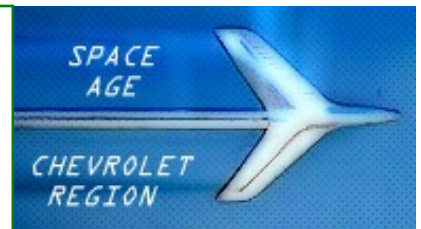


SPACE AGE STAR

DECEMBER 2017



THIS MONTH: 1977 MONTE CARLO, 1958 CHEVROLET 60TH ANNIVERSARY PART 2, HERSHEY REPORT



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Editor's Notes:

Hershey was a lot of fun this year. It was warm every day and it only rained after the flea market closed on Thursday. I even sold a few things, except for my small hub cap collection. My sons make fun of me every year because they load the hub caps into my truck as I get ready to leave for Hershey. They always say that they'll have to unload them when I return. I predicted that I'd finally sell them this year but I was wrong.

People and socializing are the main reason I attend Hershey. This year I got to meet Laurie and Gerald Hollis, region members from Texas. They stopped by the region space and introduced themselves. It was great meeting them, I appreciate them taking their time to stop by.

As usual, we held the region meeting on Thursday afternoon. Besides your editor, Pete Cullin, Paul Dimbath, John Mahoney and Bill Pritchett attended the meeting. We discussed methods of increasing membership. One idea was to place a write-up in the AACA *Speedster* electronic newsletter. I did this in October and so far we've recruited 10 new members.

Another recruiting idea was to ask national headquarters for a list of owners of 1955 and later Chevrolets. We could use this list to contact potential members via email. We should try this after the new year, when the membership renewal workload slows down at headquarters.

We also discussed word of mouth recruitment. If you have AACA friends who own Space Age Chevrolets, try to pitch the region to them. Friends who aren't AACA members can also be potential members. National headquarters gives each region four complimentary memberships each year. These are for people who've never had an AACA membership number. I still have two of these left for this year. Please contact me if you have a potential member.

My camera worked well this year and I was able to capture photos of Space Age era Chevrolets at Hershey. See the results starting on page 5. I can identify many Chevrolet models by sight. I used the *Chevy Spotter's Guide* I purchased at Hershey to identify the cars and trucks I was unsure of. Please correct me if I made any mistakes.

One of our newest members, J.P. Price, who joined along with his wife Irene, submitted the Monte Carlo article on page three. This type of story and photos are a great way to share your car(s) with our membership.

As I mentioned in the October issue, the 1958 60th anniversary articles would be spread over multiple issues. We look at Corvette and Impala this month. I pushed the Level Air suspension article to the February newsletter because I don't want the PDF file to get too big for members' e-mail boxes.

Best wishes to everyone for a Merry Christmas, Happy Hanukkah, and a great 2018. Don't forget that December 25 is also Louis Chevrolet's birthday.

Russell Heim

“See the U.S.A. in Your Chevrolet” Monte Carlo

By JP Price and '77 Monte Carlo Landau, Southampton, NJ

The Monte Carlo was originally introduced by Chevrolet for the 1970 model year (as competition with the Ford Thunderbird), they called it a “personal luxury coupe”. John Z DeLorean sat in the Chevrolet general manager’s chair when the car debuted in showrooms on September 18, 1969.

The rest of this story is told in the 3rd person by my 1977 Monte Carlo - enjoy:

I was born a 1977 Monte Carlo Landau in Baltimore, MD weighing in at 3,995 lbs. They gave me a new revised grille with the "Knight's Crest" emblem moved to a stand-up hood ornament, and revised taillight lenses marking the second generation 1977 Monte Carlo. I was lucky to remain a big car because the 1978 model was 700-800 lbs. lighter and some 15 inches shorter than the '77 model because of all the gas wars I guess.

Matter of fact I was told the '77 Monte comes in at a very long 17.8 feet, including the longest hood in Chevrolet history – over six feet! Wow - my hood is longer than some of them Smart cars that pull up next to me at a traffic light. This gave me bragging rights in Chevy land because I was actually bigger than the “full-sized” '77 Caprice that year. Of course my heart is a healthy original 305 5.0 liter V-8 engine with 145 HP, Turbo Hydramatic, tilt wheel, cruise control, rear window defogger and power windows.

After leaving the Baltimore factory I settled with a nice family in Delaware after they purchased me for \$5,295. Because of my brand new stunning white exterior with a blue Landau roof they always kept me in a garage until my nice owner passed away in 2008. His son decided to sell me on eBay even though I was a young 93,000 miles old. It didn't bother me much because my owner promised his father I would be bought by someone who loved Monte Carlos.

I heard thru the “car vine” that the current owner’s father also had a brand new 1977 Monte Carlo -- sky blue with a white Landau roof. He passed it on to his son in 1984 and of course he then passed it on to his 17 year old son in 1996. Unfortunately it was taken down by multi fender benders. It took them 10 years to find me. I think it was my white interior that sealed the deal in March 2008. My new owners JP and Irene have treated me great because they completely restored and painted me the winter of 2010.

Chevrolet would be so proud of me because May 2016 I received a National First Junior Prize at the Spring Meet in Vineland NJ and Oct 2016 I received a National First Senior Prize at the Hershey PA Fall Meet. The best thing that makes me feel good is that the 1977 Monte Carlo went on to become one of the most popular and best selling marques in GM history. Chevy built a whopping 224,327 1977 “S” coupes and another 186,711 of ME -- the 77' Landau.

Gotta Tell you I'm so very Happy!! Best Wishes- 77 Monte Carlo



SPACE AGE CHEVROLETS AT HERSHEY

I hardly walked around the flea market this year. During my few walks I hardly saw any Space Age Chevrolets in the Red and Chocolate fields (I never made it to the Green or Orange fields or the car corral). By Friday I was starting to worry about having no pictures for the newsletter. Then I had the idea to take pictures while I was watching the cars parade up North Hockersville Road on their way to the show field. Saturday morning I took my folding chair and my camera and parked myself on the side of the street. The photos on this and the following pages are the results. I apologize for the barrier rope in some of the pictures, but I think you'll still appreciate the subject vehicles.

If you're tired by Saturday morning, or have trouble walking like I do, watching the parade is the best way to see the car show. Of course, if you're up to it, walking the show field is a great experience. Besides all the wonderful Space Age Chevrolets featured here, the variety and condition of the antique vehicles never fails to amaze. This is a well-worn cliché, but it's true that you see cars and trucks at Hershey that you won't see anywhere else.

If you haven't been to the Fall Meet at Hershey, you owe it to yourself to make the trip. Enjoy the photos.

Russell Heim



1961 Impala Super Sport Coupe



1957 Cameo



1957 Stake-Bed Pick-up



Circa 1980 Suburban



1969 El Camino Super Sport



1967 Camaro Super Sport Convertible



1969 Camaro Z28 Coupe



1975 Caprice Convertible



1962 Bel Air Sport Coupe



1973 Monte Carlo



1967 Chevy II Nova Sport Coupe

1958 CORVETTE TURNS 60



While not as extensively updated for 1958 as the passenger cars, Corvette had a number of significant updates. 1958 Corvette had a restyled body and an all new interior. The new interior featured a more convenient location for the instruments and controls. The radio was now located in a vertical panel that extended from the floor to the instrument panel. Heater and defroster controls and a clock were also located in this panel. Door panels had a longer arm rest than 1957 cars. The bucket seats were redesigned for 1958.

1958's body was nine-inches longer than 1957 Corvette. They revised the front grille and added quad headlights. Front fenders featured bright metal wind splits and simulated air scoops. The hood had non-functional transverse ventilation louvers. Redesigned tail lights followed the contour of the quarter panels. Two wide moldings highlighted the deck lid. The following charts and photos detail the changes.





| ENGINE | EQUIPMENT | COMPRESSION RATIO | GROSS HORSEPOWER | GROSS TORQUE (lbs. ft.) |
|--|--|-------------------|------------------|-------------------------|
| Regular Production 283 Cubic Inch V-8 | 4-Barrel Carburetor | 9.5-to-1 | 230 at 4800 rpm | 300 at 3000 rpm |
| Optional 283 Cubic Inch V-8's | Dual 4-Barrel Carburetor | 9.5-to-1 | 245 at 5000 rpm | 300 at 3800 rpm |
| | Fuel Injection | 9.5-to-1 | 250 at 5000 rpm | 305 at 3800 rpm |
| | Dual 4-Barrel Carburetor and Special Camshaft | 9.5-to-1 | 270 at 6000 rpm | 285 at 4200 rpm |
| | Fuel Injection and Special Camshaft | 10.5-to-1 | 290 at 6200 rpm | 290 at 4400 rpm |



pecifications



ENGINE: Valve-in-head V8, 283-cubic-inch displacement, 3.88" bore x 3.0" stroke, 9.5:1 compression ratio, 230 h.p. with 4-barrel carburetor, 245 h.p. with twin 4-barrel carburetion*. 250 h.p. with Ramjet Fuel Injection*. High-lift camshaft, hydraulic valve lifters. Independent operating mechanism for each valve. Precision-machined forged steel crankshaft, five main bearings. Special alloy main and connecting rod bearings. Full-pressure lubrication system with full-flow oil filter, 12-volt electrical system. Engine precision-balanced after assembly. Finned aluminum rocker covers on optional engines. Buffed aluminum oil-wetted air cleaner (paper-element type with fuel injection). Full dual exhaust system. Maximum performance 290 h.p. engine* features Ramjet Fuel Injection, 10.5:1 compression ratio, special camshaft, and high-speed valve system with special valves and mechanical valve lifters. **TRANSMISSION:** Special 3-speed close-ratio Synchro-Mesh (2.2:1 low and reverse, 1.31:1 second and 1:1 high) standard. Close-ratio 4-speed Synchro-Mesh* optional (2.2:1 first, 1.66:1 second, 1.31:1 third, 1:1 fourth, 2.25:1 reverse). 10" semi-centrifugal coil spring clutch. Powerglide automatic transmission* available with 230, 245, and 250 horsepower engines. Floor-mounted gear or range selector. **REAR AXLE:** Semi-floating hypoid. Axle ratios: 3-speed or 4-speed Synchro-Mesh 3.70:1; Powerglide 3.55:1. Positraction rear axle with choice of 3.70:1, 4.11:1, or 4.56:1 ratio optional* with either 3-speed or 4-speed Synchro-Mesh. **CHASSIS:** Box-girder, X-member reinforced frame. Independent coil spring front suspension with stabilizer bar. Outrigger-mounted semi-elliptic rear springs. Direct double-acting shock absorbers. Unit-balanced tubular propeller shaft and universal joints. Full anti-friction steering gear and balanced linkage—21:1 overall ratio. Hydraulic 11-inch self-energizing brakes, with fade-resistant linings. Mechanical parking brake on rear

wheels. 16.4 gallon fuel tank. Black 6.70 x 15 4-ply rating tubeless tires, white sidewall tires optional*. Chrome wheel covers with simulated knock-off hubs. **EXTERIOR:** Glass-fiber-reinforced plastic body—sculptured side panels. Polished acrylic lacquer finish. Front hinged hood. Three-unit front grille. Dual headlights in front fenders. Cowl ventilator. Large luggage locker with spare wheel under floor. Concealed well for folding top behind seats. Chrome-bound windshield. Functional, wraparound front and rear bumpers mounted to the frame. Dual exhaust ports in rear bumpers. Choice of manually operated fabric folding top or easily removable plastic hardtop. **INTERIOR:** Foam rubber padded, all-vinyl trimmed bucket seats, individually adjustable. Safety belts. Pushbutton door handles, key lock, inside release. Long padded armrest on each door. Crank-operated windows. Vinyl covered instrument panel crown and doors. Passenger assist bar in instrument panel cove. Carpeted floor, metal door scuff panels, sills and step plates. Competition-type steering wheel. Speedometer, tachometer, ammeter, fuel level, oil pressure, and coolant temperature gauges, starter-ignition switch, and light switch on instrument panel. Directional signals, cigarette lighter, outside and inside rearview mirrors, dual electric windshield wipers, electric clock. Ashtray and glove compartment between seats. **OPTIONAL*:** Engines, transmissions, axle, and white sidewall tires (see above). Power-operating mechanism and removable plastic hardtop with folding top. Power windows. Transistorized radio, heater, windshield washer. Heavy-duty brakes-and-suspension package. Special wheels. **DIMENSIONS:** Wheelbase, 102". Length, 177.2". Overall height: folding top, 51.1" up, 49.2" down; hardtop, 51". Height at door, 33". Road clearance, 5.8". Width, 72.8". Tread: 57" front, 59" rear.

*Optional at extra cost.

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FOR PERFORMANCE

1 CORVETTE ENGINES are 283 cu. in. displacement valve-in-head V8's with 3.88" bore and 3.0" stroke. You can choose horsepower that suits your driving needs.
230 H.P. CORVETTE V8 with 4-barrel carburetor (A) and hydraulic valve lifters—standard.
245 H.P. CORVETTE V8 with twin 4-barrel carburetor (B) and hydraulic valve lifters—EPO 485.*
250 H.P. CORVETTE V8 with Ramjet Fuel Injection (C) and hydraulic valve lifters—EPO 575.*

250 H.P. CORVETTE V8 with twin 4-barrel carburetor (B) special camshaft (B) and high speed valve system—EPO 485C.*
250 H.P. CORVETTE V8 with Ramjet Fuel Injection (C) special camshaft (B) and high speed valve system—EPO 575C.*

CHOICE OF GEARBOXES
2 3-SPEED CLOSE-RATIO SYNCHRO-MESH Standard.
Ratio: 2.2:1 first, 1.31:1 second, 1:1 third, 2.25:1 reverse.
3 4-SPEED CLOSE-RATIO SYNCHRO-MESH Fully synchronized in all forward speeds. Optional* with all engines. Ratios: 2.2:1 first, 1.66:1 second, 1.31:1 third, 1:1 fourth, and 2.25:1 reverse—EPO 485.
4 POWERGLIDE AUTOMATIC Optional* with 230, 245, and 250 h.p. engines—EPO 575.

POWER-MATCHED REAR AXLES
5 STANDARD REAR AXLE Conventional design. Ratio: 3.70:1 with Synchro-Mesh transmission, 3.55:1 with Powerglide.
6 POSITRAC™ keeps positive power geared to the rear wheels as long as either rear wheel has traction... for safer, surer going on ice and in mud or snow. Optional* with Syn-

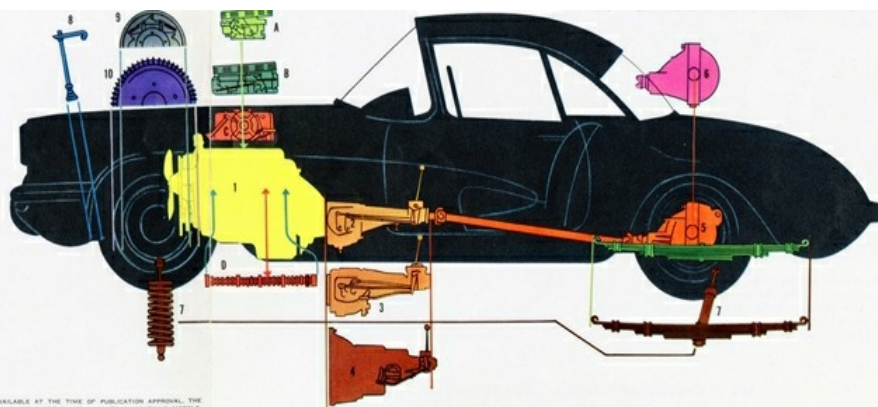
chro-Mesh transmissions and a choice of axle ratios: 3.70:1, EPO 477, 4.11:1, EPO 478, or 4.56:1, EPO 479.

SPECIAL EQUIPMENT* FOR SPORTS CAR MEETS
7, 8, 9, 10 HEAVY-DUTY BRAKES AND SUSPENSION Heavy-duty front and rear springs and larger shock absorbers with oiler valving (7) heavier front stabilizer (8) and fuel steering linkage that gives a 16.3:1 overall ratio. Also included are special brakes with ceramic-metallic linings (9) finned cast iron brake drums (10) and vented flange plates with air scoops. Air ducts from front of car extend through body rocker panels to each rear brake. Used with Positraction rear axle, this equipment is available with Synchro-Mesh transmissions and 230- or 250-h.p. engine—EPO 484. Wide-base wheels with 5½" rims also available—EPO 576.

EXCITING NEW COLORS
Six solid color exteriors... Charcoal, Snowcrest White, Silver Blue, Regal Turquoise, Panama Yellow, and Signal Red. These colors also available in optional* two-tone exteriors with color-keyed Ica Silver or Snowcrest White in the sculptured side panels. Interior trim and folding top offered in three colors, keyed to exterior color.

OTHER OPTIONS
Other equipment and accessories available as factory installed options* are whitewall tires, heater, radio, parking brake alarm, courtesy light, and push-button windshield washer.

DIMENSIONS
Wheelbase, 102". Length, 177.2". Overall height: folding top, 51" up, 49.2" down; hardtop, 51". Height at door, 33". Road clearance, 5.8". Width, 72.8". Tread: 57" front, 59" rear.
*Optional at extra cost.



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1958 BEL AIR IMPALA 60TH ANNIVERSARY

Chevrolet referred to these special new models as the “Bel Air Impala Sport Coupe” and the “Bel Air Impala Convertible.” The sales brochures described Impala as “excitement on wheels,” and noted that it had “many exclusive Impala features,” including the “triple tail light group.” “Here is the most daringly conceived car ever introduced in the low-price field... and the most glamorous Chevrolet you’ve ever laid eyes on.” The 1958 *Engineering Features* described the new car this way: “Two all new extra-quality Impala models are bright new additions to the luxurious Bel Air series.”

Impala was Chevrolet’s attempt to move “upscale” in the marketing hierarchy. The Impala was priced similar to Pontiac’s Chieftain and just below Oldsmobile’s Dynamic 88. Mechanically, Impala shared components with all other Chevrolet models. The Impala’s appearance was fancier than the other cars. Impalas were an inch lower than standard Bel Airs and featured a longer rear deck. As you’ll see on the following pages, the fancy appearance was achieved by using additional exterior moldings and plusher interior appointments.

We’ll continue our look at 1958 Chevrolet innovations with an article on Level Air suspension in the February 2018 newsletter.





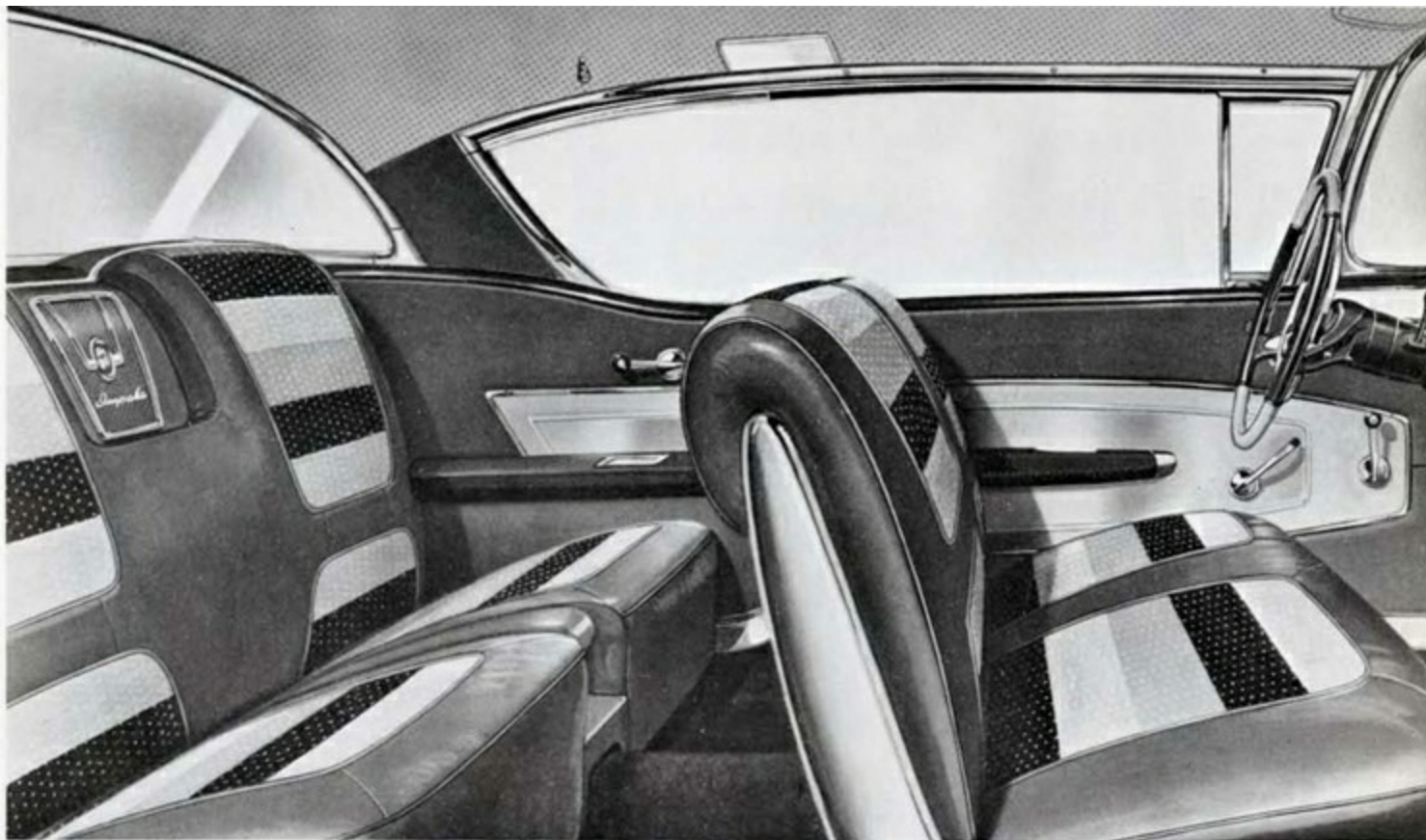
IMPALA MOLDINGS

Two special models, the Impala Sport Coupe and Convertible, highlight the Bel Air Series for 1958. These exclusive models feature a special body which is an inch lower than other Bel Airs and has a longer rear deck. In addition, distinctive exterior ornamentation and styling innovations set the Impalas apart from other models in Series 17-1800.

A wide, bright-metal molding, grooved at the forward end, begins on the front fender and extends to the rear quarter area. An anodized aluminum insert panel is featured on all Impala models.

A vertical chrome molding outlines the non-functional air inlet port in the rear quarter panel. From this wide molding, which marks the beginning of the inlet louvers, four thin moldings rake rearward, outlining the simulated ports. A fluted rocker sill molding extends between wheel housings. Above the rear window of the Sport Coupe, a simulated ventilator, styled to blend with the curvature of the roof line, is finished in bright-metal.

For 2-toning, the roof of the Impala Sport Coupe is painted one color with the remainder of the car a second color. Only solid exterior colors are used with the Convertible.



IMPALA INTERIORS

The luxuriously-appointed interior of the Impala Sport Coupe features sleek vinyls, tri-colored pattern cloth, bright chrome accents, and tinted anodized aluminum. Pattern cloth in wide horizontal stripes covers the cushions and backrests; vinyl is used on the cushion and backrest facings. The seat end panel is finished in bright chrome. Perforated vinyl in one of the seven interior color combinations is used for the headlining. Carpeting is used in the front and rear compartments.

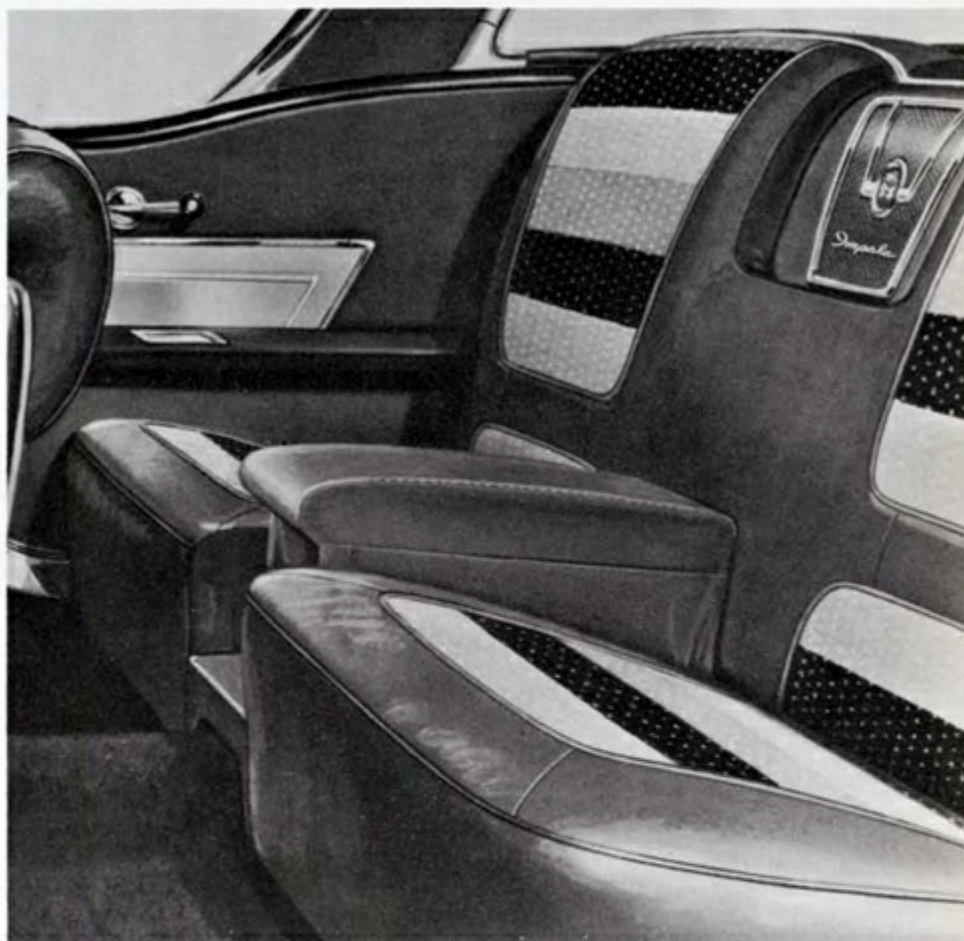
The steering wheel of both Impala models resembles the competition-type. From the lower half of the rim, two perforated spokes taper to the hub for an off-center appearance. The center hub provides further identification to the Impala models. A graceful Impala, executed in white, is centered on a satin-finished chrome background above crossed flags. The left flag features the classic fleur-de-lis in chrome centered above three bars on a red background, while the right flag features checks. Both flags are accented with a chrome border. A full-circle horn ring completes the steering wheel design.





IMPALA DOOR TRIM

Center areas of the doors in Impala models are finished in aluminum, color-anodized to match the basic interior color. Each long, sculptured armrest features a wide reflector mounted in the concave end to pick up lights of oncoming cars when the doors are opened. Sturdy leather-grain vinyl covers the remaining door area.



IMPALA REAR COMPARTMENT

The luxurious rear compartment of the Impala models is designed for two passengers. Dividing the rear seat of the Impala Sport Coupe is a pop-up armrest. The armrest is raised by lifting the forward portion; when not needed, the armrest can be depressed flush with the rear seat.

The rear seat backrest of both Impala models is highlighted by a decorative central plate on which is located the Impala figure and crossed flags. This plate forms the grille for the accessory rear seat speaker.

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: John Mahoney, Jr.

Secretary: Ana Heim

Newsletter Editor: Russell Heim

Webmaster/Proofreader: Bill Pritchett

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

Our Web Address is: <http://spaceage.aaca.com>

