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Chevy How-To

STORY BY CATHERINE BROCK // PHOTOGRAPHY BY CHRIS FESLER

MEET GENGHIS KHAN

This '70 Chevelle Is
Bad to the Bone



Car aficionado by choice and orthodontist by trade, Jim Glauser of Mesa, Arizona, is a guy with exceptionally high standards. Drawn to high-performance muscle cars since he was in grade school, Glauser has spent many years of his adult life collecting and customizing Camaros, Chevelles and Mustangs. It's a lifestyle that inspires envy in those who share Glauser's passion. He is a regular customer of Tito's Auto Detail, the Mesa shop that does ground-up rebuilds for Glauser two or three times per year. He keeps going back to Tito's because the crew understands what Glauser wants, and they adhere to his standing instructions: "No Jimmy-rigged mods!" He prefers big-block motors, modern components and stock appearance. And the guys at Tito's are quite happy to comply.



When Glauser purchased the Chevelle, he actually thought it was a Malibu. Identity confusion aside, time had been kind to the car, and while it wasn't entirely put together, the collective pieces were a pretty good starting point for Glauser's intentions. He specifically wanted a big, bad, rumbling muscle car worthy of the name Genghis Khan. Considering that old Genghis was one of the most ruthless and powerful military leaders in documented history, that's no small order.

The Chevy arrived at the shop donning a black-on-black color scheme. Not much was known about the car's history until after someone inadvertently locked the keys in the truck. While taking out the backseat to retrieve the keys, the guys came across the original build sheet for the car. Interestingly, the Chevelle hadn't traveled far from the day it was originally purchased. About 25 years ago, Glauser's muscle car was custom-ordered from the local Courtesy Chevrolet as an LS6 454

painted Fathom Blue with white SS stripes and a pearl white interior.

The team started to work by stripping the car down to the frame and installing a complete Air Ride Technologies suspension. Tubular arms were used in the front, and the rear control arms were modified. To get rid of any wheel hop, the team also installed adjustable Edelbrock traction arms. The old brake setup was set aside in favor of Wilwood four-wheel disc brakes with six-piston calipers in the front and four-piston calipers in the rear. New brake lines were handmade and installed in house by the crew at Tito's.

At Glauser's request, the team used the correct date-coded motor for the car, only adding a few aftermarket components like the Edelbrock heads and intake. Custom machine work cleaned up the heads for maximum airflow and installation of TRW pistons, and a Schneider camshaft boosted engine displacement from 454 ci to 468 ci. With the super high-performance cam, howev-

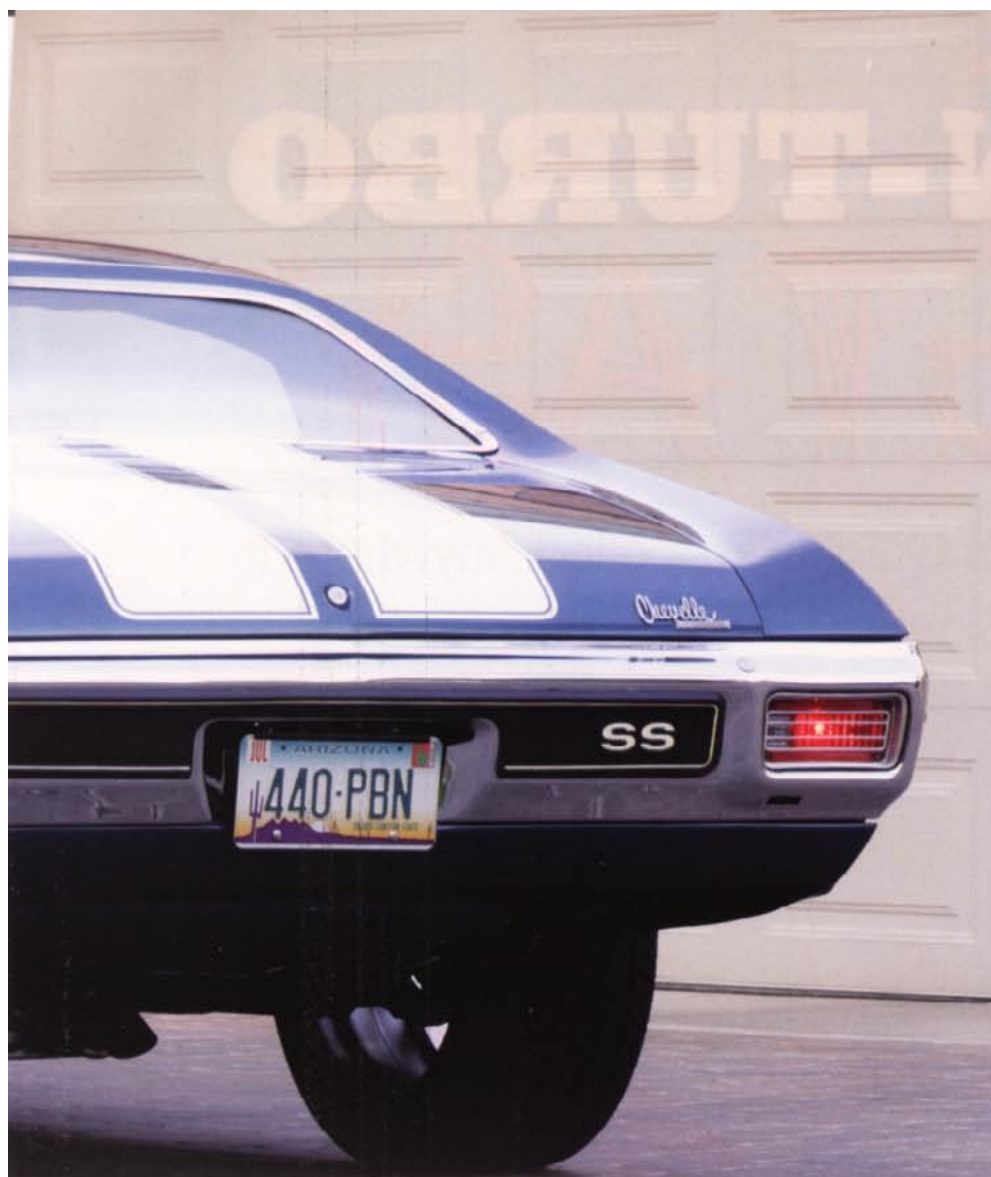
er, the engine originally wasn't creating any vacuum at idle, so Tito's guys had to get creative to supply the necessary vacuum power to the brakes and heater doors in the dash, among other things. The solution was to adapt a vacuum pump, reservoir and pressure switch assembly from a Chevy S-10 electric truck.

The Chevelle also features a Tito's custom alternator, a Braswell 1050 carburetor, Hooker headers and NGK spark plugs. Prior to final installation, the engine was blueprinted, balanced and dyno tested—the first real indication that the team had begun to breathe life into Genghis Khan. The dyno results measured 658 hp at 5,200 rpm, a 200-plus-hp gain from the original 450. The guys also completely rebuilt the Chevelle's Turbo 400 transmission and included a Hughes 2,500-stall torque converter. The differential is a Chevy 12-bolt with 3.43 gears and a Lock-Right Positraction unit.

So far, you can tell that Genghis is running strong. But take a look under the







Front
Chin Spoiler

C6 Corvette Accessories



Rear Spoiler

Rear
Valance

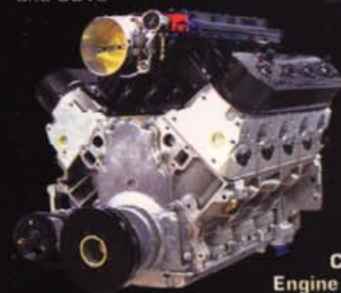
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