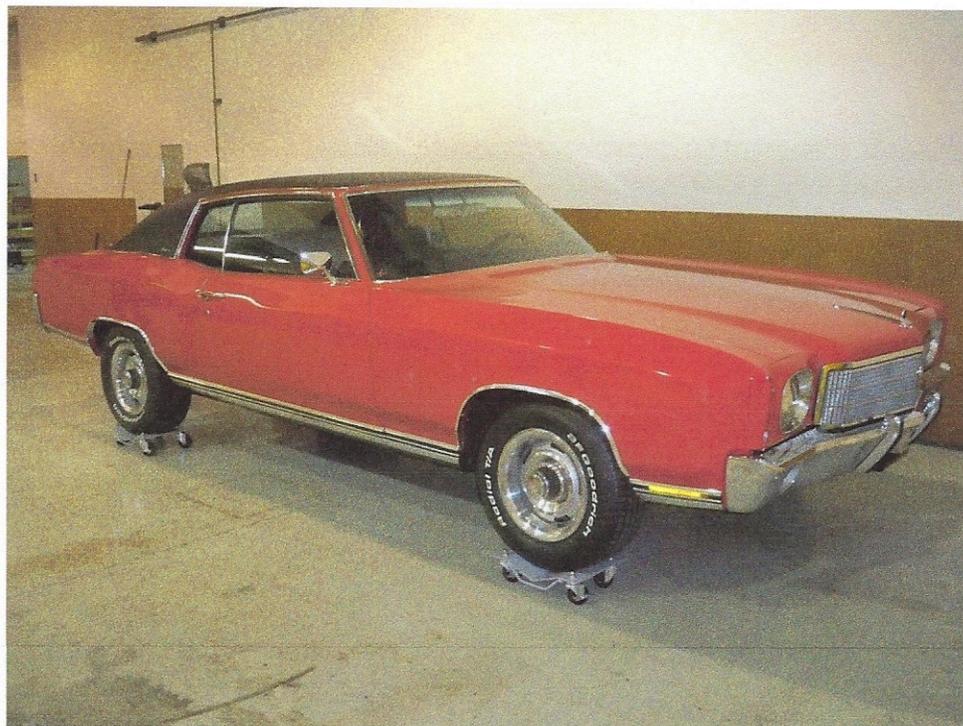


A 1970 Monte Carlo Research Summary

History of VIN # 138570F127228



A 1970 Monte Carlo Research Summary

History of VIN # 138570F127228

1st Owner— David Bruneau and Son

The following information was obtained from the original owner when I talked to him at the time of purchase:

The car was originally purchased in May of 1970 by David Bruneau, Sr. in Florida, upon his retirement at age 62. (In 1970 his Son, David Bruneau, Jr. was 40 years old.)

- David Sr. owned the car until he passed away at the age of 76. In 1984 the car was transferred to David, Jr.
- David Jr. had the car re-titled in the State of Michigan when he brought it to his home in Iron Mountain at age 54. At that time the car had about 47,000 miles on it.
- David Jr. kept the car until April of 2011 when he sold it to me at age 81. I bought it from him with 56,000 miles on it.
- The car had an expired 2006 Michigan plate on it when I bought it. That was the last year he renewed the plates.
- Over the 27 years that David Jr. owned the car he rarely drove it, and kept it in the garage whenever it was not in use and throughout all of the 8 month long winters in Iron Mountain.

2nd Owner— Larry Meilbeck—Purchased April 2011

- At the time of this writing (January 2013) the car now has 60,000 miles on it.

Wheelbase: 116.0"
Overall Length: 206.0"
Overall Width: 76.0"
Curb weight: 3460 lbs.
Base Price: \$3,123.00

A 1970 Monte Carlo Research Summary

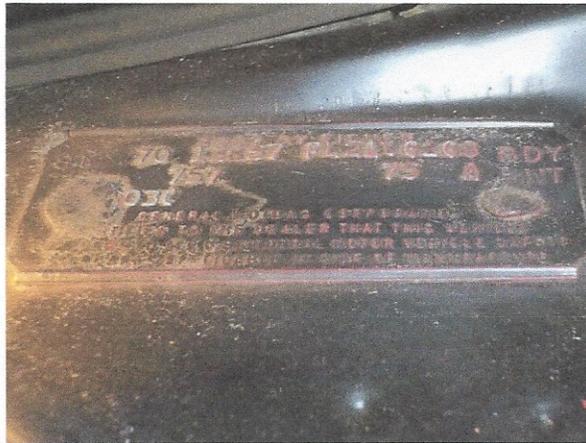
THE RESEARCH BEGINS!

When I bought it in April of 2011, it had most recently had an oil change in 2007. In those 4 years since that oil change it had only been driven 350 miles. One of the first things I did after looking over all of the service receipts that came with the car was to check the oil... it was clear like new. Later when I replaced the valve cover gaskets there was absolutely no sludge in the engine. The air filter was clean like new. This car was absolutely 100% original! According to receipts that were included with the car, and from what I have been able to verify:

- Air filter, oil filter, fuel filter, and transmission filter had all been replaced.
- The fan belt had been replaced, but the Power Steering and A/C belts were original.
- The tires had been replaced 12 years prior and were in "like new" condition... probably less than 5,000 miles on them. The spare was the original.
- I believe the headlights and every other light bulb on the car were original by appearances and markings.
- The front disc brake pads had been replaced and the rotors turned.

The Cowl tag dates the car as being manufactured in the 3rd week of March 1970. It had a white vinyl top from the factory when I bought it, but it was pretty weather beaten, so when I replaced it I opted for the sportier looking black vinyl top. I replaced the top myself and was very pleased to find no rust or damage in the usual places around the rear window when I had the vinyl off. The rear window trim clips were like new as were the belt molding clips!

In the first 2 years of owning the car, I have pretty much disassembled every part of it. I have not found so much as one rusted or seized nut or bolt on it. If it weren't for the sand and tar underneath the car; and in every possible crack and crevice; the car is unbelievably clean and well maintained.



BODY BY FISHER			
ST	70	13857	FL2196268 BDY
TR	757		75 A PNT
	03C		
GENERAL MOTORS CORPORATION			
CERTIFIES TO THE DEALER THAT THIS VEHICLE			
CONFORMS TO ALL U.S. FEDERAL MOTOR VEHICLE SAFETY			

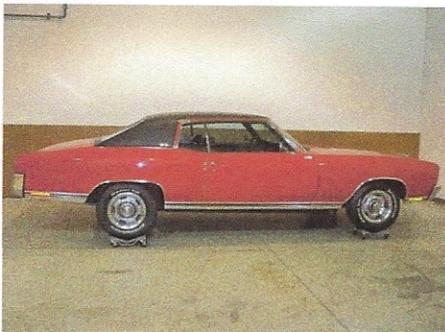
A 1970 Monte Carlo Research Summary

The car was factory equipped with fender skirts and steel wheels with color coordinated hubcaps and white striped radial tires when I bought it. The tires were 12 years old and in like new condition. The spare had never been out of the trunk and still had the original G70-15 white striped tire mounted on it and was holding air. Fender skirts were only installed on about 30,000 of the nearly 145,000 1970 Monte's that were produced. I removed the fender skirts; which are in excellent condition with no rust at all. I had them painted along with the car. I also removed the steel wheels with hubcaps, and the white striped tires. I opted for installing NOS rear wheel opening moldings and a set of factory original Kelsey-Hayes AG coded (1967 Vette) Chevy Rally wheels and BF Goodrich Radial tires on all 4 corners, and the spare. The center caps and trim rings are extremely nice on all 5 Rally Wheels.



The car is also equipped with both passenger and driver side exterior mirrors, stainless steel factory door edge guards, and chrome bumper guards. All of the chrome on the car is extremely nice and original. The bumpers look like new with no dents, dings, or rust. The front bumper has a slightly discolored area of chrome on the driver side, but it does not detract from the appearance and looks to be a manufacturing defect that has not been adversely affected over the years. Both front and rear license plate brackets are in great shape, and were just recently repainted factory semi-gloss black. All taillight, marker light, and parking light lenses are factory originals and have no cracks or faded plastic. All of the factory stainless steel and chrome trim is original and in great shape with no dents or deterioration. There are no aftermarket pieces of trim on the car. The passenger door lock would not open with the key so the lock cylinders were all replaced to rekey them all the same.

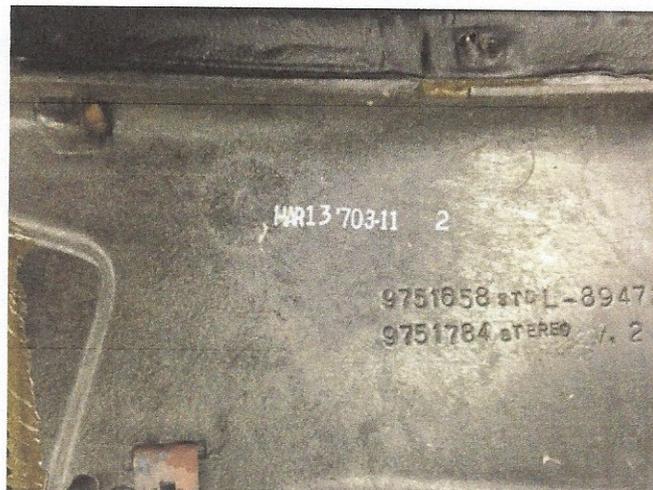
Due to my personal preference, I removed the original plain 1970 hood spear and replaced it with a 1971 OEM hood ornament. I did this because my first 1970 Monte, which was a late model year 1970, came equipped with a 1971 hood ornament from the factory. Back in that era it was a common practice with manufacturers to make minor changes when parts ran short. In 1970 Chevrolet ran out of the 1970 hood spears and switched over to the 1971 ornament late in the year at some plants. Any Monte Carlo owner will tell you that the 1970 hood ornament is much cooler than the 1971 spear!!



A 1970 Monte Carlo Research Summary

THE INTERIOR:

The interior is original and immaculate with no burns, tears, or worn spots on upholstery, headliner, carpeting, or door panels. The dash pad is pristine with no cracks or fading. When it was removed to replace the clock, I noticed the date code stamped on the underside... Mar 13 '70 (see picture). The car came equipped with the Strato-Bucket seat option, with floor shift console. The shift console is beautiful with no fading, cracks, or signs of wear. The original 4 piece rubber floor mats are still intact.



It has the original Delco AM Radio and 2 small front speakers in the dash--- and it still works! The antenna for 1970 Monte's is built into the glass windshield. It never had rear speakers installed in the rear package shelf.

The seat tracks and seat belts all operate smoothly, as do the front seat release buttons to fold the seats forward to ease entry to the backseat.

All interior lights work, as do the door buzzers. Washers, wiper motor, turn signals, horn, and every other electrical component work as originally designed.

The car has manual door locks and manual window cranks. The windows all open and close smoothly and the rubber seals and window felts are supple and seal nicely.

The ashtrays in the car do not appear to have ever been used. Gas pedal and brake pedal are not worn unusually.

The clock still worked but was not able to be adjusted due to a broken knob, so I did replace it with a new OEM replacement with quartz movement.

I fabricated and installed a stereo console with an AM/FM/CD/MP3 player, 2- 3x4 oval speakers, and a couple of cup holders. It straddles the front end of the shift console just ahead of the seatbelt holders. The console is made out of 16 gauge "paint grip" steel and is all welded. It is painted semi gloss black and has burl oak laminate and chrome trim to match the original factory dashboard. I also fabricated 2 small speaker enclosures that sit on the floor in the back seat with 3.5 inch round, 120 watt, Pyle speakers in them.

The car has the factory installed electronic trunk release switch mounted in the glove box, this feature was only installed in 980 of the total production of 1970 Monte Carlo's, making it a rarity. The release spring in the latch in the trunk was broken and required a repair in order for the electronic release to work. I installed an OEM trunk light with mercury switch to replace the original which was not working. The original herringbone trunk liner pad was cleaned and reinstalled. The jack was inspected and verified to be in like new condition.

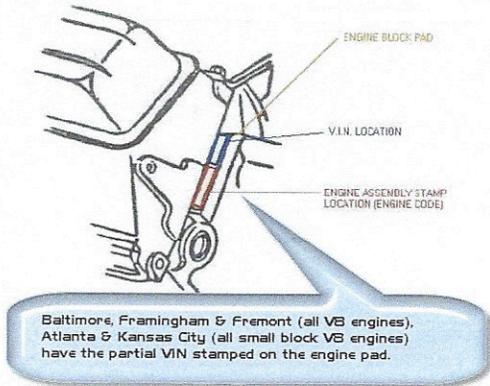
A 1970 Monte Carlo Research Summary



A 1970 Monte Carlo Research Summary

UNDER THE HOOD:

The Engine is the optional Chevrolet 350 Turbo-Fire, 300 HP engine (RPO Code L48), with a QuadraJet Carburetor.



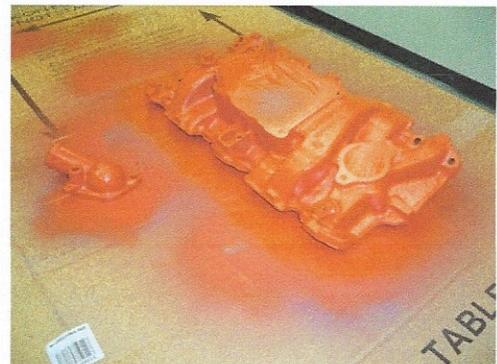
The engine is “numbers matching”. By this I mean that the codes that are stamped onto the engine block verify that this is the original engine for the car. They are as shown in the chart below.

V0316CRE	Engine Code stamped on Engine pad					
V	Flint (Engine Plant)					
03	March (3rd Month)					
16	16th Day					
CRE	Engine Suffix Code					
Suffix code deciphers as follows:	CODE	Year	CID/Carb	Application	HP/RPO	Body/Comments
	CRE	1970	350/ 4	TH-350	300/L48	A (A for Chevelle/Monte)
10K127228	Partial VIN stamped on engine pad					
1	Chevy					
0	1970					
K	Assembly Plant (K= Kansas City)					
127228	Last 6 of VIN					

As mentioned previously, I removed the valve covers and repainted them and replaced the gaskets along with an oil change, which was not necessary, but done anyway. I also removed the intake manifold, cleaned and inspected it and repainted it. The points, condenser, rotor, and distributor cap were all replaced. All of these items worked fine when I bought it, but I felt it was right to start the restoration on the “heart of the beast”. New belts were installed [Fan/Alt belt is an 11A1130 (15445), A/C is an 11A1385 (15545), and power steering is an 11A0915 (15360)]. The cooling system was drained and flushed. The thermostat was replaced as were the radiator and heater hoses.

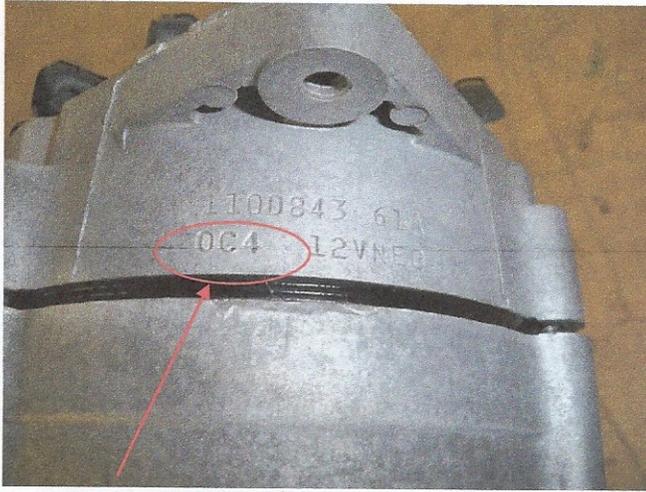


Intake manifold part # 3965577 is correct for L48 Engine.
Date Code= L 5 9 designates:
L= December
5= 5th day
9= 1969

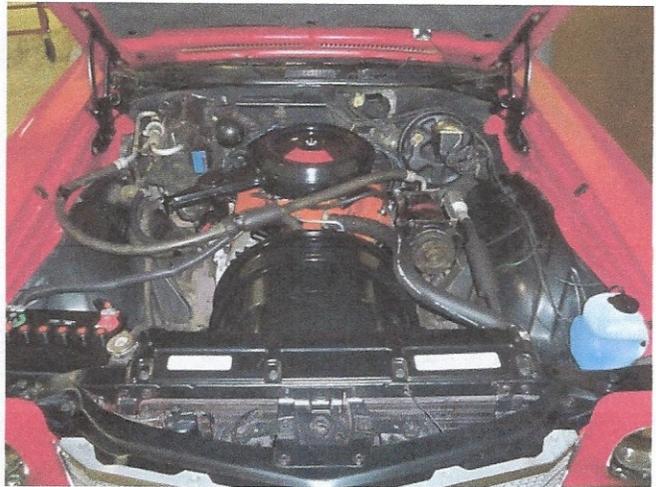
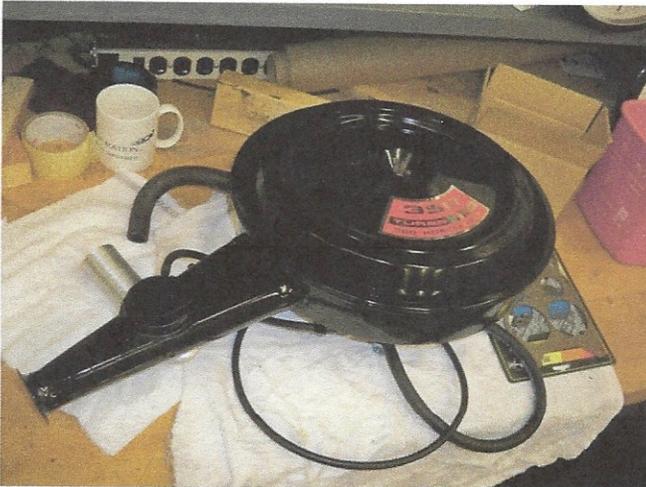


A 1970 Monte Carlo Research Summary

The Alternator was removed, cleaned, and rebuilt with new bearings and brushes. A/C unit required no attention and works great. Over 100,000 of the 1970 Monte's had factory A/C. The air cleaner was removed, sandblasted and repainted, and all factory labeling was replaced with NOS labels. The *air cleaner and alternator both had March 1970 date codes* on them.



0= 1970, C= March, 4= 4th day

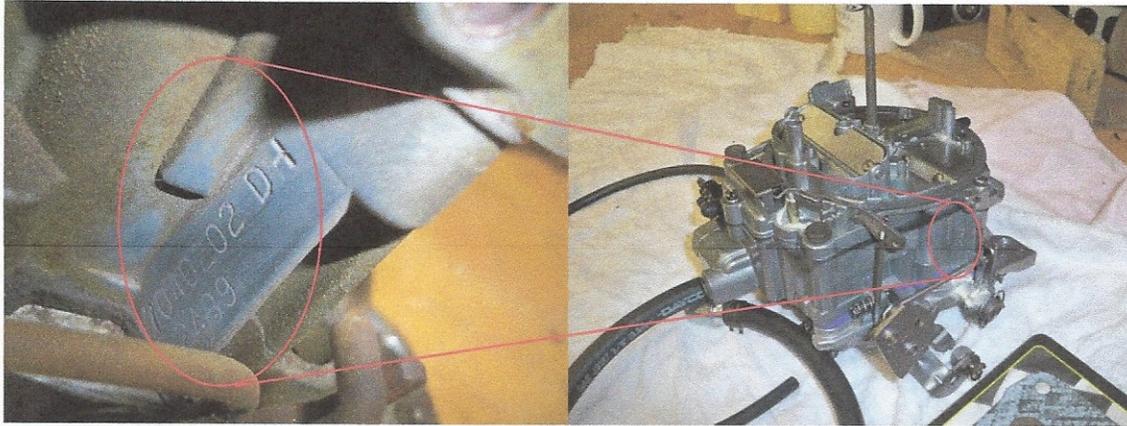


The fan shroud was removed and cleaned and repainted before installation.

A 1970 Monte Carlo Research Summary

The Rochester carburetor stamped 7040202DH 2489, is correct for the car, and the date code is correct for being a factory original, and translates as follows:

- 70- prefix code for late 60's manufacture
- 4- production model years, 4= 1970-1975
- 0- Production year, 0= 1970
- 2- Model, 2= Federal Standards QuadraJet
- 0- Division, 0= Chevrolet
- 2- Transmission code, (Even #'s= Automatic Transmission)
- 2489- Date Code
 - 248= 248th Day of year (September 5th)
 - 9= Year 1969



The Carburetor was removed from the car and rebuilt and tuned by DynoTest Lab in Kenosha to correct all of the common issues that these carburetors had. It now works flawlessly.

All fuel lines were replaced under the hood as was the AC Delco GF-432 inline fuel filter (with vent return line). The battery was replaced. The starter was replaced. The windshield washer solvent bottle was replaced for cosmetic reasons only. I installed an OEM original under hood light with mercury switch in the factory location, because this car did not have this optional accessory. The brake master cylinder cover was replaced for cosmetic reasons. Fiberglass hood insulation was removed and replaced with high temperature neoprene rubber insulation for function and appearance reasons. The exhaust manifolds were removed and repainted with high temperature paint when the new dual exhaust pipes and Thrush mufflers were installed.

The transmission is a 3 speed automatic, Turbo-HydroMatic 350. I replaced the transmission pan gasket and filter, as well as the dipstick tube grommet, which was leaking. The dipstick tube and dipstick handle were painted red before reinstallation. The rear transmission mount was replaced as it was showing signs of age with cracks in the rubber. It was replaced with an OEM (Balkamp) rubber/steel equivalent.

A 1970 Monte Carlo Research Summary



**Balkamp BK 6201030
Transmission mount**

THE CHASSIS/UNDERBODY:

Both the front and rear sets of coil springs were replaced as were the front and rear shocks. The originals were all still on the car when I got it, and it was very "saggy". Monroe gas charged heavy duty shocks were installed on the front and Monroe-Matic Air Shocks were installed in back. The fill fitting for the air shocks was installed on the cross member behind the fuel tank and is accessible via the flip down license plate bracket, by the gas cap. All steering linkage and chassis fittings were inspected, cleaned, and lubricated. A full alignment was done. All brakes were inspected and pads/shoes were found to be very new so they were not replaced. Brake lines and fittings are in great shape and showing no signs of leakage. Parking brake and cables were inspected and lubricated and function properly.

The fuel tank was dropped to resolve an intermittent issue with the fuel sending unit, only to find that the issue was the anti-syphon spring which is normally installed in the filler neck of the tank had been pushed into the tank at some point and was rolling around and interfering with the float under some conditions. The interior of the tank was inspected and found to be in very good condition. While the tank was off, I went ahead and replaced the sending unit with an OEM equivalent, and a new seal and lock ring. The tank was painted silver, and the straps were sandblasted and painted black like they were originally. Mounting bolts and fasteners were cleaned and replaced. The anti-syphon spring was not reinstalled in the filler neck.

A 1970 Monte Carlo Research Summary

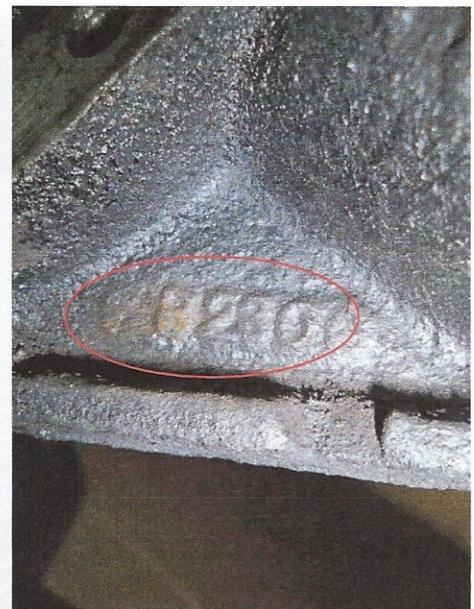


A 1970 Monte Carlo Research Summary

The rear differential/axle was serviced and inspected. It was not showing any signs of leakage, and had no drivability issues, I just figured it was easy enough to do and it had not been serviced for over 50,000 miles. I located the following codes stamped or cast into the components to verify the originality:

- GM Part # cast on differential: **3969278NF** (NF= **made at Neenah Foundry in Neenah, WI**)
- Casting date on differential: **B230** (B=Feb, 23= 23rd day, 0= 1970), casting number GM53
- Axle Code stamped on Axle: **CKD 0304B2** (CKD= 2.73:1 gear ratio [Salisbury 8.875, 12 bolt L48/350-4], 03= March, 04= 4th day, B= Buffalo, NY, 2= 2nd shift)

Differential cover was removed to drain fluid for replacement. Cover was cleaned, sandblasted and repainted with dark grey cast iron high temperature paint. Gasket was replaced with FelPro OEM equivalent and cover was reinstalled. 2+ Quarts of Valvoline 80W-90 gear oil were added and the plug (9/16th inch square) was reinstalled.



A 1970 Monte Carlo Research Summary

1970 Monte Carlo Tag Translation

MY VIN TAG

138570F127228

1st Digit	Division	1= Chevrolet
2nd & 3rd Digit	Model	38= Monte Carlo
4th & 5th Digit	Body Style	57= 2 door hard top
6th Digit	Model Year	0=1970, 1= 1971
7th Digit	Assembly plant	F= Flint, Michigan
Last 6 Digits	Production Seq.	127228 was the 27,227th Monte that was built in 1970 of 145,976 built at all plants.

MY COWL TAG

BODY BY FISHER
ST 70 13857 FL2196268 BDY
TR 757 75 A PNT
● 03C ●
GENERAL MOTORS CORPORATION
CERTIFIES TO THE DEALER THAT THIS VEHICLE
CONFORMS TO ALL U.S. FEDERAL MOTOR VEHICLE SAFETY
STANDARDS APPLICABLE AT TIME OF MANUFACTURE

70 = year
13857= division, series, body type
FL2= Flint MI
196268= Data Processing Unit # for the body
757= Interior Trim- Bucket Seats, Console
75= Cranberry Red Paint
A= White Vinyl Roof
03C= Body Date Code 03 is March, C is 3rd week

March 1970

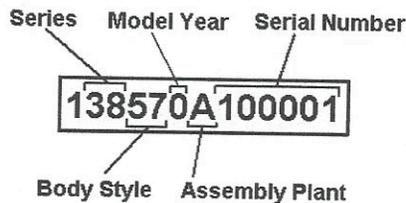
S	M	Tu	W	Th	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

A 1970 Monte Carlo Research Summary

Vin# 138570F127228

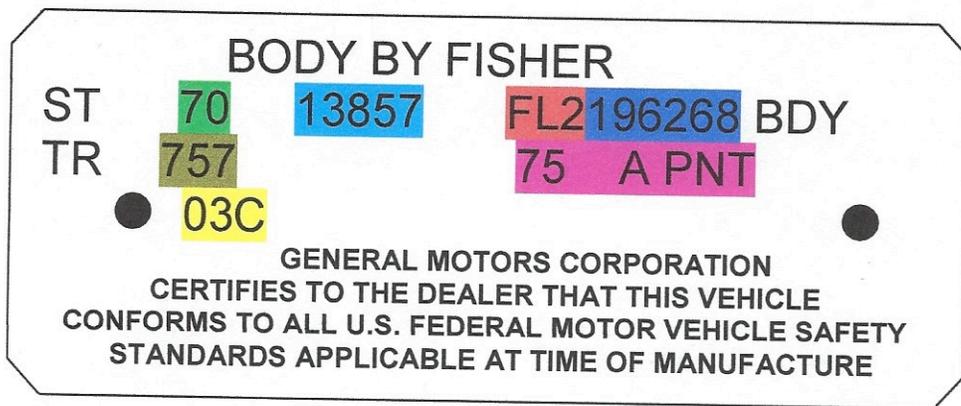
1st Digit	Division	1= Chevrolet
2nd & 3rd Digit	Model	38= Monte Carlo
4th & 5th Digit	Body Style	57= 2 door hard top
6th Digit	Model Year	0=1970, 1= 1971
7th Digit	Assembly plant	F= Flint, Michigan
Last 6 Digits	Production Seq.	127228 was the 27,227 th Monte built in 1970 of 159,341 built at all plants

1st Digit	Division	1	Chevrolet
2nd and 3rd Digits	Series	38	Monte Carlo
4th and 5 Digits	Body Style	57	2-dr hardtop coupe
6th Digit	Model Year	0	1970
		1	1971
7th Digit	Assembly Plant	A	Atlanta/Lakewood, GA
		B	Baltimore, MD
		F	Flint, MI
		G	Framingham, MA
		K	Kansas City, Mo
		L	Los Angeles/Van Nuys, CA
		R	Arlington, TX
		Z	Fremont, CA
		1	Oshawa, ON Canada
Last 6 Digits	Production sequence	Starting at 100001 (except 200001 at Arlington, TX) and 500001 for Canadian production in 1971	



A 1970 Monte Carlo Research Summary

The Body (Cowl) Tag can tell you a lot of things about your Monte Carlo also! The body tag is located on the top of the firewall on the driver's side. You must open your hood and look above the master cylinder. I drew up this picture and each different number is labeled.



Information about the codes:

-  The Date Built code tells you when the car was manufactured. The first two numbers tell you the month (for example, 03=Mar., and 11=November). The third number is the week (A=first week in that month, C=the third, etc.). The built date on the body tag could be 4 to 8 weeks off date coded parts.
-  The year code is self explanatory (70=1970 etc.)
-  The division series is the model info. See VIN Decoding for more info on this.
-  The Assembly Plant code tells you where your Monte Carlo rolled off the assembly line! This is just some interesting information to know.
-  The paint code tells you the original color of your Monte. The first number tells you the body color and the second tells you the top or upper body color.
-  The trim code tells you about the seats and type of interior that was originally installed in your Monte Carlo.
-  Data Processing number for Body

A 1970 Monte Carlo Research Summary

Total Production:	
Sport Coupe	142,153
SS 454 Package	3,823
Total Monte Carlo Production	145,976
Options:	
Air Conditioning	101,307
Radio (excluding 8-track)	126,123
8-Track	11,970
Strato-Bucket Seats and Console	24,670
Adjustable Steering Column	23,648
Power Windows	15,619
Cruise Control	175
4-way Power Bench Seat	630
4-way Power Bucket Seats	540
Electric Trunk Release	980
Vinyl Roof	118,387
Belt Reveal Molding	900
Rear Fender Skirts	31,400
Power Steering	143,494
G70x15 White Stripe Tires	141,305
Tinted Windows	112,402
Rally Wheels	30,071
Wire or Color-keyed Wheel Covers	56,639
Dual Exhaust	16,641
Automatic Level Control (SS only)	3,823
Limited-slip Rear End	15,911
Engines:	
250 hp Turbo-Fire 350 V8	70,944
300 hp Turbo-Fire 350 V8	47,158
265 hp Turbo-Fire 400 V8	16,595
330 hp Turbo-Jet 400 V8 (actually 402 ci)	7,456
360 hp Turbo-Jet 454 V8 (SS only)	3,823
Transmissions:	
3-Speed Manual	545
4-Speed Manual	1,428
-With Turbo-Fire 350 or 400 V8	839
-With Turbo-Jet 400 V8	589
Power Glide	7,507
Turbo Hydra-matic 350	125,710
Turbo Hydra-matic 400	10,786

Sources: Primarily General Motors but includes other various research

A 1970 Monte Carlo Research Summary

1970 Paint Codes

Code	Color
10	Classic White
14	Cortez Silver
17	Shadow Gray
19	Tuxedo black
25	Astro Blue
28	Fathom Blue
34	Misty Turquoise
45	Green Mist
48	Forest Green
50	Gobi Beige
55	Champagne Gold
58	Autumn Gold
63	Desert Sand
75	Cranberry Red
78	Black Cherry
Two Tone Code	Colors
25-10	Astro Blue w/Classic White Top
25-28	Astro Blue w/Fathom Blue Top
28-25	Fathom Blue w/Astro Blue Top
34-10	Misty Turquoise w/Classic White Top
55-10	Champagne Gold w/Classic White Top
58-10	Autumn Gold w/Classic White Top
63-10	Desert Sand w/Classic White Top

A 1970 Monte Carlo Research Summary



1970 CHEVROLET
CHEVELLE - NOVA - CAMARO - CORVETTE

RINSHED-MASON PRODUCTS

INMONT CORPORATION

5935 Milford Ave. • Detroit, Michigan 48210
1244 N. Lemon St. • Anaheim, California 92803

CODE CODE CODE CODE



Classic White Irid. 10
A-1802 972



Cortez Silver Irid. 14
A-2108 980



Laguna Gray Irid. *992
A-2258



Shadow Gray Irid. 17
A-1910



Astro Blue Irid. 25
A-2261



Mulsanne Blue Irid. **26
A-2262 976



Bridgehampton Blue Irid. *970
A-2263



Fathom Blue Irid. 28
A-2264



Misty Turquoise Irid. 34
A-2285



Citrus Green Irid. ***43
A-2266



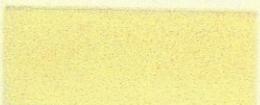
Donnybrook Green Irid. *982
A-2267D



Green Mist Irid. 45
A-2268



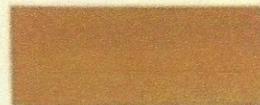
Forest Green Irid. 48
A-2269



Gobi Beige 50
A-2270D



Daytona Yellow *984
A-2119



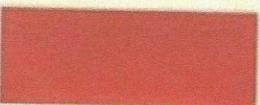
Camaro Gold Irid. ***53
A-2091F



Champagne Gold Irid. 55
A-2271D



Autumn Gold Irid. 58
A-2272



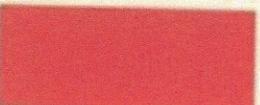
Corvette Bronze *993
A-2376F



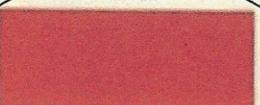
Desert Sand Irid. 63
A-2275



Classic Copper Irid. ***67
A-2276G



Monza Red *974
A-2126R



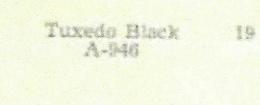
Cranberry Red 75
A-2278F



Marlboro Maroon Irid. *975
A-2280M



Black Cherry Irid. 78
A-2107M



Tuxedo Black 19
A-946



Hugger Orange ***65
A-2111R
(See 1969 Color Card for chip)

* Corvette Only
** Corvette and Camaro Only
*** Camaro Only

STRIPE COLORS
Black A-946
White A-1802

TRUNK FINISH
Black-Gray-Aqua Multiflek
No. 844

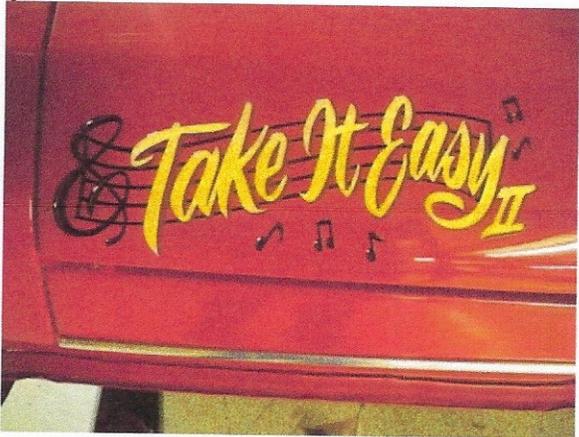
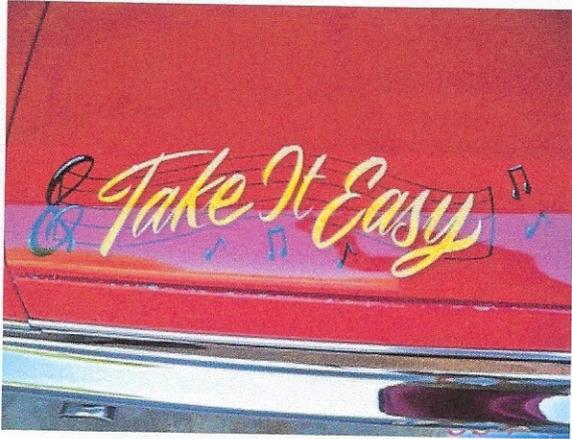
PAINTED TEXTURED METAL MOLDING COLORS
(Matched To Vinyl Roof Color)

Vinyl Roof Code	Color	Formula No.
12A	White	170B91
12B	Black	169C42
12C	Dark Blue	170B310
12G	Dark Green	170B380
12H	Dark Gold	170B730

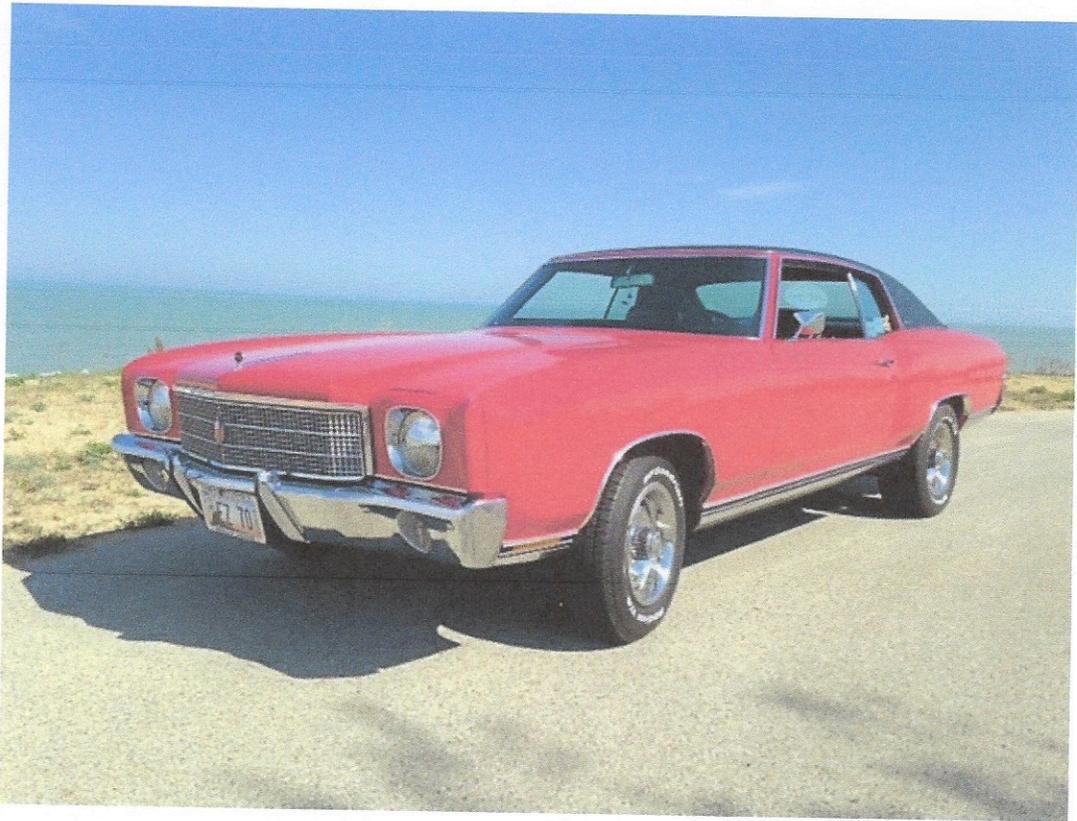
(See Reverse Side for Interior Trim Combination)

1970
CHEVROLET

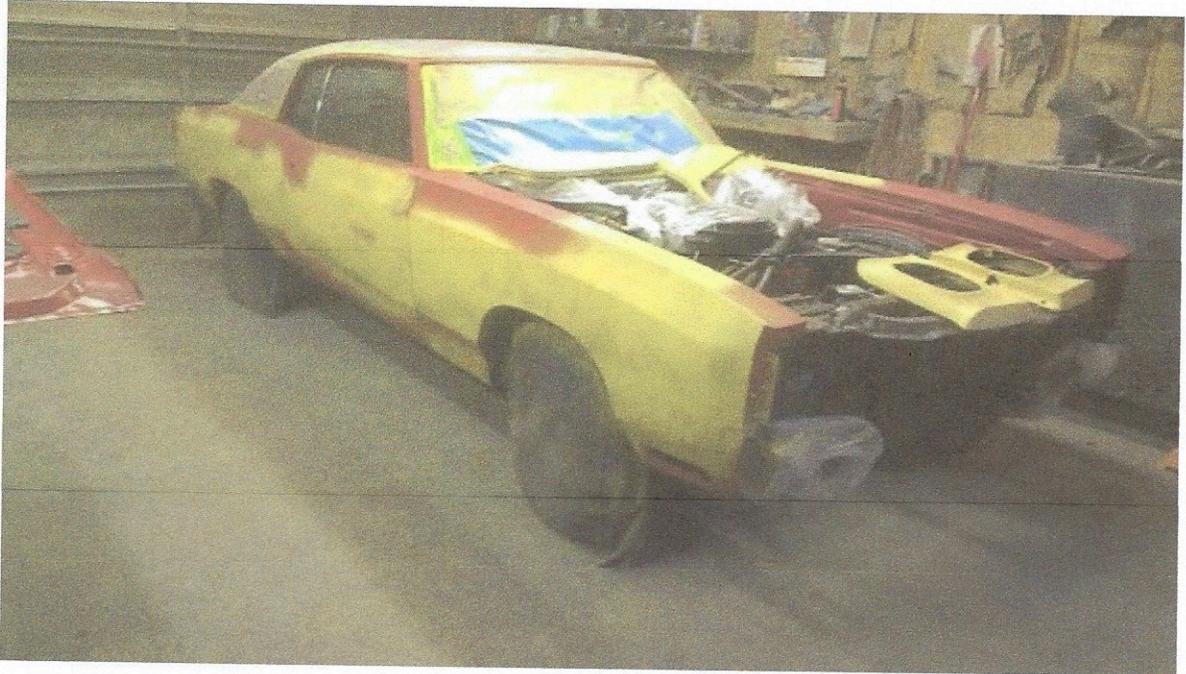
A 1970 Monte Carlo Research Summary



A 1970 Monte Carlo Research Summary



A 1970 Monte Carlo Research Summary



“STANDING ON A CORNER IN WINSLOW ARIZONA”

A 1970 Monte Carlo Research Summary

THE EXTERIOR:

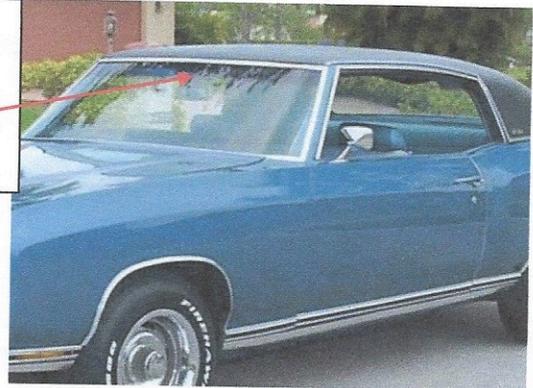
When I bought the car one of the first things I noticed was how faded the paint looked. Within weeks of owning it I decided to go at it with some rubbing compound. I was shocked to see the years of haze and watermarks disappear. The color of the car changed dramatically from a very orange-ish red to a true red in a matter of hours. I do not believe the car had ever been waxed! At the same time, I do believe that it was stored in a garage or somewhere out of the direct sunlight, because the paint was not cracking, checking, or sunbaked. The body had absolutely no Bondo, and no repairs on it when I stripped it down for repainting in the Fall of 2013. All of the minor body imperfections and dents and dings were repaired properly without using any Bondo. The only location where any rust was found was around 2 fastener holes for the rocker panel trim on the passenger side! Every piece of trim was carefully removed, cleaned, and reinstalled after the car was painted. The paint job included door jambs and under hood and trunk lid. The car was repainted in the original GM paint code 75 (Cranberry Red). Paint is basecoat/clearcoat.

This car is an early 1970 Monte Carlo and has the "Halo" roof to prove it. 1970 Monte's were originally designed so that the vinyl top had belt molding (narrow stainless steel trim with accent color) all the way around the perimeter of the vinyl, leaving a reveal of painted roof showing, producing a "halo" effect of body color around the vinyl top. In the 2nd half of 1970 Chevrolet modified the design and began tucking the vinyl on the leading edge of the roof, directly into the stainless steel trim that surrounds the windshield, eliminating the need for the belt molding on the front of the roof and saving a few bucks for them.



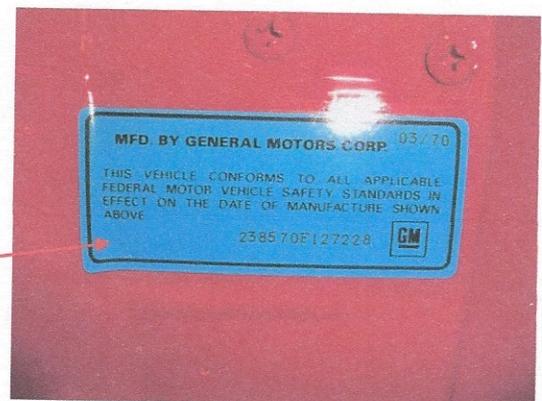
With "halo" top.

Without "halo" top.



Original Drivers door VIN Tag

New Drivers door VIN Tag



Door jamb VIN tag was re-created and replaced (notice vin # starts with a "2" instead of "1". Might just be a typo. I'm not sure why else it would not be a 1?)