

# **SPACE AGE STAR**

**DECEMBER 2014**



**IN THIS ISSUE: 1965 CHEVROLET TURNS 50, REPORT FROM HERSHEY, ELDON FRISK'S 1963 IMPALA, NEW REGION WEB SITE.**



ANTIQUE AUTOMOBILE CLUB  
of AMERICA

# REGION MEETING HELD AT HERSHEY



*Space Age Region Members at Hershey - seated left to right - Bill Lutkowski, Eldon Frisk, Myron Smith and Bill Pritchett. Standing left to right, Russell Heim and John Mahoney, Jr.*

We held the region meeting at two in the afternoon on Thursday, October 9. We discussed the reasons for founding and promoting the region: enjoyment, promotion and history of 1955 and up Chevrolet vehicles. Eldon Frisk dropped off an article about his 1963 Impala that is featured elsewhere in this issue. Bill Pritchett offered to help with getting an AACA web site started for the region. Each member took some recruiting flyers to hand out at Hershey.

We reviewed our decisions not to have a treasury or dues at this point and decided that it's a good idea since we have no expenses. We can revisit this if the region grows and incurs expenses.

Publicizing the region at the AACA annual board meeting in Philadelphia in February 2015 was our last topic. If you have something you'd like to present that can also promote the region, please get in touch so we can make arrangements.

After Hershey a couple of members mentioned being unable to find our spaces. We are a little out of the way at the far end of the Red Field. I'd like to have a region banner made to display at our Hershey spaces next year. We should meet again at Hershey. If other members with more centrally located spaces (Chocolate Field) would like to host the meeting, we're open to suggestions. Hershey doesn't have to be our only meeting place. If at least two members are at the same event, that counts as a meeting.

The above photo was taken by region Secretary, John Mahoney, III. As you can see, this year's weather was much better at Hershey than last year.





# TECHNICAL SERVICE BULLETIN

Technical Service Department



SUBJECT: INSTALLATION OF THERMO-MODULATED  
CLUTCH AND FAN ON 1961 PASSENGER  
CARS WITH 348 CU. IN. ENGINES

BULLETIN NO. DR #454

SECTION VI

TO: ALL CHEVROLET DEALERS

DATE November 17, 1960

Due to unavailability of material, some early production 1961 Passenger Cars equipped with 348" engines were built without the Thermo-Modulated Clutch and larger blade.

The Thermo-Modulated Clutch and larger blade which were released as standard equipment for 1961 models with 348" engines, provide quieter operation and improved cooling at low speeds.

ALL UNITS BUILT PRIOR TO THE SERIAL NUMBERS LISTED SHOULD HAVE THE NEW FAN AND CLUTCH INSTALLED WHENEVER VEHICLES ARE AVAILABLE AT THE DEALERSHIP.

NOTE: Units with factory installed air conditioning have the new fan and clutch.

Atlanta	A 112320	Flint	F 121024
Janesville	J 119605	Los Angeles	L 112804
Baltimore	B 113208	Framingham	G 107038
Kansas City	K 109559	Norwood	N 113524
Oakland	O 103495	Tarrytown	T 117429
St. Louis	S 120513		

To enable an expedient handling of this installation, the necessary material in the quantities required will be shipped directly to the dealership. The material removed should be returned to the Zone M.R. Room.

Installation instructions shown on Page 2.

Flat rate time - .6 hr.

To insure customer satisfaction, it is requested that Dealers make this installation as promptly as possible.

# 1963 CHEVROLET IMPALA SS

**BY ELDON FRISK - REPRINTED WITH PERMISSION FROM THE JULY-AUGUST 2013 EDITION OF THE CHATTER, NEWSLETTER OF THE AACA CAPITOL CITY CHAPTER**

In the summer of 1965, I found a 1963 Chevrolet Impala SS for sale by the original owner, who had driven it into a ditch. The car had 42,000 miles on it and had been ordered new in June 1963. It was red with a black interior and had a 250 hp, 327 cid engine with a 4-speed stick. I fell in love with the car and bought it.

I repaired the minor damage and drove it until 1976, when I had the body professionally restored by a perfectionist. I used to say that I never missed a salt day! In the fall of 1977, I decided I should maybe try to store the car in the winter to help preserve it. So I stored it that winter and in the spring of 1978 I started using it again. The July 4<sup>th</sup> weekend came and I was stopped in traffic with a Buick Electra stopped in front of me for a car that was signaling for a left turn. A Nash Rambler came up behind me, hit me from behind, and pushed me into the Buick. The driver said he never saw me! The Rambler's front wheels were under both its front doors after the collision. My '63 SS was smashed on both ends! I had it towed to my house. At the time of the crash, the car had 240,000 miles on it with the original motor and transmission and was in excellent condition. It looked like it had only 40,000 miles on it! The insurance adjuster looked at it and said he could see it was a very nice car before the accident, but the car was 15 years old and was not very valuable. It was totaled. I told the adjuster I was keeping the car anyway. I was going to fix it, but when my wife told me that she never liked the car anyway, I felt bad so just put the car into storage.

Then a few years ago, my wife said that maybe I should fix up the old '63 SS again. I thought to myself that that sounded good to me, but the cost to hire someone to have it done would be lots and it could be hazardous to my health to do it myself as well, and it would take lots of time. (I still have it garaged away.)

A couple of years ago at the Back to the '50's event, there was a maroon '63 Impala SS with black interior for sale from a family who lived south of Rochester in Stewartville. It was a driver, an amateur restoration with a 327 engine and a four-speed automatic transmis-

sion with power steering. I bought it and have been driving it summers ever since.

I put my original '63 SS rear seats in as they were in better condition than the seats that were in it. Since I got it, I had the front seats repaired and added front and rear bumper guards like my old '63 had on it.

I love driving it on occasion in the warm weather and so does my daughter Debra. She may have inherited the love of the '63 SS from me! It has been 100% reliable to date! I did fix a few things that needed repair after I got it.



EDITOR'S NOTE: Thanks to Eldon Frisk for submitting this story. These are the kind of stories that will make this newsletter a celebration of our affection for the "Space Age" Chevrolets. Please send me lots of these stories about your cars and I'll put them in the newsletter.

As I stated earlier, we have no space restrictions in an on-line newsletter, so the more stories the better.

Eldon personally delivered his article to me at Hershey when he attended the region meeting. I brought it home with me and copied it into the newsletter.

It's holiday time and I wish everyone a wonderful holiday season and a great new year!



# **COLLECTING LITERATURE - BY RUSSELL HEIM**

## **Dealer/Showroom Albums:**

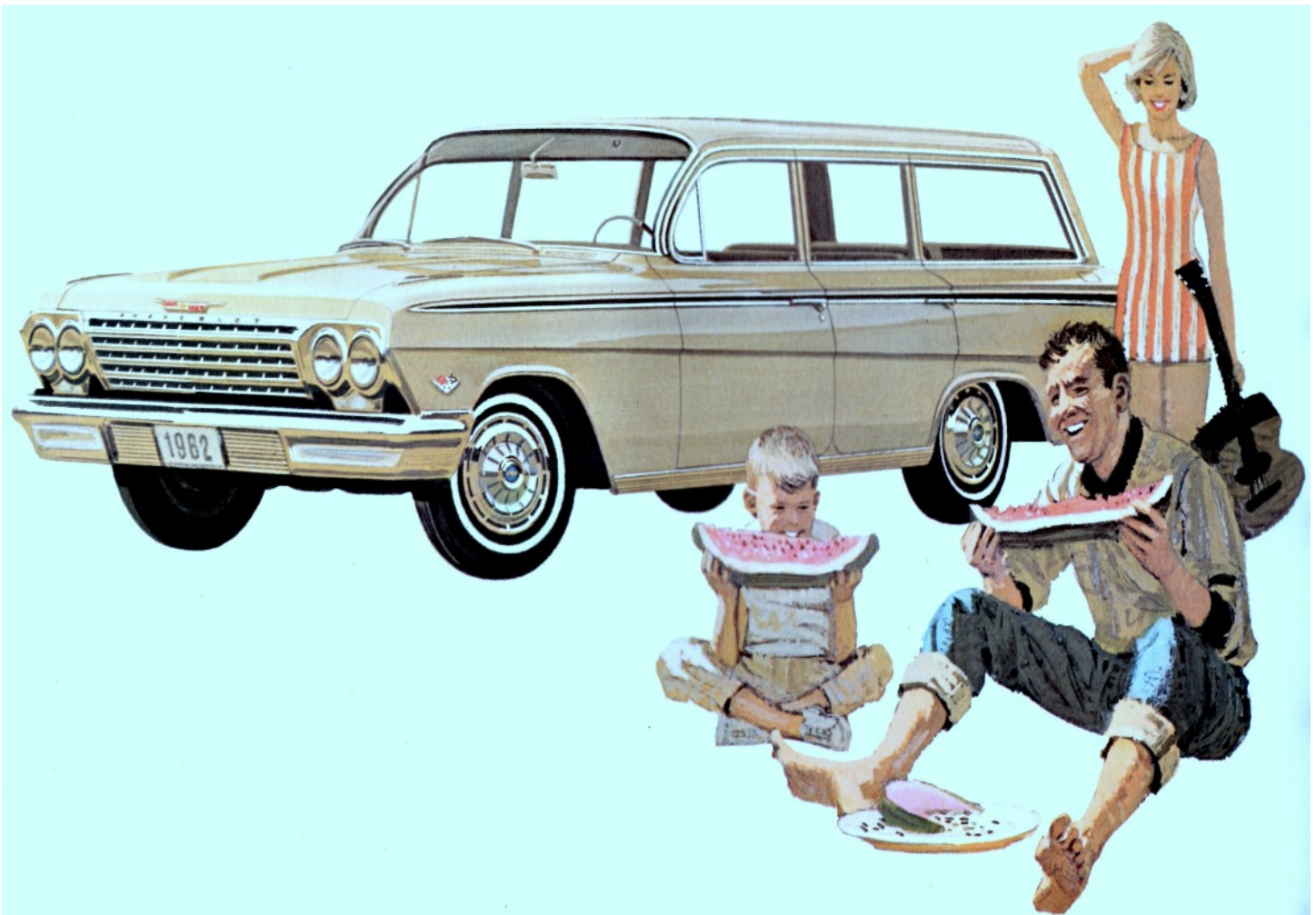
My favorite item to collect is the Dealer Album. Dealers usually kept these in the showroom to help customers in picking the equipment, colors, and body style of their prospective purchase. The dealer albums were divided by Series (Chevrolet, Corvair, Corvette etc...), model (Impala, Bel Air, Biscayne etc...), and body style (Sport Coupe, 4-door sedan, convertible etc...). The albums contain illustrations of each model, usually in an enticing setting, such as a convertible on a dock with sailboats in the background. After the model illustrations are detailed sections on power teams, body and chassis, options, custom features, and specifications. I never tire of looking at the Dealer Albums.

There's no record of how many Dealer Albums they issued, but it's reasonable to assume they issued only one to smaller dealerships and maybe two or three in larger showrooms. They're rare now and are expensive, especially if they're in good condition and have all the pages.

Until the early Sixties, they issued a separate Color and Fabric Album. This contained cards with samples of the available paint colors along with actual samples of the seat fabrics. Later, they included the color and fabric samples in the Dealer Albums. The salesmen used these to show the available color combinations to the customers. These samples are invaluable for someone attempting a restoration. I've referred to these to settle arguments on available color combinations.

You don't see the Color and Fabric Albums often, so they're expensive when you find one, but not as expensive as a Dealer Album.

Below is an illustration from the 1962 Dealer Album.



# **1965 CHEVROLET 50TH ANNIVERSARY**

**BY RUSSELL HEIM**



While not as radical a change as the 1955 Chevrolet was from the 1954 models, the 1965 Chevrolet featured a lot of improvements over 1964 and Chevrolet referred to it as “all new.” As in 1955, the changes were a hit with the buying public. Chevrolet had a record setting year, selling nearly 2.4 million 1965 models.

Here’s a look at Chevrolet’s 1965 offerings by product line.

## **CHEVROLET**

Chevrolet’s advertising and brochures claimed that the new cars had an “Exciting Look of Elegance”. They called the 1965 cars the most beautiful full size Chevrolets ever built and touted the fact that they were longer, lower and wider than previous offerings. The publicity emphasized the lower roof lines and curved side glass and increased head, shoulder and foot room for drivers and passengers.

The biggest change for the 1965 Chevrolet was a new full-perimeter frame. Chevrolet call it the “Girder-Guard” frame. This new frame had full length side rails with four lateral cross members.

Chevrolet claimed the new cars had an improved ride. Continuing their “Jet-Smooth” advertising campaign, they referred to the new models as “Jet-Smoother”. They achieved this by moving the front wheels two inches outward and moving the rear three inches out-

ward. Other suspension improvements included extra thick body mounts, with 700 insulation points, new steering linkage, beefed-up front and rear suspension, improved rear axle and a new one-piece drive shaft.

Despite being the largest Chevrolets offered at the time, the new styling made the cars look trimmer than previous models. Brochures bragged of new hood contours, curved side glass, ground hugging lines, new wheel opening moldings, new front grille and bumper complex and new roof lines.

Interiors were also greatly improved, according to the publicity. The new one-piece drive shaft allowed for a lower tunnel inside the car, increasing foot room. Instrument panels now clustered all the instruments in front of the driver. Impalas featured a two-tone instrument panel with simulated wood inserts. Chevrolet bragged about rich new upholsteries in fabrics and textured vinyl.

At the model year introduction in the fall of 1964, the engine and transmission choices were the same as 1964 except for the deletion of the 425 horsepower 409 V8. 1965 Chevrolets came standard with the 140 horsepower 230 cubic inch six and buyers could choose V8 engines of 283, 327 or 409 cubic inches. Transmission choices were the standard three-speed synchro-mesh with optional three speed overdrive, four-speed synchro-mesh and automatic Powerglide.





The big news occurred mid-way through the model year. Chevrolet discontinued the famed 409 cubic-inch V8 and introduced a new big-block engine that displaced 396 cubic inches. The 396 was available in 325 and 425 horsepower versions. Introduced at the same time, and only available on Chevrolets with the 325 horsepower 396, was the Turbo-Hydra-Matic 400 three-speed automatic transmission. This was Chevrolet's first new transmission since the Turboglide.

The Biscayne, Bel Air, Impala and Impala Super Sport series carried over from 1964. Biscayne and Bel Air's line-ups contained two and four-door sedans and six-passenger station wagons. Impalas were available as four-door sedans, two and four-door hardtops, two-door convertibles and six and nine-passenger wagons. Impala Super Sport featured the two-door hardtop and convertible. The exterior trim varied from standard Impalas and the SS came with bucket seat interiors, full gauge package and console shifters.

Chevrolet introduced an upscale version of the Impala in mid model year and called it the Caprice. The Caprice was designed to compete with Ford's LTD which was a fancy Galaxie. Available only as a four-door hardtop in 1965, Caprice featured an upgraded interior, heavier frame, extra sound insulation, special ornamentation and a vinyl roof. There was more simulated wood and bright metal trim in the Caprice interior.

The most impressive thing about 1965 is that between the standard and Super Sport versions, Chevrolet sold over a million Impalas. They hit a grand slam with these cars.

1965 CHEVROLET POWER TEAMS				
STANDARD ENGINES	3-Speed Synchro- Mesh	4-Speed Synchro- Mesh	Power- glide	Over- drive
140-hp Turbo-Thrift 230 6-cylinder	●		●	●
195-hp Turbo-Fire 283 V8	●	●	●	●
EXTRA-COST OPTIONAL ENGINES				
250-hp Turbo-Fire 327 V8	●	●	●	
300-hp Turbo-Fire 327 V8	●	●	●	
340-hp Turbo-Fire 409 V8		●	●	
400-hp Turbo-Fire 409 V8		●		

Engine availability at 1965 model year introduction.





## CORVAIR

Corvair was Chevrolet's other product line that received significant changes for 1965. Improvements included all new styling with longer, lower and wider bodies, upgraded suspension and interiors and more powerful engines.

There were three series in 1965, Corvair 500, Monza and Corsa. They dropped the Corvair 700 series and replaced the Monza Spyder with the Corsa. The Greenbriar van was offered briefly in 1965. It was quietly discontinued to make room for the new Chevy II based Sport Van.

All 1965 Corvairs carried a version of the 164 cubic-inch air-cooled six cylinder engine. The 95 and 110 horsepower versions carried over from 1964. The turbo-charged engine, only available in the Corsa now offered 180 horsepower, a 30 horsepower improvement over the 1964 engine. A new 140 horsepower engine with four carburetors was available for all Corvairs. The Corvair's stunning new body featured curved side glass was three inches longer, two inches wider and a fraction of an inch lower than the earlier models. Wheelbase remained at 108 inches. All closed bodies were now pillarless hardtops.

1965 Corvair transmission choices were three and four-speed synchro-mesh and Powerglide. Buyers could specify any transmission with any engine with one exception. Powerglide wasn't offered with the turbo-charged engine.

Chevrolet improved the Corvair's suspension for better handling and ride quality. Softer springs improved the ride. They made only minor changes to the front suspension. The rear suspension was entirely new and was based on Corvette's rear suspension. It featured half-shafts, trailing torque arms and strut rods.

Corvair sales improved from 191,915 in 1964 to 235,528 in 1965, a 22 percent increase, proving that all-new styling never hurts.







Malibu Sport Coupe in Willow Green

## CHEVELLE

Chevelle had a successful introductory model year in 1964 so it received only mild styling changes for 1965. They changed the hood and the grille and revised the fenders. The rear had larger taillights and they moved the back-up lights to the bumper.

To boost the car's performance image, Chevrolet offered the 350 horsepower 327 as an optional Chevelle engine. In February 1965 Chevy introduced the hottest Chevelle to date, the Z-16. This was an SS coupe with heavy-duty suspension, tilt steering wheel, gold stripe tires, special simulated mag wheel covers and AM/FM stereo. The Z-16's main feature was a 375 horsepower version of the new Turbo-Jet 396 engine. The marriage of the Chevelle and the 396 was the birth of a legend.

Chevrolet added a new Chevelle series this year, the 300 Deluxe. This line was fancier than the plain 300 model but not as plush as the Malibu and Malibu Super Sport. The 300 Deluxe model line-up included two and four-door sedans and a four-door station wagon.

Chevelle had many of the same features as Chevrolet including the Girder-Guard full perimeter frame and coil springs at all four wheels.

They sold 358,800 Chevelle's in 1965, a six percent increase over 1964. Chevelle outsold the Ford Fairlane by 135,000 cars. Plymouth's entry in the mid-size segment, Belvedere, managed 159,535 sales, so Chevelle was clearly the best-seller in this segment.

Chevelle's main competition came from within General Motors. Pontiac sold 307,000 Tempests/Le Mans. Oldsmobile's F-85/Cutlass sold 179,000 units and Buick's Special/Skylark accounted for

205,000 sales. 1965 was an outstanding sales year for most manufacturers.



Chevelle 300 Deluxe 4-Door 2-Seat Station Wagon in Cypress Green



Chevelle 300 Deluxe 4-Door Sedan in Tahitian Turquoise



Chevelle 300 4-Door Sedan in Regal Red



Chevelle 300 2-Door Sedan in Ermine White



## CHEVY II

The compact Chevy II was the only Chevrolet product to experience a sales decline in 1965, dropping to only 122,000 units from 191,000 in 1964, way down from 1963's 375,000 sales figure.

The car still wore its 1962 sheet metal. Chevrolet revised the grille and headlamp treatments along with the taillights. They added a more formal roofline to the two-door sedan. Despite these changes, and when compared to Chevrolet and Corvair, the car looked dated.

Chevy II was unique because it was the only car available at that time with a choice of four, six or eight-cylinder engines. Very few buyers ordered the 90 horsepower 153 cubic-inch four-cylinder. Most 1965 models had either the 194 or 230 cubic-inch six or the 283 cubic-inch V8. Chevy added the 250 and 300 horsepower 327 to the line-up but few buyers ordered these optional engines. As with other Chevrolet products, buyers could choose between three and four speed synchro-mesh or Powerglide transmission.

Chevy II had three series, the plain 100, the Nova, and Nova Super Sport. Nova was the best seller of the three. The 100 series offered two and four-door sedans and four-door station wagons. Nova offerings were the four-door sedans and wagons and the two-door hardtop sport coupe. Super Sport was a one model series, offering only the sport coupe.

A 1965 Nova SS with a 327 and a four-speed was an excellent performance car but it didn't boost sales. The restyled Corvair and extremely popular Chevelle reduced 1965 Chevy II sales. Ford's Falcon and Mustang along with Plymouth's Valiant and Barracuda also hurt Chevy II sales. Rumors of Chevy II's demise circulated through the auto industry, but these proved false and the Chevy II/Nova survived until 1979.



Chevy II 100 4-Door Sedan in Madeira Maroon



Chevy II 100 4-Door 2-Seat Station Wagon in Danube Blue





## CORVETTE

Chevrolet was smart enough to stick with their winning sports car formula in 1965. Corvette received minor styling changes to the fenders and hood and a new grille. Otherwise the car retained its iconic styling.

The big mechanical change was the addition of four-wheel disc-brakes. The new brakes were available in manual or power-assisted form. Installing disc brakes on the Corvette gave General Motors valuable experience with these systems.

Corvette's engine line-up carried over from 1964 with two exceptions. A new hydraulic-lifter, 350 horsepower version of the 327 V8 was introduced. This engine, famous as the L79 was later offered as an option for Chevelle and Chevy II. March 1965 saw the addition of the 425 horsepower version of the new Turbo-Jet 396 to Corvette's line-up. 396 equipped cars required a new domed hood because the Turbo-Jet was taller than the 327.

Chevrolet added side-mounted exhaust pipes to Corvette's option list in 1965. This exhaust option was available with any engine and added visual and sonic flair to the cars.

Corvette sales soared in 1965. 15,376 convertibles and 8,186 coupes left Chevrolet showrooms during the model year.

### CHEVROLET POWER TEAMS

STANDARD ENGINES	3-SPEED	3-SPEED (fully synch.)	4-SPEED	POWERGLIDE	TURBO HYDRA-MATIC	OVERDRIVE
140-hp Turbo-Thrift 230 6-cyl.	●			●		●
195-hp Turbo-Fire 283 V8	●		●	●		●
EXTRA-COST OPTIONAL ENGINES						
250-hp Turbo-Fire 327 V8	●	●	●	●		
300-hp Turbo-Fire 327 V8	●	●	●	●		
325-hp Turbo-Jet 396 V8		●	●	●	●	
425-hp Turbo-Jet 396 V8		●	●	●		

### CHEVELLE POWER TEAMS

STANDARD ENGINES	3-SPEED	OVERDRIVE	3-SPEED (fully synch.)	4-SPEED	POWERGLIDE
120-hp Hi-Thrift 194 6-cyl.	●	●			●
195-hp Turbo-Fire 283 V8	●	●		●	●
EXTRA-COST OPTIONAL ENGINES					
140-hp Turbo-Thrift 230 6-cyl.	●	●			●
250-hp Turbo-Fire 327 V8	●		●	●	●
300-hp Turbo-Fire 327 V8	●		●	●	●
350-hp Turbo-Fire 327 V8	●		●	●	●

### CORVAIR POWER TEAMS

STANDARD ENGINES	3-SPEED	4-SPEED	POWERGLIDE
95-hp Turbo-Air 164 6-cyl. (Standard for all models except Corsa)	●	●	●
140-hp Turbo-Air 164 6-cyl. (Standard for Corsa)	●	●	
EXTRA-COST OPTIONAL ENGINES			
110-hp Turbo-Air 164 6-cyl. (Available for Monza and 500 models)	●	●	●
140-hp Turbo-Air 164 6-cyl. (Available for Monza and 500 models)	●	●	●
180-hp Turbo-Charged 164 6-cyl. (Available for Corsa only)	●	●	

### CHEVY II POWER TEAMS

STANDARD ENGINES	3-SPEED	3-SPEED (fully synch.)	4-SPEED	POWERGLIDE
90-hp Super-Thrift 153 4-cyl. (Standard for Chevy II 100 Sedans)	●			●
120-hp Hi-Thrift 194 6-cyl.	●			●
195-hp Turbo-Fire 283 V8	●		●	●
EXTRA-COST OPTIONAL ENGINES				
140-hp Turbo-Thrift 230 6-cyl.	●			●
250-hp Turbo-Fire 327 V8	●	●	●	●
300-hp Turbo-Fire 327 V8	●	●	●	●

### CORVETTE POWER TEAMS

STANDARD ENGINE	3-SPEED	4-SPEED	POWERGLIDE
250-hp V8	●	●	●
EXTRA-COST OPTIONAL ENGINES			
300-hp V8		●	●
350-hp V8		●	
365-hp V8		●	
375-hp Ramjet Fuel Injection V8		●	
425-hp Turbo-Jet V8		●	



1965 was a banner year for Chevrolet and the automobile industry in general. The economy was booming, and people had money to spend on new cars. Chevrolet offered cars to please any kind of buyer.

Chevy emphasized sporty cars in all their product lines. Chevrolet, Chevelle and Chevy II all had Super Sport models and Corvair had the turbo-charged Corsa. The advertising promoted the cars sleek styling and sporty handling. Corvette was America's only true sports car and received power and braking upgrades.

They didn't forget the practical customers, offering four and six-cylinder cars and promoting them as practical transportation choices. An "old-fashioned" minded customer could still buy their Chevy with a six-cylinder engine, three-on-the-tree stick shift and no power assists.

Chevy's various 1965 models, especially those equipped with powerful V8s are very collectible. The combination of styling and power is hard to resist, just as it was when the cars were new.



Corvair 500 Sport Coupe in Artesian Turquoise



Corvair 500 Sport Sedan in Danube Blue





# 1965 IMPALA SURVIVOR/PROJECT

**BY RUSSELL HEIM**

**EDITOR'S NOTE:** I originally published this story in the Long Island Region VCCA newsletter, the Chevroletter, but keeping with the 1965 theme of this issue of the Space Age Star and being lazy, I thought it would be appropriate to publish it here. Most of you don't receive the Chevroletter, the few that do please skip to the next page.

I probably shouldn't have bought this car but here it is. Last fall, while getting diagnosed and waiting for my back surgery, I had a lot of free time and spent most of it looking for late '60's Chevys on ebay and Craig's List. I spotted this car on the New Hampshire Craig's List and contacted the seller in early December. He was leaving for Florida for the winter and I was going in for surgery so we didn't make a deal.

The seller contacted me in the spring when he returned to New Hampshire from Florida. We exchanged emails and spoke on the phone and he offered me the car for a low price. It looked decent in the pictures and he said it was in good shape so I bought the car. John Mahoney and I drove to New Hampshire with John's trailer and picked up the car. A quick visual inspection showed that the car wasn't as nice as I expected, but I'd already paid for and registered it, so we brought it home.

This Impala has a six cylinder, Powerglide, power steering, AM radio, limited slip rear and the special order all-vinyl black interior. It starts and runs, but doesn't move very well. It needs a lot of work.

It's a Tarrytown car, assembled during the third week of July of 1965. It was sold new at Baldwin Chevrolet (corner of Central Avenue and Merrick Road, Baldwin, Long Island) in September of 1965.

The original owner lived in nearby Woodmere. I have the original bill of sale, protecto-plate, Fisher Body punch card and two recall notices from the dealer.

I know I'd enjoy driving and showing it when its fixed up, but my health and budget may not allow this. I've advertised it for sale and received some interest but no sale yet. I sold my 1961 Impala 4-door sedan so I'm toying with the idea of keeping the 1965 Impala. I still have my 1961 Bel Air Sport Sedan so if I keep the 1965 I'll have an all sport sedan fleet.

I think I bought the car to help myself feel better after the surgery, but I'm not sure if that's working out. Regardless, it's a cool car.

Below are some pictures of the car. Please feel free to send your opinions as to whether you'd keep or sell this car. Also, please feel free to make an offer if you'd like to buy a project car to work on over the winter. They only sold 56,000 out of a million Impalas with six-cylinder engines in 1965. It's not exactly rare, but I don't recall seeing too many six-cylinder 1965 Impalas. Most full-size six-cylinder equipped cars that year were Biscaynes and Bel Airs.











## REGION NEWS

Above is our new logo. I made it on a photo-editing program. I like it, but if someone would like to design something fancier or more colorful, please feel free.

Our new Region email address is, [spaceagechevy@gmail.com](mailto:spaceagechevy@gmail.com) Please use this address for region communication. You can send your opinions of the new logo to this address.

We also have a web page. Thanks to Bill Pritchett for volunteering as region webmaster. He created the page and will maintain it. There's no cost to the club as the page is on an AACA hosted site. Here's the link:

[http://njaaca.org/index.php?option=com\\_content&view=article&id=25&Itemid=44](http://njaaca.org/index.php?option=com_content&view=article&id=25&Itemid=44)

Thanks to Bill for taking on this job.

A member suggested we allow GMC trucks in the Region. Please use the new email address to express your opinion. Many of us are in the VCCA and I know allowing GMCs in that club has created some bad feelings. I have a feeling this won't be popular in our Region, but it doesn't hurt to ask.

Speaking of trucks, I haven't featured any in the newsletter yet because I don't have any truck literature. I get most of the information for the newsletter articles from my factory literature collection. I only have car literature. Truck owners, please submit articles, or scan pages from your literature and email it to the new address. I'd like to include trucks, but I need your help.

Whatever you celebrate this month, I hope everyone has a great holiday and a wonderful New Year.

Best Wishes, Russell Heim



Malibu Convertible in Regal Red



Malibu 4-Door 2-Seat Station Wagon in Mist Blue



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.

**Region Officers:**

**President:** Russell Heim

**Vice President:** Ana Heim

**Secretary:** John Mahoney, III

**Newsletter Editor:** Russell Heim

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Please send all articles and classified ads to the editor at [spaceagechevy@gmail.com](mailto:spaceagechevy@gmail.com)

## **LINKS TO 1965 CHEVROLET ADS ON YOUTUBE:**

<http://www.youtube.com/watch?v=0X5m4emm0OM>

<http://www.youtube.com/watch?v=tbPr8dLS6E8>

<http://www.youtube.com/watch?v=Lmidbdwo6ta>

<http://www.youtube.com/watch?v=LMiDBdwO6TA>



Chevy II 100 2-Door Sedan in Cameo Beige

**BEST WISHES TO ALL FOR A HAPPY HOLIDAY SEASON AND A GREAT 2015!**