



MOHAVE GOLD 72 MALIBU



ORIGINAL OPTIONS

- 165hp 350ci V8
- TH-350 Automatic
- 10-bolt rear axle
- Power Steering
- Rear Window Defogger
- AM/FM 8-track tape player
- Mohave Gold
- Black bench-seat vinyl interior

CURRENT FEATURES

- 406ci Smallblock V8 engine
- 533 dyno-proven Horsepower
- TH-350 with 8" ATI converter
- 4.10:1 geared 12-bolt with Moroso Brute Strength Differential.

TONY HOFFER, MAPLEWOOD, MN

I bought my 1972 Malibu in the fall of 1980 as my first car. It was my senior year of high school and my father found the car for sale on a bulletin board at his work. The Chevelle was owned by a proverbial "Lil ol' lady" who drove it to church on Sundays. The car had 52,000 miles on it and was purchased for \$1200.

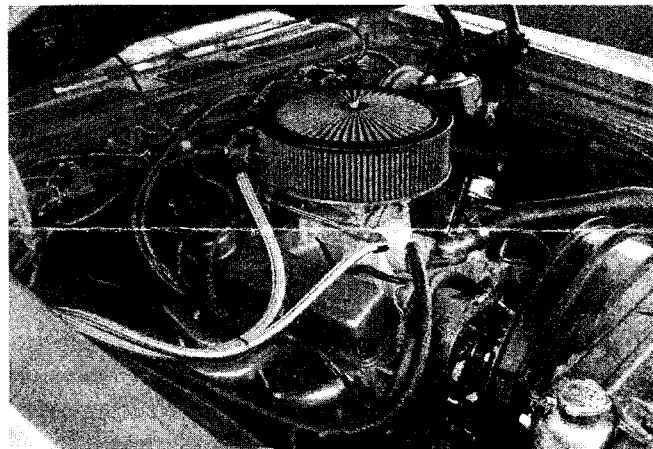
It was a Malibu sport coupe with a 165 hp 350, air-conditioning, power steering, rear window defogger and an AM/FM 8 track tape player. I drove the car in stock condition for about 7 months and then added headers, a 600 Holley four barrel, a comp cams Hi-energy 268 hydraulic cam, and an Aluminum intake. After breaking the 10-bolt rear end and the transmission on subsequent outings I upgraded to a 12-bolt rear end and rebuilt the turbo 350 with B+M components and an 11" Fairbanks converter. After a few years, the stock block was getting tired so I built a 355 from a PAW kit. The rear gears were changed from 3.31 to 3.73. The 600 Holley was replaced with a 750. The car was capable of 16 MPG and ran consistent 13.90's

As with most young people the time came for me to move out on my own. The car was stored winters and provided an outlet for me during the Minnesota summers.

Then one day in 1990 it happened... I cracked up the car. I had what bodywork I could afford done and the car entered into what is now known as the DARK AGES. I moved, got married, had kids, and the car stayed with me all of this time. I would go into the garage occasionally to look at it, sigh, shut the lights off and forget about it. I did some work as time and funds permitted. I upgraded the front brakes and suspension with the popular B-body spindle with 12" disc brakes to replace the four-wheel manual drum brakes that the car was originally equipped with. I honestly don't know how I could have lived with that horrible braking system all of those years. It definitely was a contributor to the accident.

The car then sat for a few more years. Then in 1999 tragedy struck. I lost two friends, both in their mid-thirties, to freak heart attacks, and had a third diagnosed with liver cancer. It took these events to make me realize that life is indeed short and I really wanted my car back together.

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CONTINUED... MOHAVE GOLD '72 MALIBU

In Jan 2000 I started on the road to restoring my Chevelle. I broke the news to my [ex]wife, and proceed to map a plan for a new small block to replace the ailing 355. A block was found in a local junkyard and the motor was assembled with help from Ron Flood at Cedar Machine Service in St. Paul, MN. The engine dyno'd at 533 horsepower on 92 octane pump gas from the corner Texaco. I also located a non-functional cowl hood.

In 2001 I had the transmission rebuilt, and added a 10" ATI converter. I had a six point roll bar installed around the original bench seat, and contacted an old high school friend, (Fellow Chevelle nut Bruce Tchida from Lake Marion collision center in Lakeville, MN) to do the bodywork and paint on my Ol'Heap. I had decided to keep the car the original color MOHAVE GOLD, and to retain the original Malibu interior and features.

In 2002, I finished installing all new carpet, headliner, and seat covers in time for me to attend Car Craft summer cruise at the Minnesota state fairgrounds. I was fortunate enough to have my car pictured in the November 2002 issue of Car Craft. I then had some fun with the car at the track and managed a 12.45 @ 108.9 in street trim. Then I had yet another setback. The street roller cam I had installed had roller tracked on all of the lobes. It was later determined by Rockwell test that the cam had never received heat treatment and was only the hardness of raw cast iron. So with much anger, and sadness, I removed the motor and completely disassembled and replaced the damaged parts. While it was apart I upgraded from two bolt main caps to Oliver Billet splayed four bolt caps, and replaced the cam with the same grind on a billet core this time. I also took the opportunity to build a new 12 bolt with 4.10 gears, and a Moroso brute strength differential. I also swapped out the ATI 10" for an ATI 8" converter in a quest for an 11 second time slip.

-Tony Hoffer



NORTHSTAR CHEVELLE CLUB NEWS - SOMETHING FOR EVERYBODY - DEREK KIEFER

Thanks to Tony Hoffer for the great feature, and good luck in your quest for that 11-second time slip! In the last three newsletters, we've featured a restored original 70 SS Chevelle, a pro-touring '70 SS El Camino, and a street/strip 72 Malibu. This shows how diverse our club is. We try to be helpful and informative for Chevelle and El Camino nuts who are restoring, hot-rodding, cruising, showing, racing, and dreaming.

I personally could fit into every category. My finished '69 Malibu is a great cruiser, and while certainly show-worthy, nowhere near top of its class. Its dependable, safe, and fun to drive, but painfully slow. I also have a '69 SS396 car. I've owned it for almost 10 years, and have still never driven it. This car will eventually be restored. It was originally a 325hp/3spd car, but because it is not a numbers-matching car, I will add any options I would order if I could go to 1969 and buy a new Chevelle. The 375hp "L78" box would have been checked, as well as the "M22" 4-speed. Then there is the '64 Chevelle 2-door station-wagon project I have tucked quietly in the back of the shed. It is tubbed and 'caged so it will definitely be in the "race" category. The plan consists of a fuel-injected 427, 6-speed manual, and built to take corners with the best of today's sports-cars. The one category I fit best in, though, is "Dreaming" because I know I will never finish all of my projects... and if by some freak miraculous events, I do finish them, there will be a long list of other cars on my "most-wanted" list. In the mean-time, I will continue to cruise around and hit a few shows with my trusty Malibu and talk cars with anybody who wants to listen.

We've been discussing some of this summer's events at the meetings but other than "Car Craft" nothing has been set in stone. If there is something you would like the club to participate in, please come to the May meeting in Blaine, MN (details in the "Upcoming Events" section) armed with flyers, dates, details, and plans. I would like to have the club attend at least one event each month during the summer. Since June and August don't have any real plans in place, I'll suggest attending one of the local weekly cruises one night in June, and meet at Rock Falls Raceway for a day of drag-racing some time in August. "Car Craft" is marked on the calendar in July, and will be where we have our club meeting. September's meeting is still undecided, but in October we will do another "Fall Cruise". Of course this is just a suggestion to "get the ball rolling" and the events will be planned at the meeting.

-Derek Kiefer, NCC President

NORTHSTAR CHEVELLE CLUB SHIRTS AVAILABLE!

Sweatshirts and Polo Shirts are now available with the Northstar Chevelle Club Logo embroidered on them. A limited quantity will be available at the May meeting until our next order. When we have sold enough to cover the setup fees, we will consider Hats, Jackets, etc. depending on demand.

Sweatshirts, M, L, XL \$20

Polo Shirts: M, L, XL \$22

To order, contact Dave Seitz (763) 662-2336

UPCOMING EVENTS:

MAY MEETING

Saturday, May 15th, 1:00 p.m.

Corvette Specialties (763)-784-8577

8850 Xylite.

Blaine, MN 55994

Larry Lucast, owner of Corvette Specialties in Blaine, MN, will be hosting our May meeting. We will meet at 1:00 on Saturday, May 15th, and conduct a short club meeting at 1:30 A Taco Bar, snacks and refreshments will be provided. Please bring your own chairs and of course your Chevelle or El Camino.

Meeting Agenda: To plan this summer's shows, cruises, and other events, and to socialize, look at others' cars, and have fun.

FREE CLASSIFIEDS: call or email Derek Kiefer to list your items. (507) 438-8907 or derek@northstarchevelles.com

'68 327 Engine, 275hp, 10:1 compression. Originally from '68 Impala. Includes stock intake, distributor, and water-pump. Can hear run \$525.00 Carter 4bbl and exhaust manifolds available if interested.
Stan Shinker, Apple Valley, MN (952) 423-4345

Wanted: 70-72 SS or Monte Carlo dash insert. (do not need cluster), SS "bulge" hood, hood hinges and nice doors for a 1971 El Camino
Harlan Kemper, North Branch, MN (651) 674-8360

B&M HoleShot 2400 Nitrous Torque Converter for TH-400 Transmission New in the box, never used \$200.00
Holley Street Avenger 670 Used 3 months Excellent Condition - \$200.00
Joe Livecchi, Bloomington, MN (952) 897-1609

'68 Steering Wheel for Chevelle SS396, black, good condition, minor cracking - \$100.00
'70 Steering wheel for Chevelle SS, fair condition, minor cracking - \$75
3.08 Posi 10-bolt OLDSMOBILE rear from '66 4-4-2 needs brakes will fit Chevelle - \$350 obo
Edelbrock Performer intake manifold for small-block chevy, used - \$80 obo
Derek Kiefer, Dexter, MN (507) 438-8907

Stolen Alert: '72 El Camino, project: Around 5/26 - 5/29/03 stolen from storage near St. Michael, MN Non SS, Factory A/C car. Vin# **1D801TZK661157**. Lic# CYP 005. All black, SS hood, SS emblem on grille, Has BigBlock missing AC accessories, 10-bolt, aftermarket gages, sweep speedo, Black bench interior, 15" corvette ralleys, Has a black canvass cover that was rolled up behind cab. Snaps for it on quarter panels.
Chris Reid, St Louis Park, MN (612) 396-1045

MAY 15TH: (Sat.) Time 1:00
Corvette Specialties, Blaine, MN

MAY 29-30: (Sat-Sun) MSMA Anoka
Autofest car show and swap meet. (swap Sunday only) Anoka Fairgrounds Anoka, MN

JUNE 9TH: (Wed.)
Hot Rod Power Tour comes to Davenport, Iowa's
Mississippi Valley Fair.

JUNE 10-13: (Thur-Sun.)
A.C.E.S. "Chevelle-A-Bration" National Chevelle
show, Nashville, TN.

JULY 16-18: (Fri.-Sun.)
Car Craft Summer Nationals

NOTE* Contact Derek Kiefer for shows,
cruises, etc that you would like the club to attend.