

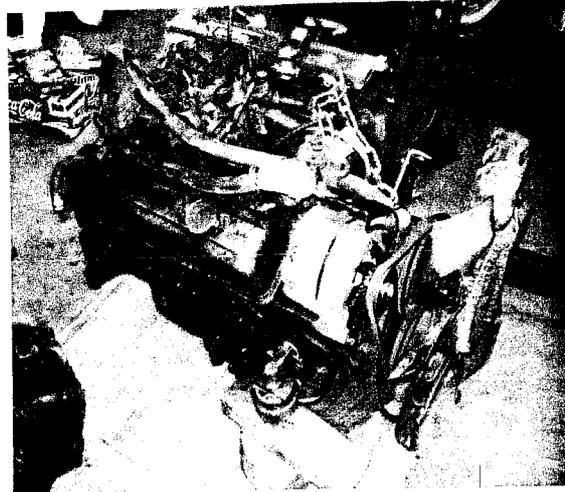
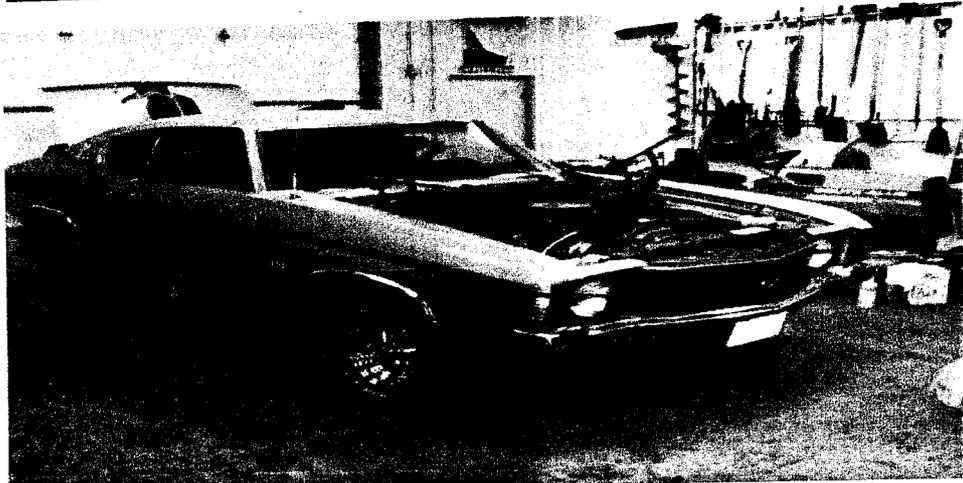
Northstar Chevelle Club



1972 Chevelle Heavy Chevy...Part II

Jan/Feb 2008

www.northstarchevelles.com



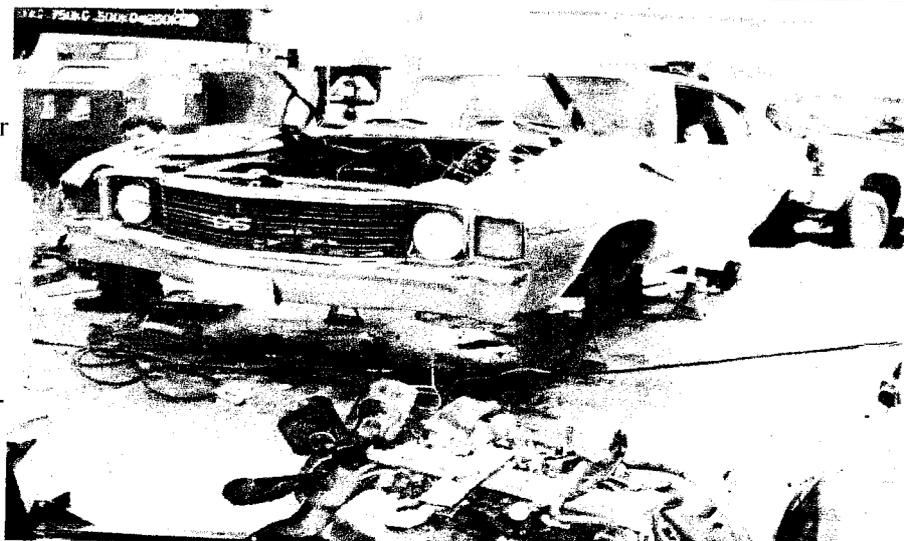
Mike Hayen~Anoka, MN

A can of worms. Chances are we have all heard that line before. Just ask NCC member Dave Seitz, (pictured on the right with his 2 sons, Adam and Aaron, giving a helping hand.), what his definition of just what it means to open a can of worms.

Last month we introduced Mike Hayen, and his 1972 Chevelle Heavy Chevy. Now, Dave gets to enter the picture. It all started in May of 2007, with Mikes '72 badly needing some help getting it running right and tuned up so he could actually drive it without the stalling and mechanical problems. Mike, being new at this sort of stuff, admits he did not have any experience or knowledge related to fixing up a car. So, he jumped on the NCC forums and asked for some help from other members of the club to help getting it running correctly as well as install some parts he had gotten for the car, like a rebuilt 12 bolt posi offering the use of his shop and equipment to help get the much needed work done. Thinking, a tune up and some adjustments on the carb and distributor and things should be good to go. After all, this was all based on the problems that were being described on our clubs forums. Once Mike and Dave discussed on the phone what exactly was going on with the car, Mike agreed to bring the car over to Daves and up on a flat bed it went out to Daves shop in Clearlake.

Once Dave got started, it wasn't long until he called Mike to report that there were indeed some real problems going on here. The 2bbl 350 turned out to be completely worn out and in need of a replacement or a rebuild. All of the suspension was original and worn out. The 10 bolt rear axle that was in the car

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Continued... 1972 Chevelle Heavy Chevy...Part II

...had literally torn sections of the frame from the ladder bars that were on the car. Which would need to have small patches welded on each side. The TH350 transmission was worn out also. It was obvious this car was going to need some major restoration work. Dave was going to need some help getting the car apart and with restoring everything to reassemble the car. Remember that can of worms I was talking about? After a good talk with Mike. Dave jumped on the forums to gain some "recruits", including Mike himself, so he could also get his hands dirty and learn some things about restoring an old car. A bunch of us NCC members stepped up and now with a group of us out at the shop. We pulled the engine and transmission out. Dropped the 10 bolt rear end, removed the entire steering and front suspension components. Dave and crew spent many hours in front of the sand blast cabinet blasting part after part. **Myself and Mike included.** All the suspension parts were coated in Por-15 Semi gloss. A full PST front end kit was used for the bushings, ball joints, and steering components. The Th350 trans was dropped off at a local rebuilder along with a picking up a new converter. Since the engine was worn out. Another club member, Jamie Munter, had a great running 383 small block that he had gotten in a pickup he once bought.



It was leaking a bit, so new gaskets were installed. All parts were also blasted before assembly so the engine, including the Edelbrock Performer intake could be detailed and installed. Keith Anderson had an extra Holley 750 carb that was in great shape. Since this was once a 4 speed car and now had a auto trans. It was going to need a nice floor shifter, so a Lokar shifter was installed. The entire car wasnt stripped down, but the frame was indeed dropped down from the body so that body/ frame bushings and stainless fuel lines from Auto City Classic could be installed, only after



applying the some more semi gloss POR chassis paint. Plus adding a new fuel tank. Since the disc brakes on the car were also worn out, new calipers, pads, rotors and wheel bearings were also installed. A new master cylinder along with a new power booster. All were tied together with a stainless brake lines, also from ACC. This car had the F41 option and the sway bar was detailed and replaced with new end links. Shocks were replaced with Monroe units at all 4 corners. As well as a new set of stock springs. A quick ratio steering box was also used for improved steering.

The engine and trans were installed using Energy Suspension mounts. The radiator was upgraded to a heavy duty unit to keep the 383 cool. The wiring was a nightmare and really needed attention, ACC had replacements for those too and fit perfect. The exhaust system is stainless steel from Pypes also using Pypes mufflers. As for those Keystone Raider wheels, the tires were rubbing on the lips of the quarter panels and one rim had a chunk or good size chip taken out of it right near the center cap. So, a set of 71-72 style, stock SS wheels were secured, blasted (about 3 hours each!) Then painted black using several cans of Eastwoods wheel paint. Then a set of BFG Radial TA tires were installed. For lighting in the rear, John Delke LED taillights were installed in the stock housings. How long did this all take? Well, Dave got the car in May and it wasnt until October when it finally ran on its own power, only to go into another shop and take up residence for a few more months thanks to old man winter. So, with lots of help with Club members that had extra parts laying around, tools, knowhow, the time, and, Jamies gas powered compressor to help the sand blaster keep up with the demand of Daves shop compressor, the car is now back in the hands of Mike but the work is not done. There are still a few wiring issues inside that need to be corrected. Dave or any of us did not get into the dash or interior wiring (yet). The engine could also use some more fine tuning but the car runs, drives, rides/handles and stops great. So now that the car is out of Daves shop. He was finally able to grab a broom and dustpan to clean up all those worms that spilled everywhere and its likely going to take months for him to clean it all up. *By Chris Reid.*

NORTHSTAR CHEVELLE CLUB NEWS - BY CHRIS REID.

Now that winter and the cold weather have finally set in. We can all coop up inside the house or heated garage and hibernate for the next few months. But you have to keep the flame burning as far as the car hobby goes somehow, so what better way then to get some of that much needed work done while the car is sitting during this time of year, right? Thats what I (finally) plan to do with my 66SS. Some much needed restoration work. I'm currently planning to do a full frame off on this car and I know there have been a lot of members out there that have been doing some major work on their cars too. Its the best thing we can do to stay motivated without having any car shows to hit every weekend.

Our next club meeting is at Crystal Lake Automotive in Lakeville, on January 19th at 1 PM. Karl Drotning has agreed to host us again this year. He always has great food and a great atmosphere. This time, the club has decided to meet up at Pro Kart Indoors in Burnsville, at 11 AM to do some kart racing before we gather at Karls. The karting is a pay your own way event which will cost about 18 dollars per person thanks to the buy one get one free coupons they are giving away. Please bring your own helmet if you have one, it also needs to have a face shield or you can bring goggles. If you dont have a helmet, the track has them. But you will have to purchase a baclava (a sort of hair net like, sock thingy) for a few bucks to use. This is seriously fun and these arent some kiddy kart. They are a blast and its a lot of addicting fun no matter what age. Tech sessions that are planned at Karls will be a TIG welding demo by Dave Seitz. Thanks to Karl and the team at Crystal Lake Automotive for hosting us again this year. See you folks on the 19th

We are still looking for a location to host our March 15th meeting. However, our meeting on May 17th has been planned. Jamie Munter of Zimmerman, has stepped up and agreed to host us. Jamie and I agreed that May works better then March since his "garage mahal" is perfect for folks to bring thier cars out. There is plenty of parking, plus he has two hoists for those that may need to get thier cars on the lift. He has a drive on rack and a floor hoist to help any member out. He will also give you a tour of his 3 level "garage mahal" that will make any car guy drool. Thank you Jamie for hosting our meeting on May 17th. If your interested in hosting our March meeting you can email or call me.

Finally, Congrats to our vise president Derek Keifer, and his wife Jenna. They had a baby boy, Cale Dean Keifer on December 1st, 2007. See a picture on back of this page. *Chris Reid. 612-396-1045. Chevelle396guy@msn.com*

January meeting

January 19th, 2008.

Pro Kart Indoors. Burnsville, MN. 11 am.

Crystal Lake Automotive. Lakeville, MN. 1 pm.

Our plan is to meet at Pro Kart at 11am, to do some racing before we meet up at Crystal Lake Automotive at 1pm and have our meeting there. Food and sodas at Karls will be provided.

Thank you to Karl Drotning for hosting our January meeting (again).

March meeting ...TBD.

Please call or email me if you are interested in hosting a meeting.

Upcoming Events:

May meeting.

May 17th, 2008.

Jamie Munter. Zimmerman, MN.

Jamie has plenty of parking for us to park our cars as well has offered the use of his two hoists should anyone be interested in raising their car up to repair, replace, or inspect any components underneath. Plus a tour of his 3 level dream shop. We will also be BBQ'ing. Please bring your own chairs and beverages.

Thank you Jamie for hosting us.

Free Classifieds: ~call or email Chris Reid to list your items.

4 Keystone Raider wheels w/ BFG tires. 2 are 245 60R14, 2 are 295/50R15. Tires are in bad condition and would need to be replaced. One rim has a chip or piece missing near center cap. \$200/OBO. 454 block, Intake, valve covers, and unmatching heads. Will need rebuild. \$600/BO. Can email pics. *Mike Hayen, mhayen@excite.com*

"Red Line" Portable Kerosene Heater. 97,000 BTU, runs approx. 10-12 hrs on 6 gal. Tank. 33"L x 16"W x 23"H 70.00 Tom, 763-497-3236. *litemupss@embarqmail.com*

1971-72 Chevelle door shells. No handles, glass or guts. 50.00 for both.

1971-72 Chevelle front and rear bumpers. Good shape. 50.00 for both. *Ian Mcaree, 5plus1@msn.com.*

1000 lb. Engine stand. Never been used, brand new in the box. I have two, one was to work with, other was for storing an engine on but never took it out of the box. Had a complete 396 sitting on the other for a over a year, with no signs of fatigue or weakness. I only need the one. Can show you pics of the assembled stand I use. *Paid 100 bucks, will sell for 75. Chris Reid, 612-396-1045. Chevelle396guy@msn.com*

Northstar Chevelle Club merchandise. T-shirts: \$10, Hats: \$10, Polo shirts: \$22, Sweatshirts: \$18, Window Decals: \$5, License Plates: Were \$10, now on clearance...\$5!!! Membership: \$25/year.

To order, contact Dave Seitz (763)662-2336. Or Rick Pochmara (763)497-7169