

SPACE AGE STAR

JUNE 2015



Jon Manji's 1973 Impala Custom at the Western Spring Meet and Grand National. See inside for more of Jon's great photos of Space Age era Chevrolets at the Tucson meet.



ANTIQUE AUTOMOBILE CLUB
of AMERICA

EDITOR'S NOTES

I hope everyone is enjoying the newsletter. I think I'm getting better at using the desktop publishing software. I still can't figure out how to put numbers on the pages, but I'm doing well with lining up the pictures.

Region member Jon Manji attended the Western Meet with his 1973 Impala and submitted photos of other Chevrolets that attended the meet. Thanks to Jon, and I think everyone will enjoy the pictures. If other members attend a National Meet, please take

photos for the newsletter. The Meets are also a great place to recruit new members.

In this issue we'll look at Custom Feature Accessories, meet the 1964 Chevelle and learn about Ken Michaels' daughter's 1971 Chevelle.

Enjoy the newsletter, and I hope everyone is having fun driving a Space Age Chevy.

Russell Heim

THE OWL WORKS AT NIGHT

This is the name I used when I was repairing cars at my first home in Deer Park. I was also running a five bay installation center similar to Pep Boys as my full time job. Most of the cars the club members have today were very common at the time. Just to give you all an idea when that was, John Mahoney's Vega was almost new. I bought a '69 Camaro for my sister-in-law for \$450. My shop car was a '61 Chevy Impala, and my everyday vehicle was a '72 Chevy K20. My lead mechanic drove a '68 Chevelle SS 396 everyday.

Fast forward to 2015. I have been out of this business for many years but since these cars are now all cherished possessions of AACA Members, I thought it would be a good time to get back into it again. My labor rates are in tune with 1975. I am a bit slower now but still do meticulous work. I am hereby offering my services to this and other regions of this club. I am currently doing the mechanical restoration on Russ Heim's 1965 Impala and, I must confess, I am loving it. If any of you need any thing done, whether it be regular maintenance or a project that you can't seem to get to, please give me a call. I can be reached at 631-880-8489.

Thank you.

Ken Michaels

SPACE AGE CHEVROLETS AT THE AACA WESTERN MEET - PHOTO ESSAY BY JON MANJI















AUTOMOTIVE DEFINITIONS

Camshaft: Operates valves through integral cams. Cams hold valves open long enough to discharge combustion gases from cylinders and allow charges of fuel-air mixture to be drawn into cylinders. Camshaft also operates the oil pump and distributor through integral gear. It operates the fuel pump through offset section. The crankshaft drives the camshaft. V8 engines use a timing chain to drive the camshaft, 6 cylinder engines use helical gears.

Generator: Two-brush, shunt-wound generator driven by the crankshaft using the same belt as the fan and water pump. The generator converts mechanical energy from the engine into electrical energy. This energy is used to charge the battery and satisfy normal operating electrical requirements.

Definitions courtesy of 1961 Chevrolet Finger-Tip Facts.



A DAUGHTER'S 1971 CHEVELLE - BY NICOLE ABRAMS

Editor's Note: This month's "My Car" story is reprinted from the May 2015 Chevroletletter, with kind permission of the Chevroletletter editor.

Ken Michaels writes: Volunteers have been a tad on the light side as far as cars of the month go. To keep up the continuity and integrity of the Space Age Star, I got permission from the editor to "sub one out" Here goes. This car belongs to my daughter, Mrs. Nicole Abrams. This is a mostly original 1971 Chevelle Malibu (sorry not an SS). Here is her story:

In the summer I turned sixteen my dad asked me to take a short ride with him. He told me I would get a laugh out of it. We drove in his Astro van for about a mile, just on the border of Wyandanch and Dix Hills on Straight Path.

There, sitting near the back of this little used car lot sat a 1971 Green Chevelle. My dad said, "This was what was a new car when I was your age." Funny, right? I wasn't listening to him. I climbed up a little Higher on the chain link fence to get a better look. It was a Sunday and the place was closed. I wasn't laughing. I said to my dad, "Can we get this?" This wasn't the reaction my dad was expecting from a girl. but he did say we could ask the boss (mom).

Mom and dad discussed the issue and came to the conclusion that I would probably kill a Ford Escort or a Plymouth Sundance. Plus I said I have my sweet sixteen money. We came back Monday and checked the car over very carefully. This was 2002 and my parents still were not

settled with the idea of me driving a thirty year old car. The Chevelle started and ran but needed a tune-up. The front end was tight and the transmission fluid was bright red. Then we made a discovery. This car had 68,000 original miles, I don't know how my dad knew it wasn't 168. We negotiated a price and I got my first car for eleven hundred bucks. My dad drove her home and I followed in the van.

By the following spring I had my drivers license and had taken driver ed. Dad and I took the car down to bare metal. I bought new front fenders and lower quarter panels. The one rip in the front seat was repaired and a new vinyl top was installed by Rayco. We did the tune- up, brakes and added tailpipes to the existing dual exhaust. My dad painted that car. I called him at work and talked him into coming home early to paint my car because it was such a nice day.

The rest is history, I drove that car through high school. I used it for work and play. I can't mention all the places I went with that car because my dad will read this newsletter. He did find out I did 105 over the Captree bridge

About the car:

1971 Chevy Chevelle Malibu
307 cid V8 with a Turbo-Hydra-Matic 350
transmission
power steering
power disc brakes
A.M /F.M. CD player
metallic green (not original) with a black vinyl
top.

I'm married now and have a little girl of my own. I don't drive the car as much as I should but my husband Scott takes her out as often as possible. I still love the car. My dad can't wait to see if his granddaughter has the "Chevy Gene" .



CUSTOM FEATURE ACCESSORIES- BY RUSSELL HEIM

Chevrolet issued Custom Feature brochures each model year. These are beautifully illustrated brochures and are enjoyable to read. The brochures often displayed cars laden with every available option. For example, the 1961 Custom Features brochure shows a two-tone green Bel Air four-door sedan with front fender marker ornaments (Fender Birds, standard on Impalas), a driver's side fender mounted remote control rear view mirror, deluxe push-button radio with dual rear antennas, cool pack air conditioner, gas door guard and rear bumper guards.

Custom Features are grouped in categories in the 1961 brochure. Listed as convenience features were the inside rear view non-glare mirror, litter container, electric clock, vanity visor mirror and comb, plastic seat cushion cover, remote control rear view mirror, tissue dispenser, glove compartment lamp, luggage compartment (trunk) lamp, emergency tool kit and under dash courtesy lamps. Custom Features for your safety included rear window defogger, power brakes, speed and cruise control, push-button windshield washer, Guide-Matic headlamp control, vacuum automatic trunk opener, back up lamps, and body mount rear view mirror.

The Custom Features were either installed at the factory or by the Chevrolet dealer. What's the difference between Dealer Installed and Factory Installed Accessories? According to the 1961 Finger Tip Facts, "Dealer-Installed Accessories are furnished and/or installed by dealer in addition to or in place of standard equipment." The definition also states that "Factory Optional Accessories" are installed at the factory and are identified with a number having the prefix "FOA".

Finger Tip Facts also describes two other types of Custom Features, Regular Production Options, identified by the RPO prefix, and Limited Production Options, identified by the LPO prefix. Regular Production Options were described as equipment installed at the factory in addition to or replacing standard equipment. They described Limited Production Options as being offered in limited quantities for special purposes.

Some of the Custom Feature items are worth a lot of money today, especially if they're unused and in the original General Motors packaging. Air conditioning, cruise control, hazard flashers, locking gasoline caps, custom floor mats, and tissue dispensers are highly desirable today. It's amazing that you could request an optional feature individually in the early Sixties, without having to order an entire "group" of options as you do today.



INTRODUCING THE NEW CHEVELLE - BY RUSSELL HEIM



If Ford introduced a new type of car, Chevrolet would create a new car of its own to compete directly with Ford's offering. The Chevelle, introduced for the 1964 model year, was Chevrolet's answer to Ford's Fairlane, introduced as an intermediate, or "in-between" sized car for 1962.

The 1962 Fairlane used a 115.5 inch wheelbase and was 197 inches long. It was 16 inches longer than Ford's compact Falcon, but 12 inches shorter than the full-sized Galaxie. Ford offered two trim levels, the plain Fairlane and deluxe Fairlane 500. Three body styles were available, two and four-door sedans, plus a Fairlane 500 only two-door hardtop. Fairlane was a sales success, selling 297,116 cars in 1962.

Chevelle arrived with a 115 inch wheelbase and 193.9 inch length for coupes, convertibles and sedans and a 198.8 inch length for station wagons. Chevelle outflanked Fairlane by offering three series, Chevelle 300, Malibu, and Malibu Super Sport. Both Chevelle and Fairlane offered two and four-door sedans. Chevelle offered two convertibles, one in Super Sport trim and the other in Malibu trim, but Fairlane didn't offer a convertible. Fairlane introduced station wagons for 1963, but only four-door station wagons, Chevelle offered two and four-door wagons, plus the El Camino sedan pickup.

Chevrolet introduced the Chevelle internally by stating, "The Chevelle is released as a complete vehicle series that contains three basic groups, the Chevelle 300, the Malibu, and the Malibu Super Sport.

These basic groups include a total of eleven passenger body models and two sedan pickups.” They continued, “Situated approximately halfway between the Chevrolet and Chevy II in size, the surprising roominess and gracious accommodations of the new car should please the value-conscious buyer.”

They introduced the car to the general public with a question, “Like a lot of glamour with a youthful flair?” The answer, “Try Chevelle. It’s freshly created, yet includes all of Chevrolet’s traditional value and reliability.” The sales pitch focused on the roomy interior and “functional” exterior dimensions.

Initially Chevelle’s available engines were the 194 and 230 cubic inch six cylinders, and 195 and 220 horsepower versions of the 283 cubic inch V8. Chevrolet added the 250, 300 and 365 horsepower 327 cubic inch V8s to the line-up on January 1, 1964. Three-speed synchro-mesh was the standard transmission offered for the new car. Powerglide, overdrive, and four-speed synchro-mesh were the optional offerings.

List prices ran from \$2,231 for the Chevelle 300 2-door to \$2,749 for the Malibu Super Sport. Power brakes added \$43 to the price while power

steering added \$75. Other popular options were Powerglide at \$167, push-button radio at \$57, positraction at \$38, and tinted windshield at \$13.

The Chevelle line included many features found on the Chevrolet, including extra thick rubber body mounts, flush and dry rocker panels, protective inner fenders, long-life exhaust, and self-adjusting brakes.

Malibu Super Sport interiors were all vinyl with front bucket seats. Each bucket seat was flanked by a bright metal end panel. Powerglide and four-speed equipped cars received a ribbed metal shifter plate. Super Sport interiors came in seven colors, two of which were Super Sport exclusives. The instrument panel featured a full set of gauges and a standard electric clock. A deluxe steering wheel with a horn ring was standard.

Malibu sedan and coupe interiors featured leather-grain vinyl and pattern fabric on the seating areas. Malibu wagons and convertibles had standard all vinyl interiors. Five interior colors, keyed to exterior color, were available. Standard Malibu features included deluxe steering wheel, electric clock, and back-up lights. Both Malibu series featured full carpeting.





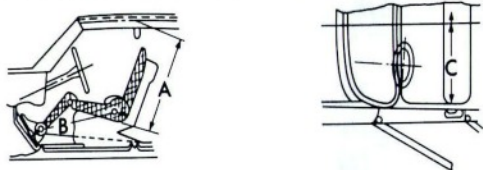
Chevrolet described the Chevelle 300 as featuring such “niceties” as parallel-action electric windshield wipers, foam cushion front seat, automatic interior lighting and key-locking glove box (also included on both Malibus). Seats were upholstered in pattern fabrics and trimmed with leather-grain vinyl. Chevelle 300 buyers could choose from four interior colors. Floor covering was color-keyed vinyl-coated rubber mats. Other interior features were half-circle horn ring, dual sun visors, cigarette lighter, padded armrests, and dual rear ashtrays.

Malibus and Chevelle 300s were available in 14 solid colors and 11 two-tone paint schemes. An additional color, Goldwood Yellow, was a Malibu Super Sport only choice. Convertible buyers chose between white, black, or beige tops.

They built the 1964 Chevelle on a full perimeter frame with short-long arm front suspension and a four-link rear suspension. The Chevelle used coil springs at all four wheels, Chevrolet

claimed the new car was designed for “big car ride quality with small car handling ease.”

Chevrolet issued the following chart in their 1964 New Product Training Program booklet to highlight how the Chevelle compared to Chevrolet, Chevy II and the 1955 Chevrolet.



	1964 Chevelle	1964 Chevy II	1964 Chevrolet	1955 Chevrolet
Length	193.9	183.0	210.4	195.6
Width	74.2	70.8	79.2	74.0
Height	54.1	55.0	55.6	60.5
Wheelbase	115.0	110.0	119.0	115.0
Torso Room (A)	38.6	39.0	39.2	39.2
Leg Room (B)	41.8	40.1	41.8	43.1
Shoulder Room (C)	58.4	55.3	58.8	56.8
Luggage Capacity (cu. ft.)	31.4	25.5	29.7	20.0

Fig. 00-14—Chevelle Size Comparison

Chevelle immediately outsold Fairlane, 338,316 to 268,616, but it's fair to ask if the Chevelle stole sales from Corvair and Chevy II. Corvair sales fell 24 percent in 1964 and Chevy II sales dropped by 49 percent. Full-size Chevrolet sales rose by 1.74 percent in 1964.

The Chevy II sales drop is ironic because the 115 inch wheelbase car was supposed to be the "new" Chevy II. Chevrolet's 1964 Confidential New Products Presentation dated February 7, 1963 stated, "The Chevy II is the completely new vehicle for 1964." The document shows that Chevrolet planned to replace the 110 inch wheelbase body used by Chevy II in 1962 and 1963 with the 115 inch wheelbase car. The 1964 dimensions illustrated in a comparison between 1963 and 1964 match those of the eventual Chevelle.

The proposed 1964 Chevy II had the same models and body styles as the eventual Chevelle, the only difference was use of the name Nova

instead of Malibu for the top-line cars. They even included the El Camino in the proposed Chevy II series. My guess is that the 1963 Chevy II sold so well that Chevrolet decided to keep producing the 110 inch wheelbase car and to rename the new 115 inch wheelbase car. Chevrolet's internal 1964 new product publications, printed in July 1963, showed the Chevy II continuing on the 110 inch wheelbase and introduced the new car as the Chevelle.

Chevelle was definitely the right car at the right time. As with most Chevrolet products, Chevelle offered great value for the consumer's dollar. They were stylish, roomy, comfortable and reliable.

Chevelle sold very well for its 14 model year life span and the Super Sport versions were legendary performers. Today, Chevelles are among the most valued collector cars.



1964 Chevelle Power Teams

ENGINES,
TRANSMISSIONS,
AXLE RATIOS

ENGINE		3-SPEED SYNCHRO-MESH (STANDARD)	OVERDRIVE (RPO M10)	4-SPEED SYNCHRO-MESH (RPO M20)	POWERGLIDE (RPO M35)
STANDARD 6	120-HP HI-THRIFT 194 (194-CU.-IN. SIX)	SEDANS, COUPES & CONVERTIBLES: Std.—3.08:1 General Purpose Axle Opt.—3.36:1 Special Purpose or Mountain Axle	3.70:1 General Purpose Axle		SEDANS, COUPES & CONVERTIBLES: Std.—3.08:1 General Purpose Axle Opt.—3.36:1 Special Purpose or Mountain Axle
		STATION WAGON: 3.36:1 General Purpose Axle			STATION WAGON: 3.36:1 General Purpose Axle
RPO L61	155-HP TURBO-THRIFT 230 (230-CU.-IN. SIX)	SEDANS, COUPES & CONVERTIBLES: Std.—3.08:1 General Purpose Axle Opt.—3.36:1 Special Purpose or Mountain Axle	3.70:1 General Purpose Axle		SEDANS, COUPES & CONVERTIBLES: Std.—3.08:1 General Purpose Axle Opt.—3.36:1 Special Purpose or Mountain Axle
		STATION WAGON: 3.36:1 General Purpose Axle			STATION WAGON: 3.36:1 General Purpose Axle
STANDARD V8	195-HP TURBO-FIRE 283 (283-CU.-IN. V8)	Std.—3.08:1 General Purpose Axle Opt.—3.36:1 Special Purpose or Mountain Axle	3.70:1 General Purpose Axle	3.08:1 General Purpose Axle	3.08:1 General Purpose Axle
RPO L77	220-HP TURBO-FIRE 283 (283-CU.-IN. V8)	Std.—3.08:1 General Purpose Axle Opt.—3.36:1 Special Purpose or Mountain Axle	3.70:1 General Purpose Axle	3.08:1 General Purpose Axle	3.08:1 General Purpose Axle
RPO L30	250-HP TURBO-FIRE 327 (327-CU.-IN. V8)	3.36:1 General Purpose Axle		3.36:1 General Purpose Axle	3.08:1 General Purpose Axle
RPO L74	300-HP TURBO-FIRE 327 (327-CU.-IN. V8)			3.36:1 General Purpose Axle	3.36:1 General Purpose Axle
RPO L76	365-HP TURBO-FIRE 327 (327-CU.-IN.) V8			3.36:1 General Purpose Axle	

Note: Optional Positraction rear axle available in all standard and optional ratios.



CHEVROLET—CENTRAL OFFICE

DIVISION OF GENERAL MOTORS CORPORATION
DETROIT 2, MICHIGAN



TECHNICAL SERVICE BULLETIN

Technical Service Department



SUBJECT: INADEQUATE LEFT SIDE WINDSHIELD DEFROST
1962 - 1000 SERIES PASSENGER CARS

BULLETIN NO. DR #530

SECTION I

TO: ALL CHEVROLET DEALERS

DATE March 20, 1962

Inadequate left hand defrost on 1962, 1000 Series Passenger Cars is generally due to improper lateral positioning of defroster outlet duct and to distributor louvers being 12° out of plane. Repositioning of the defroster outlet is not feasible, however, the following modifications can readily be performed to increase air volume into the left portion of the outlet duct.

1. Scribe a line on the distributor housing below the left hand edge of the defroster outlet duct as positioned in the vehicle. (see illustration).
2. Remove the distributor and cover all louvers, if any, to the left side of this scribed line with industrial tape as shown.
3. Using straight jaw vise grip or sheet metal pliers, bend bottom 1" of outlet duct divider plate 45° to the right as illustrated.
4. Measure length of increased left half of outlet duct (dimension X, View A-A) and mark this distance on distributor housing. Using needle nose pliers, bend the louver to the right and the first two louvers to the left of this mark 45° to the right. Adjust all other louvers in distributor housing to 90° as shown in View A-A.
5. Reinstall the distributor.

FLAT RATE

Heater Distributor Modification
To Improve LH Defrost
(add .5 Hrs. if equipped with
Air Conditioning)

.3 Hr.

Director, Technical Service Department

The Space Age Star is the official publication of the Space Age Chevrolet Region of the Antique Automobile Club of America. This is a non-geographic region dedicated to the enjoyment, restoration and history of 1955 and later AACA eligible Chevrolet cars and trucks. We publish the newsletter six times each year.

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