



THE KNIGHT *Monte Carlo* **NEWSLETTER**

ISSUE 74/75
SEPT/OCT 2006

Special points of interest:

- The FGMCC now has about 440 active members!
- The message board of the club's internet website has just topped 2070 registered members!
- The front page of the club website has over 726,454 page views!

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Members Only Forum Password: **bigblockmonte**

Monte of the Month - September 2006

by Sam (Bones454)

When my dad brought home a corvette in 1972, I was hooked. I was a car guy from then on. In 1978, my buddy's dad brought him home a 1970 Monte. I remember my first look under the hood and saying, "that motor is tiny for this thing". Well a couple of months later a tree got in his way, and well, we lost a Monte. I have always been a car nut. I always liked Monte Carlo's and corvettes. When my younger brother traded his 350LT1 for a 454, I thought he was crazy, until I drove it. I found out what torque was.

Well life goes on (marriage, kids, house, divorce) and in 1999 my uncle showed me an ad for a big block Monte (I love big blocks). I was ready to get back into cars and after some shopping around; I made a deal (sight unseen) for my 1971. After I got the car home, I found that it wasn't an original engine or transmission. I found the car had been hit before and the body contained loads of bondo. That's when I decided to "beef-it up". The "Beefing-Up"

continues to this day.

I've redone the engine several times and also redone the suspension, transmission, and interior. In 2004 I sent it out for restoration getting her new quarters, patching the fenders and what ever other metal work that was needed. She received a fresh coat of, I think, Ascot Blue paint, we did away with the vinyl top, and made sort of a SS Clone. As you can see by the pictures, the car is still in the process of this conversion.

Currently Don (rice racing1 on the First Generation Monte Carlo website) is building a pretty stout 454 for me, we're using J&E forged pistons, Manley aluminum rods, Brodix intake, custom solid roller cam (designed by Don) and JEGS (Canfield) aluminum heads. I'm looking forward to turning the key and bringing this beast to life again.

I joined the First Generation Monte Carlo Club in 2004. The year before, at the "Woodward Dream Cruise", someone handed me a flier about the club and I

started floating around the site. I can't begin to tell you everything I have learned in a very short time. I have also made some great friends here and anyone who needs to learn about these Monte's, well, this clubs website is the place to go for these lessons. The people at this clubs website are helpful and just as interested in Monte's as me. I'm a Monteholic now.

I have started on my second Monte. I purchased it from Leo, (KLASSIK1). This will be a near factory restoration. Leo has done a GREAT job on the frame and I can't wait for him to do his "magic" on the body. It's a 1970, 350/300 hp, factory 4-speed bench seat car, with tach and gauge package, two-tone paint with fathom blue body and a white painted roof. She has a blue interior and the fabric on the seats is from a 1969 Impala. It will be a real nice car to cruise around in (for Deanna, my fiancé) since the other one is a little "overboard" for her taste. One hot rod, one original, what's next?



-To submit your Monte for Monte of the Month please send your Monte story with pictures to:
 Rob Peters at:
 Rob29ford@aol.com

Remember you can see the newsletter in full color at our website at the members only forum. The password for this special forum is : **bigblockmonte**

THREE POINT SEAT BELT INSTALLATION

By Andreas Kwetkus

Installation of retractable front 3-point seatbelts

Do you worry about the safety of the 35+ year old seatbelts in your Monte? Are you sick and tired of juggling with the separate lap and shoulder belts?

There are solutions out there, which easily convert the stock seatbelts to modern 3-point retractable belts.

One of the solutions is offered by Morris Classic Concepts. The kit is available through www.morrisclassicconcepts.com or from www.summitracing.com. You will have to order the Chevrolet kit. Various colors are available and the whole kit for two front seats should cost you between \$280 and \$290 delivered. It includes new Grade 8 bolts and stainless steel hardware.

I had been looking for quite a while for a 'correct' 3-point seat belt kit. What I do not like about the belts from Wesco, Juli-



anos and others is the fact that they only use ONE of the tiny bolts in the roof to attach the belt. I just do not feel safe knowing that this ONE tiny 5/16" bolt holds the belt. The Morris kit, on the other hand, has a patented bracket, which attaches the seat belt to BOTH bolts in the roof...

Following is a short description and some pictures of the installation in my 71 Monte. Keep in mind that my Monte had a bench seat and was converted to aftermarket bucket seats, so your starting point may vary.

At this time, I can not say if the Morris kit would work with a front bench seat. It appears that the answer is no. The front exten-



sions for the buckles seem to be too short for use with a bench seat.

You will need a special Torx bit (size T45) to remove the stock seatbelt bolts. All other tools required are common hand tools.

- Remove the existing stock seat belt from it's three attachment points: Transmission Tunnel, Roof, Door Sill
- Bolt the new retractor on the door sill
- Install the buckle extension on the transmission tunnel. Make sure that the orientation of the buckle is correct. The Morris kit comes both with rigid or flexible extension. I had to use the flexible extension

for my aftermarket seats.

- Extend the seat belt from the retractor and secure it with a zip tie or similar, so that it will not roll up on you when you bolt the belt to the roof.
- Bolt the patented bracket to both bolt holes in the roof. Make sure that the belts are routed correctly.

The 3-point belt will make it a little bit more difficult to get into the back seat. The belt is in the way when you flip the seats



forward.

That's it. You are now ready to cruise safely....



Garage Archives

By Rob Peters

In the past we have placed some of the recent questions and answers from the website forums and featured here in the newsletter. In this issue I am trying something a little bit different. I have picked through a few of the website forums and picked out some older items from the forum questions and answers and am going to feature them in this newsletter.

From Restorers Forum

Topic: Heater Hose to Fender Bracket

Question From: Stangeba Question

Just noticed my heater hose (No A/C) to right inner fender bracket is broken. Any idea who sells them? Reply from: Mike

I believe Original Parts Group carries that metal clip that you need. However, if they carry it, chances are NPD and Paddock carry it too.

Topic: What Ratio Posi Needed?

Question From: restore-man

I am restoring a 1972 M/C and am installing a 502/502 HP Crate engine, and was wanting to hear from anyone out there who may know of someone doing this and what gear did they put under the car. I have a 12 bolt posi 3:36 gear already to go in it. Just wondering if I needed like a 3:73 gear or taller. The car will have a 400 Turbo Tranny that has been built and is using a 2300 stall convertor. Any help would be appreciated.

Reply from: superstk

Give us an idea of what you plan on during with the car? Race part time? Daily driver? Highway driving? 2300 stall sounds a little small. 2800 stall sounds better. What type of cam is in it (spec's)? Compression ratio?

Headers? What type? Size? Definitely need a big 4-core radiator. Manual brakes or power brakes? With tall valve covers on engine the power booster will literally be up against the valve cover. Won't be able to remove valve cover without removing power booster off the firewall. Unless you buy an 7" booster around \$300.

I would change that gear ratio. 3.36 will be small for the 502. Motor will seem to be sluggish with the 3.36 .

I've got a 468 with 600+ HP TH400 with 3800 stall converter 4.56 rear gear. But of course for obvious reasons I can't/don't drive on the highway. RPM's too high with that ratio for long term highway cruising. A good choice would be the 3.73 or slightly higher. Nothing in the 4's if you want to drive on the highway.

Reply from: restore-man

The engine is a new GM 502 with 502 hp and has a 850 Holley carburetor and 2.5 tube headers. We are going to keep the cars A/C just plan on changing the

compressor to a vintage air type compressor using a single serpentine belt drive system, the A/C box on the firewall will stay and we are planning to put a smaller diameter brake booster on the car

Reply from Wallaby

A big block makes good torque at low speeds, and isn't hindered as much by a tall gear. I agree with superstk, you won't be happy if you get in to the 4's with rear-end gear, if ever you plan to drive the car somewhere. I have 3.36 posi in mine, and I like it. If I HAD to make a change, I would go to 3.55, but no lower, because gas mileage is one of my considerations.

Topic: Spare Tire

Question From: lasts

What style rim would a Monte have if it was equipped from factory with Rally rims. Would the spare be Rally rim too or regular steel rim? Thanks Bob

Reply from: Grandpas Monte

Mine is original with Rally's and rally spare (no trim however and I believe that is how it came)

Reply from: Canuck

I also have original rally's (7") but my spare is a 6" rally.

Reply from: stangeba


7" Rally style came with mine.

Reply from: 40model

My 1972 Monte Carlo came new in March 1972 with five (5) 15 x7 rally wheels, four (4) Derby Hat center caps, and four (4) Trim Rings that had the exterior wheel Clips.

Boy, I wish I still had that car.

70-72 MONTE • CARLO



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How To Fix A Sagging Door by K Yuri

You need to determine if the hinges need replacement because the bushing holes are enlarged from wear or if you can get away with new bushings and pins. New hinges cost about \$100 per door or \$15 for new pins and bushings for both doors. It was an easy decision to try to rebuild the hinges due to cost.

You can't really determine your particular situation until you remove the door and disassemble the hinge. This would also be a good time to determine if you need different or larger bushings. For example, the rebuild kit I ordered included 8 smaller bushings and 2 larger serrated bushings. According to the blurb in the catalog only 1 serrated large bushing is needed for the lower hinge in the top hole. For my particular application I also needed additional large serrated bushings for both holes in the top hinge. They're .53 so order 6 more and the rebuild kit and you'll be ready for whatever your Monte will require. Here are the steps I used which included the instructions from Mark, Steve and Von (Thanks again gentlemen).

1) Roll down the window, open the door fully and use a hydraulic jack and a 2X4 about the length of the door to support the bottom of the door. Do not put pressure on the door - you only need to support the door with the jack placed in the middle.

2) Mark the outline of the hinges with a marker. If you don't mind a little paint I found it easier to spray some primer on the hinge area since it's difficult to get a mark you can see on the curved upper portion. Once you remove the door the outline of the hinge will be readily apparent with the paint. I wouldn't get too worried since the hinge area will have rust on the door hinge area and you can mark it better when the door is removed.

3) Get a helper to balance the door when you remove it. Note: YOU NEED A HELPER TO REMOVE THE DOOR. Don't try to unfasten the bolts and remove the door by yourself. I

was surprised at how heavy the door was and that the hinges lasted even this long. With a helper ready to balance the door by the handle (the jack will hold the door up) you can start to remove the hinge to door bolts. There are 3 bolts per hinge that can be removed with a 1/2" socket and wrench. You

need to remove the 2 inner bolts with the wrench since the socket and ratchet won't fit. Remove the inner bolts on both hinges with the wrench. The final bolts will still hold the door. Tell your helper to be ready and remove the lower bolt with the ratchet and then the upper. If you use this order the door won't twist and possibly fall off the jack when the bolts are removed. I removed the last bolts by supporting the door by the mirror with my left arm and removing the bolts with the ratchet with my right arm. The door should lower slightly and you can roll it away on the jack with your helper. Don't lower the jack since you can use it as a guide when reinstalling the door. Place the door a good distance away since there is a high probability you'll knock it over or dent it if it's in the immediate vicinity. If possible try to lay it on the upholstered side on a blanket.

4) With the door removed you have access to the hinges. This is decision time since you can either repair the hinge on the car or remove it and do it on the bench. The advantage of doing it on the car is that you don't need to worry about reinstalling the hinge to body bolts which must be exact since they adjust the door up and down and fore and aft. The advantage of doing it on the bench is that you can use a vise and have better access. I decided to repair the hinge on the car using a 6 inch C clamp. The steps should be the same for bench repair using a vise.

5) You need to remove the large detent spring on the bottom hinge to allow removal of the hinge pin. This is the only place I did not use a subtle approach. Be very careful with removal since this spring is the size of a valve spring and can cause injury and havoc if it lets loose. Clear the work area of loved ones and pets. Note: THIS WAS MY APPROACH - YOU ARE FREE TO DETERMINE YOUR OWN COURSE OF ACTION.

Place a towel over the lower hinge. With a pry bar or large screwdriver sit on the drivers seat and place another towel by the edge of the door pillar. Place the pry bar under the spring and leverage against the door pillar while turning your head and cringing. The spring will pop out without poking your eye out since the towel will confine its energy. Place the spring by your bench vise since

you'll have to deal with this nasty bugger again.

6) You now have access to the pins for removal. You will notice two pins on each of the hinges. The ones closest to the pillar are just door stops for the upper and detent roller for the bottom. The detent roller was OK for my application and I did not remove it. Mark the top of the upper hinge to door part of the hinge to make sure you don't install it upside down. The bottom will be self evident with the detent lever on top.

The upper pin was placed from bottom up and the lower was inserted from the top. I started with the lower hinge by removing the stake marks from the bottom pin. The stake marks looked like they were created by chiseling the outside of the pin on each side to make a sliver of metal protrude to prevent the pin from working loose. I laid on a creeper and chiseled straight into the sliver where it started to be formed. It came right off - your luck may vary and you might have to resort to a small grinder. The upper pin did not have stake marks. The following procedure was used on both hinges.

In order to remove and install the pins and bushings you will need a 5 or 6 inch C clamp. Try to get one with the hex head handle for sockets and not the T bar for hand use. You will get much better leverage using a socket. Note: DO NOT USE A HAMMER TO REMOVE THE PINS - YOU WILL ONLY BEND THE HINGE. If the pin does not come out with light taps then use the C clamp. The hinge will bend easily from hammer blows and cock the pin which will make extraction very difficult. Find a bolt or spacer that will fit between the upper and lower halves of the hinge right next to the pin. This will prevent the hinge from bending and give firm resistance to the C clamp pressure. Place a short 5/8" or larger socket over the pin head. Place the C clamp over the socket and bottom of the pin and tighten. After an initial resistance the pin should push out smoothly until the C clamp bottoms against the hinge. Keeping the bolt used for support in place, remove the clamp and drive the pin out the rest of the way using a hammer and drift. Remove the support bolt.

Continued on Page 5

Door Hinge Replacement

(Continued from Page 4)

You now can inspect the bushings if they still exist. They can be removed by knocking out the shoulders with a chisel and then pushed out with a drift. Just contact the edge of the bushing with a small drift to push it out. If you use a drift that fits the hole it will only get stuck. If the bushing wasn't completely destroyed, you can determine if you need the large serrated bushing or the smaller smooth sided bushing. If the bushing was non-existent then inspect the hole carefully and note if it has serrations. As I mentioned before, the '71 Malibu convertible had the large serrated bushings for the top hinge and 1 for the top hole in the bottom hinge. Get your bushings and see if you can place them in the holes. If the bushings are loose in the holes then unfortunately you probably have to lay out the bucks for new hinges. The bushings should fit snugly with finger pressure or very light taps of a hammer. The bushings are placed on the hinge to pillar part of the hinge. One from the bottom and one from the top. Line up the door to hinge piece with the correct side up and insert the pin (you can lube with some lithium grease) with light taps of the hammer to get it started (the '71 Malibu convertible had the top pin from bottom up and the lower pin from the top). Place the support bolt between the hinge next to where the pin will be placed to prevent the hinge from bending. Place the C clamp over the pin head and hinge and start to tighten. You might have to guide the pin by levering a screwdriver to guide the pin into the upper hole as you tighten the clamp. When the clamp bottoms against the pin, remove the clamp and place a socket over the tapered pin end and re-clamp until the pin head bottoms against the hinge. Stake the pin with a chisel. Remove the support bolt or spacer. This procedure is done for both hinges - be careful with the clamp on the top hinge and your fender. For clearance you need to have the adjusting handle up and the clamp screw comes very close to the fender edge, so place a rag between the screw and fender.

7) Don't forget that nasty detent spring sitting by the bench vise. You need to compress it and restrain it with wire on two sides. Note: THIS SPRING CAN CAUSE

SEVERE INJURY IF IT SLIPS OUT OF THE VISE - BE CAREFUL. I cut some wire from my wife's tomato cages (she'll never know) with line-mans pliers. 2 pieces about 6 inches long. I made sure no loved ones or pets were in the immediate vicinity (you can leave the beer drinking brother-in-law wearing your bathrobe right next to the vise). Place one wire through the coils and bend up and just begin the twist. Place the spring in the vise and start to compress - make sure the spring is centered up and down and side to side in the vise. Have the brother-in-law carefully check the placement and finish compressing the spring. Take the line-mans pliers and twist the wire until tight. Open the vise carefully and insert the other wire on the opposite side. Tighten the clamp and twist the wire tight. Open the vise slowly and gingerly remove the spring. Do not leave the spring laying around but install it immediately. A compressed spring is very dangerous. It seems that the bottom hinge can be in any of the detent positions for spring insertion. For access I placed the bottom hinge in the closed position, made sure the detent lever was aligned with the roller and placed the spring into position with one end in the bump out of the detent lever and the other wedged into the bump on the hinge. It's still a tight fit but with a light tap of the hammer (while turning my head and wincing) I pushed the spring end over the bump. Carefully check the spring placement before removing the wire. I cut the twisted end with the lineman's pliers. One end of the wire was bent out and I grabbed it with the pliers. While pulling on the wire I put a screwdriver in between the coil to allow the other end of the wire to be pulled out.

8) Before replacing the door - The hinge area of the door is probably rusty. Carefully scribe the outline of the hinge and then wire brush the area. Mask off the hinge outline, plug the screw holes and spray paint. When you remove the masking tape . you will have a good outline for door placement. I would also place some caulking around the hinge perimeter. Get the hy-

draulic jack and have your helper join you to retrieve your door that was placed out of harms way. Place the door on the jack which was left in the same position when you removed the door and roll it close to the hinges. Make sure the hinges are in the open position. Start with a screw in the bottom hinge since the detent will prevent it from flopping around and move the door slightly until you can start the screw and snug it down. Do not tighten the screw. If you have trouble lining up the screws, you can get some studs from the local hardware or home improvement store with the same bolt size and twice the length. Screw a couple studs into the door and this will help to get the door close enough to start some bolts. Start all the bolts but only snug the outer bolt with the ratchet to allow lining up with your marks. Once lined up, tighten the outer bolt and the inner bolts which are accessible with the wrench.

Before checking door alignment insure the window is rolled down and remove the striker. Slowly close the door and check for alignment. The door to hinge bolts control the in and out adjustment of the door. If the door isn't flush with the front fender then adjust the door accordingly. Once the door is flush, roll up the window and close the door to check the glass alignment and then install the striker.

Congratulations - you now have a door that will close properly without pulling up on the door handle. You can even get in on the drivers side and close the door from the inside. Life is good.

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Monte of the Month-October 2006 by Dennis Robert

The year was 1971 and my Father purchased a slightly used, beautiful Cortez Silver 1970 Monte Carlo in Manitoba, Canada as a gift for his Father. Well, when I was about ten years old, Grampa used to bring the Monte over for me to wash and vacuum, which I loved to do because he would always take me for a ride afterwards. He really cared for this car, washing and filling it with gas every other day.

When I said he would take me for a ride, it wasn't your typical senior citizen driving! He always said he was blowing the carbon out, leaving me hanging on with both hands. Sometimes the speedometer needle was so far down, I couldn't see it anymore. Then he would stop in the middle of the road and light up the tires, which would leave us both laughing hysterically.

As I grew older and received my driver's license, I begged Grampa to sell me this classic, to which he assured me his car would not be sold and would remain in the family.

Unfortunately in 1991, Grampa passed away and I found myself owning his precious Monte. I still have this car today, and have only added rally wheels and dual exhaust. The interior is black Prima cloth bench seats and the exterior has the original Cortez Silver with a non-halo black vinyl top, and the 350 2bbl and TH350 are basically untouched. I kept the original disc wheel covers, and I have 2 owner's



manuals, Canadian and US versions.

The car is unrestored and has minimal rust, the interior being near perfect and requires very little for completion. There are 4 original GM floor mats that are still inside the car, bill of sale and Protecto-Plate and the original dealer decal remains on the rear of the car. The car was built in Flint, Michigan and came from the factory with:

- 350 CID 250 HP 2bbl Turbo Fire V8
- TH 350 Transmission
- 2.78 rear axle
 - Tinted glass
 - Engine block heater
 - AM Radio
 - Cortez Silver/Black vinyl roof
 - Black Prima Cloth bench seats

Although this Monte is very basic, it holds some very fond memories of my Grampa and I as I was growing up. My future plans are to completely restore the Monte to it's original condition and I have no intentions of selling it. I am proud to be a member of the FGMCC, and am happy to see that the members here are also passionate about their Monte's.



Monte Memories

compiled by Dave Mau

This month's feature story is from fellow club member Mark Andrus, who uses the handle "Wallaby" on the FGMCC website's message boards. These particular adventures of Mark's take us back to 1978 - when Jimmy Carter was in The White House, Van Halen was rockin' through the airwaves with songs from their debut album, and Mark was in high school having a good time with his mom's Monte Carlo. Now, just see if you can hear Van Halen performing their version of The Kinks' "You Really Got Me" in the back of your mind while Mark shares these "Monte Memories" with you...

...I was in high school and was driving my mom's '72 Monte Carlo Custom. The car was a beautiful Spring Green with a black vinyl top. Even while we were still in the '70s the car was a stand-out. Mom trusted me to behave myself and to act like an adult, but I was a car nut and a high school student.

I can remember removing the clamp that held the head pipe to the rest of the exhaust system. It was a single exhaust system, so with that clamp removed I could just lay on the ground and, with my foot, push the muffler rearward and the exhaust hangers would let the system move just enough to separate the head pipe from everything else. I would wave goodbye to mom, drive around the corner, and in less than a minute I would be running open exhaust. This was real handy when us kids would take our parents' cars to the drag races.

One vivid memory is from the drag strip in 1978, when I was paired up with one of my best friends in his '72 Mustang. He owned his car, and it had a 302 with a 3-speed on the floor, mag wheels, huge tires on the back and air shocks. It was a pretty cool car, and he made fun of me in my mom's car. Mom's Monte was stock with a 350

4bbl and a 12-bolt posi rear-end. I had the exhaust running open, and I turned over the air cleaner lid for that extra edge. My friend had never been to the drag strip before, so we sat and watched how it was done before we took our cars out on the track. He asked me about the burnout process; was it necessary, and if it was important how far you burned rubber? I told him that with street tires there wasn't much point in doing it at all.

We went through the staging lines and were paired to run against each other. All of our friends from Auto Shop were in the stands watching us. I drove around the water for burnouts and pulled up to the line, where I waited as he drove into the water and proceeded to put on a show for the friends in the crowd. He dumped the clutch, and with massive wheel hop he continued to spin the tires out to the starting line - and beyond. The officials started waving at him to stop, so he waved back and began backing up to get into position for the race. As he was backing up he realized that he was crossing the lights, and stopped with his front tires in the staging position. I was ready to go, the light went green, and the race was on! I gunned it and pulled out pretty hard, while he dumped the clutch and was spinning his tires with wheel hop again. I didn't see him for long because it turned out that he was still in reverse! I guess the guys in the staging area had a pretty good scare, and I went on to an easy win.

Weeks later, we each had a carload of friends and were going to the park after school. I was in the lead with mom's Monte and he followed in his hotrod Mustang. We both had just crossed an intersection after a stop, and I was traveling slowly so that he could catch up. When he got close behind, I stomped on the gas and yanked the col-

umn-shifted automatic into 1st gear. The car was loaded with people, so there was just a bit of rubber on the ground - but I caught my buddy by surprise and he was now trying to catch up. I held the throttle open and let the 350 sing, then shifted into 2nd... except that the column shifter jumped into the "R" position, instead! With the throttle wide open and the revs up high it slammed into reverse while we were going what was maybe 40 miles per hour. There was almost no sensation inside the car of any wrongdoing, but the tires were screeching. I immediately put the shifter into "D" and let off the gas. The car seemed okay, so we went on to the park. When we got there, my friend that had been following said, "That car is QUICK! Man, you put down about twenty feet of smoke and rubber back there when you hit 2nd gear." It did - and I had witnesses. I was the only one that ever knew it went into reverse, and everyone wanted a Monte Carlo after seeing that awesome display.

- Mark "Wallaby" Andrus

Want to share an FGMC-related adventure of your own in Monte Memories? There's no time like the present, and stories are always welcome. It doesn't matter if you're not the world's best speller, either, as I do my best to correct spelling and include appropriate punctuation prior to sending them off for publication.

To share your experience in "Monte Memories", please send it to me at:

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