

# Northstar Chevelle Club

September-October 2008

www.northstarchevelles.com

## Red and White 1972 Malibu



### Original Options

- Red exterior, white vinyl top.
- Bench seat.
- Stock sweep speedometer.

### Current Features

- 1999 5.7L Vortec small block.
- Holley Stealth Ram EFI
- GM Hot Cam kit.
- 4L60/700R4 auto trans,
- 1972 Monte Carlo dash and gauges
- 15 inch. AR Torque Thrust wheels.
- Eaton 4:10 Posi rearend.
- Helwig front and rear sway bars.

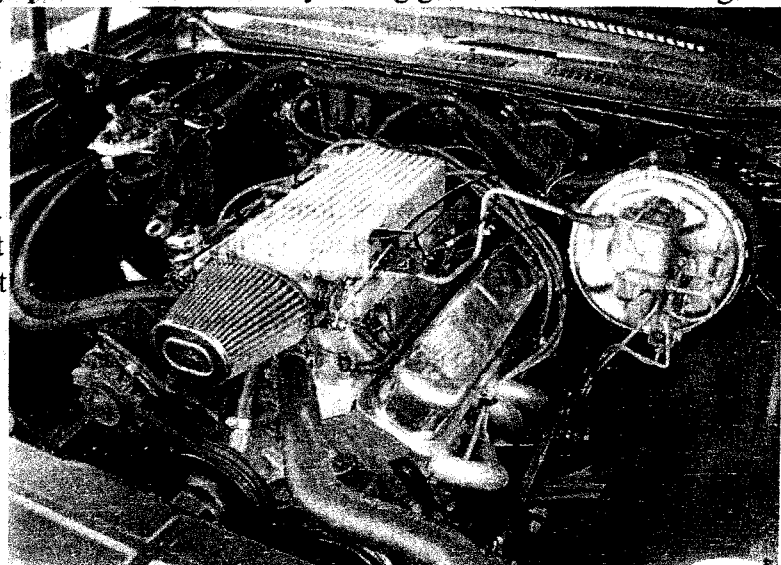
### Bryan Flattem - Coon Rapids, MN

I grew up in Burnsville, MN, and graduated from B'ville Sr high in 1991. I work as a GM parts man at a dealership, and have worked with the GM Performance Parts, GM Restoration Parts and Chevy Racing trailers at major car shows including World of Wheels, Back to the 50s, and NHRA events. Me and my wife Renee have been married for 10 years and have 2 children. I got into cars somewhere in elementary school by putting together model cars. Over the next few years, I would go to car shows with my dad to see what the real versions of the cars looked like, and then he would build really detailed versions of them including salvage yard ones. Then it started with a present from my parents. A 1979 Jeep CJ-5. It was my very first car and the very first auto work I ever did on anything, putting a chrome valve cover on the inline 6. I did a few simple things after that like putting on red hose covers and replaced the shocks with Ranchos. I also put on 4 point seat belts and a light bar with KC Daylighters, 33' tires, and was weeks away from a new engine until I rolled it. It was a fun car but I wanted something lower but not slower. I sold it and used the cash to buy a 74 Camaro. It was an ex drag car with no motor, 12 bolt with 4:11 gears, mis matched hood, I had a 400 and 2 different 350s in it. Each with more hp then the next. I was in deep, and the bills had piled up. Off it went. My next foray was a 1967 Chev 3/4-ton truck, all stock, but a beater. After the 327 blew, in went another 350. Bye-Bye. Had more bills.

Next was a 1970 Cadillac Sedan DeVille. \$175 and high priced at that. The only saving grace was the 472cid engine (375hp, 425lbs-ft). Along came a 1983 Pontiac Grand Prix. It was similar looking to a Grand National or Monte Carlo SS. They were popular in the early 90's, and big-block swaps are possible in them. It already had bucket seats, a tilt column and floor shift. I decided that the 472 would fit well in the GP, and squeezed it in. Along with a TH400 and a MOPAR 3:73 geared 8-3/4 posi rear end (it was already cut and cheap), boxed control arms. A budget paint job, and it was a pretty good cruiser for a few years. Got married, more bills, bye bye car.

I had always said I would be getting another car when the opportunity came up. Which brings me to this 1972 Malibu. My wife is really to blame for this one.

...continued.



## Continued... Red and white 1972 Malibu

In the summer of 2000, she made the mistake of telling me that her aunt had an older car that she was looking to sell and was wondering if I could go tell her what I thought it was worth. She knew it was red, and thought it was a Chevy. So I met her aunt at another relative's house in East St Paul where it was being stored, next to the garage, under a blue tarp which it had sat since the mid 80s. When we pulled back the tarp I was expecting a mid-70s Monte type car, and immediately saw that the car was in good shape. It was on rotted tires and had sunk into the ground a little. The bumpers were still good and clean-no flaking. The body had no dents and except for some small bubbling on one quarter, were rust free. All the exterior trim was there with no broken lenses or glass. We opened the trunk and saw a load of junk, but there was a complete tune-up kit and 2 more matching mag wheels. The doors opened nicely, and the jambs were still glossy from a repaint in the '80s. The exterior paint was pretty beat from the tarp. Under the hood, there was a mid-60s small block complete with small balancer and oil fill tube on the intake. It didn't run, but she said it had started in the past year or so. I don't know if I hid my big Cheshire grin, but I told her I would check into it. We decided on blue book which was 1800, which I also offered to her. I figured it was fair and so did she. It took me several months to save up that much, and once she found the title, and after some cajoling and basically begging, it was mine. It took 3 hours to dig it out of its pea gravel home. I had to dig out spots to get a jack underneath to put spare tires on it. Push it down the single car wide driveway and up onto a car dolly.

That night my friend and I pushed the car up my driveway. It was like christmas. I threw a complete tune up, fluid flush, and a battery at it, and was able to drive it the following week. I soon realized that it was pretty much unsafe to drive as it was, so I parked it and started plans for its rehabilitation. I yanked the engine and transmission, cleaned up the engine compartment, and rebuilt the front suspension with a complete kit from PST. I also came across a 72 Monte Carlo parts car, so I used the front disc brakes and saved the AC and the dash for an SS conversion.

The new engine is a core from a 1999 Chevy Express van. It's a 5.7L 4 bolt main. I had to resize a rod, and have the crank ground, but was able to only hone one of the cylinders instead

of boring it. I added a GM HOT cam kit, cleaned up the Vortec heads, and topped it off with an Edelbrock RPM Air-Gap intake, Holley 750 carb, and a completely rebuilt HEI distributor.

The transmission is a 1992 Suburban 4L60/700R4 that was rebuilt using all the good stuff. I finished off the suspension with SouthSide Machine bars, Helwig front and rear sway bars, and added an Eaton 4.10 posi unit out back. The wheels are vintage American Racing Torq-Thrust 15x7 and 15x10 with 275/60R15 tires. I converted to a factory staple shifter and console for a sportier look.

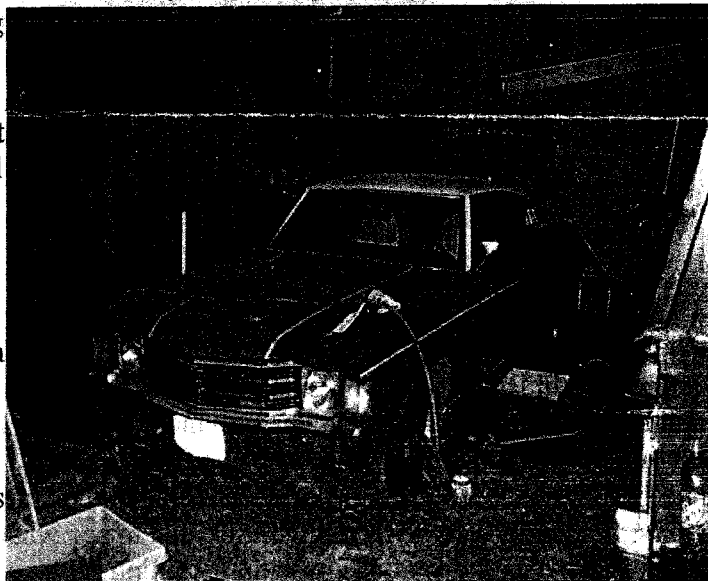
In 2006, I converted to the SS dash with gauges from the Monte parts car. I also completely stripped the car from the front seats to the firewall and added Hushmat and made sure the HVAC box worked properly.

In the spring of 2008, I decided to put my plan of an EFI conversion in place. Starting with a Holley Stealth Ram intake, we used mostly all GM parts to add fuel injection to my car. I used Accel 30# injectors, a Chevy truck factory wire harness, AC Delco sensors, and relays, and a computer from a Chevy Corsica with a reprogrammed 1992 Corvette chip. I used a new Spectra fuel tank with a sump welded in, a Walbro electric fuel pump, and Russell fuel lines for feed and return lines.

The body has not had any work done other than a long session with a buffer and some polish. it has been shown in the Car Craft magazine show and was part of a staged cruise photo shoot, as well as mentioned in Popular Hot Rodding when I won the Howitzer engine "guess the horsepower" contest.

Future plans: I have a 12 bolt from a 69 Chevelle (thanks Stan), that will get a posi and new gears-most likely I'll stay with 4.10s. I also plan on doing a simple interior recolor to black until I can get a new interior kit.

*By Bryan Flattem and Chris Reid.*



## Northstar Chevelle Club News - By Chris Reid

Its that time of year again. Another show and driving season has come and gone and now its time to bundle up inside and keep warm for the next several months and do the best you can to pass the time until spring.

Now, I realize im behind on newsletters. With a lot of stuff going through fall and into the holiday season. Plus working on a bunch of club activities and helping more members with their cars. I have been neglecting this for a while not to mention I also had a shortage of features to run in a newsletter the last few months too. My apologies and im working to try to stack up enough features and info to fill the newsletter in advance. If you have a car you would like in the newsletter, please email me and send me pictures. I will work with you on the story part if you need it. I can configure an article for you or you can write it all yourself. Sometimes I do have to edit for size.

Earlier this year we voted for a new president of the United States. Well, this upcoming January, we get to do that for the club also. Its been 2 years since our last officer election and now that their terms are up. Its our turn again to determine who wants to pick up a position in the club and vote. There will be no ballots, no machines that look like a paper shredder, and there will certainly not be a recount when we are done. Our president Brad Wilder has served us well as has our vice president Derek Keifer. With Derek having a new son, time is not easy to come by and its time to pass the torch to the next candidate and continue to move the club forward. The officers of the last 2 years have done a great job.

That meeting will be held again this year at Crystal Lake Automotive in Lakeville, MN. Karl Drotning has agreed to host us again this year and has continued to host us for our January meeting for several years now. It has become the most popular meeting all year long for us. Right now we are still working on some subjects for tech sessions but thats still to be determined. One plan was to do a session with hammers and dollies, working to remove dents. The exact date for this meeting is January 17th, 2009. We have also been discussing the idea of heading over to Pro-Kart indoors for some kart racing just like we did prior to the meeting last year. Thank you Karl for hosting us again this year.

In other news. Myself, John Sinna, and new member Jeff Jones have been working hard this past month to get an official NCC Club calendar available. We have successfully pulled it off and will be for sale for around \$10. Jeff had done this before with the Northstar Nova Club as he is also a member of them too. John owns a business and was instrumental in getting this done, as he performed 90% of the legwork being a business owner and all. They are very well done.

Finally in more baby news. Congratulations to club member Mike Hayen and his wife Amanda. They welcomed their second child, a daughter, into the world on November 23rd.

Chris Reid. 612-396-1045. Email: [Chevelle396guy@msn.com](mailto:Chevelle396guy@msn.com)

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### Upcoming Events:

#### JANUARY MEETING:

Saturday, January 17th, 1pm.

Crystal Lake Collision.

16055 Buck Hill Road, Lakeville MN.

55044

*We will be holding an election and voting for new club officers at this meeting. If you would like to help with a position in our club. Please feel free to attend the meeting and let us know you would like to take on a position. Food and beverages will be served. We are also discussing the possibility of doing some Kart racing at Pro-Kart again this year before the meeting. Thank you Karl for hosting us (again).*

MARCH 2009 MEETING: TBD

MAY MEETING: SPRING BBQ & TUNE UP.

Saturday May, 16th. 1pm.

Home shop of Jamie Munter. Zimmerman, MN.

Jamie has agreed to host us again this year. He has a beautiful shop with welders, tools and 2 hoists so members car service or inspect either the top or bottom of their cars .

*If you would like to host a future meeting or if you have an idea for a meeting, please feel free to contact Chris Reid 612-396-1045. Email: [Chevelle396guy@msn.com](mailto:Chevelle396guy@msn.com)*

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### Northstar Chevelle Club officer positions

President: Brad Wilder.

Vice-president: Derek Kiefer.

Secretary: Lori Mcaree.

Events Coordinator: Chris Reid, Rick Pochmara, John Sinna

Webmaster: John Enga.

Newsletter: Chris Reid.

### Club Merchandise For Sale

Northstar Chevelle club has t-shirts, sweatshirts, polo shirts and hats. All with the Northstar Chevelle Club logo on them. We also have license plates and baby onsies too.

T-shirts: \$15

Hats: \$10

Polo shirts: \$22

Sweatshirts: \$25

Window Decals: \$5

License Plates: Was \$10, still on clearance...\$5!!!!

Baby Onsies: \$15

Membership: \$25/year.

NEW! 2009 NCC Chevelle calendars: \$10

To order, contact Rick Pochmara: (763)957-2706 or Dave Seitz: (763)662-2336