning to drop, sales of

larger cars began to pick up and so Pontiac dealers began demanding the return of the full-sized B-body line. Even though the re-sized Bonneville was also sold in Canada, the full-size Parisienne continued for , although its distinct Pontiac front- and rear-end treatments and interiors were largely replaced with Chevrolet components described in detail below. At the request of US Pontiac dealerships who still wanted a full-size rear wheel drive car to replace the lost U. Externally, it was a rebadged Chevrolet Impala models and in Canada had the Impala rear taillight panel fitted with Pontiac-spec taillight lenses, whereas the nose was borrowed from the Chevrolet Caprice fitted with a Pontiac grille. The and models resumed use of the rear-end styling from the to Bonneville. Two Parisienne ranges were sold: a base model similar to the former Catalina and the then-current Oldsmobile Delta 88 Royale in four-door sedan and Safari station wagon form, and a more-luxurious Brougham four-door sedan with velour upholstery that featured loose-pillow fitted seats. The two-door version of the B-bodies did not return to the US market, although it persisted in Canada through Rear trim is similar to U. Catalina, while front trim is close to the Bonneville. Note amber turn lenses and right-hand drive to conform to Australian safety standards. Note Chevrolet type parallel wipers; U. Although the powertrain offerings paralleled the Chevrolet full size powertrain lineup, was an exception. The Canadian full size Pontiacs never came with a in but continued with the as an optional engine until the model year was introduced. The model was the last model for right-hand-drive assembly in those markets as supplied by the Oshawa plant, following General Motors in the United States decision to cease all RHD exports in Nevertheless, the model continued to be locally assembled for a further year in Australia and New Zealand, and for two more years in South Africa. For , GM's new "B" and "C" bodies were the largest ever produced. During this generation in the Parisienne, the 2 bbl Chevrolet engine was now the standard powerplant with a 4 bbl version and a 2 bbl being optional. However, the larger Chevrolet engine was replaced for the first time with the same larger powerplants as U. The Grande Parisienne name was no longer used after and the Parisienne became the Parisienne Brougham in , which was virtually the same car as the American Catalina and its The Canadian Laurentian model continued. In the Grand Ville and Bonneville models were introduced to Canada, with their inch wheelbase, along with the Catalina model. The Bonneville and Parisienne Brougham had a front bench seat without an armrest. Starting with the model year, all V8-powered Canadian Pontiacs got the Turbo Hydra-Matic as the standard transmission. Six cylinder models Laurentian only got a 3-speed manual as standard. In all full-size Pontiac models were given a inch wheelbase before being downsized for the model year. While the Bonneville remained for , was the last year for the Grand Ville in both the U. Starting in , all full-size GM cars were downsized, losing hundreds of pounds in weight and featuring smaller but more trim and squarish bodies. This allowed for smaller displacement engines, which made these new cars more fuel-efficient. Pontiac of Canada continued to offer the Parisienne in this new size. Like before, Canadian Pontiacs were virtual clones of the Chevrolet Caprice, with a slightly different grille insert, and different taillight trim. The new Pontiacs featured V6 and V8 engines. Coupe, sedan and wagon models were available. These cars were available virtually unchanged except for minor styling updates through This is the only generation of the Parisienne that was available in the United States, and assumed the full-size role when the Pontiac Bonneville was downsized in The Oshawa plant was responsible for export of Chevrolet and Pontiac vehicles to Right-hand drive markets and Pontiac Parisiennes and Laurentians were exported in Knock-down kit form to those markets until The "64 models had the '61 Pontiac dash reversed for RHD also shared with Chevrolets and '65 to '68 used an adapted version of the Chevrolet Impala dash panel, again shared with Chevrolets. Parisiennes and Laurentians were shipped to Australia and assembled at GM's Holden plant in Dandenong , Victoria, using some domestic parts such as seats, heaters, opposing windscreen wipers and 2 speed ventilation systems. The Laurentian was built until and the Parisienne until As red rear turn signals were illegal in Australia, Australian cars had to have amber lenses drilled into the rear bumper or trunk lid depending on the model with the turn signals rewired to flash through them. The model was the last RHD model to be exported internationally, hence all Australian cars are models assembled for a further year. As with Australia, New Zealand models are models assembled for one more year. Pontiac "kit cars" were also assembled by G. Continental, in Antwerp, Belgium [11]. The last Parisienne models were assembled in South Africa well into Australian assembled Pontiac Parisienne hardtop sedan, the last model of international RHD assembly. Australian assembled Pontiac Parisienne, with trunk lid mounted amber turn-signal indicators. The Parisienne still sold well when GM decided to drop the line after the model year with no replacement. A front wheel drive model with the Bonneville name had similar dimensions versus the mid-size model, classifying the car as a full-size by the EPA ; however, the wagon model known just as "Safari" continued until While the Parisienne name was retired in , big Pontiac fans got a completely new, but full-sized,

Bonneville for This car featured front-wheel drive and a V6 as standard, in line with the contemporary Cadillac, Buick and Oldsmobile big models. Rear-wheel drive sedans returned to the Pontiac lineup with the Holden-sourced Pontiac G8 in GM did retain the Parisienne name into the late 80's on exports to the Middle East which were re-badged Caprices. From Wikipedia, the free encyclopedia. For other uses, see Parisienne disambiguation. Motor vehicle. Side trim resembles U. This car features right-hand drive. Models which were exclusive to Canada, Pontiac vehicles. A division of General Motors , â€" Aztek Sunrunner Torrent. Montana Trans Sport. Category Commons. Hidden categories: Webarchive template archiveis links All articles with dead external links Articles with dead external links from February Articles with permanently dead external links Articles with short description Short description is different from Wikidata All articles with unsourced statements Articles with unsourced statements from April Commons category link is on Wikidata. Namespaces Article Talk. Views Read Edit View history. Help Learn to edit Community portal Recent changes Upload file. Download as PDF Printable version. Wikimedia Commons. Pontiac Catalina For U. Pontiac Bonneville original full-size model. Wikimedia Commons has media related to Pontiac Parisienne. Ventura II. Tempest Custom. Custom S. Grand Am. Strato Chief. Pathfinder Deluxe. Super Chief. Catalina Brougham. Parisienne Brougham. Star Chief. Star Chief Executive. Grand Ville. Grand Ville Brougham. Bonneville Brougham. Station wagon. Personal luxury. Grand Prix. Muscle car. Grand tourer. Mid-size crossover. Compact SUV. Compact MPV. Montana SV6. Coronavirus update: New contactless services to help keep you safe. The dealer quickly responded to my repeated inquires, and was very helpful and professional. In the end I did chose not to purchase this vehicle, but would have no problems returning to this dealer for any possible future purchases. Dimitri is very knowledgeable about the vehicles he sells very pleased with his professionalism. The company was very good give me all the information I needed on this specific Shavel, and a bunch of other cars that they Satisfied all my requirements. Underside of the car looked like it might have been in a crash. The front tires were significantly out of alignment,tires worn on the inside. The dealership has been more than kind and keeping me informed on the process of applying for this vehicle with numerous emails and phone calls. I was favorably impressed with the dealer and the vehicle. After inspecting and driving the car, I bought it. My experience with the dealer and his staff has been very good. Responded within 24 hours. Will give consideration for future business. I decided to go with an SUV. Very helpful staff. Sherri went above and sending me videos and answering all my questions. Prompt response and very knowledgeable. Unfortunately the vehicle I was intrested in was sold. However, once Scott knew what I was looking for he was able to send me dozens of similar vehicles to choose from! Thanks Scott! The dealer tried to screw me by low balling my trade in. Terrible experience. I received a very quick response to my inquiry with regard to an automobile in which I was interested. The agent was very helpful and knowledgeable about the automobile and answered all my questions satisfactorily. Consequently, I felt comfortable enough with his information on the auto that I purchased the Chevrolet Impala SS. I am very happy with my recent acquisition. The dealer was friendly and forthright about the car. I had a great experience. Kevin and the team were very considerate, helpful, and informative. Steve S. This dealer went out of his way to show me additional photos and videos and to offer up so much additional information. This is a beautiful car but its not in my future right now. Some one will be getting a jewel. They were very helpful. I just got a gt passat instead of this. Still would be interested in getting an old beetle, but have a few car payments before I will have the chance. We'll help you find great deals among the millions of vehicles available nationwide on CarGurus, and we'll provide you with dealer reviews and vehicle history for each one. After all, over 30 million shoppers use CarGurus to find great deals on used cars and new cars in their area. And when it's time to get rid of your old ride, sell your car simply and securely on CarGurus. Once you're ready to narrow down your search results, go ahead and filter by price, mileage, transmission, trim, days on lot, drivetrain, color, engine, options, and deal ratings. And if you only want to see cars with a single owner, recent price drops, photos, or available financing , our filters can help with that too. All Years to All Years. Radius 10 mi 25 mi 50 mi 75 mi mi mi mi mi Nationwide. Best deals first. CarGurus User. Request Information. Private Seller: George. Mishawaka, IN Message Seller. CarGurus Pay. Why Use CarGurus? Home Blog. Pontiac Hotels. Pontiac Illinois. Elevation: ft m. Population 11, Pontiac is the county seat of Livingston County, and a city in Illinois. See this Map of Pontiac. Illinois was initially peopled when the Paleoindians reached the area after the end of the last Ice Age some 11, years ago. After wars between France and Britain, the land passed to the British and after , to the U. Settlement in the prairies was slow and only after the s did the first Europeans and American pioneers reach the area. Livingston County was created in , named for Edward Livingston , lawyer and politician who had been mayor of New York City and helped write the Louisiana Civil Code. Henry Weed, Lucius and Seth Young

with the backing of Jesse Fell, laid out the town in , with the idea that it would become the seat of the newly created county of Livingston. It was pre-railroad days, so it was laid out around a central square and not a railway depot as was the case of towns platted in the s. Fell chose the name and the town became the county seat. During the s an economic depression set in, but with the arrival of the railroad in , economy began to boom. Pontiac, was the name of a chief of the Ottawa Indian people. There is no proof that he ever lived in what is now Livingston county. He was born ca. He died in , killed by another Indian in Illinois. The township was created in and soon, mainly due to Scott's efforts, became a flourishing farming community. State Higway 4 was built through Pontiac in the s, following the "Pontiac Trail" which was supposedly a decent road that linked Chicago with St. When Route 66 was created in its first alignment followed State Hwy. In a bypass with 4-lanes was planned and built, west of the business district to make the highway safer and faster, it was finished in , but shortly after, in , the new I bypassed it too. Route 66 was decertified in The Pontiac Trail was built as a "hard road" from Chicago to St. Louis in the s, and State Route 4 was built along it, later replaced by US 66 from to , when it was decertified and bypassed by the Interstate I Pontiac has a continental - humid climate with hot summers with little rainfall but high humidity. Its winters are cold. Yearly rainfall is 38 inch mm , falling 70 days, on average, every year. The town has sunny days per year. US 24 passes through Chenoa, south of Pontiac. Check out Pontiac on our Route 66 Map of Illinois , with the complete alignment and all the towns along it. Color key for Pontiac in the map mentioned above: Pale Blue : marks the Historic Route 66 alignment , Red line or gaps in alignment, is I, where it overlaps the old alignment. Orange line : marks the roadbed, later City Black are the sections that are missing. Read this detailed description of Route 66 in Illinois. Below you will find More information on Route 66 in Pontiac. He wrote the following about Pontiac:. He mentions the State Penitentiary south of town, for younger male criminals. From North to South , begin the tour at the point where the Bypass freeway alignment which was built in split from the original Route 66 alignment, and head south along it. Here to your left is a classic Route 66 attraction:. This restaurant was built in by Joe and Victor Seloti as an eating spot and a gas station on the original US 66 alignment. It got its name from the cedar telephone poles with which it was built, and which are still there in the walls. As you can see in the "Then and Now" series of images below, the premises have been expanded. You can eat here Mon. Closed Sun. The image above shows the Route 66 alignment passing in front of the buildings, behind is the railroad. Now continue southwards along Pontiac Rd. The Pontiac Trail symbol shield, in the Pontiac Trail became the main road linking Chicago and St. It had been named after the famous Ottawa Indians chief and B. Goodrich marked the milage posts, it even had its own shield sign image. But the state had to take responsibility for its highways so, in a bond was issued to build decent surfaced roads in the state of Illinois, and the Pontiac Trail was to become the SBI 4 State Bond Issue highway number 4. Federal funds were also provided and the road was paved along its whole length by It had a winding course, following the railroad and county lanes but it provided a good road between both cities. The bridge spans North Creek along the Alignment of Route 66 previously it was the State Route 4 , it was built in shortly before the state highway became Route This is a Location map. The original bridge was rebuilt in and is only 33 feet long. It's bridge end had the highway marking stencilled on it as was the practice in those days to mark highways. And the original image survived; it was restored in and you can see it on the brige end, an outline of the state of Illinois with a number 4 inside of it. The original bridge ends were kept and attached to the new bridge which was built with a railing that is identical to that of the original bridge. On the NW side of the bridge is a Route 66 shield, and two interpretative signs, explaining the bridge's history. The road curves west onto W. Lincoln Ave. Ladd St. Ahead to your right there was a "subway":. The old Ladd School razed in , was originally in the place of the current First Baptist Church faced some difficulties with its pupils, and they signed a petition requesting that a "subway" or pedestrian underpass be built under Route 66 so that the students could cross safely. It was built around when another one in Odell was built and used until Route 66 bypassed Pontiac in Now it has been filled in and its traces have vanished. Here you will leave the path of Route 66 through Pontiac, to visit the murals. You will return to Route 66 one block south of this point. So, on Howard turn left and head into the downtown district to see the Murals and other landmarks:. A drive through Pontiac, exploring and enjoying the town's famous "Route 66" Murals:. As you drive into the downtown business district along Howard St. By Gary Anderson. It celebrates the Bennet Humiston Trust, created after Mrs. Harriet Humiston passed away in It is pictured below. By Michael Clark, the mural pictured above depicts a steam powered tractor from the early s which helped develop farming in the region. Farming is important for the city of Pontiac, who has celebrated since , every Labor Day week, the Central States Threshermen's Reunion. It is a vintage advertising design, from the early s, like those often found on "Ghost Signs" along Route See it below:. This mural by

Stephan Connor honors the city's Fire Dept. It is pictured above. At N Mill St. Park and walk the downtown mural and museums tour. The historic red-brick building facing the parking lot is a "must see site", visit it now or at the end of your walk through town. This historic building now is the home of the Hall of Fame museum , you will learn all about the places and people inducted into the hall of fame plus many articles, artifacts and Route 66 memorabilia. Open Mon. Admission: Donation only. From the parking lot cross Howard and head south along N Mill St. Designed by Carole Bersin it remembers a local bottling company opened by H. Scatterday in bottled carbonated water, club soda. See another mural, just ahead, across the street almost at the corner with W. Madison St:. By Judy Grossman. Jesse Fell founded Pontiac in , and he named it after the famous Ottawa Indian chief who rebelled against the British in the mid s. See the image above. Turn left along Madison. Across the street is the historic county courthouse :. Construction began in , it is a Second Empire Styled building, with a central clock tower, feet high, topping the building. On the south side of the lawn is a statue of Abraham Lincoln who visited Pontiac many times between and Facing the historic building, is a sidewalk mural:. By Tang Dongbai, a sidewalk painting depicting sharks and a dolphin as a hole in the sidewalk! Shown below. Keep going, cross Main Street and to your right, on the south east corner is a great mural:. The work of David and Susie Butler and Dan Sawatzky It began in Lake Chautaqua in New York in , an assembly of teachers, preachers, entertainers that brought a touch of culture and fun to the community. It was adopted by Pontiac in , and was repeated over the next 30 years, in Riverside Park. Image above. Return to Main Street and turn right, heading north. There are two murals here, one to your right and one across the street:. By Bob Waldmire. To your rigt. It is a foot long map of Route 66, Waldmire's posthumous design from , and painted by family, and some friends each of whom left a handprint on the mural. There was a s Coca-Cola advertisement here, at this exact spot. Painted by Sonny Franks. A few feet ahead, to your left you will find several murals, one on Main, the others in the Pontiac Museum's Parking Lot:. A Servie stop with gas station, restaurant, garage, grocery store and a hotel opened in by Carme Rodino on Route By Dale Manor. The store closed in the late s. The first mural on the southern facade that faces the parking lot. By Cam Bortz. It was a candy store and soda fountain on Madison and Mill streets. By Joe Diaz, it celebrates the American small town soda fountain. There was a diary in Pontiac with this name in the early s. Roszells Soda Fountain mural, Pontiac, Il. Click image to enlarge. Daniels Oil mural, Pontiac, Il. Daniels was a gas station in downtown Pontiac on Mill and Water Streets. By Diaz Sign Art. Now turn around and on the south wall of the museum building is the best known Route 66 Mural:. It is the oldest mural in town, painted in it decorates the exterior wall of the Route 66 Hall of Fame Museum. The bricks on the floor, are original Route 66 paving bricks. Drive along it and take a photo of your vehicle on the original bricks! By Rob Estes. The original Wishing Well motel was located on Brainard Ave. It opened in with 10 cabins later unified into one building with 19 units. It closed in and was razed. The stone well from its front yard and its classic neon sign have been preserved here at the museum. Return to Main, and turn right along E. Howard St. By Mancy Benett, it depicts a paperboy delivering the newspaper on his bicycle. The Pontiac Sentinel opened in and kept operating until the early s. Turn around and head back to your car. Drive west and turn right along Main St. On the NE corner of Main and Washington you will see another mural:. By Mike Meyer and Adam May. Abraham Lincoln visited Pontiac in January Local lawyer Jason Strevell measured Lincoln because he couldn't believe that he was taller than he was. He measured the future President and found him to be 6 feet 4. Continue along Main and take a right at the next street Water St. To your left, next to the bridge across Vermilion River is a billboard with murals on both its faces:. By Francisco Vargas. It is designed as a 5 cent stamp and shows the River and Williams' Mill s The Vermilion River flows in a northerly direction from its origin in Livingston and Ford Counties in north central Illinois, eventually emptying it also shows one of the town's swinging bridges. Turn back along Mill St. A stylized representation of Route 66, Pontiac, roadtrips and the journey from Illinois to Los Angeles. By Tom and Kathy Durham. Turn left on W Madison and to your left in the middle of the block is the Candy Co. It also made ice cream. Mural by Jay Allen. To your left on the corner is a cottage-style building that may have been a gas station. Ahead, across N. Oak, to your right is the final mural:. And this is the End of your Murals Tour , you can visit some of the city's museums see below or drive straight west along Madison back to N Ladd St. Maybe the world's greatest collection of Pontiac and Oakland brand car artifacts, library and more!. Free admission. Collection with images, videos and objects of outdoor wall advertising. Gallery and modern artworks for sale. At Ladd St it is the first street after the railway tracks , turn left along the US As you turn, to your left is a Classic restaurant :. Now it is an Italian Cuisine Restaurant but at one time it was a Restaurant on the s Route 66 alignment through Pontiac. The "Then and Now" series below shows us that it has changed but not too much:. Ladd crosses the Vermilion River, and to your right is a Route 66

Motel :. You can Book a Room in the Palamar Motel. Built in the early s on the "old" alignment, it was damaged by a fire in and rebuilt with a late 60's look see the sign with its name on its facade. It was popular as a dance hall in the s too. Ahead at the junction of Ladd and Reynolds IL to your left is the Fiesta Motel , and ahead, to your right is a s gas station :. You can Book a Room in the Fiesta Motel. Listed by the National Park Service as one of the "Motel Buildings Remaining on Route 66 in Illinois" stating that it has a " Brick, L-shaped, 2 story building with end gable roofs. The motel's postcard stated " Motel-Restaurant, Lounge and Bowling. The building has changed but it kept its two door garage:. Turn left along W Reynolds St. You can turn right and drive 1 mile north to see an old motel, the Da-Jo this is the Map with directions. Excellent restaurants close by. Quiet, modern motel. Family units. The building is still standing but no longer a motel, perhaps it is an apartment complex. Or head south turn left along Historic Route 66 to visit two Historic Places :. Route 66 South of Pontiac, just 1. The building was built in the Shape of a pistol see image with a satellite view in Art Moderne style, with rounded streamlined lines which was very popular in those days. Steel silhouette of a state trooper on his motorcycle, Pontiac, Il. The State Police were created in And the patrol made sure that trucks weren't overloaded and therefore damaging the paving speed limits were imposed much later, during the s. Don't miss the steel silhouette or "Shadow Statue" of a highway patrol police on his motorcycle and a Route 66 Wayside Exhibit, an interpretive display. Now drive another 1. It is a "round" or cylindrical shaped barn. It is only 1. The original alignment shown in Orange line in the map and we have described its origin, as the Pontiac Trail , and its path through Pontiac. The original s road had lanes 9 feet wide and was 6-inches thick. It was deteriorated by the trucks during WWII so it had to be urgently improved. In it was improved: two lanes of 10 inch deep concrete, 24 feet wide were built on top of the old roadbed southbound lanes and the second set of lanes, northbound were completed in Route 66 had become a four-lane divided freeway. It skirted round the western side of Pontiac. You can see the now abandoned southbound lanes both north and south of Pontiac, to the west of the current highway. Further north and south, these lanes are buried beneath the northbound lanes of I This is all shown in Pale Blue in the map above. The distance is 12 miles; see this Map with directions. Hotels east of Pontiac 19 mi. Dwight 44 mi. Wilmington 61 mi. Joliet 65 mi. Plainfield 70 mi. Romeoville 95 mi. More hotels, heading West 11 mi. Chenoa 33 mi. Normal 37 mi. Bloomington 58 mi. Atlanta 69 mi. Lincoln mi. Springfield mi. Raymond mi. Litchfield mi. Staunton mi. Williamson mi. Hamel mi. Edwardsville mi. Troy mi. Glen Carbon mi. Collinsville mi. Pontoon Beach mi. Fairmont City mi. Granite City mi. East St. Louis mi. Hotels in Sunset Hills mi. Hotels in Fenton mi. Kirkwood mi. Eureka mi. Pacific mi. Saint Clair. Sullivan mi. Cuba mi. Saint James mi. Rolla mi. Robert mi. Waynesville mi. Where is Pontiac? Map with the location of Pontiac, Illinois on Route Pontiac Map. Route 66 in Illinois: Historic U. He wrote the following about Pontiac: " Pontiac is a half-mile east of US Drive US 66 through Pontiac From North to South , begin the tour at the point where the Bypass freeway alignment which was built in split from the original Route 66 alignment, and head south along it. Visit their website: Humiston Heritage mural, Pontiac, Il. Click for street view. A Tradition of Farming mural, Pontiac, Il. Pontiac Fire Department mural, Pontiac, Il. Scatterday Soda mural, Pontiac, Il. Ivo Shandor. Sidewalk Shark painting, Pontiac, Il. Chautauqua Assembly mural, Pontiac, Il. Waldmire Memorial mural, Pontiac, Il. Drink Coca Cola mural, Pontiac, Il. Rodino Square mural, Pontiac, Il. Palace of Sweets mural, Pontiac, Il. Ivo Shandor Click for street view. Weekly Sentinel Mural, Pontiac, Il. Vermilion River and Mill mural, Pontiac, Il. Welcome to Pontiac Mural, Pontiac, Il. Pontiac Route 66 Mural, Pontiac, Il. Allen Candy Co. Mural, Pontiac, Il. Cottage Style gas station, Pontiac, Il. Click to enlarge image. James R. Powell Route 66 Collection. Accommodation Search box: Booking. Sources Jack DeVere Rittenhouse, A Guide Book to Highway Back to Top. The level of success achieved by the GTO in and was beyond imagination for GM and its rivals. Some major styling changes were made. Instead of an angular look, the Pontiac GTO flaunted seductive contours. The body style was famously known as the coke bottle style. Other than these curves, most of the changes were apparent on the rear end rather than the front. The tail-lights featured a louvered cover. This feature remains exclusive to the GTO. The Pontiac GTO was also the first car to replace the aluminum grille with plastic mesh-pattern inserts. Other dimensional factors such as the wheel base, curb weight and length were largely unchanged. The interior also received an overhaul. The new GTO came with comfortable Starto bucket seats with higher and thinner seat backs. Also available as an option were contoured cushions and adjustable headrests. The instrument panel was also redesigned to facilitate integration and ease of use. Like its predecessors, the Pontiac GTO was offered in three different body types. Only this time, it also included the sports coupe. Other two were hardtop and convertible. Initially, the engine choices for GTO were same as the previous year. A three-speed manual transmission was again standard equipment. A V8 with our barrel carburetor could churn out hp 5, rpm. This was the same as that of GTO. By mid

, GM put a ban on multi-carburetor engine for all its cars except for the Corvette. Carrying forward the tradition, Pontiac once again offered the tri power engine option for its new GTO. The engine was not much different than what was offered in The tri-power V8 was able to deliver bhp 5, rpm. Only 19, of the total units were available with the Tri-power engine. Mid way through , Pontiac introduced the XS option. Due to a stiffer valve springs, hotter cam and a cold air induction system, the XS package boasted an unbeatable performance. While the official statistics claim the same bhp, test drivers and critics believe that it could easily reach up to bhp. Other options, mostly in terms of transmission, included a four speed manual and the same two speed automatic as offered on GTO. In , Dodge Charger emerged as a strong new contender. Before anyone could judge it on its performance, the car mesmerized everyone with its look. It remained more popular than the Dodge and set and undisputed sales record for a muscle car. It took two years for Chevelle to realize that the popularity of GTO was about more than just the performance. In , Chevrolet Chevelle Super Sport was introduced with breath taking styling an extremely powerful V8. It was a worthy competitor and bagged huge popularity. Yet, despite the competitive pricing, it failed to beat Pontiac GTO in terms of sale. While it became a model series of its own, it managed to beat some of the best muscle cars ever made. The redesign in added weight and heft to the mighty GTO. Performance was still great but it was losing its edge. The new Chevelle SS was lighter and had a bigger engine. The result was better performance. The Mopars had the mighty and scary Hemi and they were untouchable. That is if the owner could keep it tuned. The GTO was still a great all around performer. On the 66 data plate. There are two sets of numbers at the bottom of the plate. For F on the 66 data plate. There are two sets of numbers at the bottom of the plate 4f and. Save my name, email, and website in this browser for the next time I comment. Muscle Car Specifications Performance Model. You may also like. Images are general in nature and may not reflect the specific vehicle selected. In order to more easily produce the cars at the Divisional home plants, these cars were developed with full perimeter frames, and Pontiac also tooled up a version of the nearly new Chevrolet six for their own use with their own exclusive displacement of cubic inches. The already venerable cubic inch V-8 was optional at low cost, and many such LeMans cars were so equipped. A conventional driveline with transmission behind the engine meant that the cars were easier to service and less expensive to build, and this also meant that even more powerful engines could be shoe-horned into the engine bay see GTO. In fact, for and , the renowned and powerful GTO was merely an option in the LeMans series, even while LeMans was merely a trimline in the Tempest. This engine was shared with the new Firebird. For all Hagerty Insurance clients: The values shown do not imply coverage in this amount. In the event of a claim, the guaranteed value s on your policy declarations page is the amount your vehicle s is covered for, even if the value displayed here is different. If you would like to discuss your Hagerty Insurance policy, please call us at Get a Quote. Model Overview Images are general in nature and may not reflect the specific vehicle selected. Length: Wheel Base: in. Number Produced 16, It really does look to be in amazing condition inside and out. Let us know if you pick this Pontiac up! Where else can you throw a couple of corpse in the trunk and go out cruising with 5 of your friends and row through the gears to boot? Quick once over, I like it. Since the car has obviously been painted, it would appear that the wipers , wiper transmission and grille between the hood and the windshield were swapped in from a 66â€i. I checked out some 65 Parisenne pictures on the Internet and they have wipers like this car, not the same as US Pontiacs. Can confirm on the wipers. Had a 66 Bonneville convertible and they were head to head. Decent way to check on it. They were so thin that leaning on them could distort the stampings, they were essentially race-only. The Canadian Pontiacs are sort of Chevrolet hybrids, they are on a narrower Chevy frame and usually have Chevrolet dashboards too. The owner is a collector, and he had the 8 lug brakes rebuilt by a friend of mine a couple years ago. Ralph; Canadian Pontiacs of this vintage are as close one can get to a Chevrolet without being one! They are also abit shorter than US Pontiacs as the Chevy frame offers less wheel base. The Canadianponcho site is a great place to learn more about these Maple Leaf birds as well as Acadians and Beaumonts. Hey Ralph I know it is not normal to see the wiper set up like that on a 65 but it is because it only has the single speed wiper motor. When I noticed the wiper arms, I asked him why they were like that. He said that he was the original owner and ordered the car with all of the options he wanted but forgot to check the box for two speed wipers. You mean the new paint job both outside and inside? The glossy paint in the engine bay and the dash. The painted brake booster. The wrong air cleaner and wrong valve covers. The wrong trunk mat. Stuff like that? Nice car if listed correctly. The car used in that test was a ringer. Those nunbers would not be duplicated in the real world. Car and Driver was famous for using cars that had been tweaked by manufacturers. The infamous red GTO coupe that was featured in numerous magazines in the day had a very well massaged in place of the standard They even deleted the transfer lug, a

pyramid like projection on the engine block that was found on all but the and engines to further disguise what it really was. The Bobcat package usually included thinner head gaskets for increased compression, weights and springs to curve the distributor, carb jets, and locking rocker arm nuts. Cool stuffâ€¦. Beautiful Ponchoâ€"that shifter sticking out of the tunnel really gets the juices flowing. Good luck to the new owner. Looker over good, plus check the documentation. Needs to be correct for 38 large!! Cheers GPC, This car is missing a very important item from under the hood which would prevent me from buying it. Even the cars listed in Hemmings. Tri-power another rare option. As a general rule when studying old recorded performance numbers from Pontiac almost all their press cars came way of Royal Pontiac, with the bobcat tune or sometimes with blueprinted engine or mills not available in certain models. Jim Wagner was the p. Those werent exactly cheap cars either. Nice big cruiser here that will attract a crowd wherever it goes. A good example is our new articulated windshield wiper. Most of the increase is in the critical areas next to the pillars. We almost had to use the articulated wiper on the new Pontiac. Since the pillars are curved, too, the windshield is now narrower at the top than at the belt line. To get this articulation, a blade-control link connects the blade assembly to a fixed pin on the wiper transmission housing. The length and location of the wiper arm, blade-arm length, and blade-control link were all critical. We had to do considerable cut-and-try experimentation before we got the right parallelism between the outer blade position and the windshield pillar. My era Poncho. Lots of torque. Guys trailered in their racers from all over to get them sorted. A favorite memory was one of those race-prepped Aluminum fendered Catalinas. For a big car, that thing flat moved! And yes, it had pretty big slicks mountedâ€¦. If you are genuinely interest in buying it, please email us and we will send you the link. As far as the car itself, in the scheme of things, what you are getting looks like a lot for the money, IMHO. Pure American muscle with a third peddle to boot. What more could you want? I guess you could go buy a Toyota instead for the same money, but would it be as fun? Love them. Drive them. CL is public venue. I wouldnt think they have a leg to stand on, complaining to BF about product review. Josh, Hope you run across my friend, Roger T. If you had blown a at high speed. You wouldn,t think so much about them. The cylinder walls are pretty thin.. I blowed one on the inside wall. When I got it stopped. It cranked good,but would start. Tore into it and the wall was busted. I,ve ran ,s and the took more punsihmentâ€"alot more and still never blowed. If you want speed quick. Go to lower gear. I was in a Ford Falcon road racing with some friends. It had a -4 barrelâ€"4 speed. The other guy had a big Buick with a â€"2 4 barrels. We ran about 30 miles. The Buick held real good in the curves but as soon as the Ford hit the least little straight, He ran off the Buick. The Buick owner could believe what the Ford had and had to see the motor. Alot depend on more things besides a big motor. I,m sure this Pontiac is one heck of a runner and it looks really nice. I,d love to own it. With the 4 speed and I,d have to chirp the tires once in awhile. Beautiful car. If I had the money, I would buy it in a heartbeat. My first car was a 67 Firebird in , my 2nd year in college. Then we can start looking for the other stuff needing help. Hey Jeff, where do you live? I am on my way with a lot of money and a bunch of cars! I am outside of Chicago and your list, done right and done correctly, would be twice that amount or more if you are paying someone to do ALL of the work. There are lots of comments here today, but bottom line. This is one beautiful car. I bet it is a blast to drive. A great looking car and at a price that seems reasonable to me for the condition of this car!!! As beautiful as the 65 is, we have a 67 Grand Prix convertible tucked away about 75 mikes from me. It is maroon with black interior and top. Under the hood is a HO with the long branch manifolds, etc. What a honking Pontiac. Still have it. Don't post your car for sale in the comments. Click here to get it featured on the homepage instead. Or subscribe without commenting. Subscribe to our free daily email to continue reading:. No thanks, maybe later. Already have an account? Log in. Barn Finds. Joshua Mortensen. More: Pontiac. Like This? Get Our Daily Email. Comments CapNemo. One of my favorite cars in the world. Louis Pitacciato. This is a great looking car! Out of my budget, but beautiful. GM designers were at a pinnacle back then! There is something weird here. Let see if anyone else can spot it. Anthony in R I. Since the car has obviously been painted, it would appear that the wipers , wiper transmission and grille between the hood and the windshield were swapped in from a 66â€¦ 4. I checked out some 65 Parisenne pictures on the Internet and they have wipers like this car, not the same as US Pontiacs 1. Jim in FL. JOHN Member. The Canadianponcho site is a great place to learn more about these Maple Leaf birds as well as Acadians and Beaumonts 4. Casey Brefczynski. You mean how it lost 5K miles in the space of a paragraph? Thats not that weirdâ€¦. Must be a diesel :. Steve R. Steve R Any real proof to back that up? If not, calling BS! Cool stuffâ€¦ 6. Thought they had a 3 spoke steering wheel? Thanks 1. Cheers GPC 2. Rex Kahrs Member. Miguel, in Mexico, is referring to Air Conditioning I assume. Ditto here in Tampa! Egg in your beer? Nitpicking is for people who like nits. This is a nice car. Larry Member. Don Diego. Troy s. Mike H. I hope this will shut some of the arm chair

experts up. Josh Mortensen Staff. Wow, Josh! Nice car even with changes. Hagerty says between 27 to 52 grand. I guess with changes it would be closer to the lower amount 4. RobB Member. Jeff DeRidder. Tom Member. Ok Jeff. Its a 10 grand value then 1. Bob McK Member. That is one beautiful Car and a 4 Speed I would love to play with that shifter. No Reserve: Chevrolet Corvette. Frequency: Daily. Get Daily Email Updates:. Signup for our free daily newsletter: Unsubscribe anytime. Enjoying Barn Finds? Subscribe to our free daily email to continue reading: No thanks, maybe later. Free View Limit Reached! The custom red and black leather interior invites you in to embrace the 60s This stunning PHS Documented trim correct car is immaculate inside and out! This frame off restoration took over Just in time for Spring! This car had a ground up body-on restoration , which Professional restoration initiated by Performance Restorations in Mundelien, Illinois with final assembly and interior completed in by Bennett Coachworks in Milwaukee, Wisconsin Same owner for last 35 years CI V-8 engine This Pontiac GTO convertible occupies some seriously rarified automotive air. Not only would it be considered an undisputed member of muscle car nobility simply by virtue of its identity to begin with, but it also features its All original Engine is a original ALL original number matching body parts Original interior Original paint Carb rebuilt by a professional 3 years ago Has I'll do my best to accurately describe this Goat This is a Pontiac GTO that is anything but stock with only around 10, miles since being finished. Everything was blasted What a car , only driven on nice days, kept warm and dry. Never not started since restoration. Has all paper work. Original electro plate manual. See all photos. Real deal GTO. Has hurst his and hers auto shifter. Runs and drives A machine like this is built for show and go, and so it will Not only would it be considered an undisputed member of muscle car nobility simply by virtue of its identity We did a complete "Frame Off" restoration customizing the entire car. I originally registered the car and drove I have my Pontiac GTO for sale. The car is in good condition for being a 66 it will need some restoration to make it a show car but it drives and runs good. The GTO has a small block with Hurst his and hers shifter and a The entire car has been thoroughly restored and almost Sort By. Date recent Price highest first Price lowest first. Autozin Pontiac pontiac GTO restoration. Sort by Date recent Price highest first Price lowest first. On page 20 40 Walworth, WI. Make offer. Fort Worth, TX. Cadillac, MI. Anderson, IN. Visalia, CA. Hamilton, OH. Phoenix, AZ. Location: Phoenix, AZ 0. Watertown, CT. Location: Watertown, CT 0. Nashville, AR. Location: Nashville, AR 0. Other Pontiac Models. In the wonderful world of internet car listing, vagueness is just accepted as normal. Thank you AMXBrian for the tip. According to the listing, the engine in the picture is supposed to be a high output V8 that is connected to a Muncie 4-speed manual transmission. It is claimed to run and also be numbers matching. The listing also states that the car has official Pontiac Historic Services documentation. There are a few photos of paperwork to apparently prove that. Some of it is hard to read and is pretty fuzzy. There are not a whole lot of photos of this car. However, there is a good photo of the interior or lack of interior. One photo does seem to show some green seats squished between a wall and other garage clutter. There is no interior but the dashboard in the car. The floorboards are in decent shape. Debilitating rust does not seem to be a major issue for this car. Although, it does say that rear quarter panels and a trunk floor should be in order. The car will need to be completely restored, but based on the few photos available, it looks to be a good candidate for restoration. It would really come down to price and how much time, money, and effort do you want to put into a project. The collector car hobby always ebbs and flows, so the time to snatch certain cars up is always the right time for someone. Is the time right for you? Solid floors, anyway, even if it does need a trunk pan and quarter bottoms. If the car checks out, this seems to be priced to buy for someone looking forward to some quality project time. I always liked the grille with the wavy crossed wires, and the driving lights attached to them. No power-robbing AC, just a V8 with a 4-barrel and a 4-speed. Great, even. Price seems ok- pictures?? Could be a nice Goat when its doneâ€"Good luck- Might be the car u always wanted!! It was only 7 years old but, was well worn already. On the 9 mile trip home it ran out of gas twice! I figure it was getting about a half mile to

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spectre filter
2000 vw passat parts

a gallon. It took me a few days of tinkering and I had it up to between 8 and 10 MPG. Mine was triple black and it turned out to be a pretty good car for a 16 YO. He claims the market for these classics is getting soft as the leading edge of the baby boomers are getting too old to drive. Don't post your car for sale in the comments. Click here to get it featured on the homepage instead. Or subscribe without commenting. Subscribe to our free daily email to continue reading:. No thanks, maybe later. Already have an account? Log in. Barn Finds. Brenton Fuller.