

Feature Vehicle

Mike King – Kitchener Ontario Canada

Member #95

1969 Malibu

Purchased October 2000 previous owner Dunneville Ontario.

Every one has a story as to why they do the things they do. Sometimes they make sense and sometimes they don't. Well ----- After several years of owning a very special 1968 Camaro SS, I decided to sell the car. After a couple of weeks of not having a classic car to work on or at least wash and polish in the peace and quiet of my garage, I started to go into what my wife called Old car withdrawal. I mean I was getting bored to death. My wife suggested that maybe I should get another car. Well, she didn't have to say it twice! While owning my Camaro, I always had a soft spot for the full body frame of a Chevelle and not just any Chevelle, but a '69. The search was on!



Back many years ago, I worked at a garage in London Ontario. There was a customer who came in for fuel on a regular basis. And, you guessed it, he had a brand new 1969 Chevelle SS Green on Green 396 4 speed. Every time he would leave the lot, the tires couldn't help but make couple of chirps between gears. All the time I was searching for my car, that brand new Green SS was in the back of my mind. After many, many Tri Ad car newspapers and countless drives to places I can't even remember now, I finally heard about this car in

Dunneville, near St. Catherines, near Niagara falls, near Fort Erie. I say this because I swear the guy didn't know where he lived. His directions were terrible. After making the journey and finding the car, I wasn't sure this was going to worth the effort. But considering what I had seen previously, I realized this car was not that bad. All I was after was a car that I could drive to the odd cruise night and that was quick enough to be respected, at least in my circle of friends. I think I have achieved my goal. Here is the scoop on my 69 Malibu.

Non-matching numbers
Interior Green
Frame – Kentucky excellent condition
Body – Atlanta (over all not bad)
Hood – Original flat style
Doors needing replacement
Engine – very poor running 350
2 bolt-main Q-jet carb
Transmission – 350 turbo
Rear end – 12 bolt 342 posi
making funny crunching noises
Dual exhaust with small diameter pipe





The seats were in excellent condition and that is the end of the good news. The dash was totally butchered for a stereo. All the metal trim was painted dark metallic green. The sail panels were missing. The roof liner was dropped. You could say it was a restoration in progress when I bought the car. My first thought was where do I start; remember I don't want anything to special; this is for fun, right? I started on the interior, ripping out the dash bezel. I didn't label what I removed, forgetting that you have constant power and keyed power. If you do this swap,

label your wires! Also, when I tackled this job dash bezels for the 69 were not available as a repop item and were very hard to find. Dales Muscle Car was able to locate one for me in Manitoba. The dash needed to be detailed but was complete. Then, I made my first of many purchases. After a little TLC on the rest of the interior, putting in sail panels, repairing the roof liner, changing carpet and repainting the trim, it was time to move on. I then pulled the drive train and sent the transmission out for a check up. I installed a B&M shift kit, had the rear end checked out, put in new clutch packs and it was good to go. I purchased a new 350 small block 30 over with 4-bolt main and a steel crank with cast heads (nothing really too special). After getting the car together over the winter, I took it to one of our local performance machine shops in the spring. We chassis dyno-tested the car. It made 245 hp and 300 ft lb of torque @ 5000 RPM running a performer intake and a 650 Holley double pump carb. After just a couple of weeks, I ordered a set of Edelbrock RPM aluminum heads and retested the car .It made 303 hp and 360 ft lb of torque @ 5000 RPM.



Note: when doing this head change you will need to buy different head bolts and longer push rods. It is an added cost but needs to be done. After driving the car that season I had the bumpers rechromed and changed all the trim and grill. I found a real nice set of southern doors, a real good original SS hood, and scratch free set of factory tint glass. After driving the car that season, I decided to install a 4 speed. I had a Muncie M21 in my garage and had it rebuilt. Food for thought: when doing this swap make sure you have all the correct parts. There is nothing worse than getting near the finish to find out you have the wrong bell housing or incorrect bell crank stud. This can set you back a few days. If you are doing this swap and you go from a counsel shift car to a regular boot shift, you will want to change your hump in the floor. This is an available part and with just a little cutting and welding required, the job is easy. If you do this, you will need to change your carpet. I know from experience. The car really was more fun with the 4 speed; remember this is all about fun right? While attending the Northern Gathering in 2004 and walking through the lot, I realized I was missing something from my 69 ----- you guessed it ----- a BIG BLOCK. Last winter, I attended a car show \ swap meet and was able to locate a freshly built 1971 454 cu in. It just so happened that this guy

needed a strong running small block. Being the impulsive buyer that I am, we made a deal. Within the week, I had my small block out and a big old "Rat" sitting in my garage on the stand. Food for thought: before starting this swap, think it through. This is a big job for the average do-it-yourself-er like most of us are. All brackets, pulleys, hoses and fan shroud will need to be replaced. Make sure your cooling system will handle the extra heat. You may have to change your engine mounts; there are a couple of different styles. Also, be sure to check your hood clearance. If you choose an Edelbrock air gap intake manifold, you can have clearance



issues. There are some drop base air cleaners on the market that may help. As far as exhaust, if you run headers, spend the extra few bucks and buy Hooker. They really do fit nice. I was lucky that my front springs are strong enough to carry the extra load. I did put on a 1.25" diameter front sway bar from a Monte Carlo. It works really sweet, the car corners much nicer. I drove the car last year to the Northern Gathering; it drove and ran awesome. This winter, I am rebuilding the steering.

Remember I get bored pretty easy!

Hope you guys enjoy driving your car as much as I enjoy mine.
Remember: be safe, go fast, have fun!

1969 Malibu
Engine – before - 350 cu in
Now – 454 cu in
Carb – 770 street avenger by Holley

Intake manifold – Edelbrock RPM
Performer

Transmission – before 3 speed 350 turbo
Now Muncie M 21 4 speed
Rear End - 12 bolt posi 342 gear ratio

Exhaust - 2.5 " aluminized with Flow
Master mufflers
Hooker headers 2" primary
Brakes - Front disk rear drum

New dyno specs to follow --- NO GUESS WORK ALLOWED !!