

SPACE AGE STAR

JUNE 2016



IN THIS ISSUE: VEGA INTRODUCTION, THE TRUTH ABOUT RESTORATION AND 1964 SALESMAN QUIZ.



ANTIQUE AUTOMOBILE CLUB
of AMERICA

From the Editor: I hope this newsletter finds everyone enjoying the spring. I imagine most, if not all, of us have dusted off our Space Age Chevrolet and taken it for a drive.

Along with region member John Mahoney, I'll be attending the Grand National Meet in Williamsport, Pennsylvania the first weekend of June. I'm going for four reasons; it should be fun, I've never been to a Grand National, I'd like to photograph cars for the newsletter and to do some recruiting for the region.

As I mentioned in my email, please contact me if you're attending the Meet. I'd like to say hello and photograph your car for the newsletter. I always enjoy meeting region members, it's great to put a face together with a name. I should be easy to spot, I walk with a cane, have long hair and a goatee and most likely will be wearing a Hawaiian shirt. I'll probably spend part of the day by John's 1962 Biscayne, but I'll try to walk the show field with my camera. My cell phone number is 516-445-7165 if you'd like to reach me.

Please take pictures if you attend the meet, the more pictures we have, the better it is for the newsletter. As I've mentioned previously, please take pictures and send reports about Space Age era Chevrolets you encounter at AACA and other meets.

In this issue I've reproduced Chevrolet Division's initial introductory Vega press release. After reading and re-reading it, I couldn't decide what to write about it. In light of the Vega's history, I thought it best to show the entire release and let it speak for itself. The irony abounds. I hope everyone has fun with the 1964 Salesman's quiz. Thanks to Ken Michaels for letting me re-use his restoration story that originally appeared in the Long Island Region VCCA newsletter. I think we all have interesting and frustrating stories about restoring our old cars. Please share them with us.

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CLASSIFIED ADS

CAR FOR SALE: 1961 Bel Air Sport Sedan. 63,000 miles, 283, PG/PS. Needs front seat reupholstered, Powerglide front seal replaced, wiper motor rebuilt and radio repaired. Contact Russell Heim at 516-735-0939 or Jetsmooth61@optimum.net. \$6000



Service Offered:

Classic auto repair, maintenance, and general upkeep. Winter and summer prep. Let me do the things that you say you will get to "some day".

Extremely reasonable rates

Flat bed service available

Ken Michaels 631-880-8489

THE TRUTH ABOUT AUTO RESTORATION

BY KEN MICHAELS

As I am writing this I am coming to the realization that I will not be able to cover everything in one episode. I have been restoring, repairing, rebuilding and fixing up cars for most of my life both as an amateur and as a professional. This has led me to my share of automotive publications and I think its time to let the truth (in my opinion) be known.

First of all everybody that has owned an old car has a story to go with it, myself included, but for now this will be about my 1957 Chevy 210 two-door sedan. Yes she has a sappy female name and yes I love and hate her at the same time. Some type of coincidence there.

This car was on ebay. Mistake number one. How can you consider yourself a winner when you are the one who paid the most for the car is beyond me, but if they say I'm a winner, then I am a winner. The fact is, the bidding ended with out success, so I contacted the seller and got the car for much less than the opening bid. You might notice I am not disclosing that price. Most of us never do.

I received no less than thirty photos of this car. It was original, low mileage, stored in a warehouse, not a barn, since 1982. Many people use the term "barn find". Do you realize what is in a barn? Animals, both wanted and unwanted. I received a perfectly healthy mouse in one car I bought. Fortunately he decided to relocate before I got the car into my garage. The same car had a dead baby kitten under the front seat. I assume it was stillborn or died very early in life. Barn finds, phooey. The only thing I found in my warehouse find '57 was Gypsy moth caterpillar nests. I am now working on refurbishing the instrument panel and still

finding nests.

I examined all the photos and made a deal to buy the car and have it shipped. When it arrived I got a few surprises that I don't believe the seller even knew about. We are actually Internet buddies still. Surprise number one was the car was slightly damaged in transport. The car was pushed back into the bulkhead of the truck and flattened the driver side fin and buckled the quarter panel. The other surprise was with the other quarter panel which I will explain later.

So headfirst I dive in. First order of business is to get it running and discovering the first truth about auto restoration. I have read countless times about someone buying a car that was stored for thirty million years and all he had to do was install fresh gas and a set of points to get the car running. This investment enabled him to drive the car 3,000 miles and turn nine seconds on the quarter mile with a top speed of 105 mph. Ha, bunk I say.

I pull out the Chevy's plugs, squirt tranny fluid into the cylinders, pull the starter out and rebuild it and install a new battery and wait. Three days and a tune-up kit later I hit the key and low and behold she fires right up. The song on the radio was "Wake up little Suzy" by the Everly Brothers, so she became "Suzy" (sappy, I know). Smooth, quiet, 30 lbs oil pressure, I had a winner. Until I looked out the back. Smoke, lots of smoke. So much that my neighbor came running with a fire extinguisher. This car burned so much oil that OPEC was back in business. But too late, I was in love.

... To be continued...

AUGUST 1970 VEGA INTRODUCTION

BY RUSSELL HEIM

On my visit to the AACCA Library in Hershey last fall, I obtained a copy of Chevrolet's Advance Information press release for the new Vega. After reading and re-reading it, I thought it would be best to reproduce the entire release in the newsletter, without commentary. The Vega's troubled history is well documented; Chevrolet's confidence and optimism expressed in the press release is ironic. This news release is the only time I've seen the cars referred to as "Vega 2300". They explain this designation in the press release.

If we have any current or former Vega owners in the region, please share your stories with us. Feel free to send your comments about this press release.



advance Information about **Chevrolet's VEGA 2300**

from Chevrolet Public Relations, A-166 General Motors Building, Detroit, Michigan 48202

for release THURSDAY, AUGUST 6, 1970

(#6200)

1971 VEGA 2300 LINE STORY

Detroit -- Chevrolet today revealed details of the Vega 2300 -- the new small car line it expects to become a leader in the economy market.

"Vega 2300 is unlike any other Chevrolet ever built," John Z. DeLorean, General Motors vice president and Chevrolet general manager, declared.

"It meets the growing desire for an American-built car which -- besides being small in size -- is fun to drive, safe, comfortable, economical to own and operate, easy to maintain and long lasting in both construction and styling.

"Vega sets a new standard of customer value in the economy market with performance and handling far superior to any car in its field."

DeLorean said the full line of four Vega 2300 models goes on sale in dealerships on Thursday, September 10th.

They include a 2-door sedan, a 2-door hatchback coupe and a sporty 2-door "Kammback" wagon -- all four-passenger models. There is also a unique one-passenger Vega panel express truck available with a second passenger seat.

With a wheelbase of 97 inches, an overall length under 170 inches and a sedan weight of 2190 pounds, the Vega is generally the same size as other economy cars but offers significant differences.

It is nearly eight inches lower and over four inches wider than the best selling foreign car. It has greater passenger room and trunk space. Its lower center of gravity and wider tread helps the Vega hug the road in American freeway driving.

(more)

Vega's excellent handling is due to a specially designed front suspension and steering system that gives high cornering ability, responsive steering and less driver fatigue on long trips. A new custom tailored braking system includes standard front disc brakes.

Computer-selected full coil springs at each wheel plus extensive body sound deadening give a smoother, quieter ride than the usual economy car.

Vega's most innovative feature is its new lightweight overhead cam four-cylinder engine. This engine -- specially designed and built in this country for the Vega -- meets performance needs of American drivers while giving impressive fuel economy and low emissions.

The 140 cubic inch engine (or 2300 cubic centimeters as indicated in the Vega 2300 name) develops 90 horsepower. There is also a 110 horsepower optional version. Both are designed to operate efficiently on the new no-lead or low-lead gasolines (see page 6). A new open combustion chamber design contributes to more complete burning of fuel and improved emission control.

The Vega engine is the first in the industry to use a new high-silicon aluminum alloy and a recent breakthrough in aluminum casting technique in its lightweight engine block. The result is a large piston displacement engine with high torque output at moderate speeds and good fuel economy.

In Chevrolet tests thus far, the Vega has been getting about 25 miles per gallon with a standard engine and 3-speed manual transmission.

Vega's unitized Body by Fisher contains a number of "firsts" in the economy car market including:

-- An exclusive new power-flow ventilation system which constantly provides a controlled supply of outside air to the passenger compartment. The system is in operation whenever the ignition is on and uses functional louvers at the rear of the car to exhaust air.

(more)

-- Steel side-guard beams in the doors. Vega also has the other Chevrolet safety features for occupant protection, accident prevention and anti-theft (see complete list.)

-- Advanced double-panel roof construction for added strength and greater sound isolation.

-- New, more comfortable full foam molded seats front and rear with all-vinyl trim.

-- Flush, lift-up door handles and a radio antenna in the windshield add to Vega's aerodynamic body design.

Here are details of the four Vega models:

2-Door Sedan -- This model establishes the clean, individual styling of Chevrolet's newest car.

High output Power Beam headlamps flank a silver finish, grid pattern grille. Doors are wide for easy entrance and exit. Full door glass is part of the exceptional visibility offered Vega passengers. Wrap around bumpers give front and rear body protection.

Chevrolet has promised American auto buyers that Vega 2300 models will maintain a continuity of styling for at least four years with "no change for the sake of change."

Hatchback Coupe -- The Vega coupe has a swept back roof and rear deck styling. Its "hatchback" -- a wide combination rear window and rear deck extending from roof to bumper -- swings up for easy access to the rear compartment. It is counterbalanced and needs no prop for support.

The coupe's rear seat folds down to give a full cargo floor and a total of 18.9 cubic feet of luggage area. There is a concealed stowage area below the load floor for spare tire and small articles, a feature also on the wagon.

Kammback Wagon -- Here is a completely new type of 2-door sports wagon. It blends the cargo carrying utility of a station wagon with improved handling stability.

Because it incorporates significant theories on auto streamlining of the late Dr. I.A.M. Kamm, the Vega Kammback is named in his honor.

(more)

This responsive, fun-to-drive vehicle has a rear window-door that lifts for maximum accessibility and a fold-down rear seat that allows a total of 50.2 cubic feet of load capacity.

2-Door Panel Express -- This trend-setting vehicle brings to Chevrolet's truck lineup the first domestic small economy truck with a fully enclosed commercial body. It has a 68.7 cubic foot cargo capacity and carries a 650 pound payload.

Highly maneuverable in city traffic, easy to park, low in initial cost and in maintenance expense, this Vega truck fills a wide variety of light duty delivery and commercial needs.

The truck's swing-up rear door permits full entry loading for maximum driver convenience.

Power Teams -- A wide selection of transmissions is available with Vega's standard 90 horsepower and optional 110 horsepower engines. All transmission controls are floor mounted.

A 3-speed manual is standard and 4-speed manual is optional. Also available are Chevrolet's thrifty no-clutch Torque-Drive and the long proven Powerglide automatic transmission.

Two new torque converters are used on Vega for Torque-Drive and Powerglide when teamed with the 110 horsepower engine to take advantage of the higher torque peak.

Interior Features -- The roomy Vega interior has vinyl-trimmed foam front bucket seats with built-in head restraints and bucket-styled foam rear seats on all models except the one-seat panel express truck.

Deeply sculptured door and sidewall trim panels are molded of durable, soil resistant plastic. Pull-out door handles are recessed in the panels.

Like the seats and door panels, the one piece acoustical headliner is easy to clean. It is molded to fit the roof.

The energy absorbing padded instrument panel has driver-oriented dials.

(more)

Built-in Four Season air conditioning is a Vega option with adjustable outlets in the center of the instrument panel and lap coolers in front of driver and passenger.

The parking brake is conveniently located on the floor tunnel between the front seats.

Swing out rear side windows are available on the sedan and coupe. There is also an optional 2-position adjustable driver's seatback and a custom interior.

Chassis -- Vega's full coil suspension has cushion-mounted linkage that isolates road noise and harshness from the body.

Its new disc/drum brake system combines fade-resistant discs on front wheels with a new leading-trailing design on rear drums for balanced stopping power. Brakes are self-adjusting.

The 97-inch wheelbase permits a tight turning circle of 33 feet from curb to curb.

Bias ply tires are standard on Vega. Wheel size is 13 x 5 inches. Wider 13 x 6 inch wheels with wide-oval tires are part of a special ride and handling option.

Variable ratio power steering and a positraction rear axle for maximum traction under all road conditions are other options.

The new energizer-type, sealed side terminal battery is standard on Vega, an exclusive in its class.

An electric fuel pump mounted in the gas tank minimizes possibility of vapor lock.

Recommended intervals for chassis lubrication and engine oil change are 6,000 miles or four months under normal operating conditions. Vega has a new 50,000 mile replaceable engine air filter.

Body Features -- Vega's unitized body design contributes to low over-all weight by combining body and chassis frame components into a single rugged structure.

New structural concepts and use of about 90 percent automatic welding for precision fits give Vega a strong, quiet body. Door, hood and deck lid hinges are welded in place to maintain proper fit and tighter sealing.

(more)

Also contributing to body quality is an advanced process of submerging the entire body in primer and painting it electrically for extra corrosion resistance. Vega's body is then finished in one of 10 Magic Mirror acrylic lacquer colors.

Flush and dry rocker panels also help resist body corrosion. The flush mounted windshield and rear window reduce wind noise. Liberal use of insulation and sound deadening materials add to the Vega's body tightness and quiet ride.

Serviceability -- Inexpensive maintenance and ease of serviceability were major factors in the design of the Vega.

Besides an owners manual, Chevrolet developed for Vega owners a 112 page Do-It-Yourself Service Manual that details in picture and simple language how an owner can perform 49 service items.

Bolt-on fenders, for example, can be replaced in less than 45 minutes. The grille is held in place by just five screws and can be removed and replaced in 10 minutes without taking off the bumper. Removing the bumper requires only the removal of six bolts.

Vega Production -- The Vega 2300 is being built exclusively at the ultra-modern Chevrolet-Fisher Body plant complex at Lordstown, Ohio, one of the most advanced production facilities in the world.

Every ingredient of quality - from latest tools and extensive employee motivational programs to sophisticated, computer-backed inspection procedures - is being used to insure that Vega's craftsmanship is the finest in the world.

Parts and Service -- Chevrolet and its dealers have been preparing for several months to have technicians skilled in Vega maintenance and an ample supply of spare parts in all 6300 Chevrolet dealerships by the time the first Vega is delivered to a customer.

#

Note: Both Vega engines have been designed to operate efficiently on the new no-lead or low-lead gasolines. In addition to the lower exhaust emissions attainable with this engine/fuel combination, there are benefits in longer life for spark plugs, exhaust system and other engine components. If these no-lead, low-lead gasolines are not available, any leaded regular grade gasoline with a research octane number of 91 or higher may be used.

#

(#6200-A)

SAFETY AND SECURITY FEATURES

1971 VEGA 2300

Occupant Protection

- Seat belts with pushbutton buckles for all passenger positions
- Shoulder belts with pushbutton buckles - driver and front passenger
- Two front seat head restraints
- Energy-absorbing steering column
- Passenger-guard door locks
- Safety door latches and hinges
- Folding seat back latches
- Energy-absorbing padded instrument panel and front seat back tops
- Contoured roof rails
- Thick-laminate windshield
- Padded sun visors
- Safety armrests
- Safety steering wheel
- Side-guard beams
- Fuel tank impact security
- Yielding windshield pillar moldings
- Smooth-contoured door and window regulator handles
- Soft, low-profile window control knobs, coat hooks, dome light
- Shoulder belt anchorages for rear seat outboard occupants
- Roto-Safe radiator cap
- High-strength front seat anchorages and construction
- High-strength rear seat retention
- Stamped steel door hinges

Accident Prevention

- Side marker lights and reflectors (front side marker lights flash with direction signal)
- Parking lights that illuminate with headlights
- Four-way hazard warning flasher
- Back-up lights
- Lane-change feature in direction signal control
- Windshield defroster, washers and dual-speed wipers
- Wide-view inside mirror (vinyl-edged, shatter-resistant glass and deflecting support)
- Outside rearview mirror
- Dual master cylinder brake system with warning light
- Dual-action safety hood latches
- Headlight aiming access provision
- Low-glare instrument panel top, inside windshield moldings, wiper arms and blades, and steering wheel metallic surfaces
- Safety wheel rim
- Uniform shift quadrant
- No winged wheel nuts, covers, or caps
- Self-adjusting brakes and corrosion-resistant brake lines

Anti-Theft

- Anti-theft ignition key warning buzzer
- Anti-theft steering column lock
- Multiple key combinations
- Visible vehicle identification
- Tamper-resistant odometer with telltale feature

* * * * *

(#6200-B)

BASIC DATA

1971 VEGA 2300

DIMENSIONS

	2-DOOR SEDAN	HATCHBACK COUPE	KAMMBACK WAGON	PANEL EXPRESS
Wheelbase	97.0	97.0	97.0	97.0
Length (overall)	169.7	169.7	169.7	169.7
Width (overall)	65.4	65.4	65.4	65.4
Height (loaded)	51.9	50.0	52.0	52.0
Tread -- Front	55.1	55.1	55.1	55.1
Tread -- Rear	54.1	54.1	54.1	54.1
Weight (curb)	2190	2234	2273	2199
Head Room -- Front	38.3	37.6	38.3	39.3
Head Room -- Rear	37.4	36.6	37.7	--
Hip Room -- Front	49.1	49.4	49.1	49.4
Hip Room -- Rear	42.5	42.5	42.5	--
Shoulder Room -- Front	53.0	53.0	53.0	53.0
Shoulder Room -- Rear	49.5	49.5	49.5	--
Leg Room -- Front	42.4	42.8	42.4	42.7
Leg Room -- Rear	33.2	30.8	31.8	--

ENGINES

	90 HP	110 HP
Horsepower	90 @ 4800	110 @ 4800
Torque	136 @ 2400	138 @ 3200
Compression ratio	8.0:1	
Carburetion	single-barrel	two-barrel
Fuel recommendation	Regular	
Camshaft	General Performance	High Performance

Vega Fulfills Original Concept

When Chevrolet's Vega 2300 goes on sale September 10, it fulfills a concept defined almost two years ago by General Motors Chairman James M. Roche.

Mr. Roche announced in New York City on October 3, 1968 that General Motors would introduce an American-built car in the summer of 1970. At that time it was code named XP-887.

"It will be General Motors' positive answer to the demonstrated need for a small, economical, durable, safe, comfortable and well-styled car built in America to American tastes," he said.

"We want to build this car here, in American factories, with American labor and American skill. We want to show that Americans, who brought the automobile to its high state of perfection, can still build them better."

Vega Name Comes from the Sky

Chevrolet ended speculation about the name for its new small car -- code named XP-887 -- on April 29, 1970 when a helicopter against the Detroit skyline towed this sign: "Chevy Names It Vega 2300."

"Vega is the name of one of the brightest stars visible from the earth and often is called the 'ark light of the sky'," John Z. DeLorean, Chevrolet general manager, explained.

"The '2300' refers to the cubic centimeters displacement of the lightweight overhead cam engine which is one of the unique features of the new car."

He said the Vega's name "symbolizes the high expectations we have that the Vega 2300 will become the brightest star in the fast-growing small car world."

-more-

Vega Backed by Extensive Testing

A testing program equivalent to 240 trips around the world makes Vega 2300 one of the most well proven new cars ever to be introduced.

Most Vega components -- including its unique lightweight, high torque four cylinder engine -- were given highway and laboratory tests totaling nearly six million miles of operation.

The highway testing included varying types of climate and every type of road. The severity of the overall testing was three times greater than any to which an owner would ever subject his car.

And the total impression of all the engineers, technicians and drivers was summed up by one project manager who said: "we're tickled pink."

Extensive Pre-Announcement Vega Ad Program

Chevrolet since April has been conducting a pre-announcement dialogue with the American public about its forthcoming Vega 2300.

The first of a series of advertisements discussing features of the car was titled "Coming Soon, The Little Car that Does Everything Well."

After the name of the car was officially announced, an advertisement explaining the name was headlined "Twinkle, Twinkle Little Car."

And the advertisement which promised four year styling continuity for the Vega 2300 was titled "Chevy's New Little Car: If You Like the 1971, You'll Like the 1975."

COLLECTING LITERATURE

This month we look at a Chevrolet dealer mailer. To entice owners to use the offered services, Chevrolet prepared a brochure highlighting the dealer service department. As illustrated here, the brochure promoted expert service from trained technicians using custom tools and proper materials.

As many TV commercials proclaim, "Wait, there's more..." Customers who brought their car for servicing were eligible to receive (while supplies lasted) a "card-weight" chart of all U.S. presidents. This is a 1961 brochure, so John F. Kennedy is shown as the current president. The brochure unfolded to show the chart (too big to reproduce in the newsletter). The chart listed the presidents in chronological order. Each president's official Library of Congress portrait was shown. Under each portrait they listed the president's birth and death dates, political party, birth place, state elected from, number of children and their vice president(s).

Come in now for our special ! CONDITIONING ! SERVICES and drive through winter worry-free!

Driving during this season can be as pleasing as at any other time, if you have our experts winterize and weatherproof your Chevy or Corvair. We do the *special* job you get from Chevrolet *specialists*. We have *everything* to condition your car the way it should be done . . . the trained technicians, the custom tools, the proper materials. And, for all its quality, this better work costs no more. Come in now for winterizing—have it done *right* and you won't be regretful!

CHEVROLET GUARDIAN MAINTENANCE SERVICES

approved lubrication Our methods and materials are all factory-approved and this important service is performed by trained specialists. Come in for a job that's **right** in every way . . . to give your car maximum protection.

expert engine tune-up We use procedures, special tools and ment for a scientific tune-up starting and dependable per-

light service For good vision and safer driving we inspect all lights and signals—and use special equipment to check and correct headlamp aim. Dependable lights are especially important during winter's longer hours of darkness.

battery service Ours is ice, important at this the condition of the battery, level, and the terminals—voltage regulator, if indicated, winter operation.

advanced, precision electronic test equipment designed for sure formance.

a thorough service season. We check the electrolyte and inspect the for dependable



Cherry Creek Motor Sales
Main Street Cherry Creek, New York
Phone: CY. 6-5693

COME IN—Card-weight copy of "Presidents" Chart inside, available on request. Supply is limited.

to remind you OF CAR NEEDS

Here's a handy list on which to check your service needs . . . to be sure they are taken care of the next time you visit us. Mark the items that require attention — keep the list in your glove compartment — and give it to us when you come in.



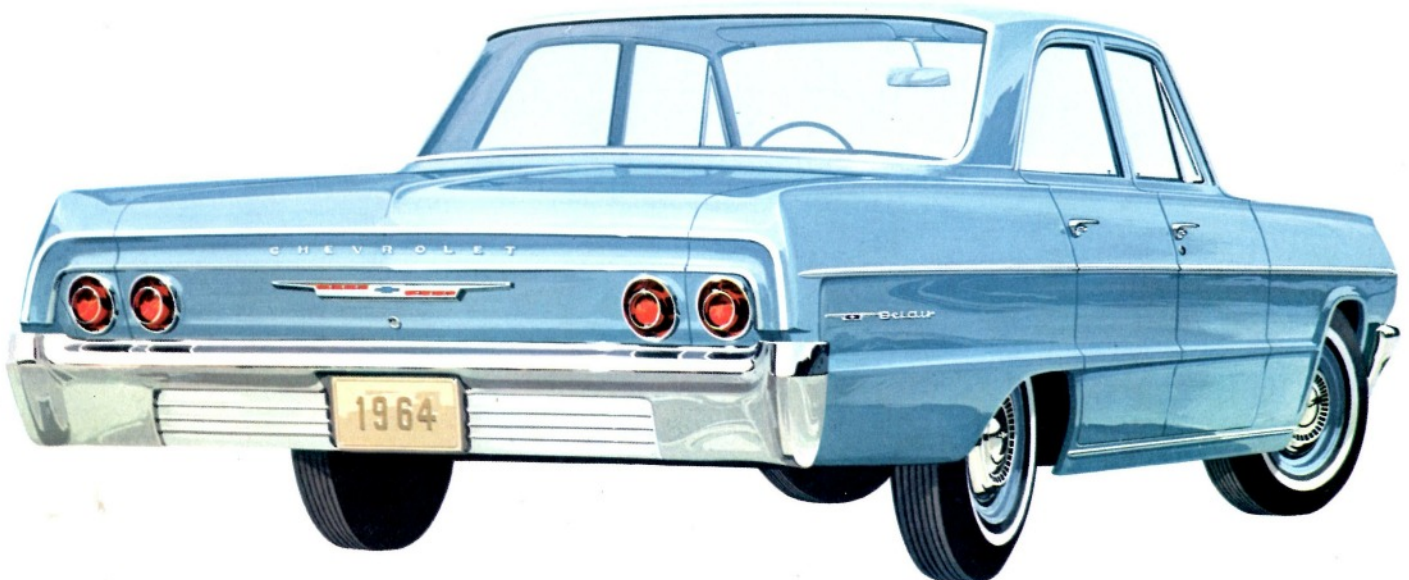
- | | |
|--|--|
| <input type="checkbox"/> ACCELERATOR PEDAL | <input type="checkbox"/> LOCKS AND KEYS |
| <input type="checkbox"/> AIR CLEANER | <input type="checkbox"/> MIRRORS |
| <input type="checkbox"/> BATTERY | <input type="checkbox"/> MUFFLER and EXHAUST |
| <input type="checkbox"/> BODY WORK—
dents, paint touch-up, polish | <input type="checkbox"/> OIL FILTER ELEMENT |
| <input type="checkbox"/> BRAKES—
hand and foot | <input type="checkbox"/> OIL LEAKS |
| <input type="checkbox"/> CARBURETOR
ADJUSTMENT | <input type="checkbox"/> RADIATOR—
flush-out, add rust inhibitor
and/or anti-freeze |
| <input type="checkbox"/> CHROME CLEANING and
PROTECTION | <input type="checkbox"/> RADIO |
| <input type="checkbox"/> CIGARETTE LIGHTER | <input type="checkbox"/> RATTLES and SQUEAKS |
| <input type="checkbox"/> CLOCK | <input type="checkbox"/> SEAT BELTS |
| <input type="checkbox"/> CLUTCH | <input type="checkbox"/> SEAT COVERS |
| <input type="checkbox"/> DOOR and WINDOW
OPERATION | <input type="checkbox"/> SPARK PLUGS |
| <input type="checkbox"/> FAN BELTS | <input type="checkbox"/> SPEEDOMETER and OTHER
INSTRUMENTS |
| <input type="checkbox"/> FLOOR MATS | <input type="checkbox"/> STEERING—
front-end adjustment |
| <input type="checkbox"/> GLASS—
windshield, windows | <input type="checkbox"/> TIRES—
balance, slow leaks, tire-switch,
spare |
| <input type="checkbox"/> HEATER and DEFROSTER | <input type="checkbox"/> TRANSMISSION |
| <input type="checkbox"/> HORN | <input type="checkbox"/> WATER LEAKS |
| <input type="checkbox"/> HUBCAPS | <input type="checkbox"/> WEATHERSTRIPS—
door, rear deck |
| <input type="checkbox"/> LIGHTS—
dome, instrument panel, glove
compartment | <input type="checkbox"/> WINDSHIELD WASHERS—
fluid, spray jets |
| <input type="checkbox"/> LIGHTS—
headlights, taillights, parking
lights, directional signals, stop
lights, trunk light | <input type="checkbox"/> WINDSHIELD WIPER
BLADES |

1964 PRODUCT KNOWLEDGE QUIZ

Here's a chance for region members to test their 1964 Chevrolet knowledge. I've selected 30 of the 206 questions that appear in "The '64 Chevrolet Product Story" salesman's booklet. I hope you enjoy the quiz. The answers are on page 19.



1. How many series are offered in the regular Chevrolet line-up for 1964?
2. How many Impala models are offered in 1964?
3. Where are the parking and turn signal lights located?
4. How many solid colors are offered on Chevrolets?
5. In what three colors is the Impala convertible top offered?
6. How many interior color choices are offered on Bel Airs?
7. True or false: three interior color choices are offered on the 1964 Biscayne sedans.
8. What's the horsepower rating of the standard V8 for the regular 1964 Chevrolet?
9. What's the horsepower rating of the Turbo-Thrift 230?



10. True or false: Corvettes have a steering wheel of simulated wood grain plastic.
11. How many series are there in the new Chevelle line?
12. How many models are there in the Malibu series?
13. How many interior colors are available in the Malibu series?
14. How many interior colors are available in the Chevelle 300 models?
15. What is the wheelbase of the Chevelle?
16. Yes or no: Do Chevilles have self-adjusting brakes?
17. What is the cubic-inch displacement of the standard 6-cylinder engine on the Chevelle?
18. What transmission is standard on the Chevelle?
19. True or false: There is a new hood emblem on the Chevy II.
20. What Chevy II series has been eliminated for 1964?
21. The standard engine on all Chevy IIs is the 90-horsepower, 4 cylinder Super-Thrift 153. True or false?



22. Powerglide and the 3-speed manual are offered with all Chevy II engines? True or false.
23. How many series are there in the Corvair line?
24. On what two Corvair series is two-toning not available?
25. True or false: All Corvairs have a cigarette lighter as standard.
26. What Corvair models have a Turbo-Charged emblem?
27. How many interior colors are offered on the 1964 Corvair 500 coupe?
28. What is the horsepower rating of the standard engine on the 1964 Corvair 700?
29. True or false: Two Greenbrier Sports Wagon models are offered in 1964?
30. True or false: The El Camino's pickup box accommodates load lengths over five feet long.



Here are the answers:

1. Four
2. Six.
3. At the ends of the bumper.
4. 15
5. White, beige or black.
6. Five - fawn, aqua, red, blue and green.
7. True.
8. 195 horsepower.
9. 140 horsepower.
10. True.
11. Three – the Malibu Super Sport, the Malibu and the Chevelle 300.
12. Five.
13. Five – blue, aqua, fawn, saddle and red.
14. Four.
15. 115 inches.
16. Yes.
17. 194 cubic inches.
18. A 3-speed Synchro-Mesh transmission
19. True.
20. 300 Series.
21. False. The Novas and the 100 wagon have a standard 6-cylinder, 120-horsepower engine.
22. True.
23. Four- the 500, the 700, the Monza and the Monza Spyder.

24. Monza and Monza Spyder.

25. True.

26. Monza Spyders.

27. Three.

28. 95 Horsepower

29. True.

30. True.



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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