

SPACE AGE STAR

APRIL 2015



ANTIQUE AUTOMOBILE CLUB
of AMERICA

EDITOR'S NOTES

Region member Jim Gilbertson submitted this month's cover photo. What a great collection of Space Age Chevrolets. Thanks to Jim for sending the photo.

Eldon Frisk recommends reading the article in the December 4, 2014 Old Cars Weekly newsletter regarding a 1963 Impala with 11 miles that was sold at the Lambrecht auction. It's good reading. I think there's a thread about this car on either the VCCA or AACA web forum.

Eldon also sent a youtube link that members might enjoy:

[>>>>](https://www.youtube.com/embed/gWAavCjVQvM?feature=player_detailpage)

Don Allen writes: A friend told me about a company that sells the most beautiful hub caps you can imagine. This guy is almost a nut on quality and authenticity. He bought one and liked it so well that he had to get 3 more and he already had a very good set of NOS '55 Bel Air caps on his car. I had never heard him brag on an item like this. I had good caps on my '55, but the white paint was starting to come off one of them, so I decided to order one and see how I like it. I was just like my friend, that one cap made my others look not so good, so I got 3 more. These are not repops. They are original Chevy hub caps that they refinish. The first one I bought came from their stock and I paid \$150 for it. Then when I wanted 3 more, I called and talked to the man and asked if I could have my own caps refinished. He said sure and it will save you \$50 each. So now they are \$100. I told him mine were in very good condition, no dents, no scrapes, good clips and I would like to have mine redone. I shipped them to him in California and a few days later he called me to say that they were so good he was only going to charge me \$90

each. They are so well done that they are far better than Chevrolet ever put on a car. They shine is like a mirror. The white paint is the correct color and perfect. The company can be reached at hubcaps.com If you go to their web site, they even have a video that they did of my car with their caps. I just can not say enough good about this company and their product. All this and they are just the nicest people to deal with you have ever seen. They do exactly what they say they will do. I hope you will check out their web site.

Thanks to Jim, Eldon and Don for their submissions. Please feel free to submit your photos, restoration tips or anything else you'd like to see in the newsletter.

I have a request: any member who has a space at Hershey (only six months away), please email your space numbers so I can include a list of them in the October issue. This will give us a chance to visit each other during the fall meet.

I missed the AACA annual meeting due to having cataract surgery the day before it started. Fortunately, Bob Parrish and Myron Smith attended. Bob reports: There were the usual interesting seminars from restoration, automotive history and technical classes to region officer training-development. The Chapter/Region Presidents dinner was well attended where events were announced and donations were received for the AACA Library&Research Center and the AACA Museum. The annual meeting on Sat. was also well attended where the 2015 AACA Officers were installed. I was installed as Executive Vice President Space Age Chevrolet Region member Tommy Nolen received a National Award for his 1961 Pontiac. Thanks for the report, Bob.

INTRODUCING: CHEVY II

BY RUSSELL HEIM



Chevrolet Division Introduced the Chevy II in the fall of 1961 as a 1962 model. Chevrolet created the Chevy II to compete more directly with Ford's successful Falcon than the compact Corvair could. Corvair was designed to be an economy car but found its niche as a sporty car so Chevrolet needed a more conventional economy car to compete with Falcon.

While Chevy II was priced close to the Corvair, it cost less to build, despite not sharing parts with any other General Motors Vehicle. Initially, Chevy II didn't steal sales from Corvair or Chevrolet, both car lines sold better in 1962 than in 1961. The Chevy II created new sales and customers for Chevrolet.

Chevy II was promoted as a "New trend-setter in Chevrolet's value tradition" and contained a full line of sedans, coupes, convertibles and station wagons in three trim levels. "Modern basic transportation in a totally new line of cars" read the headline in the Chevy II section of the 1962 Showroom Album. Here was a new, complete line of cars designed for practical

everyday family use. Thrift was another theme Chevrolet used to sell Chevy II.

Chevrolet designed two new engines for Chevy II, a 90 horsepower 153 cubic inch four cylinder, and a 120 horsepower 194 cubic inch six cylinder. These were compact, gas stretching engines according to factory literature. The new car was described as costing less to operate and maintain than traditional full-sized cars.

The four-cylinder engine, Chevrolet's first of this type since 1928, was a valve-in-head design with 8.5:1 compression ratio. This engine featured five crankshaft main bearings, hydraulic valve lifters, forged steel crankshaft, large-bore short-stroke design, durable main, connecting rod, and camshaft bearings, full pressure lubrication, full-flow oil filter, one-barrel carburetor, oil-wetted air filter element, positive-shift starter and manual choke. This engine had the same horsepower rating as Rambler's six and five more than Falcon's base six. The six cylinder engine

had the same compression ratio and features as the four except for automatic choke and seven crankshaft main bearings.

Chevy II's engine bay was designed to accept a V8 engine, but the factory didn't offer this option until 1964. In 1962 there was a dealer-installed kit to drop a 327 in your Chevy II, but the parts cost approximately \$1500, almost as much as the car. See the March 1962 issue of Hot Rod for a detailed description of the kit and its installation and performance.

Available transmissions were standard column-shifted three-speed synchro-mesh and a new air-cooled aluminum version of the Powerglide automatic, also column-shifted. Rear axle ratios were standard 3.08:1 and optional 3.36:1 or 3.55:1.

6.00x13 blackwall tires were standard on sedans. 6.50x13 tires were standard on Nova 400 and station wagons. Whitewall tires were available as an extra-cost option.

Chevy II rode on a 110-inch wheelbase and was 183 inches long. Corvair's wheelbase was 108 inches and overall length was 180 inches. Falcon had a 109.5 inch wheelbase was 181.1 inches long. All three cars had similar leg room but Chevy II easily bested Corvair and Falcon in head room and cargo space.

Two unique features marked Chevy II's construction. The first was the rear springs. Mono-plate was Chevrolet's name for the single-leaf springs used on the rear suspension. The Mono-plate springs never needed lubrication and were surrounded by rubber mounts. Chevrolet bragged that the mono-plate rear springs combined with independent, high mounted front coil springs, gave Chevy II an excellent ride, comparable with more expensive cars. The single leaf spring eliminated "the ills of conventional multi-leaf springs - the harshness and noise caused by the



CHEVY II

100

2-DOOR SEDAN

Lowest cost model in this new thrift line. Yet for all its budget-minding ways, clean, subtly sculptured lines give it a beautifully balanced appearance that will stay in style for years. This 2-door is wonderfully engineered for economical everyday performance, with the roominess and power to take long trips in stride, too.

leaves rubbing against each other.” From personal experience, a Chevy II doesn’t ride or handle as well as a Corvair which had four-wheel independent suspension and coil springs at all four wheels.

The second unique feature was the body construction. Chevy II was a unit body car from the cowl back with a front sub-frame bolted to the body. The front fenders bolted on to the sub-frame. Chevrolet claimed this made front end repairs or replacement easy and economical.

Chevy II carried features found on traditional Chevrolets, parallel action windshield wipers, single-key locking, and Magic Mirror acrylic lacquer finish. Chevy II was available in 14 solid colors and 10 two-tone combinations.

The base model, called Chevy II 100 came in two and four-door sedan and two seat station wagon. It was an “economical blend of beauty and utility.” Sedan interiors were cloth and vinyl while the wagons had an all-vinyl interior. Three interior colors were available, Fawn, Aqua or Red. Door trim was all-vinyl and had armrests for front seat passengers only. Other interior features were, bright metal instrument panel bezel, black control knobs, color-keyed steering wheel with chromed horn button, central dome light, foam cushioned front seat, black rubber floor covering, cloth headliner (embossed vinyl on wagons), sun visors, coat hooks and single-arm style door handles and window cranks.

Chevy II 100 exterior features included bright metal windshield and backlight moldings, series name plates, seven-inch single-unit headlights, single-unit styled taillights and series nameplates. There was no body-side or rear cove trim.

Chevy II 300 came in the same body styles as the 100, but the wagon had three seats instead of two. Chevrolet described the Chevy II 300 as having



CHEVY II 300 3-SEAT STATION WAGON

Economical hauler for the large family. Three seats carry eight adults or a parcel of kids. Third seat faces rear for easy entry with plenty of room for feet in the deep, unobstructed well. Spare tire is stored out of the way along right rear wall, has a color-keyed cover. And with all the other de luxe appointments, you get a power-operated tailgate window, with convenient switches for both the driver and third-seat passengers.

“function with flair.” This series added blue to the cloth and vinyl interior color choices. In addition to the 100 interior features, the 300 added a cigarette lighter, chromed horn ring on the steering wheel, front door-operated interior light switches, power operated tailgate window, rear armrests with built-in ashtrays, color keyed rubber floor covering, and vinyl coated textured metal load floor in the wagons. The 300 exterior added full-length body side molding, parking light frame extension, bright metal rear cove molding and bright metal drip molding to the 100’s features.

The top-line series, called Nova 400 didn’t offer the four-cylinder engine. Chevrolet referred to Nova 400 as “sensibility in its Sunday best.” Nova 400’s body styles were Sport Coupe, convertible and two-seat station wagon. Five cloth and vinyl (all vinyl in the convertible), Fawn, Aqua, Gold, Blue and Red interiors were available. Nova 400 interiors added bright metal control knobs, two-tone steering wheel, series identification emblem, instrument panel courtesy lights, glove compartment light, foam-cushioned rear seat, color keyed vinyl floor covering with deep pile carpet on the driveshaft tunnel, and bright metal backed rearview mirror. The exterior added front fender cove moldings, wide body sill molding, belt molding, full windshield and rear window reveal moldings, and roof drip molding.

Chevy II prices started at \$2003 for the 100 two-door sedan. The most expensive model was the Nova 400 station wagon at \$2497. In keeping with Chevrolet’s practice at the time, a large number of dealer or factory installed Custom Features were offered at extra cost. Powerglide, power steering, power brakes, manual and push-button radios, full wheel-covers and two-tone paint jobs were among the most popular options.

Chevy II bore a strong resemblance to the full-size Chevrolets. The styling, along with the traditional front-engine, rear-wheel-drive layout contributed to sales success in 1962. Model year sales were 326,607 units. If you add this to 292,531 Corvairs, Chevrolet was the largest American manufacturer of compact

CHEVY II

NOVA 400

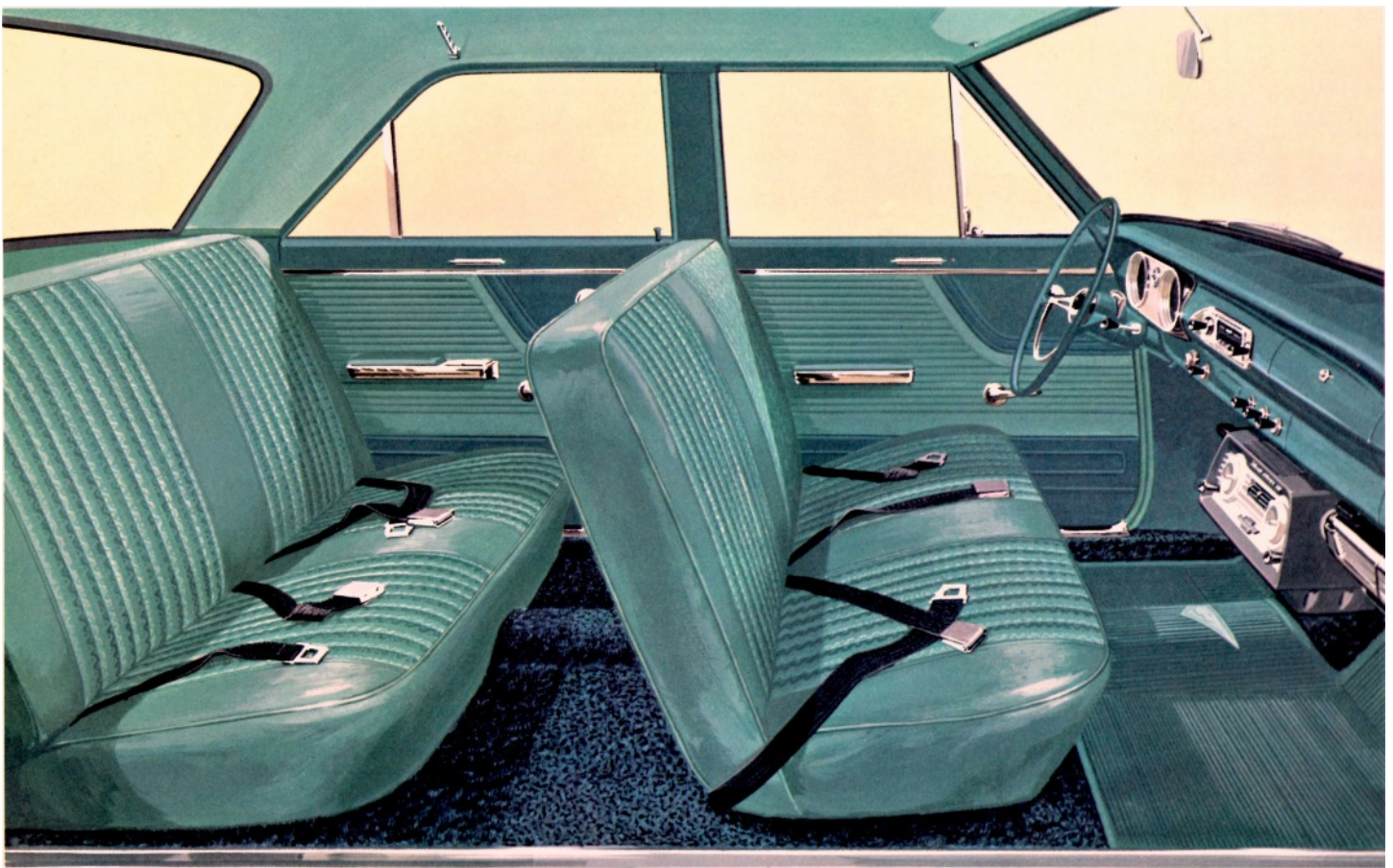
SPORT COUPE

Thrift car with a jaunty air. Its clean lines, tasteful accents, and smartly styled interior usher in a new realm of beauty for a functional car. Yet its frugal heart makes it practical for family budgets. Fine car appointments include foam-cushioned seats, front and rear armrests with built-in ashtrays in the rear, vinyl headlining, automatic dome light, plus other quality features of Chevy II’s finest series.



cars in 1962.

Chevy II had a long and varied sales career and filled many roles during its 18 model year run. It could be anything from a bare-bones economy car to a high horsepower, pavement pounding super car. A lot of this was in the future, but in Chevy II's inaugural year, Chevrolet had a hit on their hands.



Highly optioned Chevy II 100 four-door sedan interior. The optional equipment, or custom feature accessories, shown includes front and rear seatbelts, Cool-pack air-conditioning, manual-tuned radio and Powerglide. It looks like there's a tissue dispenser next to the air-conditioning unit. The front floor-mat shown was often dealer-installed. Note the rubber coating on the floor and the black control knobs. A customer who wanted carpeting and chrome knobs had to step up to the Nova 400.

CHEVROLET—CENTRAL OFFICE

DIVISION OF GENERAL MOTORS CORPORATION
DETROIT 2, MICHIGAN



TECHNICAL SERVICE BULLETIN

Technical Service Department



SUBJECT: CLUTCH CABLE REVISION - 1961-62
CORVAIR "95" & GREENBRIER MODELS

BULLETIN NO. DR #527

SECTION VIr

TO: ALL CHEVROLET DEALERS

DATE March 20, 1962

To reduce the possibility of hard or erratic clutch operation, a new cable with a polyethylene liner entered Corvaire "95" and Greenbrier Production approximately 2-9-62.

If a clutch operation problem is encountered and determined to be caused by binding in the cable assembly, first check for proper routing and retention as shown on the reverse side. Where the operation is not corrected by proper routing, the clutch cable should be replaced with the latest design cable, Part #3821902.

Clutch cable assembly #3821902 is identified by two rubber insulators on the cable sheath rather than three as were used on previous cables. The insulators which remain are at the approximate center of the cable and bonded to the cable sheath.

PARTS DATA

Clutch Cable Assembly

3821902

FLAT RATE

Replace Clutch Cable (Op 6BH20)
(includes adjust linkage)

1.0 Hrs.

Director, Technical Service Department

SELLING FROM STOCK FOR IMMEDIATE DELIVERY - BY RUSSELL HEIM

The 1974 Chevrolet Sales Manager's Handbook recommended selling cars directly from dealer stock instead of ordering them from the factory. The Handbook instructed managers to "counsel" salesmen who slipped into a pattern of ordering cars.

The first main objective of selling from stock was taking the prospect's used car today, at today's prices, rather than estimating what the trade-in would be worth when the ordered new car arrived from the factory. Second, the salesman would receive his commission immediately; he wouldn't have to wait until the ordered car was delivered.

Managers were instructed to plan specific training on the importance of selling from stock. They should teach salesmen to understand the importance of showing cars in stock to every customer. Salesmen were to be encouraged to do their best to sell the customer on the benefits of buying a car that's on hand.

Incentives and Recognition were suggested methods for encouraging salesman to sell in stock cars. The handbook suggested offering bonuses to salesman who sold overage cars and "slow-movers." Contests were also useful for encouraging selling from stock. The sales contests would get the sales force "to regard selling from stock as an important and regular part of professional salesmanship which deserves not only money, but recognition too."

The Handbook said that a dealership's advertising and promotions should feature the dealer's stock and emphasize the customer benefits of immediate delivery. Once the

customer is in the dealership and their order written up, they get delivery fever, creating the opportunity to show them the stock.

Salesmen were trained to follow a three-step selling pattern to promote immediate delivery once an order was placed.

1. Have him see it.
2. Have him sit in it.
3. Have him drive it.

Step one was a chance for a salesman to sell the benefits of alternate colors. If the customer ordered a dark color, the salesman should review the benefits of light colors such as not showing dirt and better night visibility. The benefits of a dark color included dignity and making chrome and whitewall tires show up better.



A customer's buying temperature was predicted to go up when he smells the new car odor. Feeling the comfort of the seat and richness of the upholstery, along with putting his hands on the wheel also increased buying fever.

Once a customer is sitting in the car, the salesman can sharpen their taste for immediate ownership by demonstrating the car's standard and optional features.

Stock that is "conditioned and ready to go" speeds the buying decision by making it easy to offer the customer a test drive. Demonstration "is the key to more sales." The Handbook cited recent consumer research as indicating that two-thirds of prospects who test drove a Vega had a greater appreciation of the car than they did before their test drive. According to the Handbook a customer was bound to think about the difference between the new Chevrolet and his old car. At this moment salesmen should explain that the used car market is unpredictable and the trade-in value might drop while waiting for an ordered car to arrive.

Another way to make an immediate sale was to buy from and trade with other dealers. Chevrolet offered a Zone Locator Service to help dealers find a car that wasn't in their stock. The Service listed available cars and provided columns showing model number, body style, color, trim, engine, options and tires.

Salesmen needed to be "ready and flexible" to sell from stock. They had to be able to show the benefits of each model and body style and be prepared to sell one model over another. It sounds difficult, but competition was tough and it was probably better to get customers into a car immediately, before they could change their mind.



COLLECTING LITERATURE - SALES BROCHURES

Sales Brochures were numerous when new which makes them the most common items found today. Dealers gave these to prospective customers and anyone could walk into a dealership and take one. They're easy to find now and they're inexpensive. Chevy usually issued a large "full-line" brochure showing the entire line-up for that model year. They also issued brochures for each car line and a separate Station Wagon only brochure.

The Sales Brochures usually contain the same illustrations and photos used in the Dealer Albums and have shorter, but glowing descriptions of each car. These brochures also describe the power teams, options and specifications, but in less detail than the Dealer Album or Finger Tip Facts.



GREENBRIER - MINI-VAN BEFORE ITS TIME?

BY RUSSELL HEIM



1961 Greenbrier Deluxe

The term “Mini-van” was two decades from being coined when Chevrolet introduced the Greenbrier as part of their fleet of Corvair 95 truck-like vehicles in 1961. Chevrolet called the Greenbrier a “Sports Wagon” and marketed it as part of their car line.

If you look closely at the Greenbrier, it has many features of latter-day mini-vans. It had a short wheelbase, 95 inches and overall length was only 179.7 inches. The rear seats were removable and the Greenbrier had side and rear doors for loading passengers or cargo.

The Greenbrier was more versatile than modern mini-vans, it offered optional left side doors, a full-size spare tire, two types of heaters, forced air or gasoline, and could be converted to a

camper with outdoor living accessory equipment. Besides being removable, the second seat could be mounted in two different locations and placed in rear or forward-facing positions.

Unlike modern mini-vans, the Greenbrier was a rear-engine, rear-wheel drive vehicle. The engine was located under the rear floor of the passenger/cargo compartment. Engine access was through three openings, a large rectangular door in the rear cargo deck, a smaller battery access door to the left of the main door, and an exterior bottom hinged door placed between the liftgate and the rear bumper.

Special Custom Features

FOR GREENBRIER
and GREENBRIER DE LUXE MODELS



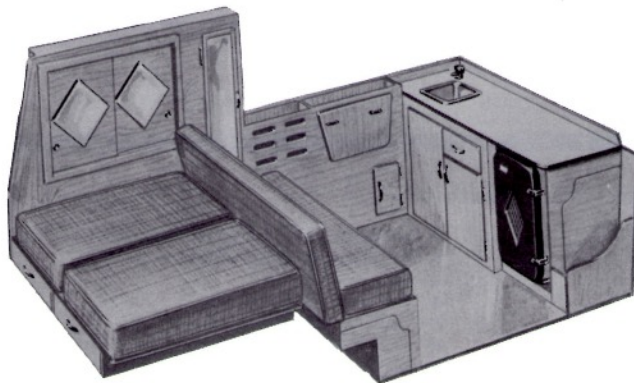
OUTDOOR LIVING ACCESSORY EQUIPMENT

Specially designed Custom Feature Accessories—in addition to regular dealer-installed accessories listed on page 37—for extending Greenbrier versatility to include a wide variety of outdoor business and pleasure uses. Available through authorized Chevrolet dealers.



CUSTOM CAMPER UNIT (Part

No. 985654)—Converts Greenbrier interior into a combination bedroom, living room, and kitchen. Includes: foam-cushioned couch and bed cushions that convert to full-size sleeping area; Formica-topped kitchen unit with stainless steel sink, 11-gallon water tank, built-in ice chest, utility drawer with silverware compartment, roomy storage shelves below sink concealed by double doors with bright chromed hardware, and three convenient end shelves; double sliding door wardrobe storage compartment with individual mirrors; side wall cabinet with two storage compartments; drop-leaf table; vinyl floor covering with bright moulding; eight sets of drapes; plus convenient built-in storage drawers and compartments.



Upon introduction, Chevrolet described the Greenbrier as ultra-versatile and having “Unlimited scope of practical purpose...a smartly styled business or pleasure car that’s equally suited for payload or people.” Chevrolet bragged that the compact exterior dimensions contradicted the expanse of the cargo compartment. The Greenbrier’s functionalism was limited only by the user’s imagination. Chevrolet listed camping, a mobile office and transporting of the disabled as a few of the unusual possibilities of the vehicle.

Chevrolet also touted the absence of a hood projection and high, wide windshield as affording excellent forward visibility. They failed to mention that there was little protection for the driver and front passenger in a frontal collision.

Greenbriers were rated to carry nine passengers and 250 pounds of cargo or six passengers and 700 pounds of cargo. Volume capacity was 175 cubic feet with the rear seats removed.

A good ride and surefooted handling resulted from the short wheelbase and wide 58-inch front and rear tracks, plus low center of gravity. Weight distribution was approximately equal front and rear whether a Greenbrier was empty or fully loaded.

Greenbrier was considered a “forward control” vehicle because the driver sat ahead of the front wheels. It was a unit body vehicle and used the same rear-engine-transaxle power train and four wheel independent suspension as the Corvair coupes and sedans.

Selected Greenbrier Features

- Unit body consisted of five substructures, the underbody, the front-end structure, the right and left hand side panels, and the roof panels

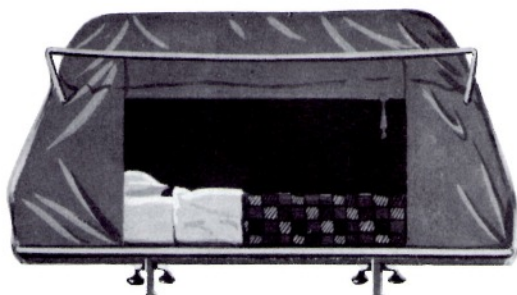
- Underbody supported the attached front and rear suspension and the rear mounted power train
- Low center of gravity provided by “dropped-center” flat floor just 13.6 inches above the ground between the axle kickups
- Underbody supported by longitudinal members
- Lateral support provided by variously shaped cross and outrigger sills reinforced with braces and gussets
- High zinc chromate primer used to prevent rust on underbody
- Wheelhouses sprayed with undercoating
- Extra-heavy gauge steel used on roof panels
- Interior insulated from engine heat and noise by fiber glass and reflecting material attached to the underside of the access door
- Enamel exterior paint used instead of acrylic lacquer
- Available in Sports Wagon or De Luxe Sports Wagon Trim

Greenbrier featured painted ventipane frames, bumpers and wheel covers along with rubber windshield molding. These items were bright metal on Greenbrier De Luxe models. Greenbrier interiors had foam cushioned seats covered in pattern cloth and vinyl, vinyl headliner between the roof bows, black rubber floor mats, painted door panels, a solid color instrument panel and a driver’s side sun visor. Splurging on a De Luxe model gave a buyer a choice of four interior colors (keyed to the exterior), foam cushioning on the seat and seat back, full vinyl headliner, vinyl trimmed door panels with bright moldings, color-keyed vinyl covered rubber floor mats, two-toned instrument panel, anodized aluminum glove box, cigarette lighter, two sun visors, front and rear armrests, a rear dome light, and vinyl spare tire cover.



CUSTOM TABLE (Part No. 985107)—Large 2' x 4' removable table for use inside or out.

POP-UP TENT UNIT (Part No. 985101)—6'4" high with 8' x 10' sewn-in floor. Made from sail boat drill cloth (7.68 oz.) in red and white. Features large 22" square rear window with nylon mosquito netting and front zipper closure. Complete with eight stakes and fiberglass supporting ribs, plus sturdy storage bag with draw-type opening.



SLEEPER UNIT (Part No. 985102)—Car top sleeper unit 6½' long, 4' wide, and 33" high. Accommodates ¾ size double bed mattress or two 27" x 72" air mattresses. Complete with supports, safety straps, fittings, hardware, and 2-piece ladder.

SIDE WINDOW SCREENS (Part No. 985100)—Set of four rustproof aluminum screens attach to the two center windows on each side of Greenbrier models for insect-free cross ventilation. The screens, mounted so as not to interfere with window operation, are attached by screws in the left side panel window and by brackets on the right-side double door windows. Extra pairs of brackets are included for vehicles with the optional left side double doors.



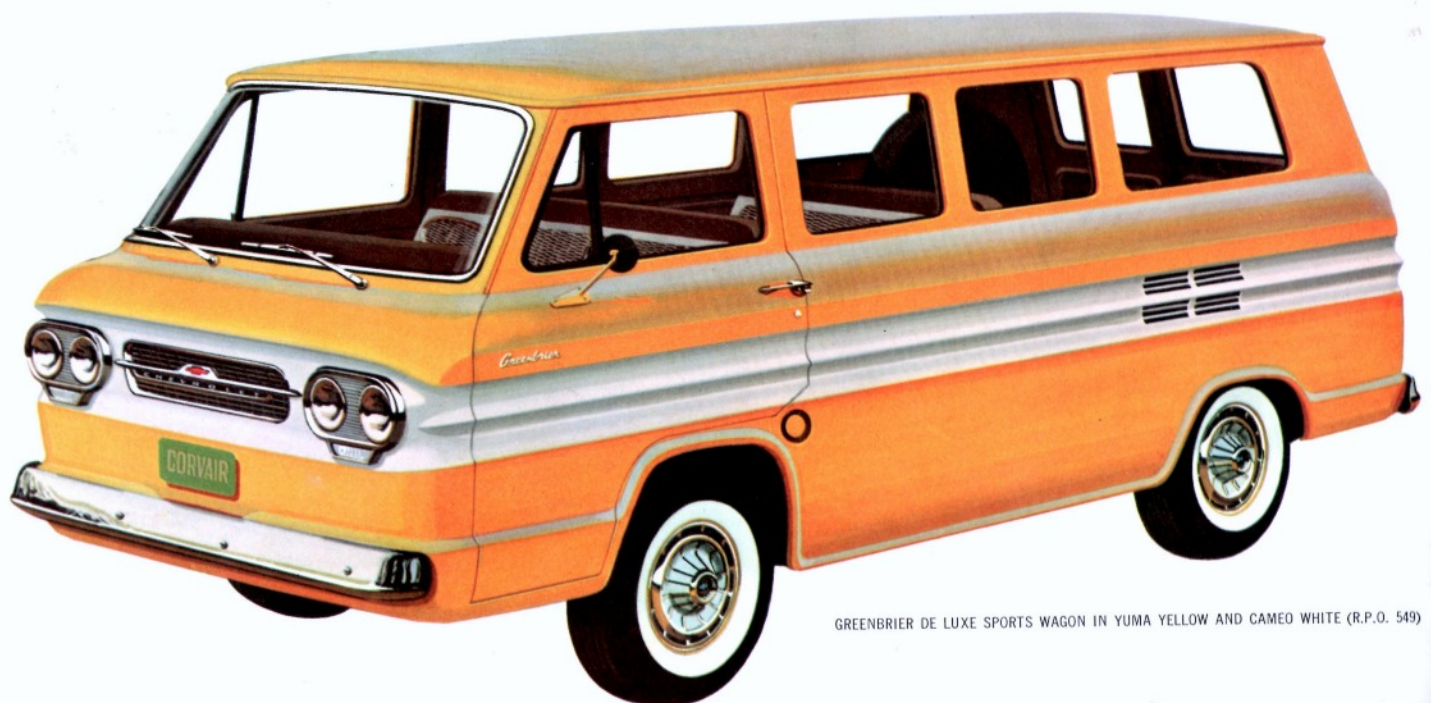
Above custom features show the versatility of the Greenbrier. Another image from 1964 Finger Tip Facts.

Chevrolet used enamel paint in place of acrylic lacquer on Greenbriers. The 15 solid colors and 14 two-tone choices did not correspond with the colors offered on Corvaair sedans and wagons.

The Greenbrier was only available from 1961 through 1965 and didn't generate huge sales; Chevrolet sold just under 58,000 units during the five-year run. Despite this, the size and versatility of the Greenbrier makes you doubt Chrysler Corporation's claim of inventing the mini-van. Greenbrier wasn't the first vehicle of this type. Volkswagen's Micro-Bus, introduced in the early 1950's, holds that honor.



1964 Greenbrier Deluxe showing passenger side doors.



GREENBRIER DE LUXE SPORTS WAGON IN YUMA YELLOW AND CAMEO WHITE (R.P.O. 549)

GREENBRIER

DE LUXE

SPORTS WAGON

Spacious, versatile wagon with handsome styling and appointments that put it right at home at the most formal front entrance. Attractive exterior is enhanced by bright metal bumpers, hub caps and windshield trim. Color-keyed interior has foam-cushioned seats and seat backs, front and rear dome lights and many other de luxe features. And, with the engine's weight over the rear wheels, steering is remarkably light and easy—traction is superb, even on the roughest back trails.

138a



1962 Greenbrier Sports Wagon



1962 Stageway Chevrolet Station Wagon Coach Begins Second Life in Hershey, PA at AACCA Museum

March 18, 2015 (Hershey, PA) The AACCA Museum is excited to have a very special vehicle return to its roots in Hershey, PA. A **1962 Stageway Chevrolet Station Wagon Coach** was recently purchased by three Milton Hershey School Alumni: Jim Hanawalt, John Hanawalt and Rosario (Roy) Sollazzi and donated to the AACCA Museum. This intriguing vehicle will be on display as part of the upcoming **"A Family Affair: Station Wagons"** exhibit running **May 23 - October 11** at the AACCA Museum in Hershey.

For those unfamiliar with the story, Milton Hershey School was founded by entrepreneur

businessman and philanthropist Milton S. Hershey and his wife Catherine to provide a home and education for orphan boys. Today, Milton Hershey School is a home and school for 2,000 students from families from lower income, both girls and boys. True to the ideals of its mission since 1909, Milton Hershey School exists to nurture and educate children in social and financial need enabling them to lead fulfilling and productive lives.

Station wagons were chosen by Milton Hershey School in an effort to provide a more family like home life. In the 1960's Milton Hershey School purchased a number of Stageway modified Chevrolet Station Wagons to transport the students to and from school and a variety of school related activities and field trips. These rather unusual vehicles could be seen driving around the town of Hershey beginning in the early 1960s with this model,

then with heavier Pontiac Catalina wagons purchased in 1968 for Senior Division continuing into the 1980s when transportation was changed over to vans.

In 1962, each of these particular station wagons was equipped with a 327 cubic-inch 250 horsepower V-8 engine, power steering, power brakes and a three-speed manual transmission. The station wagons were modified so that they would be able to accommodate fourteen students. Regular Chevrolet Biscayne wagons were sent to Stageway Coaches where they were cut in two, lengthened then re-welded creating a larger capacity vehicle. The fourth and fifth seats were able to fold down allowing for the transport of meals from a central kitchen to the student homes. Back in the 1960s, housefathers that were driving students to and from school were instructed to use roads going around town to avoid causing traffic delays in the downtown area given the size and number of these vehicles that were on the road.

This specific wagon was originally used at Milton Hershey School student home "Lincoln" then later transitioned to student home "Fairway" sometime in the late 60's or early 70s. For almost three decades these wagons played a highly visible and important role in the lives of those who attended and graduated from Milton Hershey School. Those 8 door stretch station wagons that were once a ubiquitous part of the Hershey landscape are gone but not forgotten. For those who were MHS students during that era, there are many fond (and oftentimes humorous) memories of riding in them as youths. To the population who lived in Hershey and the surrounding area during that time, these wagons represented a unique and lasting impression of Milton Hershey School. The AACA Museum is excited to share this vehicle and its unique

story as part of the Family Affair: Station Wagons exhibit. The wagon will require extensive restoration to return it to its original condition and burgundy color. The AACA Museum will work with the **Pennsylvania College of Technology** in Williamsport, PA to complete this restoration as a student project. To raise funds for the restoration the Museum has set up a web page (<http://www.AACAMuseum.org/WagonRestoration>) for those individuals and organizations who share our vision of giving this regional piece of history new life.

Plan a road trip this summer to the AACA Museum in Hershey to see this vehicle and lots of other great Station Wagons that became known for family transportation and fun. Other special Museum exhibits include **Motorbikes for the Masses** showcasing a variety of mopeds and scooters and **Automotive Jewelry** a photography exhibit by Michael Furman highlighting the beauty of automobile hood ornaments or mascots.

Image courtesy of Milton Hershey School

CLASSIFIED AD:

Parts wanted for 1965 Impala Sport Sedan: One 14X5j rim and one passenger side front fender. Please contact Russell Heim at spaceagechevy@gmail.com or call at 516-445-7165.



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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Please send all articles and classified ads to the editor at spaceagechevy@gmail.com

Our Web Address is:

http://njaaca.org/index.php?option=com_content&view=article&id=25&Itemid=44

