

THE KNIGHT *First Generation Monte Carlo* NEWSLETTER CLUB 1970 - 1971 - 1972

DEC08/JAN/FEB09
ISSUES 100/101/102

Monte of the Month - December 2008

by Dave Kenney

Special points of interest:

- The FGMCC now has about 501 active members!
- The message board of the club's internet website has just topped 2783 registered members!
- The front page of the club website has had over 1,044,703 page views!

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Newsletter Editor:
Rob Peters
Rob29ford@aol.com
You can submit articles to Rob at the above address

I guess I should start with when I decided I wanted a Monte Carlo. I was in High School when I discovered my liking for American large body two door cars. I graduated from High School in 1999 so a 72 Monte Carlo wasn't what I had in mind. I owned a white 85 Cutlass Supreme and an 80 Buick Regal, but always wanted an 86/87 Monte Carlo SS. I thought they were just "Mean-Looking" cars. I was never into Camaros and Trans Ams, just Monte Carlo's and Grand Nationals.

Now fast forward to the summer of 2005. I had been living in San Diego, California, after moving from Boston. I brought my dog, Monte, with me. His full name is Monte Carlo SS. I had owned him for a few years with still never owning a Monte Carlo car. My uncle, who restored a 35 Ford Woody, was trying to convince me to find an old car

while I was out here.

One day it happened, a car appeared with a for sale sign on my street. It was about 4-houses down the block from me. It was a two-door Chevy and was "a boat". I knew it wasn't a Chevelle but I wasn't quite sure what it was. After close inspection I found out it was a Monte Carlo. The For Sale sign did not say what year it was, so I went to the Internet to do some research. I discovered it out to be a 1972. The sign said it had 135,000 miles and that it was a second owner car. The owner wanted \$6000.00 for the car and I gave him a call and made an appointment to look at the car

and take it for a test drive. After a nice cruise, I made him an offer, a real low-ball offer but it was in cash and I had it ready to give him right out of my pocket. He said I had wasted his time. After a couple of months he lowered the price on the sign a little bit and added "must sell very soon". Around the middle September the car was still around I figured I would up my offer to \$380000. He asked, "isn't that basically what you offered before. No thanks". I mentioned, it reads must sell and I told him I could be at his door with cash in minutes. About 5 minutes later the phone rang. He was calling me back.

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When I answered I heard him say \$4000.00. Done! I responded.

It took him took a couple of days to sell it to me because I think he wanted to cruise it a couple more times before he let the car go. When we met up on October 4, 2005, he told me he was in the Navy and getting shipped out and had nowhere to store a second car. I felt kind of bad because he was visibly upset while he was signing over the car. He had put some work the Monte and had to give it up. He asked if I wanted a box of paperwork and of course I took it.

The interior was all original Sandal color and the back seat was nearly perfect but the front bench seat was a little bit beat up and the dash was there and uncut. The engine was the original 350. The air conditioning does not work and there is no heater core. (It is a Southern California car so why would you need one) The body was pretty straight with one dent in the hood. The paint is a brown with gold flake and the paint job was done very poorly. I'm glad I didn't pay for it. It looks great from ten feet away but when you get up close there are all sorts of blemishes. It was originally a light yellow with a white vinyl roof. He wanted it to look like one in the 1972 Chevrolet sales brochure. He had a new vinyl roof installed,

but they didn't fix the metal damage so someday it will come off so the bodywork can be done. It also had dual Flowmasters already on her. The car wasn't perfect but it's going to be a great cruiser. For the first few months I didn't do much to it but cruise around and have the dent taken out of the hood.

I went through the box of paperwork the owner had given me. It had EVERYTHING and I mean it. In the box I found the Protecto plate, original voided check for the \$100 down payment and a voided check for the remaining \$3447. Also in the box was the original receipt. They purchased it on January 20, 1972 and the cash price was \$4597.45, minus a traded in a 1968 Mustang they were given \$1350 for. The box contained the original temporary and actual registration and even oil change receipts all the way back to the original 3000 miles.

On May 11, 2006, my 25th birthday, I was driving it home from work around 11:00pm, when all of a sudden it just died. I waited for a tow truck and had it towed home. After checking a few easy things myself I had the car towed to the local shop. The next day the Shop called and said I should come down to see what they had found. When I got there, there was a towel over the engine and I could tell it wasn't going to be good. He removed the

towel to show me how the timing chain had come off and had completely eaten the large gear, sending chunks of metal throughout my engine. It was all done, dead 1/20/72-5/11/06, 137,140 miles.

It was decision time and the decision was a crate motor. I know it would kill the purists but I never wanted to keep the car all original. I know you guys say 454, but that was out of my price range. I ordered a 350 from Phoenix engines. It was dyno rated at 355hp. I gave it hooker headers, high torque starter, 750cfm Edelbrock carb, 2400rpm torque converter, performer intake, K&N air cleaner and a bunch of chrome. I had the AC and all the California SMOG equipment pulled out. I have had the front bench recovered but that is about it. Putting the engine in it so soon has slowed down everything else. I say its not a show car but is a great GO car. Its not perfect but looks great at 80mph or just cruising at 15mph.

I have many plans for the car but it will take a long time. Body/paint/full interior/suspension/ bigger tires/ rechrome bumpers/ clean up engine bay. I will most likely get rid of the vinyl roof when the bodywork is done. I like the looks of the vinyl roof, but it will be cheaper to paint it than installing new vinyl and replacing the old moldings. When it is repainted it will remain brown but most likely a different shade.

It can be seen a couple Sundays a month, all year around, cruising Ocean Beach, Mission Beach and Pacific Beach. Maybe someday it will get shipped Boston.

Dave Kenney
72Browncarlo



If you would like to see your car featured as the Monte Of The Month, please email your story and pictures to Rob Peters at:

Rob29ford@aol.com

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

December 2008

- 02: Bill Rees "502ci" (44)
- 09: Robert King "monte70car" (28)
- 11: Mark Andrus "wallaby" (48)
- 11: Tony DiVirgilio "7tonemonte" (38)
- 11: Joe Holman "DRDIRT11" (38)
- 22: Michael Kindred "stick" (45)
- 23: Robyn Lance "72yellowmc" (50)
- 29: Isaac Jackson "Isaac/Jack" (63)

January 2009

- 01: Tim Knight "Kc8oye" (30)
- 01: Jason Archibald "Archie" (30)
- 09: Erich Miller "Big E" (45)
- 13: Samuel Kaler "Foolish" (35)
- 15: Chuck May "19MC70" (42)
- 16: Mickey Stevens "Ms. Mick & Dave" (55)
- 16: DJ Prescott "MCBEAST" (30)
- 23: Timothy Oest "mrj52" (49)
- 28: Ian Novinger "Ian" (41)

FEBRUARY 2009

- 04: Frank Tanzi "Frankie T." (66)
- 06: Rick Miller "montecrazy1971" (29)
- 08: Stefano Ventimiglio "chico / 70 Chevy" (30)
- 13: Carl Hanson (63)
- 14: Jim Schwartzmeier "Slimjim" (27)
- 18: Wayne Osberg "70Chev" (22)
- 22: Ken Randolph "XXXXXXX" (51)
- 25: Micah Molin "1971monte71" (24)
- 26: Jack Cooper "Papacoop60" (49)
- 28: Royce Tollman "Chevyss" (62)
- 29: Michael Black "monteAZBB70" (37)
(Technically it is not Michael's Birthday for another 3 more years)

MARCH 2009

- 02: Kris Purdy "reb's_toy" (39)
- 03: Allan Basso "Allan" (43)
- 12: Aaron Dodsworth "Canuck" (32)
- 13: Nygel Ali "Nygel" (42)
- 13: Scott Heck "Heckeng" (34)
- 14: Tim Funk "Allbowtie" (59)
- 14: John Gazzani (42)
- 20: Ron Henslin "Arizona Monte" (50)
- 24: Scott Stephens "footballubet" (47)
- 31: Rod Marin "Mo's70MCs" (53)

Please join all of the officers in thanking Alex for the job he has done as our club Secretary and Store Keeper for the past few years.

Due to family and work commitments, Alex has regretfully had to step down from his jobs as club Secretary and Store Keeper for our club. Alex has given his all. As the club store keeper Alex had to maintain enough inventory to satisfy club members needs. The store keeper is responsible for storing the club merchandise, accepting orders, filling the orders from stock, handling the banking deposits from the sales, packaging the items and shipping them out. As officers of the club, we never heard any complaints from our members of their orders not arriving in a timely manner or of any shipping problems while Alex handled this store stock.

Thanks to Alex for all he has done for the club and please join us in welcoming and thanking Scott Stephens (Screen Name, footballubet) for stepping up to take over the job as store keeper and please join us in congratulating Capri Blasco (Screen Name, Capri's 71 SS)

MEMBER TO MEMBER RECOGNITION

FROM: Shawn Mount (MONTE7071)

To: David Breese (debreese)

I just wanted to let others know he sold me a set of headers and they were as described, good packing and easy to communicate with. Yet another reason why I have joined. Thanks again, Dave!

Monte Memories

compiled by Dave Mau

Monte Memories

Compiled and edited by Dave Mau

This installment features some of my own experiences from the unofficial FGMCC “mini meet” we had up in Penticton, BC, Canada in June 2008. Though the price of gas was higher than ever before at about \$4.50 a gallon, it was well worth it for my wife Janet and I to make the journey in our '70 Monte Carlo SS454. We covered about 800 miles with our vintage traveling companion during the trip, and spent about as much for gas as we did for three nights of motel lodging! But the adventure wasn't about fuel economy – it was about fun. Our fuel expense wasn't only for transportation, but for entertainment as well. A classic Chevrolet can provide a lot of smiles per gallon and, in our case, many wonderful “Monte Memories”...

...It was a gorgeous start-of-summer morning as we left Seattle for our trip up to British Columbia, Canada. Morning rush hour was pretty much over, so traffic wasn't bad and we made good time. Once up in BC, our travel route included a lot of curvy-but-scenic two-lane highway with the occasional passing lane for going uphill.

At one point we had been behind a slower-moving vehicle for a while, and when a passing lane on our side of the wooded highway became available I decided to take advantage of it – but only after letting the C5 Corvette in my rearview mirror pull out to pass us first. The Corvette driver really got on it and went flying on up ahead as I pulled into the left lane to pass the slower vehicle. After making my pass and still gradually accelerating uphill,

a fellow up ahead in a light beige uniform ran out into view from the right shoulder and into the middle of the road. He stood there and pointed directly at the Corvette ahead of us and then firmly to the side of the road. The driver hit the brakes and the 'Vette quickly pulled over. The fellow then pointed directly at me and repeatedly made a downward motion with his hand. Realizing that this was a British Columbia Highway Patrolman, I quickly backed off of the accelerator pedal. He didn't motion for us to pull over like he did for the Corvette, so I considered myself lucky and we traveled onward at a moderate speed. That

cars. Parade participants had been encouraged to dress in period clothing to match the era of their car, so we had brought our newly-assembled “Circa '70” outfits along with us. We arrived at the event-designated park in plenty of time, changed into our retro-style attire and took the with us about our car and groovy matching threads. Peace, man!

The parade ended at the heart of the car show in Penticton's Rotary Park, located along the Okanagan Lake shore. The evening was spent visiting with fellow FGMCC members, enjoying an al fresco dinner at one of the nearby restaurants and

checMonte to the parking lot areas where cars were lining up according to their decade of production; ...'50s, '50s, '60s etc. Naturally we were to be near the front of the '70s section, and it was in that parade staging area where we met up with some fellow FGMCC members and their Monte Carlos. It was really warm there in the late afternoon sun, and we had a nice time visiting and looking at cars for a while before it was time to roll.

Janet's psychedelic, paisley-patterned mini-dress, hot pink scarf, matching

high-heels and thick white plastic-framed shades were more obvious than my black & white paisley-patterned shirt, black striped slacks, slip-ons and metal-rimmed Aviators, so we decided that she would pilot the Monte and I would ride shotgun. We belted ourselves to the Strato-Buckets, fired up the big Chevy V8, donned our

(Continued on page 9-See Monte Memories)



Retro-stylin' L to R: Sandy, Kevin, Dave & Janet after the parade.

was the first time I'd ever seen a patrolman run out to the middle of the road and pull someone over like that!

Our FGMCC mini meet was being held in conjunction with the Peach City Beach Cruise event in the city of Penticton. The city was celebrating its 100th anniversary, and participants of the Peach City Beach Cruise were invited to join in the Friday evening centennial celebration parade of

FGMCC TENTH ANNUAL EASTERN MEET

Charlotte (Concord), NC August 7-9, 2009

FGMCC TENTH ANNUAL EASTERN MEET

You may have noticed in our last newsletter it was announced that our 2009 Eastern Meet would be held September 10th through the 13th in Charlotte, North Carolina. Due to some problems with that show and problems locking in a Hotel to accommodate our group we have had to abandon those plans. It was late last year when I discovered the many problems with our group attending that meet. I brought these problems to Andreas and along with Andreas, myself and meet planners Jared Richey and Kevin Wiles, we decided we would have to cancel that Eastern Meet location.

The good news is that after considering several different locations we have chosen a different event but it will be held in the same area. The bad news is the meet will be almost exactly one month earlier than our previous plan so those of you who had set a time schedule of getting your car put back together will have one less month to be ready.

As you see from the Headline of this article, this will be the "TENTH ANNUAL EASTERN MEET" so you can expect special things from this meet. The new dates for this meet will be from Thursday August 6th through Sunday August 9th. and the show we will be attending will be the NMRA/NMCA ALL-STAR NATIONALS. at the zMAX Dragway.

This will be their Inaugural show so I am sure they are going to go all out to make it a huge success. Hotrod Magazine will be hosting a special event at this show called the HOTROD DRAGS. According to the folks at Hotrod Magazine, : "The Hot Rod Drags will be a battle between GM LS-power, Ford modular power and Chrysler late-model HEMI power". On top of that, Hotrod Magazine says they will be featuring not only the Hot Rod Drags in their magazine but they will also be featuring the ALL-STAR Nationals so there is a chance or club could get some great exposure in a National Publication so lets try to see if we can get as many of our members cars there as possible.

Along with having to come up with a location for our meet, we had to come up with a hotel on short notice. I am happy to say that I was able to come up with a great location for our "Club Hotel". The Hotel will be less than two miles from the event and I have negotiated a great rate of \$109.00 per night. I have locked in a block of 20 rooms and expect they will go fast and when they are gone, we will try to get more rooms added but there is no way we can guarantee getting that same rate so we are asking you to lock in your reservation early so if we need more rooms added to our block we can try to get them early.

When you call to book your room, please mention that you are with the First Generation Monte Carlo Club. Just a note, to receive this special rate, reservations must be paid in full 30 days prior to the FGMCC Meet date.

Our Club Hotel will be
SpringHill Suites by Marriott
7811 Gateway Lane NW
Concord, North Carolina 28027
Phone: 1-704-979-2500
Fax: 1-704-979-2501



(Continued on Page 6)

(Eastern Meet Continued from Page 5)

This hotel is less than 2 miles from the event. We have blocked a number of rooms for the special rate of \$109 per night. You can make reservation starting December 15, 2008. Just mention that you are with the First Generation Monte Carlo Club when you book your room.

Note: To receive this special rate, reservations must be paid in full 30 days prior to the FGMCC Meet date.

There are some other hotels in the area but we have not negotiated any special rates with them. Here are some other hotels in the same area:

Comfort Suites	(704) 979-3800
Sleep Inn	(704) 979-8800
Wingate Inn	(704) 979-1300
Hampton Inn	(704) 979-5600
Suburban Ext. Stay	(704) 979-5555

FGMCC Members have to PRE-REGISTER for the NMCA Show to guarantee parking as a club.

If you do not pre-register, you might not be able to park in the reserved space for the FGMCC
Pre-registration also gives you a \$5 off the regular registration fee.

Also, this is our 10th Annual Meet, so all pre-registered members will qualify for a special gift

If you want to join us during the NMCA show, please send check or MO for \$30 US to:

**FGMCC
 PO Box 6646
 Aurora, IL 60598-6646**

You can also pay by using PayPal. If you wish to pay this fee using PayPal, go to this link: <http://www.firstgenmc.com/05meeteast.shtml> and then click on the PayPal bar.

Club members must inform Andreas by e-mail at andreas@fgmcc.com or at the above address if you are planning on attending the meet. This may be important for planning the activities for the weekend.

You must be an FGMCC member to participate in club activities.

SEE YOU AT THE SHOW

**Koniks
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65 - 69
 Impala

70 - 72
 Monte Carlo

1970 - 72 Monte Carlo


1965 - 69 Impala, Caprice, Belair, Biscayne

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Monte Of The Month January 2009

By: Jack Cooper

From the time the Monte Carlo debuted in 1969, I told my parents that I would someday have one. I tried to get them to buy one, but they said it was not a car to haul five kids around in...I have to agree with them now. I can remember the Christmas of 1970 like it was yesterday: I opened a package and found an AMC model kit of a 1970 Monte Carlo. I remember the pleasure I had building it, thinking of the real one I would someday own. Time passed and the second-generation Monte Carlo was introduced in the fall of 1972. I remember complaining that they "ruined" the Monte Carlo. That made me even more determined to have a "first gen. Monte" Finally, in November of 1977, I saw a beautiful 1972 Monte Carlo sitting for sale at a small used car lot in Kent. It was Gulf Green with a black vinyl top and hubcaps instead of Rallies. I stopped and when I found out it was only \$1700, I got so excited. My step-dad and I went to the bank and at the age of 17, I was the proud owner of a 1972 Monte Carlo and the first of many car payments; \$87 a month for 24 months. I can still remember pulling into school the next day, beaming from ear to ear, so proud of my new set of wheels.

I took care of that car as if it were brand new. I washed it a couple times a week and waxed it monthly (that was long before clear-coat). When I graduated in June 1978, I took all of the money I received for graduation gifts and bought a Pioneer AM/FM Stereo Cassette player and 5 new Michelin Radials for it. It was just the cat's meow and now it had more than an AM radio...oh the memories. On Sat-

urday September 2, 1978, Labor Day weekend, I came out of work to an empty parking lot. No Monte Carlo where I had parked it earlier that day. The police came out and filled out a report, saying they would call me if they found the car. Days passed and still no car. The insurance company ended up paying me for the car plus the amount spent on the tires and stereo. I then went out and purchased a brand new 1978 Camaro LT for \$6601. It was a great car, but not my Monte. I swore that I would have another Monte Carlo. On Thanksgiving Day, the Cleveland Police called and asked to speak to me. They told me that they had found my car, stripped of everything of value. With tears in my eyes, I gave them the name and phone number of my insurance agent. That was the last of my 72 Monte Carlo.

Time has a funny way of escaping. I met the love of my life; we were married and before long had two kids. Any time we were going somewhere and I would see a first-generation Monte Carlo, I would say "I used to have a car like that." It got to the point that my kids would see one and say, "I know Dad, you used to have a car like that." I would always respond, "Yes, I did, and I will have another one before I'm 50."

Now, fast-forward to 2007. I am 47 years old, and I was still saying that. I had been watching for an "affordable" first gen, but not having much luck. I wanted a car that looked pretty decent, as I'm not the most mechanical person. Everything I found was \$12,000 or more and I knew that my budget could not handle that. One day, I was on EBay and found a

Monte Carlo for far less than most I'd seen. Better yet, it was only 20 miles from my home. I made contact with the owner and arranged to see the car. On Sunday September 2, 2007, 29 years to the day since my car was stolen, I was standing in his driveway looking at a gorgeous 1972 Monte Carlo with 106,000 miles on it. This pewter beauty had a black vinyl top, a 350 4-barrel, dual exhaust, rallies, cloth interior, power windows, locks, air and tilt wheel. The guy had owned it for 22 years and it had been stored in the garage for the last 11 years. It still had 1996 license plates on it. I was feeling the same excitement I felt back in 1977, knowing this car was at a price I could afford and that I could convince my wife that I really "needed" this car. I picked it up and drove it home the following Thursday. As I drove out of the driveway, I could see tears in the eyes of the guy I bought it from, similar to those in mine when I spoke with the Cleveland Police.

Oh what a ride home. Those 20 miles seemed like 200. The car had not been driven much and felt like it was running on 5 cylinders. I should have had the car towed home, but thought it would be okay. It stalled out at least 15 times and was all over the road because the front end was so bad. I finally got it home and in the garage and that is where it stayed for the next 7 months. Over the 11 years the car was stored, everything that was rubber had dry-rotted. I began developing "mechanical" skills as I learned how to replace ball joints, tie rod ends, idler arms, center links and anything else related to the front end. Finally, after a rebuilt carburetor, a new gas tank, new exhaust, plugs, plug wires, points, condenser, distributor cap and tires, the car was able to be driven. Oh, what fun it is to drive! My wife and I cruised around in it every Sunday, attended the FGMCC meet in Greensburg and a couple mini-meets.

This coming February, the car goes into the body shop to be totally redone, with the goal that it will look just as it did when it came off the assembly line. It WILL be at the 2009 Eastern Meet in North Carolina and we look forward to attending again this year.

One of the best things about buying this car is that it has allowed my wife and me to meet some really awesome people. The members of the First Generation Monte Carlo Club are a special bunch. So many people have helped me out, either in person or in giving advice and or instructions regarding a repair over the phone. I feel that some strong friendships have been made and will continue to grow. Thanks to the FGMCC group for making the joy of owning the car of my dreams even more special.





It is time to go North for the FGMCC Western Meet. We've moved a little further inland to make it more accessible to other members but still be within a reasonable distance to those living on the coast in the Northwest. The 2009 FGMCC Western Meet will be held at Cruisen By The Bay in Polson, Montana. This August event includes three days of shows, cruises, and live entertainment. The show is held in down town Polson located next the beautiful Flathead Lake. There will truly be something for everyone at this event. In addition to the car show activities, there is also a carnival and an arts and crafts show. We expect a great turnout this year since there are many club members in the surrounding States and Provinces.



It is recommended to arrive Thursday evening (August 6th) and stay through Sunday if you want to take part in all the meet activities. Sometimes the most fun we have is just relaxing with a beverage at the hotel after the event has ended. Club members must inform Aaron (aaron@fgmcc.com) if you are planning on attending the meet. This will be important for planning the activities for the weekend.

If you have any questions or suggestions regarding this meet, please email Aaron at: aaron@fgmcc.com. For information and registration for Cruisen by the Bay, please call Tim at 406-883-5218.

Hotel Information:

Hotel	Best Western - KwaTaqNuk Resort
Address	49708 US Highway 93 East Polson, Montana 59860
Phone	1-800-882-6363
Website	http://www.kwataqnuk.com/
Rates	Lake Side rooms with king bed: \$128.99 + fee = \$138.02 City Side rooms with double queen beds: \$111.99 + fee = \$119.83

To book a room at the these rates, call the hotel and tell them you are from the FGMCC. You must be a club member to book your reservation. Although the rooms are being held until July 5th, I suggest you book early as we have a limited number of rooms on hold for the club.

(Monte Memories,

Continued From Page 4)

shades and were practically transported back to 1970. The fuzz-escorted parade was in gear, and after splitting from the park scene we passed a line-up of about a half-dozen more '70-'72 Monte Carlos. Those FGMCC cats and their chicks were, like, waiting in their Montes for us to cruise by so they could join us in the parade. How boss! People were lined up along the streets – standing on sidewalks and sitting in lawn chairs. They really dug us, and when the parade paused for a bit some would come up to our open windows and, like, rap with us about our car and groovy matching threads. Peace, man!

The parade ended at the heart of the car show in Penticton's Rotary Park, located along the Okanagan Lake shore. The evening was spent visiting with fellow FGMCC members, enjoying an al fresco dinner at one of the nearby restaurants and checking out each other's cars. Club member Kevin Dyck ("Colonel") and his wife Sandy were also sporting period outfits that they had assembled specifically for the parade. Sandy was cute in her pink sleeveless turtleneck and Capri pants, but I sure cracked up when I saw Kevin wearing an egg-shell-colored leisure suit and faux sideburns!

Saturday is the main day of the Peach City Beach Cruise, and our group of thirteen FGMCC cars had a great place together on the grass for it. We also sat up a canopy complete with the club banner. Dennis Gage, the mustachioed host of the "My Classic Car" TV show, was making his rounds in a golf cart and checking out the more than 550 cars that were in attendance. I was just a few feet from him for a while when walking

around the show, but unfortunately was away for lunch and missed him when he visited our FGMCC line-up and posed for group photos with some of our members. A crew was with him, and it is my understanding that coverage of the event will be featured on a "My Classic Car" episode in spring 2009.

It was very slow going on the main show car-lined street, Lakeshore Drive, as we were heading out on Saturday evening. With the park on one side and the restaurants and shops on the other, people and cars were everywhere. We'd slowly get to pull forward a meter or two (it's Canada, eh?) and then stop and sit there idling for a bit before pulling forward again. The Monte's windows were down and as I was looking to my left at a busy restaurant's outdoor dining area, someone yelled out, "A-bodies rock!" I looked up to a second-story balcony and a couple of guys up there were smiling down at us and giving the "thumbs-up". "You know it!" I hollered back to them with my thumb in the air. After returning to our motel in the nearby town of Summerland, we hung around outside in the parking lot with Montes all around and visited until one by one we all turned in for the night.

Sunday morning many of us met on the grass in Rotary Park once again, and some went to Jeff Bodner's "Essence of Elvis" show at the stage in Gyro Park across the street. Having seen Jeff's shows several times at previous Peach City Beach Cruises, it was something that Janet and I wanted to attend and we really enjoyed his performance. The event wound down quickly following the awards ceremony, and those in our group who were staying until Monday went over to "Canuck" Aaron & April Dodsworth's house in Sum-

merland for an afternoon backyard barbecue. It was cool to see a half-dozen or so Montes parked on the side of their neighborhood street, and we had a nice time eating, visiting, eating, relaxing, and eating some more! It had been a great get-together, and it was a pleasure to meet some club members that we hadn't met before as well as being reunited with those we already knew. Janet and I traveled back to Seattle on Monday, and at one point during the trip we found ourselves rolling along on the two-lane highway at 90 miles per hour with a C6 Corvette in front of us and a Chevy SS-R behind. We maintained that triple bowtie-brand formation for a couple of minutes, and it was pretty cool to be running with those late model performance-oriented Chevys at such a speed in our vintage Monte Carlo. I kept thinking about how that British Columbia Highway Patrolman had ran into the road and pulled the Corvette over just a few days before, though, so when a passing lane became available I stayed to the right and backed off a bit – letting the Corvette and SS-R pull away from us. No bread-heavy speeding tickets for this cat; just a boss score of "Monte Memories", man.

- Dave

To have your first generation Monte Carlo-related experience featured in "Monte Memories", please send it to me at:

mauhouse@earthlink.net

or:

David Mau

852 SW 125th St

Seattle, WA 98146-2747

February 2009 Monte Of The Month

by: Pat Hogan

Hi, I'm Pat Hogan, patman on the club web site. I had wanted to do this story since about a number of months, but have just not found the time to do so, but now, I find myself recently unemployed and decided that the time is now.

The year was 1982. I was serving in the U. S. Air Force stationed at Nellis AFB, Las Vegas, Nevada. Two guys in my shop had decided that they needed new cars and had their current rides for sale. The first fellow had a 1973 SS 454 4 speed Chevelle that was bought new by his parents. He wanted \$900 for it. The other guy had a 1972 Monte Carlo Custom that his parents bought when it was two years old. It had some front-end damage and he wanted \$400 for it. I really wanted the Chevelle, but being a poor airman I couldn't scrape together the \$900. I've always had the ability to see the potential in cars and the Monte "could" be cool if I did it right, so I coughed up the \$400 and drove it back to the barracks.

I drove the car like this for a couple of months while I put together the money to fix it up. As ugly as it was I fell in love with the old girl and couldn't wait to get going on the repairs..

After a couple of months and a part-time job I had some cash and started looking for parts. Before I could really get started a buddy of mine showed me an ad in the

paper for a '72 Monte Carlo that had rear-end damage so I went and looked at it. It was a plain Jane '72 that was really a nice car except it had been side-swiped on the driver's side rear. I talked the guy down to \$400. The car ran like a top and I sold the engine for \$400 to a guy in the barracks, so fixing my car was free!

I started tearing my Monte down on that Saturday morning and discovered that all of that damage was just sheet metal. I only needed to replace the hood, grille, and bumper. (It'd be years before I realized that I forgot to switch over the bumper guards). By Saturday afternoon I had it all back together and man I was excited at how good the old girl looked! The Chevelle was a distant memory never to be lamented again.

I drove it that way for the summer. I did everything with that car. It was my daily driver, it was my highway star, taking me on journeys to Arizona and hours up into Nevada, all the while drag racing anyone that'd run. Every stop-light and sign was a Christmas tree to be launched, shifting up through the gears, engine roaring. It was the most fun car I ever drove. There was one more thing that made that car important other than the fun it gave me; it was the car that I owned when my girlfriend MaryEllen said she'd marry me.

Never one to wait around, September came and my wife MaryEllen and I decided that the Monte needed some paint. Being young of course I picked black. It came out of the shop in two weeks looking gorgeous! My only beef was the vinyl top. They had broken off the

studs and put the new one on incorrectly. What was done was done and anyway, I was so blinded by the glare of that new paint that they could have taken the seats out of it and I wouldn't have cared...ah youth.

In 1985 we got orders to Little Rock AFB, Jacksonville, Arkansas. Never worrying about dependability, we loaded up the Monte Carlo and took off. Shortly after getting there my oldest son Alex was born. A year later (still driving the Monte every day) a fellow in an S-10 turned left in front of me and I plowed him. I found a '71 Monte Carlo for parts and fixed her once more.

We owned that car through mid 1988. The Arkansas humidity took its toll on the floor boards and under the package tray. The rust was gaining ground and with three kids I didn't have the time and money to fight it. With a truly sad heart I sold the old girl to a kid on base who drove it home to Pennsylvania!

Fast forward to 2007...

Our youngest (and our only child not to have ridden in my beloved 1972) graduated from high school and it was time for another "hot rod". MaryEllen and I kicked around a few possible candidates, a Chevelle, a Camaro and a Mustang, but we both knew that what we really wanted was another Monte Carlo. I started watching e-bay and the papers. I found a '72 big block car in Kentucky and the price was right. The guy said that it had some body damage due to a tree branch falling on the roof and rear quarter. We arranged a meeting and hit the road and we got there to find out that the car was originally from Cleveland, Ohio! It had plenty of rust that had been bondo'd up years earlier and the dents were worse than I expected. After talking it over we decided to pass it up and drove back to Michigan. I watched several Montes on e-bay, but they would shoot up sky high and out of my price range. I did manage to bid on a '70 and thought I had it but lost it with 15 seconds left on the auction.

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FGMCC Family Cookbook

We are working on creating an FGMCC Family Cookbook that will be available for purchase sometime in 2009.

We are looking for your favorite and/or family recipes!
Send in one or send in 5 – no limit!

A great opportunity to involve the significant others of the FGMCC Membership!

Please send your recipes to Capri@fgmcc.com.
Be sure to include your full name
(and board name) and if the recipe has any special significance
(i.e. Grandma's secret recipe, etc...).

**Deadline for submissions is May 31, 2009
but please do not wait until the last minute!**

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I had been watching a '71 that was in Texas. No one was bidding on it, I think because there were only a couple of pictures posted and they weren't that good. I decided that I'd e-mail the seller and ask for some more pictures and some details about the car. He sent the pictures that I requested of the spots that I knew were prone to rust. They looked clean. He told me that he had bought the roller and put a newly rebuilt 350 in it. The car needed tires and the brakes didn't work, but other than that he thought the car was good. Scared to death of buying sight unseen, I put in a bid. No one else bid on it and I won. By this time I had found this board and asked if anyone had a shipper that was reliable? Sam (bones) got rave reviews. I contacted him and the deal was done. If my memory serves me correctly, Sam dropped my new baby off on November 7, 2007..

Through the rest of 2007 and the beginning of 2008 I've been making

small improvements to her. First I repaired the brakes. They just needed to be bled...and bled. With a firm pedal and the ability to stop, I tuned the engine. I pulled out the A/C box from the firewall and installed an American Graffiti cover. I added wheel well chrome, rallies, tires and fixed some of the wiring. I also added a tilt steering column. I traded a guy for a 1970 parts car that has a complete power window set up in it. I have a 454 in the garage and a set of SS454 emblems to make it a clone. I've acquired other parts too but I'll spare you the details.

July 29 2008, MaryEllen and I celebrated our 25th wedding anniversary with a full-blown wedding and reception. It was a great time! We had only one request for the photographer. It was to match a picture that my mother took of us when we were first married.

So, 25 years later, we have a wonderful marriage and a new chapter in our Monte Carlo memories!



**MaryEllen and Pat Hogan
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