

Feature Vehicle

Ed Reno – Hilton, New York

Member #244

1967 Malibu Convertible



I have a 1967 Chevelle Malibu Convertible. It is equipped with a 283 cubic inch engine, PowerGlide transmission, Power brakes, and Power Steering. The color is Deepwater Blue with black interior. I found the car while visiting my son in Georgia. It was setting in a yard under Georgia pines a couple of miles from my son's home. I made an offer and the seller accepted it.

He said he would deliver the car to New York for me because he always wanted to see the Falls. We set a price and he delivered it. I supplied him with a map of the Falls and directions. I have always wanted to own a Chevelle or El Camino since they were first made in the 60's. The more car shows I went to the more I wanted one.



Since I purchased the car I have removed the bench seat and installed bucket seats. After looking for a year, I was lucky to find seats for the correct year, on eBay, only hour from my house. I purchased an upholstery book and decided to try it myself. I got the covers and seat springs from OPG in California. I purchased the seat foam at a fabric store nearby. The tools I needed were

a hog ring pliers and side cutters. Hog rings are what hold the upholstery on the frame and springs. It took my wife and I two weeks to strip down the seats and paint and sandblast the frames.

My wife has more patience than I do. It was hard to do the upholstery, but we finally got it done. It may not be perfect, but it looks pretty good. I then replaced the column shift, installed a floor shifter and console with an original PowerGlide floor shifter. For \$20 or \$30 from NPD, you can buy a pair of brackets that are installed on the floor pan. Then you bolt the bucket seats to the brackets. Using the front holes from the bench seat as alignment holes, drill the back holes two holes on each side of the buckets making sure seats are even and straight.



I purchased the console from OPG. It was not too hard to assemble the floor shifter and linkage. A '64 or '65 floor shifter will work, but need modification. It is best use a '66 or '67. The detent can be changed to work on a PowerGlide or 350 tranny. There is a company called Shiftworks in Rochester, NY that has a lot of floor shift conversion parts for Chevelles. www.shiftworks.com



Under the hood, I have removed the plastic inner fenders wells and replaced them with new steel ones. As always when buying aftermarket parts, be careful. I sent back two pair before I got a good pair and still some of the bolt holes did not match up. To me this was the hardest part of the restoration. PATIENCE. A small air cutter will help removing stubborn clips. You will also need a bolt and clip kit for the inner



fenders. I got mine from NPD. I have also removed the original two-barrel carburetor and intake and replaced them with a stock four-barrel Rochester carburetor and intake manifold. It is not quite dialed in yet and I am having some minor cold weather starting problems but feel confident that by the Sixth Annual Northern Chevelle gathering I will have

it all sorted out.

I have replaced all the exterior trim parts with NOS GM Trim including the grill. All trim parts were purchased from NPD and Hinshaw's. Watch the aftermarket parts for quality and correct fit. I did return some because the finish was very poor quality. The trim parts are easy to put on. All you need is a small socket and a screw driver. The body was very solid and it still has its original sheet metal and floor pans.

I go to all the local cruise-ins and car shows. I put about 5,000 miles a year on the car. I drove the car to the last two CanAm shows and had a great time.



I want to thank Dave LeFebre, Steve Walczak, and of course my wife Mary Ann. Dave LeFebre helped me with some minor vacuum leaks and steering column work. Steve Walczk helped with the floor shift conversion. Glenn gave me advice and e-mailed me some great tech articles.

I am now looking for a 1966 or 1967 El Camino for my next project.

I believe that I am the third owner for this car.

Ed Reno

For additional pictures see

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