

1962-1965: As an Acadian

In order to promote automobile manufacturing in Canada, The Auto Pact (APTA) in the 1960s had provisions prohibiting sales of certain American-made cars. General Motors responded by offering certain makes of cars manufactured in Canada primarily for the Canadian market such as Acadian and Beaumont.

Beaumont started out as a trim level of the Acadian line from 1962 to 1965. The Acadian from 1962 to 1969 was based on the contemporary Chevrolet Chevy II (Nova). Beaumonts were sold at Pontiac-Buick Dealers primarily for the Canadian market but have been documented to have been sold in countries outside of North America.

In 1962 the Acadian was offered in 8 models with either base Invader or deluxe Beaumont series. The Beaumont provided extra quality trim, identifications and luxury. Items such as foam cushioned rear seats, horn ring on steering wheel, rear armrests and automatic front door dome light switches were standard Beaumont features.

In 1963, the Acadian was offered in 4 series: base Invader, midlevel Canso, deluxe Beaumont or Beaumont Sport Deluxe. The Beaumont again offered similar trim, identification and luxury as the 1962 model did. The Beaumont Sport Deluxe was equivalent to the Chevy II Nova Super Sport, added deluxe identification and a substantial amount of luxury items. Upgraded upholstery and trim in 6 possible colours, extra cushion padding in bucket seats and rear seats, deluxe door handles, glove box light, chrome-plated heat control and instrument panel knobs. With a Powerglide automatic transmission or 4 speed, a console and floor-mounted shift lever was standard on the Beaumont Sport Deluxe. For the first time, a V8 was available. GM offered the small-block Chevrolet 283 V8 with 220 hp as an option.

In 1964 and 1965, GM of Canada sold an "Acadian Beaumont" based on the Chevelle "A" body platform, and continued to sell the Chevy II-based Acadian. This can be confusing for some. By 1966, it was clear that the Acadian was Chevy II-based, and the Beaumont was Chevelle-based. Many people consider the cars to be Pontiacs, but GM marketed both cars as separate makes. These cars in every year are primarily Chevrolet, with only minor trim differences and (for Chevelle-based cars) Pontiac Tempest/LeMans-based instrument panels. This was done because Canada required GM to have a certain percentage of Canadian content in the vehicles sold in this country. The Beaumont continuing to gain popularity was now available in 4 series on the Acadian. "Beaumont Standard", "Beaumont Deluxe Standard", "Beaumont Custom" and "Beaumont Sport Deluxe".

1966-1969: As a standalone marque

From 1966, the Acadian name was only used for the Nova-based car and Beaumont became a standalone marque, still sold by Pontiac-Buick dealers. The interiors used the dash panel from the (U.S.) Pontiac Tempest/LeMans/GTO series. Exterior sheet metal is shared with the US-market Chevelle (the rear taillight housings are Beaumont-exclusive - taillight lenses have wraparound corners with the exception of the 1967 model where its trapezoidal shape is similar in appearance to the one used on the later 1969 Plymouth Belvedere/Satellite). While full wheel covers came from the Pontiac LeMans, small hubcaps and rally wheels were the same as on the Chevelle.

The cars sported an emblem based on Pontiac's arrowhead motif with two red maple leaves or fleur-de-lis added. They featured the same powerplants as the Chevrolet Chevelle, including the OHV inline six-cylinder engine, and a variety of small- and big-block V8s. The V8 engine choices included small-block 283, 307, 327, and later 350 cubic-inch versions, while the Mark IV big-block could be ordered in its 396 cubic inch displacement from 1965-69. 3- and 4-speed manual transmissions were available, as were the 2-speed Powerglide and 3-speed Turbo Hydra-Matic automatics.

The SD (Sport Deluxe) models were equivalent to the Chevrolet Chevelle Super Sport trim level, and featured bucket seats and center console, as well as SD body striping and trim. The SD396 models are the most desirable Beaumonts today. Only 451 were built in 1967, however, and most succumbed to the harsh Canadian winter climate, which makes them significantly more rare than equivalent Chevelles and desirable to some collectors. The SD series was available in both 2-door hardtop and convertible body styles. In addition to the SD series, the Beaumont line included base, Custom and Deluxe lines. A convertible was available. Other body styles were identical to what was offered on the Chevelle for the given year, including a very rare four-door hardtop offered from 1966 - 1969.

The Beaumont and Acadian continued through the 1969 model year. Starting in 1970, GM Canada offered both Chevrolet Chevelle and Pontiac LeMans mid-sized cars which were identical to U.S. models.