

APRIL/MAY 2010
ISSUES 108/109

Monte of the Month April 2010

by **Steve Levanti**

Special points of interest:

- The FGMCC now has about 497 active members!
- The message board of the club's internet website has just topped 3148 registered members!
- The front page of the club website has had over 1,156,195page views!

A little about myself: My name is Steve Levanti but most on the First Generation Monte Carlo Club web site boards know me as Monteman1971 and I've been restoring Montes and a few other types of cars over the past 25 plus years. I have a web site dedicated to some of my work www.monteman.com. By trade I work for a bank during the day but I was brought up working on cars and fixing anything I could get my hands on. My father would repair cars at nights and on weekends to make a little extra money and I was always his sidekick (whether I wanted to or not...lol). That's where I got my mechanical skill, but it was my uncle who owned a body shop that made me want to do paint and body work. My dad and I would go to my uncles

shop and hang out on Friday nights and I was just amazed at some of the work that came out of my uncle's place. He and his cousin did a lot of custom work and back in the 70's some of it was pretty radical. Unfortunately my uncle passed before I was able to get much real world knowledge from him so everything I know about body work I learned from books and trial and error.

My first car was a 1971 Monte back in 1980. I shared it with my mother until I went to college the following year. Because I had to drive it every-day to school, it was a work in progress almost all the time. From there I found it most enjoyable to work on my own car and consider myself mostly a hobbyist. Through out the years I have done

plenty of side work to make cash for my own projects.

This brings me to my current 1971 SS454 Monte. This is a numbers matching all the way car that I bought off the second owner in 2007. He had the car since 1974, parked it in his garage in 1982 and never drove it again. For 25 years the car just sat.... well not entirely. About 1992 the owner attempted to restore the car, dismantled it, had the engine rebuilt and the body stripped and painted. This all took about 5 years. He dropped the long block back between the fenders but that's where it all ended.

(Continued on Page 2)

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

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 You can submit articles to Rob at the above address



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From what I can gather, he didn't have the time or knowledge on how to reassemble the car so it sat for another 10 some odd years. Finally his wife asked him to get rid of it. It had been taking up space in their garage all this time. They were about to retire and she wanted it gone so it was listed on Auto Trader. I guess because it was an unfinished project car and he wanted all the money for it, it didn't sell for a while. In fact the FGMCC discussed the car on the message board and because of how the ad was worded most thought it was a fake.

I got in touch with the owner and it turned out to be a real 1971 SS, triple black car, with an actual 75k on the odometer, rust free and with all the original panels. He had all the original paper work as well

as the protector plate. Being that he was in Oregon and I was on the other side of the country on Long Island, New York, a series of e-mails and pictures ensued. Once satisfied, a deal was struck and shipping

arrangements were made. The week the car was in route to me it seemed that UPS was at my door everyday delivering boxes from the prior owner. I was amazed at how many and how big the boxes were. The prior owner wasn't kidding when he said he had dismantled the car for the restoration and it was no wonder that he couldn't get it back together.

The week the car was in route to me it seemed that UPS was at my door everyday delivering boxes from the prior owner Steve

When the car finally arrived I was pleasantly surprised to find it just in the condition that the pictures showed as well as the owner's description. The paint was dull and scuffed after all this time but it had to be the most rust free Monte I had ever seen. Being

on the Northeast coast I'm no stranger to rust, my first restoration on a 1972 Monte in 1983 required the replacement of most of the panels, so to see a 36 year old car without any was truly exciting! The car was truly in disarray and



what was put back together was poorly done to put it nicely. The car was also packed with parts in the interior and trunk. Originally I planned on a full frame off restoration but before I started that I wanted to put the car back together to make sure what worked and what didn't. After a few weeks I had the car running and decided to rub out the paint for fun...In the end it looked pretty good so I figured I would reassemble the small stuff and drive it for the cruise season.

Unfortunately the engine didn't last long and it spun a bearing. That was fine with me because the car was a dog so I decided to rebuild the engine but again, bad luck, and the new flat tappet came went south. At my engine builders request, I went "roller" for the new rebuild to avoid the recent issues with break in and flat tappet cams (my builder wanted a roller on the first build but I was set on keeping my original valve covers). Now the car runs fast, 12.00 in the quarter mile right out of the box and it should be high 11's this year.

Over the past year, I've done a lot to freshen up the car's appearance and it's looking very good. I'll probably do the frame off eventually but with life's expenses, that probably won't happen for a few years. Until then I drive the wheels off it and enjoy every moment.

Steve



MEMBERS CORNER

In this section you will find things like the members birthdays which we are aware of and comments from members who have submitted statements of appreciation of other members. If you have any submissions you can submit them on the website to Capri. Thanks goes out to those who have taken the time and submitted the following statements.

Milestones Club Birthdays

Please Join us in wishing these members a Happy Birthday



- 03: Brian Jacobson "Jake" (48)
- 04: Dan Ruland "Dan's '70 Z20 (44)
- 06: John Harvey
- 09: Holly Miller "chevygirrrl1971" (30)
- 11: Mike Herno "Mike 57" (53)
- 13: Stan Kulikowski "Iceman" (33)
- 14: Josh Goessling "Knightrider" (29)
- 21: William Edson "midshipman" (27)
- 23: Ray Bader "NCMonteman" (64)
- 26: John Burns "jrb70454" (42)
- 28: Richard Austin "Austin90" (20)



- 01: John Nolan "71454SS" (51)

- 02: Frank Imparato III "Torquemonger" (55)
- 04: James Stead "420ponies" (48)
- 04: Al Maddaluno "Al M" (39)
- 05: Joyce Savage (55)
- 10: Matthew Day "sooners_1970" (40)
- 10: James Martin "Lil Jim's monte" (12)
- 20: Greg Cowles "680HPStroker" (47)
- 20: Andreas Kwetkus "Andreas" (46)
- 20: Troy Murray "jeeper" (37)
- 21: Mark Focht "illinoismark" (38)
- 22: Kevin Wiles (30)
- 26: Adrian McCulloch "Pinkie"/ "Arsin" (31)



- 05: Dan Langer "Deathslinger00" (25)
- 07: Ron Annabelle "Ron A." (52)
- 11: Les Lugibihl "71_LES_402" (57)
- 12: Wiel Janssen "Wheel" (49)
- 14: Randy Richesin "PackRatt" (48)
- 17: Jaylene Welch "Cali4nia Monte" (41)
- 24: Ralf King "71noisycar" (45)
- 24: Bob Forster "bobsmc" (44)
- 28: Horton Bane "FASTSS454" (55)
- 30: Christian Cirino "Archer" (39)

You Da Man

I would like to reach out with a HUGE THANKS to everyone on the club website who assisted me in my trials and tribulation while working on our 1997 Blazer. I know it isn't Monte Carlo related but our 1997 CevroletCheverolet Blazer 115,000 miles on it had been sitting due to a laundry list of items that were wrong with the car. I posted some questions on the boards and received so many responses from the great people on the website.

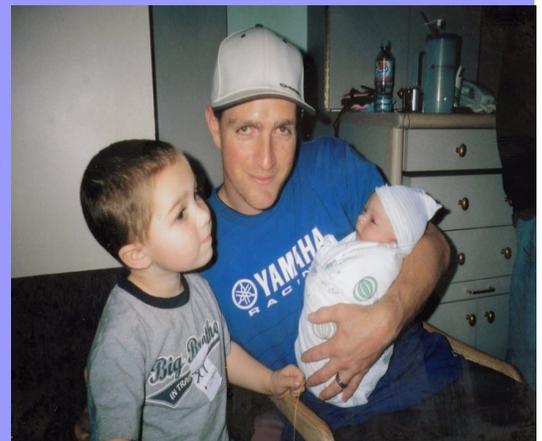
It was a challenge but it is now inspected. Special thanks go out to Scott and Mike for the detailed information they provided me. Scott dove down into the bowls of his dealership archives to find out exactly where the horn relay was located on this SUV...

Rob Peters

It's A Boy

Congratulations go out to Dave and Red (Reds72WMonte) on the birth of their second Grandson. Mother and son are doing great. Vital Statistics are as follows:

- Baby's Name: Taylor
- James Nassimbene
- Born: April 23, 2010
- Weight: 8 Pounds 6 Ounces
- Length: 20 1/2 inches
- Proud Papa: Douglas Glenn Nassimbene
- Proud Mama: Hailey Nassimbene
- Big Brother: DeeJay Glenn Nassimbene



Monte Memories

compiled by Dave Mau

This month's feature story is from fellow club member Dennis VanZante, who uses the handle "714024SP" on the FGMCC website's message boards. Yes, that handle implies that Dennis' Monte Carlo is a '71 402 / 4-speed car – and it is. But that's "Monte #2", as he has called it. Dennis' first Monte Carlo is what he tells us about for this edition of *Monte Memories*...

...My love for the "first gennies" came about when my older brother got his first car. His was a '71 that was pretty basic with all black, cloth interior, bench seat, 350, and auto on the column. His friend had a '71 that was white with a black top, black bench seat interior, and a 350 with automatic. Both of them were eventually jacked up in the rear and had Cragar wheels and dual exhausts with glass packs. Needless to say, I was hooked.

My first Monte was a Forest Green metallic '70 with a Dark Green top. The Dark Green vinyl interior had buckets and the console with horseshoe

shifter. It had the 300HP Turbo-Fire 350 engine and a TH-350 automatic. I bought it in Fort Worth, Texas in 1985. The body and interior were in excellent shape – it just had that nice Texas fade paint job (too much time in the sun). I gave it a good buffing, and it looked good enough for a poor college kid.

I moved from Fort Worth back home to Iowa for college. I drove her all through college with only one mishap; a failed driver side upper ball joint. Thankfully, it happened while driving slowly on campus (the charmed life). I managed to save up enough money to get the engine rebuilt before I headed out into the real world. When the builder tore it apart, he discovered that the heads were mismatched. He found me another 300HP head and finished the job. We were rushing to get the engine back in for a trip to Texas, and as a token of my appreciation for my friend's help, I bought a case of Iowa's finest beer for the project; Dubuque Star (anyone remember the movie *Take This Job and*

Shove It?). That stuff was something like ten bucks for a case of longneck bottles, and it was actually gritty.

Right after getting the engine back in, my sister and I headed to Fort Worth for my new job and to visit our father. We were driving through Oklahoma City very late at night when the Monte started missing and eventually died. We rolled quietly onto the shoulder and stopped. I did what I could there in the dark alongside the road, but couldn't get her going again. Traffic was passing by while we were there, and I noticed the same pickup truck go by twice as I was working. After giving up on getting it going, I had to decide what to do. A car stopped and offered us a ride to the nearest truck stop. I feared that the pickup would come back, and that my car would be gone or stripped by the time we got back. I couldn't leave my sister alone, though, so we hopped in and left. We got to the truck stop and called a wrecker. He picked us up and then went back to the Monte (which was thankfully still there and in one piece), hooked it up, and took the three of us to the nearest cheapie motel.

In the morning I attacked again, and found that the needle valve seat had been stripped out at one time. It had been repaired with one that had o-rings which held it in place. The seat had slipped up and cut off the fuel. I walked to the hardware store next door, found the right o-rings, made the repair, and then we were on the road again.

We finally arrived in Fort Worth, hung out for the day, and saw the sights. That night, my sister and I decided to go see a movie. We were on the way to the theater when a guy in a Corolla (think vintage 1987) ran a red

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 and side-swiped us. He caught me in the right rear quarter, which spun me around and headed us for a light pole – which the Monte thoroughly decimated. We were wearing our lap belts, and walked away without a scratch. The guy in the Toyota didn't fare so well. He ate a bunch of windshield, but survived. The Monte didn't fare so well, either. The right front end was crunched way back, the right front wheel was dangling by the brake line, and the front u-joints on the driveshaft were buried in the back of the transmission. She was towed to my dad's house (yes, big boys do cry) where she awaited her fate. My main concern was what had happened in the tranny, and to my newly-rebuilt engine. It was decided the damage was too

great, so she was totaled.

The hunt was on for a new set of wheels. I really wanted another Monte, but hadn't seen anything I liked that was for sale. Several possibilities were checked out and passed over. My dad and I went to look at a '68 Cadillac hearse that some guys had customized for golfing. It was very cool. My dad questioned parallel parking that boat in downtown Dallas. The seller caught on, and said he doubted he would let his daughter date a guy that drove



something like that. I also looked at a very ratty, tubbed-out '55 Chevy. Again – too much work. Then one day, I saw an ad in the paper for a '71 402 / 4-speed Monte Carlo, and the rest is history. Monte #2 is currently being restored, and her story is yet to come...

- Dennis VanZante, "714024SP"

The seller caught on, and said he doubted he would let his daughter date a guy that drove

To have your first generation Monte Carlo-related experience featured in *Monte Memories*, please send it to me at this new e-mail address:

mau4fifty4@hotmail.com

or:

David Mau
 852 SW 125th St
 Seattle, WA 98146-2747

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- #2) 1970 SS454 #4) 1971 SS454 #6) 1972 Custom

With their wild proportions, huge blowers and mag wheels, these illustrations of shiny black 1970, '71 and '72 Monte Carlos are 'toonied for fun! The accurately rendered details will floor you, too - right down to the authentic emblems and chrome lug nuts. Year-specific items such as hood spears, grilles and parking lights are also correctly illustrated.

Printed in full color on smooth finish 11"x 17" 60lb. bright white acid-free cover stock, they will look great for years to come and are suitable for framing. Every year and model of first generation Monte Carlo is available, so pick your favorite - or enjoy them all!

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David Mau
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Feel free to e-mail Dave for more information:
mauhouse@earthlink.net

*NOTE: Due to differences in monitor screens and printers, the coloring shown may vary somewhat from the actual prints.

Robyn Lance

May You Rest In Peace.



Robyn Lance



Robyn and Mitizi

On April 23, 2010, at around 9:30PM, The First Generation Monte Carlo Club lost a Dear Friend. Robyn leaves behind his Wife Mitizi and a daughter.....Mitizi and Robyn would have celebrated their 30th. Wedding Anniversary this coming October 11th.

Robyn, also know as "Bird" by some on the site was only 51 years old when he passed away in the hospital. Robyn was always a very active member of the web site. Robyn provided much needed technical assistance to many of us by answering member questions on the boards or over the phone. Robyn and was the master of getting the most power out of a small block Chevy engine. He always boasted about the power his 350 produced.

Robyn, by no means, had only a serious, helpful side. He was always quick with a joke. Robyn was known for putting smiles on our faces with the jokes he posted. We don't know where he found them but many of a morning was spent reading through the list of jokes he had posted over night. He was best known for his "Fart" jokes

Robyn, there is an empty place in our heart today. We pray for you and your family. Thank you for the time you spent with us, we are all better people from having known you.



Mr. Robyn Lance (72yellowmc) RIP

The picture to the left was the picture Robyn used as his Avatar on the First Generation Monte Carlo Club website. Member Scott Stephens suggested the Memorial Banner be added to the picture and member Allan Basso added the banner.

FGMCC STORE MERCHANDISE

Welcome to the FGMCC Store Page
Here you will find club merchandise and sale items

NEW ARRIVAL

We now have our Montes Rock design available in Tank Tops!
Just in time for Summer cruises!



Men's and Women's

Priced as follows:

Small – XL	\$16.00
Men's XXL	\$18.00

*Plus shipping



We are currently offering the Lightweight Jackets
at a 10% discount.

They are a black windbreaker with the club logo embroidered on the left upper chest area of the jacket

Priced as follows:

Small - XL	\$40.50
2XL	\$44.10

*Plus shipping

Watch for this page in future issues of the FGMCC Newsletter
for updated store merchandise and sales.

Please contact Scott Stephens for shipping quotes.

I can be reached at scott@fgmcc.com

Cell phone # 724-398-3442

Or by mail

Scott Stephens
877 St. Rt. 66
Leechburg, Pa. 15656

May 2010 Monte Of The Month

by Vince Ortega

My name is Vince and I joined the FGMCC in 2003: A little about myself, I am 46 years old I have been married for 23 years to my wonderful wife Elizabeth we have four children 3 boys and one girl ages 21, 19, 16 (girl) and 13. I would like to thank them for their help and support in putting my Monte together.

My first encounter with a Monte Carlo was in 1980 when my younger brother bought a 1977 Monte Carlo. It was yellow and fast and on several occasions he beat me and my 1972 Ford LTD in a head to head race. A few years later I went off to college and one of my class mates had a dark blue 1970 Monte. That Monte had been lowered and had 13" Dayton's on it. (Keep in mind that here in New Mexico the Monte Carlos were usually made into low riders). At first I thought it was cool and we had plenty of good times cruising up and down main street.

After our 4 years of school, Pat the owner of the 1970 Monte Carlo, moved out of town and I went to work for Intel. Moving up to 2003..... I was looking for a project car, with my heart was set on a Mustang and I was looking hard. One day I ran into Pat at work and we started talking about old times and I asked him if he still had the Monte Carlo. He said that it was at his mom's house and the city was ready to



tow it away. Without seeing it I asked if he would sell it to me. He told me to look at the car check it out. When I arrived this is what I found, see the before picture. He said the engine had 50k miles on a rebuild and he was board with it. He added that the fly wheel was wrapped so it sat there for 7 years. In my mind I thought, if nothing else I could part it out. I told him that I would give him \$400 and without skipping a beat, he said sold!!!!.

I took her home put a battery in and tried to crank it, nothing happened. The starter would work so I barrowed a starter and tried once again and it sounded like it wanted to start. This encouraged me so I decided that I would invest the money and save this classic.

With this being my very first project I searched the web for info and found the First Generation Monte Carlo Club website and decided to join the club. That has been the best move I have ever made. With a lot

of reading and asking a lot of questions this is what I have today, see the After Picture.... I think you will be able to tell the difference.

The engine has an Edlebrock intake, 650 carter carburetor, Headmen headers, HEI distributor, fly wheel, starter and battery and it runs good!!! Future plans are to build a 383, change transmission to a 700r and add an Eaton posi 3:42. The engine build will be the first for me but I am willing to except the challenge. Anyway if I get in a bind I know where to get help.

The interior has bucket seats that were originally saddle tan but I have I changed everything to Black.

Not knowing what I was doing I had a back yard paint job done which looked good from a stone throw away but up close it had it's share of waves. In the fall of 2009 I had it done right with a Honda civic Fiji Blue. I absolutely love the color and can't wait to show it off. The car defiantly turns some heads.

I want to thank everyone in the spectacular club for you help in getting this car on the road.



Before Restoration Was Started

You and your family are invited



11th Annual Eastern Meet

June 10-13, 2010

Super Chevy Show
at
Summit Raceway Park
1300 State Route 18
Norwalk, OH 44857

Summit Motorsports has been generous enough to allow the FGMCC to pre-register our car + driver at a \$10 discount.

\$35 Judged Category
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Submit your payment **NO LATER THAN MAY 15th**
via Paypal to: Andreas@fgmcc.com or
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Spectators in your party will pay at the gate - cost are:

Adult Spectator Friday \$12
Adult Spectator Saturday OR Sunday \$20
Adult Spectator Weekend (F,S,S) \$40
Child Spectator (6-12) \$ 5
Child Spectator Weekend (F,S,S) \$10
Child (Under 6) Spectator FREE!!
Race (Must be Chevy Powered or Chevy Bodied) \$60
Friday Swap Meet: set up cost \$45

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Our Host Hotel
is
Kalahari Resort & Waterpark
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ON-LINE: Visit www.kalahariresorts.com and go to Sandusky's site. Then go to "Reserve Now" and click on "Group"

Group ID: 9829

Group Password: 38002668

OR CALL:

Toll Free Reservation Line: 877-525-2427 and tell them you are with the
"First Generation Monte Carlo Club"

Our group rate is:

\$134/night 2 queen beds, microwave, tv, fridge

\$164/night for King bed, King pull out sofa, 2 tv's, full kitchen w/dining area

If you plan to arrive on Wedn or stay Sunday evening you may qualify for the lower buffer rate of \$104 for Wed &/or Sunday only on the Queen room (\$134 for the King room)

OUR GROUP RATE IS GUARANTEED FOR THOSE WHO BOOK NO LATER THAN MAY 11th.

If you book **after** 05/11/10 then you may not receive the group rate due to availability. Wait at your own risk.

As always you are welcome to make your accommodations elsewhere but we will need to know that you are attending so we can forward the itinerary and all pertinent information to you.

Please forward the following information to me once you have made your arrangements: _____
Capri@fgmcc.com or 216-402-3416

1. First & Last Names of all people in your party (for the name tags)
 2. Dates you will be in town for this event
 3. Year & Color of your Monte
 4. If you are Driving or Trailering your Monte
 5. How & when you have paid for Super Chevy Pre-Registration
- If you chose Judged or Non-Judged Category

We look forward to seeing you this June !!! Any questions please send me an email or call! Capri@fgmcc.com / 216-402-3416

First Generation Monte Carlo Q&A

Compiled From the First Generation Monte Carlo Club Web-Site Forums

Firewall/Interior Insulation - Help

Snomobeeler: I am am going insulate the interior in Fatmatt. On the fire wall do I need fatmatt and the Factory Pad? Just the Factory Pad, Or Just the Fatmat? Should I get the 50 Mil or 80 mil. Is the 80 Mil too thick?

Monteman1971: Hmmmmmm...no clue about Fatmatt but I used the factory insulation that's being re-produced. The good part about it is that it's held secure with the rubber plugs like the factory did. I'll assume that Fatmatt has an adhesive backing to hold it onto the vertical surface?

Vince: I used 50 mil Fatmat on the floors and the factory insulation on the fire wall, even with headers it's still very quite inside.

Stangeba: I also used the factory style insulation. The black plastic plugs are a pain. I broke one or two on the installation then made a tool. Here are some pictures. Bruce

Allan: I used the 50 mil Fatmat on all interior surfaces. I will be adding the factory firewall insulation as well. I still feel heat through it from the headers. Sound is pretty well covered but it can always be a bit better.

I wish they had the 80mil fatmat when I did mine. I certainly would have gone in that direction.

Black07ss: I'm in the process of exposit the interior metal. For you that have been there before is it worth my time to save the original sound deading material? I see some have tried the fatmat stuff

Snomobeeler: I would not save the old material. I actually bought a new firwall pad from Leo, and I am still debateing doing the fatmat as well. But basement remodel has halted working on the Car

Allan: Save it??? NO, you will waste too much time trying to do that. I stripped the interior panels down to bare metal, fixed any pin holes that needed attention and then sprayed a sealer on the metal and then covered it in Fat-Mat. I like the new materials better than the old asphalt insulator, but I suppose the original style worked well enough for 30+ years. Either way, both types are available and neither is very expensive so I would take the old out and replace it if your going that far.

Brake Hoses

wallaby: Here is a general question: I am looking for the soft metal sealing washers that rest between the brake hoses and the calipers. What are these called?...I'm hoping I can get them local if I know what to ask for.

Allan: I believe they are called "Banjo Crush Washers"

LS5: I have heard them called Banjo washers as well, try Pep boys..?? You will need 2 per hose and they are BRASS..dont let them sell you Cupped washers as they leak and are not brass they are stainless....

Wallaby: Hey thanks! Sure enough, they are crush washers.



I thought for sure that when I looked up "Banjo crush washers", I would get photos of a bluegrass singing group.

Allan: I had planned on looking for a good picture to depict just that but work got in the way.

Reds72Monte: you beat me to it....

Mikstudie: Any parts store will have a assortment, there not vehicle specific. Bring one or the banjo bolt to the parts store with you. If your replacing the calipers with the lines they will be in the caliper box.

wallaby: Hey, whatddaya know! Here they are:



Appearing tonite at the Grange hall are the local favories, "The Banjo Crush Washer Trio". The five-piece band will be playing their radio hits "Overalls on the ground", and "Alice Chalmers' Daughters", among others.

Mikstudie: Some of those guys look like members hear, I wont mention any names but a couple of them are officers!!

Jpnewlin: I am going to steer completely clear of that one! Lol
Mo's70MC's: The one playing the Banjo?

Items in this column are direct quotes with no editing.

FGMCC Logo Around The World

In your travels around the country and around the world, take one (or more) of your FGMCC shirts with you. Have someone take a picture of you in your shirt standing in front of a landmark, or hang your shirt on a landmark and send it to me with the location of the picture. I will publish it here in the newsletter.

With vacation time on us don't forget to pack your camera and your shirt. Over the next few years, let's see how many pictures of noted places we can get pictured with our club logo prominently displayed. Don't forget to send me the names of everyone in the picture along with the location and the date of the picture.

To the right is a picture of Rob Peters better side standing on a jetty at Waikiki Beach, Hawaii with Diamond Head in the background. The picture was taken on April 27, 2010.

Rob Peters



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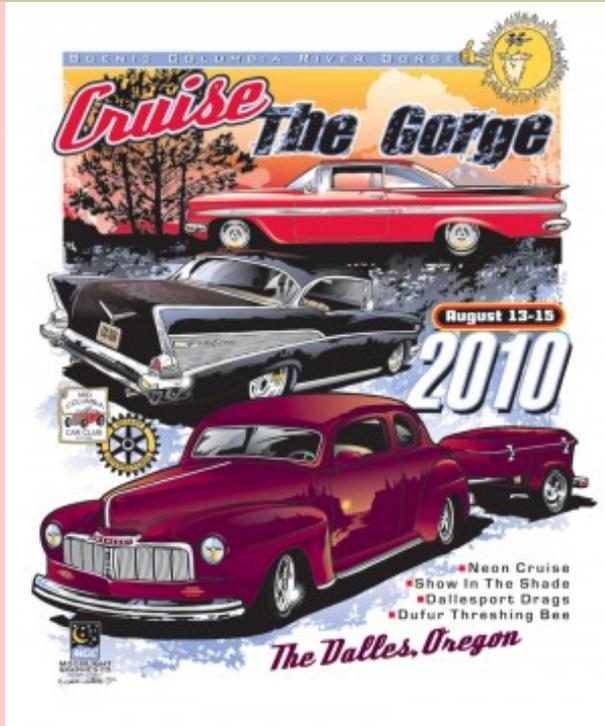
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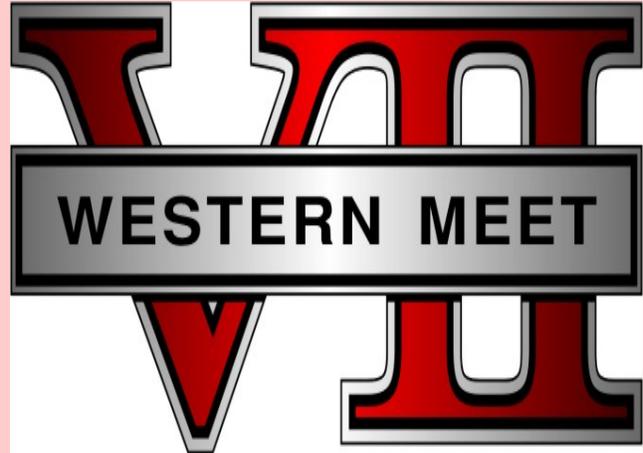
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koniksklassiks@sbcglobal.net



2010 Western Meet The Dalles Oregon August 13-15, 2010



The event is only 3 months away and is turning out to be the best Western Meet yet. There are currently 30 members scheduled to attend the event representing 7 U.S. states and 2 Canadian provinces. The 3-day event includes car shows, cruises, live entertainment, drag racing, FGMCC awards, prizes, and more.

Additional information:

- Although it is recommended to arrive Thursday evening or Friday morning and leave Monday morning to allow time to relax with some of the members and participate in all the weekend events, it is not required. Some members will choose to arrive Friday afternoon and leave Sunday after the drag racing. It is nice to get there early so you are not rushed getting your car ready for the weekend.
- The hotel is providing a car wash area.
- Bringing your Monte Carlo is not required. Some members will be attending without their ride since these meets are fun with or without your car.
- If you plan on drag racing your car, please ensure it is ready for a tech inspection. If you do not pass tech inspection, the organizers of the drag racing will not let you race.
- For those who are not drag racing, there are a couple options for you. You can be a spectator and watch your fellow FGMCC members race down the track or take in the Threshing Bee car show nearby.
- The rooms are being held under the name **FGMCC** until July 29th. Please ensure you book your room early as space is limited.
The Dalles Inn: 541-296-9107.
- The Cruise The Gorge registration form is available at www.fgmcc.com. If you do not have internet access or an email account, please phone Aaron at 250-494-4024 and he can arrange to mail you a form.

Don't miss out on the largest Western Meet ever!

Detailed information can be found at www.fgmcc.com. For further information or any questions, please don't hesitate to email or call Aaron (aaron@fgmcc.com or 250-494-4024).

June 2010 Monte Of The Month

“Trigger”

by: Steve Layman

My 1970 Monte has been in my family since about 1982 when my dad bought it from our next door neighbor for \$600. My mom drove back and forth to work, approximately 40 miles daily. Then on Christmas it was given to my brother for his first car that year. While the Monte belonged to my brother he named it Trigger after Roy Rogers famous horse. The name has stuck ever since. He added Keystone Klassic rims and had it repainted white and maintained the original black vinyl top. The original 400 small block was replaced with a rebuilt 400 long

block after about its first 130,000 miles. Trigger took him through high school and into married life and then disaster struck. One night our oldest brother borrowed it and got into a bad one car accident. The entire right side was destroyed, the right rear wheel was torn off with the axel never to be seen again, the axel housing was bent about 30 degrees and the lower control arm was ripped from the frame.

So after my brother owned it for about 5 years he brought it to me just a few days from my 17th birthday. Trigger was now mine, provided I could fix it... After search-

ing the local paper I found a non-running 72 to use as parts for the outrageous price of \$175. It provided the new rear end, fender and door until I got into college and was able to replace the quarter panel. Had I have know then what I know now I would have simply transferred the motor, trans and bucket seats into the 72 because of the extensive damage, but Trigger had sentimental value.

Trigger took me trough high school a couple semesters of college and into the Navy and then while I was a student instructor in Orlando I rebuilt the 400 again. When the

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track rear end. Then my mighty 400 cracked the #8 cylinder. A friend had a spare 350 short block from a 72 Monte that he gave me so I gave it an economy rebuild, transferring the parts I could from the 400. The 350 was meaner the 400 ever thought about being.

In 1995 I got married and received orders to Hawaii. I last drove Trigger up into my brother's semi trailer so he could keep it for me until I returned but sadly it ended up sitting in his yard for the next 13 years. Now Trigger is getting rebuilt from the bottom up. The body has been off the frame cleaned and the frame painted with POR-15, new poly bushings and 2" lowering springs installed all around. It will

my brother owned it for about 5 years he brought it to me just a few days from my 17th birthday. Trigger was now mine.....Steve Laman

soon have the brake system replaced. New floor pans, along with trunk floor and quarter skins have been installed. The motor got all new gaskets, seals and the big cam came out. The previous Erson TQ-20 cam went back in along with a TPI Fuel Injection set-up and a 200-4R overdrive transmission to allow for friendly cruising. Hopefully this summer it will be back on the street in a fresh coat of white paint and a new vinyl top. All that will be left is to redo the interior. I'm not sure if I will go with vinyl seat covers, the original cloth or go completely custom interior..

Steve Laman

Normally this MOTM would have been in the next Knight Newsletter but since that copy will be dedicated to the Eastern Meet we wanted to feature Steve's early, in this April/May edition. The Presidents Award winner from the Eastern Meet will be featured on the cover of the next newsletter.

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machine shop checked the cylinder walls it had worn past .040 over so to .060 it went, along with a small cam, intake and headers were installed.

A couple years latter Trigger became a weekend car. The motor came out again. In went forged pistons, the bottom end was balanced, a large mechanical cam and

better heads completed the build. I tried to install a shift kit but burned up my transmission instead so it got a professionally race prepped TH350 and a 3500 GER stall converter. The one time I had it on the track it turned a 13.99 at 99 mph in second gear before I put the high stall in it. A friend sold me the 3.73:1, 12 bolt posi out of his Cutlass to replace my 2.73 single



We have all seen Kevin's "Bobby Allison " cloned "Coke Macine" . Many of us have seen it in person. How many can tell the difference in in "The Real Thing" and "The Clone" which one do you think is which. No prize offered, this is just for fun!!!



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