SPACE AGE STAR

JUNE 2018

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We're finally having Spring weather here on Long Island. Winter didn't want to release its grip this year. I've only driven my Impala twice due to the poor weather. I hope you've enjoyed better weather where you are.

Do you ever get the "bug" or "itch" to buy another antique car? It happens to me every few years. Usually, I scratch the itch before I sell a car to make room for the new one. I have the itch again, but this time I'm trying to sell the current car before acquiring another one. I'm unsure of how this will work out.

Speaking of "itches", my obsession with obscure aspects of Chevrolet history created the article about the 1978 Monza S Hatchback. I spotted a picture of one, and never having heard of this model, just had to learn all I could about it. Thanks to the AACA Library staff for finding some great information about this obscure Chevrolet.

Thanks again to region members for providing great content for the newsletter. I think everyone will enjoy the stories and photos sent by John Mahoney and Paul Dimbath.

Bill Pritchett suggested an article on Hagerty's website called The Best Chevy Muscle Cars that Aren't Camaros. It covers Chevelles, Novas and Impalas. I thought it was a good read. Here's the link:

https://bit.ly/2IDevJh

I'll be attending the Grand National Meet at the beginning of June with John Mahoney. John entered his 1960 Impala sport coupe in the meet. I hope to see some of you there. Email me at the region email address if you're attending. It would be nice to visit with region members during the meet.

I'll try to get good photos at the meet for publication in the next newsletter. If you attend the meet, please take photos too.

Have a great summer. Safe travels.

Russell Heim

1956 TWO-TEN USED AS ADVERTISEMENT

BY JOHN MAHONEY

While driving home to Ocala from the Orange Blossom Region of the AACA picnic in Lakeland, Florida, I came upon this 1956 Two-Ten sport coupe parked as an advertising display for an exterminating company. It is common for the company to have these vehicles parked out front, but most of the time it is a 1954 Dodge four-door sedan.

The side trim on this baby was real nice! Up close it was pretty crunchy but otherwise complete. It also had a rear deck antenna and a padded dash, which are very rare to see. I thought everyone might enjoy seeing this.

1963 NOVA NOS NEUTRAL SAFETY/BACK-UP LIGHT SWITCH - BY PAUL DIMBATH

Around a dozen years ago I was hunting for a '63 Nova SS neutral safety/back up light switch. I found a very used one, and then ran across a NOS switch in the box. The NOS switch did not have the actuating rod. That did not bother me since the used switch did have the rod and swivel. Hopefully, it's not out of shape.

I put them in a safe place so I could later install them on the Nova. Well, I put them away so well I could not find them. I finally located the used switch about a week ago. Then I found the NOS switch, still in the box, yesterday!! I was elated! I have no idea how many times I have looked in that storage bin, with the NOS box on top of everything else!

Thought maybe you would be interested in these photos. I did bead blast, and paint, the actuating rod with the swivel. Even thought I have the hard parts, there is still some challenge to get the wiring from the tranny to the proper location under the dash. I plan on working on getting everything in place and correctly functioning in the next week or two. It's going to be so neat to have that functioning like it's suppose to.

Notice the correct number on the switch bracket. Also, look on the box. Someone wrote "do not sell".
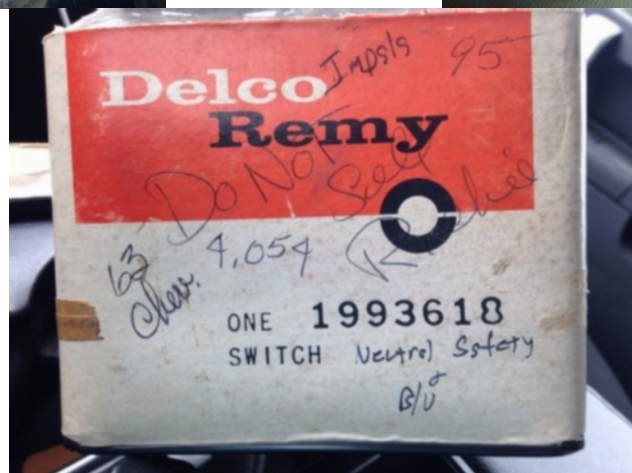
SPACE AGE CHEVROLETS AT THE AACA WINTER MEET IN MOBILE, ALABAMA

PHOTOS BY JOHN MAHONEY

Thanks to Region Vice President John Mahoney for taking these photos for us. John says there weren't many Chevrolets at the meet, but he had a great time in a great town with great people. Enjoy the photos.

1958 Bel Air sport coupe owned by Russell Huval.

Another view of Russel Huval's 1958 Bel Air sport coupe.

1967 Chevelle Super Sport coupe owned by Robert Peterson.

David Rooney's 1959 Corvette.

Michael Martin displayed this 1965 Corvette coupe.

1970 Monte Carlo shown by Stan Kulikowski.

Jim Jard displayed this 1962 Bel Air sport coupe.

Kevin McKenzie's 1965 Corvair Corsa convertible.

THE VEGA LIVES...BRIEFLY, OR THE VERY SHORT STORY OF THE 1978 MONZA S

BY RUSSELL HEIM

I remember seeing many Chevrolet Monzas in the late 1970's and early 1980's. One Monza variant that I never saw back then was the Monza S hatchback coupe. I didn't know this model existed until recently.

There's a great web site called the Old Car Manual Project (oldcarbrochures.com). I was viewing the web site one night and saw a photo of what appeared to be a Vega on the back page of the 1978 Monza brochure. "What is that?" I said to myself. "It looks like a Vega with a Monza nose attached to it." I had to know more.

An Internet search revealed no information about the Monza S. I asked a few old car friends, but they hadn't heard of this either. I contacted the AACA Library and they sent me a treasure trove of information. The pictures in this article are all scans from the material the librarians sent me.

According to the *Standard Catalog of American Cars 1976-1999,* the 1978 Monza line inherited two carryover body styles from the discontinued Vega line: the hatchback coupe and station wagon. These cars looked like Vegas from the rear and side but had Monza front panels and grilles. I remember seeing Monza station wagons but never a Monza S hatchback.

The Monza S wasn't available at the 1978 model year introduction. It went on sale on December 1, 1977. The Chevrolet 1978 Motor Vehicle price schedule dated June 12, 1978 shows the list price for the Monza S as $3,518.00.
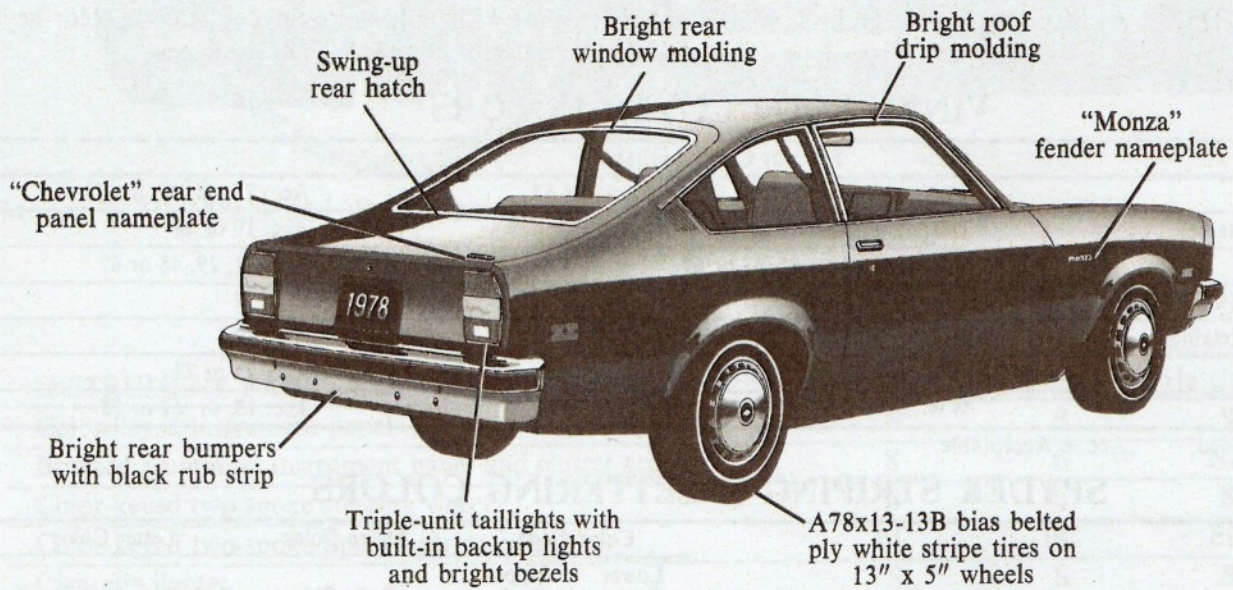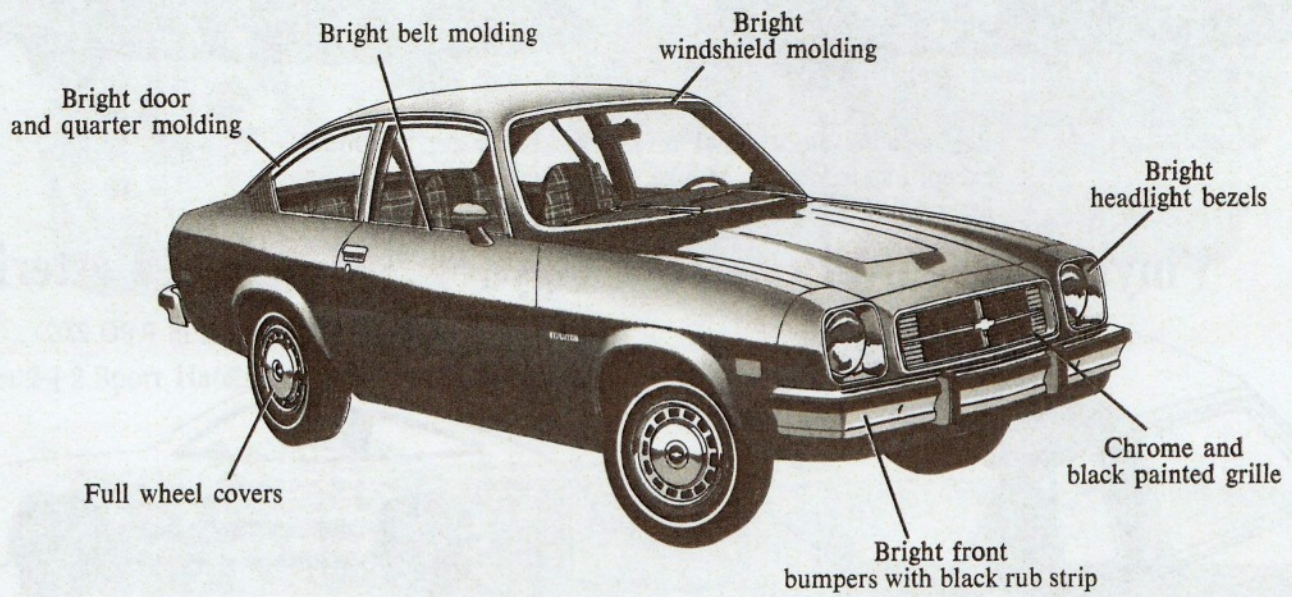
Monza S was available in 14 exterior colors. Vinyl roofs weren't available for Monza S. Interiors were available in four colors.

A four cylinder engine with a four-speed stick shift was the standard Monza S power train This was not the Vega four cylinder, it was the Pontiac built "Iron Duke" delivering 85 horsepower. Two V-6 engines were optional, a 90 horsepower 196 cubic-inch job or a 105 horse 231 cubic-inch engine. Buick built both V-6 engines. The Chevrolet built 305 cubic-inch V-8 wasn't available for Monza S. A five-speed stick shift and a three-speed automatic were the optional transmissions.
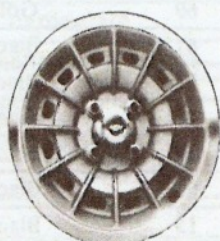
Monza S had the same 97 inch wheelbase as the Vega. The car was 177.4 inches long. It rode on A78 x 13 bias-ply tires and a full coil suspension system. Brakes were discs up front and drums in back. Curb weight was 2,651 pounds and the car had a 15 gallon gas tank.

If a buyer wanted, he or she could load their Monza S with many of Chevrolet's comfort and convenience options.

According to *Chevrolet The Complete History*, they only built 2,326 Monza S Hatchback coupes for 1978. This model was not available in 1979. Now I know why I never heard of or saw a 1978 Monza S. If anyone ever owned one, I'd love to publish your Monza S story in the *Space Age Star*.

Bright belt molding

Bright windshield molding

Bright door and quarter molding

Bright headlight bezels

Full wheel covers

Chrome and black painted grille

Bright front bumpers with black rub strip

Bright rear window molding

Bright roof drip molding

Swing-up rear hatch

"Monza" fender nameplate

"Chevrolet" rear end panel nameplate

1978

Bright rear bumpers with black rub strip

Triple-unit taillights with built-in backup lights and bright bezels

A78x13-13B bias belted ply white stripe tires on 13" x 5" wheels
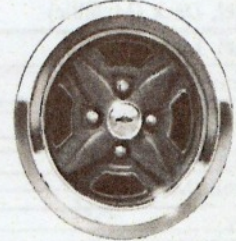
Standard full wheel cover

Available Deluxe Wheel Covers (RPO PA3)

Available Aluminum Wheels (RPO N77)

Available Gold Styled Wheels (RPO N69)

Available Rally II Wheels (RPO N98)

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MONZA BY CHEVROLET

MONZA 'S' HATCHBACK COUPE. THE LOWEST PRICED MONZA HATCHBACK.

Reasons to buy Monza.

A great deal of standard equipment that includes white stripe tires, full wheel covers, bumper rub strips, a new cast-iron 4-cylinder engine, bucket seats, full carpeting and more. Features that aren't always standard on other automobiles. Beautiful styling and impressive road behavior.

- Wide choice of models, including sporty 2+2 and elegant formal coupe.
- Soft fascia front styling standard on Sport models.
- Wide choice of power teams including a cast-iron 4-cylinder engine standard, cast-iron V6 engines available and a V8 engine available.
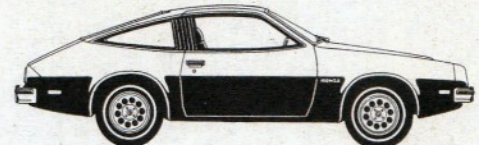- Selection of standard 4-Speed as well as available 5-Speed or automatic transmissions.
- Full Coil suspension and front stabilizer bar (standard on Sport models only) contribute to the ride and responsive maneuverability.
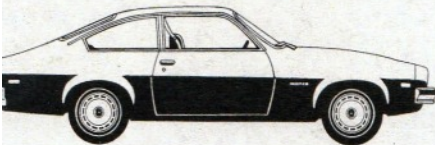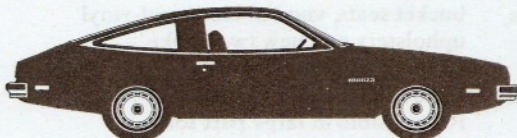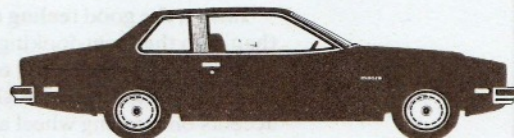
Monza 'S' Hatchback Coupe.

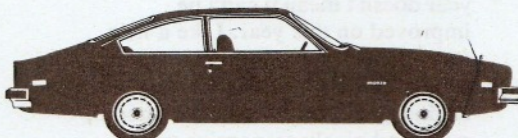Monza Coupe.

Monza 2+2 Hatchback Coupe.
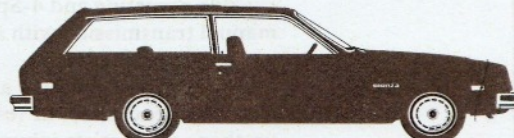
Monza Series

Monza 2+2 Hatchback Coupe

Monza Coupe

Monza 'S' Hatchback Coupe

Monza Wagon

NOTE: Monza 'S' Hatchback Coupe and Monza Wagon Models
Will Be Available After December 1, 1977.

Monza Sport	Model No.
Monza 2+2 Sport Hatchback Coupe	1HR07
Monza Sport Coupe	1HR27

Monza	Model No.
Monza 2+2 Hatchback Coupe	1HM07
Monza Coupe	1HM27
Monza 'S' Hatchback Coupe	1HM77
Monza Wagon	1HM15
Monza Estate Wagon	1HM15/YC6

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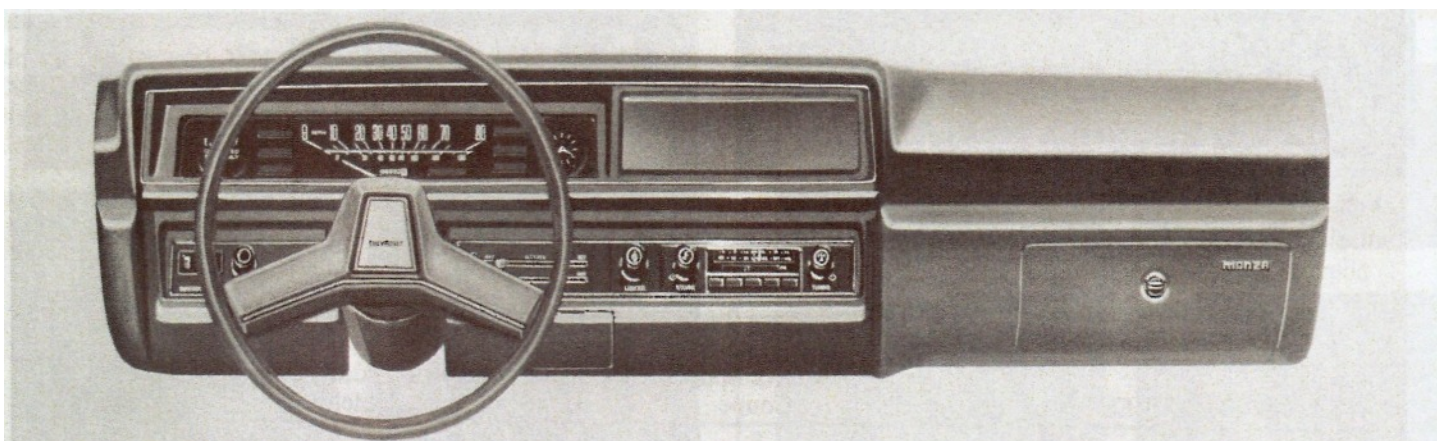
Monza 'S' Hatchback and Wagon Instrument Panel

INSTRUMENT PANEL FEATURES	Monza 2+2 Sport Hatchback Monza Sport Coupe	Monza 2+2 Hatchback Monza Coupe	Monza 'S' Hatchback	Monza Wagon
Color-keyed instrument panel	S	S	S	S
Brushed aluminum instrument panel and cluster accents	S	S	NA	NA
Color-keyed two-spoke steering wheel	S	S	S	S
Color-keyed two-spoke Sport steering wheel	EC	EC	EC	EC
Cigarette lighter	S	S	S	S
Steering column lock	S	S	S	S
Day-night rearview mirror	EC	EC	EC	EC
Digital clock	EC	EC	NA	NA
Electric clock	EC	EC	NA	NA
Glove box light	EC	EC	EC	EC
Monza instrument panel nameplate	S	S	S	S
Bright aluminum instrument panel knobs	S	S	S	S
Bright heater control levers	S	S	S	S
Audio and visual seat/shoulder and belt warning system	S	S	S	S
Center dome light	S	S	S	S
Special instrumentation	EC	EC	NA	NA
2-speed electric windshield wipers and washers	S	S	S	S
Intermittent windshield wipers	EC	EC	EC	EC

S-Standard; NA-Not Available; EC-Extra Cost

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 a year.

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

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