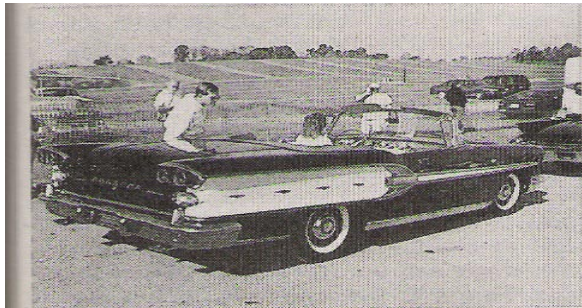


It's wonderful to see a Canadian built car featured in Smoke Signals, and especially one of my favorites!

Nineteen fifty eight was a very popular year for the marquee in Canada as Pontiac was second only to Chevrolet in sales.

The base price for a V8 (283-2bbl) convertible was \$3569.00 Cdn F.O.B. Oshawa, Ontario.

This might help explain how this car went" South! I do believe this is the same one that was offered in October of 1990 at Carlisle and appeared with comments by Editor Bob Stevens in the January 1991 issue of Cars & Parts.



Powered by an original 348 V-8 with tri-power, this 1958 Pontiac Parisienne convertible was bid to a healthy \$50,000. Surprisingly, it didn't sell, although the reserve was never announced. The Parisienne was the Canadian version of the Pontiac Bonneville, or at least closely resembled its American counterpart.

Having restored a convertible and now putting the finishing touches on a hardtop I have been involved with this particular model for more years than I wish to remember.

The 6 cylinder 261 and 348's were painted green from the factory but for some reason 283's were painted Chevy orange. This differed from previous 265's and 283's of the 55 thru 57 era that were painted green.

All 1958 Canadian Pontiac's came standard with a manual three speed

transmission shifted from the column; gear ratios differed on V8 models from the 6's. Available with either 6 or V8 was option 202 (Add \$198.00) that would get you the cast iron powerglide and revised shift pattern P-R-N-D-L. The turboglide was available with V8's only by ticking off option 380 super automatic (Add \$244.00). Cars so equipped had the designation Gr (Grade Retard) on the shift quadrant in lieu of the L. These were the only three transmission choices shown in GM factory sales literature, price lists and parts manuals.

Air conditioning was not offered on Canadian Pontiacs, perhaps because of the Chevrolet firewall and Pontiac dash presenting too many engineering problems?

In future I hope to attend a convention with my 58 and compare notes with Bonneville owners.

Ray McKay