

April, 2005 Feature Vehicle
Bruce Bray - Burlington, Ontario
Member #56
66 Malibu SS

The same happened to me as it did to most, had a muscle car (69 RoadRunner), sorry. Got married, got rid of the Runner, had kids, house, college and the whole nine yards. With the kids on their own and my wife still working, she decided I needed a hobby and when I told her that I wanted to buy an old car to cruise with



she said "Oh, that will be nice". The hunt was on.

My hunt for a muscle car (69 Road Runner/GTX) took me from Ottawa to Regina and most parts in

between, but alas not a good enough one in sight. On the way home from viewing another rust bucket that was in "great shape", and the owner could not understand why I walked away from his dream car, I stopped at my brother-in-laws garage. While there I was glancing through another copy of the Auto Trader when my sister spotted the Chevelle. She said it was 10 minutes away, I had not even thought of a GM, but having owned a 66 Beaumont I decided to take a look. When the owner opened the garage door I fell in love. I forgot about the lines and the shapes of the Chevelle and the next day it was on the hoist and after a little haggling it was mine.

The Chevelle was a deep Coronation Red and was done up like an American SS except for the louvered hood. When I got the car home I sent the VIN & Cowl Tag info to Canadian Classic Chevelles & Beaumonts out west and was told that I had a rarer find than I thought. This was not an American SS, it was in fact a Canadian built Malibu SS. After studying the Chevelle I learned the difference between the two. There were 75,000 or so Chevelle SS's made in the States, but only 2000 or so Malibu SS's in Canada, the main difference was the louvered hood. I sent away for the documentation from GM Archives and found it was built in Oshawa, Ontario, was originally a 283, 2 speed automatic with tinted glass, white walls, an AM radio and was originally Aztec Bronze.



I contacted previous owners (who were amazed that it was still on the road) and found that the car was sold in Toronto to a lady from Shelburne where it went through five members of the same family before being sold to a gentleman whom I contacted and he emailed me pictures from 1991. He had removed the original 283 and tranny and put in a custom built 355 crate engine and 350 tranny. After a few years he sold it. The engine, tranny & wheels were sold and the car was bagged for 3 years, then purchased by the fellow I bought it from. He replaced the trunk pan and bottom of the rear quarters, painted it and put in the race engine he built.

He assembled a 396 ci 375 hp bored .030 over, TRW 10.5:1 pistons, LS6 cam and solid lifters, Edelbrock Torquer Manifold and 750 Performer Carb, GM HEI Distributor, Headers, high volume oil & gas pumps, coupled it to a race built 700R4 and put the power to the ground through a 3.73 Posi.

I cruised with the car as it was for 2 years and then with a friend's help decided to bring it back as a Malibu SS. The car was stripped to the bare metal and anything that needed fixing was done, a couple a small patches replaced



properly, interior door panels and insulation added to the floor. Five coats of Tuxedo Black paint were applied, and then two coats of clear with Cherry tint & Gold Pearl and finally finished off with two

coats of clear. I call the colour Larry's Black Cherry and it has baffled many people who look at it from different angles and can see different shades. All the chrome was buffed and polished, the paint was cut & polished, it looks like a million bucks. Power front disc brakes took the place of the old drums and single brake reservoir, a new gas tank, all new brake lines, new tires and a set of Crager SS mags (I wanted a set of these since I was 16).

I cruise the car to all the local cruise nights and weekend shows, over 7000 miles in 2004 alone (my wife says see you in November – a great gal EH!) and have won quite a few awards. The one that meant the most was from the Northern Chevelle Gathering in Grand Island, NY in 2004 as the voting was done by fellow Chevelle owners.

The greatest part of the hobby are the people you meet from all walks of life and they all have the same interest - having fun, swapping stories and telling lies. It's funny, I can remember what car I had and when, all the drag racing I did, most of the good times of my youth, but can't remember what I did an hour ago. Oh well, as long as I can keep my wife working and happy, I can keep on cruising - life just can't get any better.

Bruce Bray