

Feature Vehicle - December, 2003

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Member # 6

70 Chevelle SS

My love affair with Chevelles started in the fall of 1969 at the ripe age of 7. My aunt and uncle bought a new 1970 Chevelle Malibu with a 350 engine and auto transmission. It was gold with a vinyl roof. It was their everyday car driving it through our harsh winter season. In 1977 they gave it to their 16 year old son who in turn sold it to me in August of 1978 when I turned 16. Little did I realize this car had some nice options like - front and rear bumper guards and windshield washer monitor system. I drove it for a few years and gave it to my brother who turned it into a street-stocker race car (I wanted the bumpers but he did not listen and smashed them up!).



During the eighties I owned other Chevies - 77 Vette, 57 Belair and a couple more Chevelles. However, like most of you know, marriage, kids and a house meant no more projects. A friend of mine was doing some work at a guys place and in the garage was a 66 Vette, Indy Pacecar Camaro, 72 Chevelle and another Chevelle covered up. Knowing I love Chevelles and had no cars at that present time, my friend told me about the car and he thought (not being a Chevelle guy) it was a 72. He also stated the guy let him take the cover off and it was a convertible as well. I started dreaming but knew at that moment my family was first priority.



One Saturday morning about three months later the phone rang and my friend was going over to do some more electrical work and said I could come over and check out the cars while he worked. When we got there the owner seemed OK and we talked about cars, etc. I asked him about his 72 Chevelle and he stated he bought that one recently

because his other Chevelle is a four speed and due to a bad leg he could not drive a standard any more. I asked him if he would mind if I looked under the cover, he said no problem. As I took the cover off the back and saw that black SS pad I knew it was a 70.

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The car had been painted a couple years before (1987) and I tried to keep my composure. Here was a 70 454 SS ragtop just sitting in this garage. I walked and crawled around this car and complimented him, it did not fize on him. Long story short I tried for about 11/2 years to buy the car but he didn't care or want to sell it.

I did not want to pressure this guy. Finally he phoned me and said come look at the car and lets talk. Well, I went over and he had a few brews by then and was asking (1991) too much plus we had just moved into a new house, I said thanks anyway. Later that year in the fall I ran into this guy at a home building centre, he was driving a new Vette and said if I wanted he would let me have the ragtop for about \$5,000 less than his previous price. Well, I talked to my wife and she agreed (doesn't hurt to ask). So, this is my 1970 Chevelle. The car looks the same (although I spent about 40 hours cleaning it up when I brought it home). The car was built in Baltimore and I tried to get info from GM of Canada, but they had no record of it.



In 1995 while cleaning the interior I found nearly all of the build sheet under the rear seat, it came with - power windows, strato buckets, floor mats, power top, recess wipers, remote mirror, console, HD suspension, 12 bolt 3.31 posi, power disc brakes, muncie 4 spd, gauges, electric clock, glove compartment lamp. But the main part of the sheet

which would show the engine was not there. Like a friend's car my ragtop was sold at Howard Elliot Motors in Brampton Ontario, so there should be some documentation. I will keep on trying, the car still has the original M20 transmission and 12 bolt rear end, but the engine is an early 70's 454.



This is a fun car and I hope to be at Grand Island in 2004. Keep on cruising.

Dave Rose