

Feature Vehicle - June, 2003

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Member # 5

70 Malibu

I purchased this 1970 Convertible in May of 2000 upon our family's return from three years in Europe. Believe it or not, the local magazine shop where we lived in Europe carried "Chevy High Performance". I couldn't wait for the new issue every month. It was during that time that I fell in



love with Chevelles and promised myself I would get one when we returned to the U.S. The car I found already had a non-original drivetrain and many other non-original parts. I decided not to worry about being original and build what I want.

In the fall of 2000 I stripped and rebuilt the interior. Dash removal, complete disassembly, cleaning, and repainting

followed by gauge installation in the stock clock and cigarette lighter locations. I also reupholstered the front seats, rebuilt the console, installed original seat belts and got a new convertible top boot. I cleaned and repainted the trunk with the correct spatter paint, got the correct mat and jack assembly. In the spring of 2001 I started attacking the real mechanicals. It came with a 3.08 gear that I upgraded with a stock style posi unit. A "B&M" shift kit was installed in the TH350. A 3" Flowmaster exhaust and stock style chrome tips were installed, along with boxed arms and a sway bar from a wrecked SS.



In the fall of 2001 the entire front clip was removed and all mechanicals stripped to the frame. Quickor Suspension in Portland upgraded my control arms with poly bushings and Moog balljoints. A quick ratio power steering unit was installed along with a 1" front swaybar. The major part of this activity was a new motor. I started with a 1969 vintage 350 shortblock from a marine application. It had 4 bolt mains and a forged crank. I modeled the motor after an article in CHP. This motor was taken .030 over and now has World Product S/R Torquer heads, an Edelbrock Performer RPM intake, Edelbrock 750 carb, Crane roller rockers, Hedman 1 5/8" primary tube full length headers and a Competition Cams Extreme Energy camshaft. If the dyno

programs are correct, it should crank out about 340 hp and 410 ft-lbs. of torque. Upon reassembly of the front end it got new steel inner fender wells, an aluminum radiator, electric cooling fan, MSD 6A ignition and some chrome dress-up parts. I haven't been to the local strip yet to see how it will do, but am looking forward to it.



Next on the agenda is a 200-R4 transmission swap which will allow me to upgrade the rear gears to 4.10s and still have a decent cruise RPM. I hope to

have this tranny swap done in time for the CanAm Club Show in July. The paint job and new convertible top are future plans as I blew my budget on the motor and driveline. I'll drive it like this for a while.

Rob Runk