

Feature Vehicle

Bill Burke – Marietta, Georgia

Member #136

1970 Chevelle Malibu



I bought this car in the Fall of 2003. My wife actually found the for sale ad online while searching for a Chevelle project. We had decided to get back into the Chevelle scene after a brief distraction in a couple of 2nd Generation Camaro projects. We had previously completed a frame off on a '67 El Camino, taking a 6 cylinder, 3 speed column shift, plain jane and “cloning” it into a big block SS El Camino and missed all the Chevelle related activities.

The '70 Malibu was located about 100 miles from my home in NE Georgia, just above Athens. Originally built in Atlanta, leaving the factory dressed in Gobi Beige with black vinyl top and black bench interior. Options included AC, 350 cu 2 bbl, TH350 transmission, Am/Fm Stereo radio, power steering, power disc brakes, and tilt wheel. The original engine and transmission were still in the car and running (but tired) at the time of purchase. The car was owned by a gentleman who recently purchased it from a high school kid that had gotten one too many traffic tickets and no longer had the “need” for a car. The car had been painted earlier that year in HS shop class...in Bright Yellow with Black band-aids!

During the subsequent “remodeling” of this '70, two build sheets were found still in the car...one glued to the backside of the driver’s door panel...the other in the rear seat springs. The body was found to be partially rust free except for some typical rusting under the vinyl top around the back window. The floors, trunk, and all other body panels except the driver’s fender (and hood, of course) are original.

My plans from the moment I first saw this Chevelle were to turn her into a fire breathing, street/strip monster. Something to take to shows, cruise night, and still be able to turn respectable track times.

The first stage of that goal began the very first weekend the Chevelle was in my possession. Quickly, out came the wrenches and the sad 350/TH350/10 bolt and in went a “mellow” AFR headed, solid cam 383 complete with a shift kitted TH400 that I had





patiently sitting in the corner of my shop along with a recently built 3.73 geared 12 bolt rear end.

She soon found herself making the first of many trips to one of our favorite local drag strips.

First track trip

Thinking back and looking at the photo, that was probably the day the quest to transform this '70 Malibu into it's

present state began.



Starting February '04, the car was painted its present Classic White (a true '70 color), a 540 motor was built and installed, and numerous drive train and suspension modifications were incorporated. The car had actually just finally finished being re-assembled only two days before making the trip to Chevell-Abraction '04. The picture below is of the car's first pass at Music City Dragway that weekend.

Music City CB '04

Running a 7.00 in the eighth mile was great that night but I soon realized I needed more. Since then it has been a continuous project to improve, fine tune, and tweak into its present state.

The car sees duty almost every weekend...either at a local cruise, a regional car club show, an ACES event, or at the track. Although with the looks of the 6-point roll bar and the rumble of that engine would make you think,

“Race car”, it truly has its roots deep as a street machine. With street ability my number one priority, I've retained the power steering, the cast mechanical water pump, all the belt driven accessories, stock battery location, an Eaton positraction, GM clutch fan and shroud. And it all runs around town on 93-pump gas.





All this wouldn't have been possible without the great help and expertise of a few close friends. First I'd like to thank my brother-in-law Dana Buccini, who's my right hand when it comes to general wrenching, any chassis work, brakes or suspension.

Also, thanks to two buddies...my engine builder and drags mentor, Joe " Flex" McLaughlin and the bodywork, painter,

glass installer, and graphics expert Tim "The Tool Man" Schumacher.

Then, of course, thanks to all the great guys on Team Chevelle who collectively can answer any Chevelle related question.

And finally, a special thanks & hug for my wife Anne, my best friend who makes all this craziness possible.



Chevell-Abration '05

Current '70 Chevelle specs:



Merlin III block, 4.500" bore, 9.800" deck model
 Callies Dragonslayer 4.25" stroke 4340 forged crank
 Manley 6.385" Sportsmaster rods w/ 7/16" ARP cap screws
 SRP #142998 pistons, 10cc dome
 Internal balanced assembly
 Deck height is .007", with Felpro 1017-1 head gaskets (.041 thick)
 CR is 11.09, DCR is 8.2
 JE plasma moly file fit rings

Clevite 77 CB743H rod and MS829H main bearings
 Milodon #30950 7 qt. pan with Milodon pump, pickup, pan baffle, crank scraper and diamond stripper windage tray
 AFR 335cc, fully CNC ported heads
 2.300"/1.880" valves w/1.640" Manley Nextek springs and titanium retainer option angle milled to 107cc chambers
 Comp Cam custom grind solid roller, courtesy of Chris Padgett
 295/304, 266/271 @ .050, .763/.742 gross lift

ground on 112 LSA, installed at 107
Isky Red Zone solid roller lifters
Comp Cam Hi-Tech custom length 7/16" pushrods
Comp Cam Pro Magnum 1.7 ratio rockers
Jomar stud girdle
Edelbrock Super Victor # 2927 intake, gasket matched
King Demon RS 995cfm 85 square jets, no PV

BG 280 electric fuel pump
HVH "Super Sucker" 1" spacer
Hooker Super Comp #2265, 2 1/8" headers, 3 1/2" collectors, 3" Dynomax Ultra Flows
MSD 6AL box with MSD billet distributor
MSD crank trigger, 37* total, locked
Turbo 400, Coan competition built, manual reverse w/trans brake
Coan 8" converter, 4500 rpm stall



3.73 GM 12 bolt with welded tubes &
Ford style bearing cups
Eaton style posi, 800# springs & all steel
clutches
Ford style axle bearings (no C-clips)
Moser axles, internals, yoke and support
cover
BMR heim end adjustable rear uppers,
UMI heim end adjustable rear lower
control arms
Edelbrock no-hop bars
Hotchkis triangular braces
Front suspension-QA1 "R" series 90-10
Second gen. Camaro tall spindles

coilovers, Global West tubular arms
Rear- Koni double adjustable coilover shocks
HR Parts anti roll bar kit

Tires:

Street; Front- BFG TA 235/70-15 on 15x7" Weld Pro Stars

Rear- M/T ET Street radials, 275/60-15 on 15x10" Weld Pro Stars

Track; Front- Hoosier Drag Fronts 28x4.5 on 15x4" Weld Pro Stars

Rear- Hoosier drag slicks 30x10.5R-15 on 15x10" Weld Pro Stars

1970 Chevelle Malibu, 3750 lb race weight with driver; street legal & cruise night driven
Best run to date (11/05/05)...6.34 @ 108.1 mph; 10.01 @ 134.3 mph; 1.40 60'

See this link for additional pictures

http://www.leverfamilysite.com/Bill_Burkes_1970_Malibu.htm