

Northstar Chevelle Club

1972 Chevelle "Heavy Chevy"

November/December 2007
www.northstarchevelles.com



Original Equipment

- Real Heavy Chevy package.
- Orange w/black decals.
- 350 engine with 4bbl. carb.
- M-21 Muncie 4sp. Trans.
- Round gauges.
- Strato bucket Seats.
- AM-FM radio.
- 3:31, 12 bolt Positraction rear.
- Disc brakes.
- Sport steering wheel.
- F41 heavy duty suspension.



Mike Hayen~Anoka, MN

My name is Mike Hayen. I grew up in St. Cloud, Mn. When I was 12 we moved to Elk River. Now I currently live in Anoka and am married to an understanding wife named Amanda. We have a 2 year old child, Sebastian. I currently work as a police officer for the city of Rogers. Before moving to law enforcement, I was in the health care field.

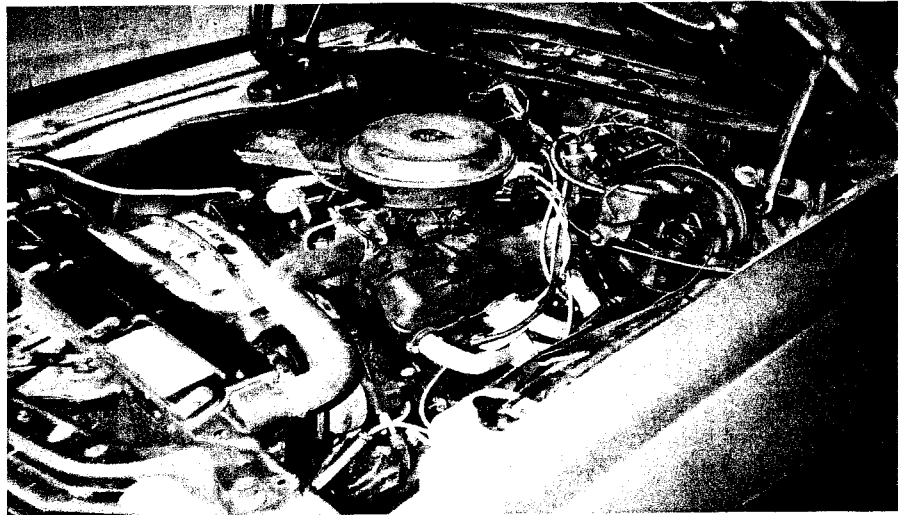
Ever since I was a small child I knew I wanted my uncles car. It was silver with neat looking stripes and shiny wheels. My uncle owned a 1972 "Heavy Chevy" Chevelle. He purchased the car from a guy in the Little Falls, MN area in the early 1980's. The previous owner purchased/ordered it from a Chevrolet dealership in New York Mills, MN and it was manufactured at the Leed's Plant, Kansas City, Missouri.

According to my uncle, when he bought the car, the original paint was already painted over in a silver color. He did not think the original engine or transmission was in the car either. The car was in decent shape, however, according to my uncle, the car either had or needed a rear quarter panel. It had bench seat, a 4 speed transmission, and a 10 bolt rear end when he got it.

He purchased the Chevelle because he "lived" the early 70's and enjoying working on the muscle cars of that era. This is not something that I can remember but I did watch *Dazed and Confused* and now I understand what he was talking about.

He decided he wanted the car to have a "theme" and to win trophies at local car shows. So he installed another 350 engine with tons of chrome and shiny stainless steel to make things look good. There were plates of stainless screwed to the vent holes underneath the hood and in place of the dust shields too. And of course that mesh braided sleeving that goes over the radiator hoses. He had mirrors underneath the car so the onlooker could see what it looked like too.

The interior was very interesting also. The seats were covered in black crushed velvet with white SS emblems embroidered in the rear seat and Chevelle embroidered in the front bench seat, as the original buckets were missing. The current bench looks to be out of an Oldsmobile, Buick, or maybe even a mid 70's Monte Carlo perhaps. But he doesnt know where it came from exactly. Plain silver or gray house carpet was laid inside. The original door panels were covered with silver and a black layer of crushed velvet. The dashboard was covered with a white fur. It looked good – for the 80's.



...continued

Continued... 1972 Chevelle "Heavy Chevy"

The rear suspension had ladder bars and high-rising air-shocks. The wheels were Keystone Raiders. The tires were so large in the rear, that the rear-end had to be jacked up high to avoid the tire rubbing on the inner fenders.

The car was repainted in a silver color. The silver was something used on an aircraft. According to my uncle, the paint. "Is really good and has about 20 coats of clear". The paint job at the time cost approximately \$4,500-

A lot at that time. My uncles (ex) wife was a professional painter. She painted the black and red stripes on the side of the car, as well as, the hood and trunk. As mentioned above, my uncle wanted a theme, so he went with "BAD ATTITUDE", and the mascot was to be a mouse or rat smoking and drinking a beer. A mural of the mascot was painted, by hand, onto each side of the car, behind the rear windows and painted on the trunk lid also.

To complete the theme, a very large bug deflector with "Bad Attitude" was placed on the front end. A trailer hitch was installed in the rear.

He brought the car to numerous car shows and actually won many first place awards. But tough times hit and he ended up taking the engine and trans out and selling them. The car was put in my grandmother's garage where it sat untouched for about 13 years. Every time I saw my uncle I told him that I wanted to buy the car if he were to ever sell it. He stated his plans were to put a 454 in it, with a 12-bolt posi and "Let 'er fly." He had already obtained a 454 over the years.

Then, one day in November 2002, he contacted me and asked if I wanted to buy it for \$4,700. This price included the car, the 454 block with heads, and a four-speed transmission. He stated his two son's could not afford the car and he wanted to keep it in the family. I talked with my wife and we said, "Yes". Two days later, I gave him the money and he gave me the title.

The car did not have an engine in it, and the 454 needed a rebuild, so we bought a 350 from a junk yard for \$350.00. We spent two months, and every weekend off getting the car put back together. When we finally did get it back together he drove it from Little Falls, MN to my residence in Anoka, MN. And I hauled the rest of the parts like the 454.

Since I knew nothing about cars I really did not do too much work with it at first. I did manage to pick up a freshly rebuilt 3:31, 12 bolt posi rearend. I was able to drive it but it sputtered and spat and misfired. I was excited to drive it around the block. One day, my wife got in and she was immediately embarrassed; she did not want to be seen in a car that drives the way the Chevelle did. I drove around the block and then went to a little car show about two blocks away. We parked and walked around and then it would not start when I tried to start it. I now was embarrassed also. Tow truck arrived and towed us the two blocks home. My wife stated that she was "not getting into *that thing* until it runs the way it should".

Since I didnt know anything about cars or Chevelles. I decided that to start tearing off/out the stuff I did not like and felt comfortable tackling. I removed the trailer hitch and the bug deflector. Tore out the interior and trunk and amazingly, discovered a **Buildsheet** which proved all those SS options I thought couldnt have been original on this car were indeed factory installed. I scraped the dirt and rust off and painted the floor and trunk with Rustoleum. I found the original front and rear door panels. They were in bad condition so I foolishly threw them away not knowing what they would be worth, as these were the hard to find Heavy Chevy door panels with the woodgrain insert and are not currently reproduced. I purchased a Malibu interior kit from Ground Up Restoration and tried my best putting things back together. During this time, I joined the Northstar Chevelle Club and asked a lot of

questions on what I should do. Then in the spring of 2007, Dave Seitz, a fellow club member contacted me about offering to bring the car out to his home shop in Clearlake, for some much needed work like a tune up, install the 12 bolt, etc. After a thorough backround check (hey, im a cop after all). I agreed and off the car went. Once Dave started checking things out on the car, I got a call saying. "We gotta problem"! Neither me, or Dave, really, truly knew the adventure we were about to undertake...

...To be continued



Northstar Chevelle Club News - by Chris Reid

Well, another season officially comes to a close. It was a fun season for cruising and hanging out at the cruises and car shows. But now, its time to put everything away for the winter and try to keep warm. Many of us, including myself are planning some work on their cars this winter. This time of year is the perfect time to do that.

I hope you enjoy this issue featuring Mike Hayens (real) 1972 Heavy Chevy. Its a very unique car with many options that are rarely seen on a HC as depicted on his buildsheet. Its clear the owner that ordered this car wanted an SS without paying the insurance premiums. Its also a very long winded article and the longest feature article we have ever done on a newsletter. But the story is only beginning as you will find out in the next 2 issues.

Our 1st anual club BBQ was a success. Held at Weaver Lake Park in Maple Grove. It was a little chilly, the bee's were a pain ,literally, just ask Brad whom got stung on the lip drinking out if his pop can that had a bee inside. Rain threatened here and there but it stayed dry. It didnt stop a nice turnout of people and cars (see pic below) and didnt stop us from having a good time. We are planning to make this into an annual event each year and discussing just what part of the season it should be held in.

For our club cruise this year. We decided to go back to Elmer's car and toy museum in Fountain City, Wisconsin. We trekked down along the river through Red Wing, MN and crossed over into WI. further down. We made a few stops along way and stopped in downtown Fountain City for lunch. Jim and Cathy Brandau from Manhattan, Illinois. Brought up their 1969 SS396 just so they could cruise with us and take advantage of the trip to visit some relatives in Hastings. And by coincidence, an employee of Jims, whoms family owns a resturant in FC were happy to have us. Jim and Cathy even picked up the tab for the group of about 8 of us and we cant thank them enough for the very kind gesture. Our plan for the cruise was to enjoy the museum and then head back to Hastings for their final Sat. Night car show of the season. But unfortunately, Jim had a right rear tire blow out between Red Wing and Hastings. Nobody had a spare and the spare he had was a real NOS rim and tire in the trunk that still had the original sticker on the tread from 1969. However, since it was a wheel that had never been on a car before, it was flat too. Probably wouldnt have been a safe idea to use a 37 year old tire anyways. We suggested he put it on EBAY. Probably make enough to get a new set of 4 tires. Fortunately, we were about 5 miles away from their relatives home where they were visiting so we gave Jim a ride to see if there was another wheel in their workshop. All we could find was a few trailer tires so we headed back up the road to try them and they didnt fit. So unfortunately, that ended the day for them and they had to retrieve the car with their truck and trailer they came up with. That didnt by any means spoil their fun though. We got the car loaded up and dropped the trailer off at the relatives and continued on our way to the Hastings car show and still had a great time.

Dave Seitz has organized a group discount on rechroming bumpers through Keystone. Right now it is at 10%. If there are enough people willing to participate the rate is 20%. However, Dave asks for those that are interested to come forward instead of waiting to see if enough people have already, then deciding to jump in. The only way to get enough interest in a better discount, is to get everyone that would like to have their bumpers, pooled together, perhaps on a list, and then see what the discount is. Then those folks can make the financial decision to send their bumpers in. He will start accepting bumpers at our Nov. 17th meeting at Corvette Specialties so feel free to bring them to the meeting and drop them off with him. I had them rechrome the bumpers on my 66SS and the plating and finish is far superior then any NOS or original I have seen.

