

SPACE AGE STAR

AUGUST 2020



**THIS MONTH: 1960 SUBURBAN CARRYALL
AND CORVETTE, PLUS WHEN WAS THE
LAST TIME YOU SAW A...(PAGE 10)**



ANTIQUE AUTOMOBILE CLUB
of AMERICA

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EDITOR'S NOTES

I hope everyone is well. With so many antique car events being canceled, I hope you've been able to get a little enjoyment out of your collector cars.

As I write this, AACA still has the Grand National meet scheduled for August 21-22 in Gettysburg, Pennsylvania. I'm not going to attend this meet. I had another surgery in June and don't feel comfortable attending large events. If any Region member attends this meet, please take pictures of the "Space Age" Chevrolets for a newsletter feature.

Also as of this writing, AACA is planning to hold the Saturday car show at Hershey on October 10. I probably will miss this as well.

Due to the lack of events and my inability to attend, I've decided to hold a Region meeting via Zoom. This is an on-line service that allows us to hold a virtual meeting. I've attended Zoom meetings with our local Buick Club of America chapter and AACA's Raymond Loewy Region. I'll set a date and send an email with the details sometime in August. I think a weeknight, around 8:30 Eastern time would be the best time to hold the meeting. It probably wouldn't be longer than a half-hour.

I owned a 1961 Impala four-door sedan from 2009 to 2014. I sold it to a local guy to make room for a 1965 Impala I bought that year. Recently, I spotted it for sale on the Long Island Craigslist page. A local friend had a 1964 Corvair for sale. I called him to ask him if he

sold it. He said yes, and now he was looking for a 1961 Impala. I mentioned that my former car was for sale locally. He had already seen it and was negotiating a better price with the current owner. I gave him some information I remembered about the car and wished him good luck. A few hours later he sent a text stating that he purchased the car. It will be fun to see the old Impala again when he brings it around.

The 1965 Impala figures in another coincidence. I went to a small, outdoor, socially distant local car club meeting in early July. I struck up a conversation with the owner of a V6 equipped, no options 1966 Buick Special four-door sedan. As our discussion went on, I mentioned that I used to own a six-cylinder 1965 Impala Sport Sedan. As soon as I mentioned the '65 Impala, the guy said, "I came to your house and inspected that car but didn't buy it." We hadn't recognized each other immediately because we were wearing masks. The collector car hobby is a small world sometimes.

My recent health issue wasn't as serious as last year's issues, but still makes me think it's a good idea for someone to take over either this newsletter and/or the presidency of the Region. I'd hate to see the Region falter because I was out of action again. Please think about becoming newsletter editor, Region president or both. Even if I didn't have health issues, it's time for a different voice in the newsletter after six years.

We continue our look at Chevrolet's 1960 products in this issue. Suburban Carryall and Corvette were (and still are) at the opposite ends of Chevrolet's product spectrum. Both vehicles were very well respected. It's easy to imagine a household in 1960 owning a Suburban Carryall as family transport, with a Corvette as a fun second car.

Please stay well.

Russell Heim

1960 SUBURBAN CARRYALL



In 1960, Chevrolet advertised their restyled Suburban Carryall as “Versatility Unlimited” and a “beautiful new way to mix business with pleasure.” The sales literature gushed, “Smart style, elegant manners, and a new way with work make the ’60 Suburban Carryall a completely new kind of all-purpose vehicle. There’s a revolutionary new smooth ride and fingertip handling ease...and when loads get big and bulky there’s cargo space aplenty – high, wide and easy loading. With the Carryall’s easy informality, generous proportions and the casual go-anywhere-do-anything confidence it inspires, you’ll find yourself leaving the family car home on more and more occasions. Whenever you want to drive it, however you choose to use it, you’ll appreciate the Carryall’s tougher than

ever build its low first cost and thrifty performance, the smartest kind of savings yet!”

The 1960 Suburban Carryall had three seats. Chevrolet claimed eight “big” people could fit comfortably in the vehicle. The center and rear seats were removable. Sales literature claimed the Suburban could carry up to 950 pounds of payload.

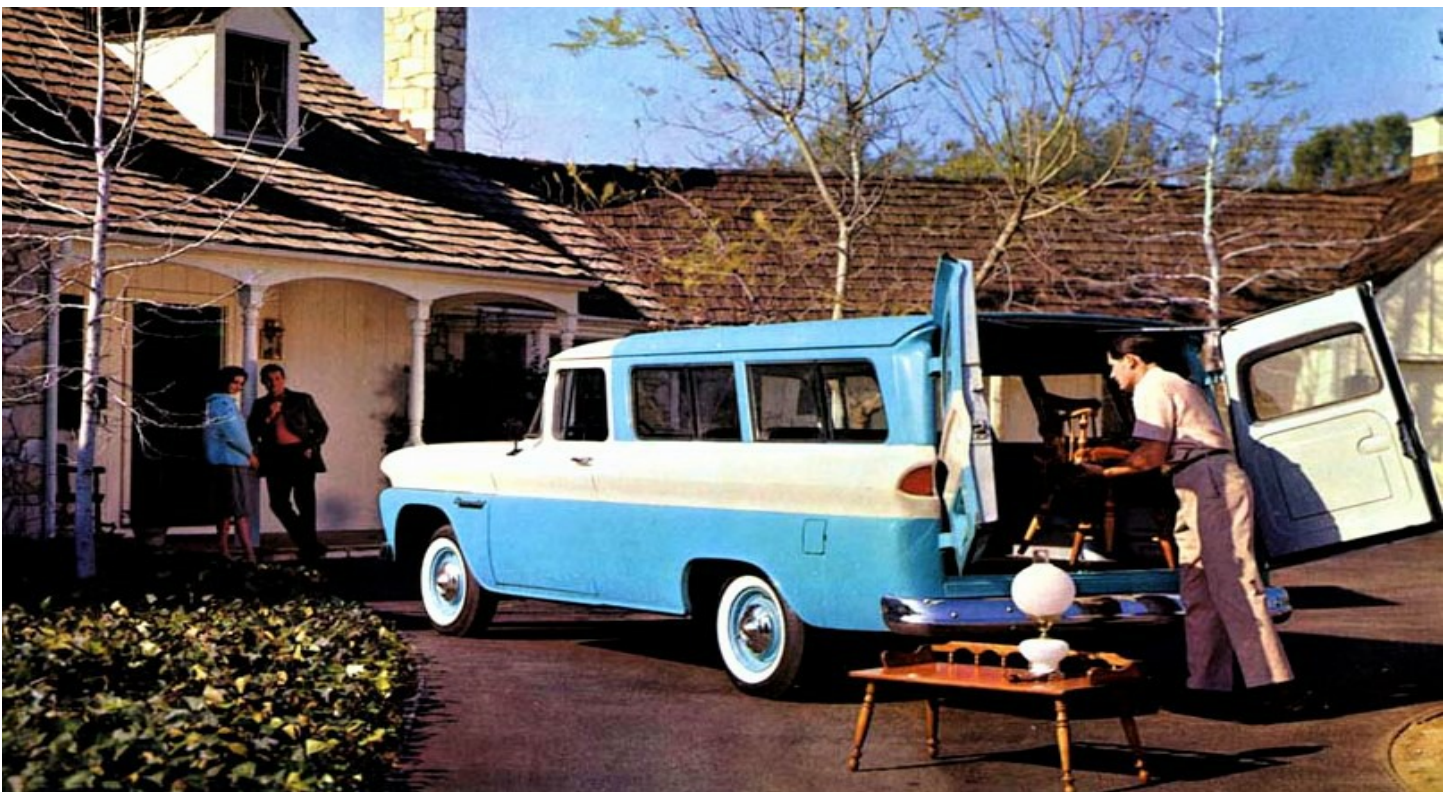
Chevrolet was proud of the Suburban Carryall’s convenience features, claiming the truck had: “New roominess, revolutionary new ride, new passenger comfort and cargo convenience.” Passengers and drivers of all sizes would appreciate the easy “no-stoop” entry and exit provided by tall, wide doorways.

Loading and unloading cargo in a 1960 Suburban Carryall was made easier due to its low, “easy loading” floor height. Buyers had a choice of panel (barn) rear doors or station wagon type lift-gate and tail-gate doors. These features added up to “today’s easiest going all-purpose vehicle.”

According to the sales brochure, 1960 models had a totally new chassis design, according to the sales material. “Chevy’s new low lines spell new stability, with a lower center of gravity for a more level, sway-free ride on any road.” The front suspension used “torsion springs”. Chevrolet claimed these springs cushioned bumps and transmitted road harshness to the frame, thus keeping it out of the passenger compartment. “Rigid links” controlled front wheel travel, requiring the springs only to carry and cushion the load. The rear suspension featured frictionless coil springs and trailing-link control arms to provide a smooth ride and support for heavy loads.

Suburban Carryall used a “brawny new” x-braced frame, featuring “great strength and drop-center design.” The new frame allowed for low styling lines and road-hugging stability. High strength steel and all-welded construction contributed to long life and stability.

List price for the 1960 Suburban Carryall was \$2,690. Standard engine was the 235 cubic-inch, 135 horsepower six-cylinder, with 217 foot-pounds of torque. A 160 horsepower 283 cubic-inch V8 was optional. The V8 featured and oil-bath air cleaner, full-flow oil filter and hydraulic valve lifters. A three-speed synchro-mesh transmission was standard. Four-speed synchro-mesh and Powerglide automatic were the optional transmission choices. The three-speed transmission wasn’t available on four-wheel drive models. A posi-traction rear was also optional.



Chevy's totally new Torsion-Spring Ride brings new smoothness to every kind of road, and makes the Suburban Carryall a natural for vacation trips, family outings, picknicking or picking up the gang. Free-flexing torsion springs up front, and frictionless coils at the rear, smooth out bumps like old-style suspensions never could, yet carry a big reserve of resilience to cushion even the heaviest loads. On the road or off, you'll benefit from the same brand of tight-fisted, no-nonsense thrift that's convinced the most hard-to-please buyers in the business.

NEW ROOMINESS, REVOLUTIONARY NEW RIDE, NEW PASSENGER COMFORT AND CARGO CONVENIENCE...



EASY ENTRY

Easy No-Stoop Entry and Exit through the Carryall's tall, wide doorways is a feature passengers of every size are sure to appreciate. With nearly ten inches of extra entrance height, it's easy to keep hat and head intact when entering or leaving. Suburban Carryall front seats are specially built for the ultimate in convenience, with a double-acting one-third section for maximum clear access to the rear compartment.



SEATS

Big Comfort for Eight Big People on the Carryall's wide, deep foam-cushioned seats—with none of the cramping you'd expect with such a crowd. With the forward floor section lowered by several inches, there's generous stretch-out leg room and comfortable, natural seating height in all three seats, plus a big bonus in cargo-carrying capacity. Head room is exceptional by even the most critical standards.



REAR DOORS

Choice of Rear Door Styles gives you cargo convenience tailored to your needs. Suburban Carryalls come standard-equipped with either panel doors or station-wagon-type lift- and tailgates, and with the same low, easy-loading floor height in either case. Both panel doors and liftgate are held in the open position by automatic door checks.

Four-wheel drive was a \$765 option for 1960 Suburban Carryall. The sales brochure said, "Chevy's rugged four-wheel-drive chassis is made for mountain-goat country." "With a super-tough four-speed Synchro-Mesh transmission and two-speed transfer case, you get full four-speed flexibility in two-wheel drive for highway use, plus eight speeds in four-wheel-drive to get you through wherever wheels can roll." Four-wheel drive Suburban Carryalls were available with either rear door style. The six cylinder engine was standard on four-wheel drive trucks, the 283 V8 was optional.

Chevrolet referred to the new for 1960 styling as "fore-runner styling...as practical as it is handsome." The 1960 trucks were seven inches lower than previous models. The new windshield had 26 percent more visibility than before, and the windshield wipers covered 38 percent more area. The trucks had a new face, with two simulated air scoops on either side of the central Chevrolet emblem. The scoops contained small grilles surrounding the parking lights. The hood was now full-width, and the fenders were four inches lower, which made under hood maintenance easier.

They also updated the interior. The 1960 cab featured wider seats with new springs and foam padding. Chevrolet referred to the revised instrument panel as a "see-at-a-glance" panel. All hand controls were placed in easy reach of the driver.

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1960 CORVETTE



FOR PERFORMANCE—CORVETTE ENGINES are 283-cubic-inch displacement valve-in-head V8's with 3.88" bore and 3.0" stroke • 230-H.P. CORVETTE V8 with 4-barrel carburetion, 9.5:1 compression ratio, hydraulic valve lifters, standard equipment. • 245-H.P. CORVETTE V8* with twin 4-barrel carburetion, 9.5:1 compression ratio, hydraulic valve lifters. • 275-H.P. CORVETTE V8* with Ramjet Fuel Injection, 11:1 compression ratio, aluminum cylinder heads, hydraulic valve lifters. • 270-H.P. CORVETTE V8* with twin 4-barrel carburetion, 9.5:1 compression ratio, special camshaft and high-speed valve system with special valves and mechanical valve lifters. All-aluminum cross-flow radiator included. • 315-H.P. CORVETTE V8* with Ramjet Fuel Injection, 11:1 compression ratio, aluminum cylinder heads, special camshaft and high-speed valve system with special valves and mechanical valve lifters. All-aluminum cross-flow radiator included.

All engines have independent operating mechanism for each valve. Precision-machined forged steel crankshaft, five main bearings. Full pressure lubrication system with full-flow oil filter. 12-volt electrical system. Engines precision balanced as assembly. Finned aluminum rocker covers on optional engines. Buffed aluminum oil-wetted type air cleaner (special paper element, tube intake type with Fuel Injection). Full dual exhaust system.

CHOICE OF TRANSMISSIONS—3-SPEED CLOSE-RATIO SYNCHRO-MESH, standard equipment. Ratios: 2.21:1 low; 1.32:1 second; 1:1 third; 2.51:1 reverse; floor mounted gearshift. **4-SPEED CLOSE-RATIO SYNCHRO-MESH*** (R.P.O. 685) Ratios: 2.2:1 first; 1.66:1 second; 1.31:1 third; 1:1 fourth; 2.26:1 reverse with manually operated mechanism on floor mounted shift lever to prevent unintentional reverse engagement during shifting. **POWERGLIDE* AUTOMATIC** (R.P.O. 313) available with 230- and 245-horsepower engines. Floor mounted range selector lever. **CLUTCH**, 10" semi-centrifugal coil spring.

POWER-MATCHED REAR AXLES—Semi-floating hypoid. STANDARD REAR AXLE RATIOS: 3.70:1 with 3-speed or 4-speed Synchro-Mesh; 3.55:1 with Powerglide. **POSITRACTION*** (R.P.O. 675) **REAR AXLE RATIOS:** choice of 3.70:1, 4.11:1 or 4.56:1 ratio with either 3-Speed or 4-Speed Synchro-Mesh.

CHASSIS—Box-girder, X-member reinforced frame. Independent coil spring front suspension with stabilizer bar. Rear suspension by radius rods and outrigger-mounted semi-elliptic leaf springs with stabilizer bar. Direct double action nitrogen bag 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, bonded linings. Mechanical parking brake on rear wheels.

All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication approval. The right is reserved to make changes at any time without notice in prices, colors, materials, equipment, specifications and models, and also to discontinue models. Chevrolet Motor Division, General Motors Corporation, Detroit 2, Michigan.

16.4-gallon fuel tank. Black 6.70 x 15 4-ply rating Tyrex cord tubeless tires, white sidewall tires optional*. Vented chrome wheel covers with simulated knock-off hubs.

SPECIAL EQUIPMENT* FOR SPORTS CAR MEETS—R.P.O. 687—Special brakes with sintered-metallic facings, finned cast iron brake drums with built-in cooling fan, vented flange plates with air scoops, and fast steering adapter for 16.3:1 overall ratio. Used with Positraction rear axle, this equipment is available with 3-Speed or 4-Speed Synchro-Mesh and 270- or 315-H.P. engine. R.P.O. 686—Special sintered-metallic brake linings available with 3-Speed or 4-Speed Synchro-Mesh. F.O.A. 121—Temperature-controlled viscous drive fan. R.P.O. 276—Wide-base wheels with 5½" rims. L.P.O. 1408—Nylon cord tubeless tires, 6.70 x 15 4-ply rating.

BODY EXTERIOR—Fiber-glass reinforced plastic body—sculptured side panels. Magic-Mirror acrylic lacquer finish in eight solid colors: Tuxedo Black, Ermine White, Roman Red, Sateen Silver, Horizon Blue, Tasco Turquoise, Cascade Green, Honduras Maroon. These colors also available in optional* two-tone exteriors with color-keyed Sateen Silver or Ermine White in the sculptured side panels. Front hinged hood. Three-unit front grille. Dual headlights in front fenders. Pushbutton door handles and key lock. Cowl ventilator. Large luggage locker with spare wheel under floor. Concealed well for folding top behind seats. Choice of manually operated rubberized fabric folding soft top or easily removable plastic hardtop. Power-operating mechanism* for folding soft top. Frame-mounted front and rear bumpers.

INTERIOR FEATURES—Interior colors in black, blue, red or turquoise keyed to exterior colors. Foam rubber padded all-vinyl trimmed bucket seats, individually adjustable. Safety belts. Long padded armrest on each door. Recessed safety reflectors in door sidewall panels. Crank-operated windows, power-operated optional*. Vinyl-covered instrument panel. Passenger assist bar in instrument panel cove with stowage bin below. Bright aluminum and vinyl sidewall trim. Carpeted floor, metal 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 with key lock located between seats. Transistorized radio*, heater*, parking brake alarm*, courtesy light*, right- and left-hand sunshades*, and push-button windshield washer* also available.

DIMENSIONS—Wheelbase, 102". Overall length, 177.2". Overall height: Soft top up, 51.6"; top down, 49.7"; hardtop, 51.5". Height at door, 33.5". Road clearance, 5.9". Overall width, 72.8". Tread: front, 57"; rear, 59".

*Optional at extra cost.

Other than some instrument panel revisions and the addition of a rear anti-sway bar, there wasn't much new about the 1960 Corvette. The lack of change didn't matter to Corvette customers, Chevrolet sold a then record 10,261 Corvettes during the 1960 model year. Corvette's base price was \$3,872 for 1960. The 230 horsepower 283 V8 and three-speed synchro-mesh transmission were standard equipment. The four-speed synchro-mesh cost \$188 extra and Powerglide was a \$199 option. Customers paid \$151 for the optional 245 horsepower engine or \$183 for the 270 horsepower job. A fuel injected 283 of either 275 or 315 horsepower added \$484 to a 1960 Corvette's price. I'll let the 1960 brochures tell the rest of the story.



CORVETTE!

AMERICA'S SPORTS CAR

DESIGNED FOR PERSONAL SPORTS CAR COMFORT

How do you define a sports car?

Is it a machine for the rigors of rallies and the like? Or is it for traffic and countryside?

The Corvette fits them all.

Spend a weekend with it on a rally. The Corvette belongs with the best of them. Experts call its power plant the finest production engine ever built. Corvette gearboxes are admired both here and abroad. Advanced parallelogram rear suspension keeps the Corvette sure and steady over straightaways and through hairpin turns. Air-cooled brakes prove their worth in stop after stop.

Or drive the Corvette to the office. Take it out for a Sunday afternoon or over to the neighbors. It brings spice and spirit to everyday driving. Just consider: Lustrous Magic-Mirror finish outside. Elegant appointments inside. Gleaming aluminum trim. Supple vinyl covered instrument panel. Electric clock. Foam rubber bucket seats. Deep-pile carpet underfoot. Choice of hardtop or soft top.

This is what an American sports car must be. Versatile. Capable. Luxurious. The Corvette by Chevrolet is ideal for people who want a special fun-for-two kind of driving.



The Corvette's roll-up windows are easy to operate—a convenience not found on some other sports cars. Power-operated* windows are also available for those who desire an extra measure of comfort.



You want to fit and feel right in a sports car cockpit. You want space inside, comfortable seats, pleasing appointments. The Corvette achieves all this in a way that sets it apart from others. Wide doors open into a cockpit of uncompromising standards. Contoured, individually adjusted bucket seats are padded with foam rubber, cov-

ered with luxurious yet practical vinyl. Cockpit colors are keyed to new exterior Magic-Mirror finishes. Inside, new larger-twist carpet stretches from door-to-door. Instrument cluster includes a big tachometer for ready reading. Between the bucket seats is a key locking compartment for maps, operations manual and other odds and ends.



◀ Corvette's distinctive wrap around windshield, of Safety Plate Glass, gives driver and navigator excellent forward visibility.

▶ The Corvette offers you a choice of two standard tops. There's a manually operated rubberized fabric soft top (upper right), or an easily removed fiber glass hardtop (lower right). Both are carefully fitted for weather tight protection. If you like, take both tops—the second comes at nominal extra cost. Or, there's a power-operated soft top* for the ultimate in quick top operation.



*Optional at extra cost.

ENGINEERED IN THE FINEST SPORTS CAR TRADITION

Vital statistics determine a sports car's agility and feeling for fun. Power-to-weight, gearbox choices, rear axle ratios, brakes, steering, suspension system—all must fit together for a sports car to live up to its proud name.

The Corvette offers virtually unlimited components for the sports car you want. All have come about because the Corvette bears the unmistakable stamp of Chevrolet's vast engineering facilities and ever-constant objective to build the world's finest production sports car.

The unique fiber glass reinforced plastic BODY on the Corvette is an excellent example of this. By its very nature, fiber glass reinforced plastic is ideal for a sports car body. Lightweight, which contributes to the car's greater performance. Tremendously strong. Safe. It also offers the benefits of rustproof and corrosion-resistant qualities.

Underneath the sleek Corvette body lies a rugged box-girder FRAME. This sports car-type frame forms the foundation for the special way the Corvette stays put on the curves and holds onto the straights. Up front the taut SUSPENSION is engineered with independent coil springs and improved stabilizer bar. Parallelogram rear suspension is by radius rods and semi-elliptic outrigger-mounted leaf springs and a new stabilizer bar. STEERING is quick and precise. Overall ratio of 21:1 produces responsive HANDLING. Corvette BRAKES are designed for safe, fade-resistant stops. They're big 11-inch hydraulic self-energizing brakes with bonded linings (if you prefer, heavy-duty brakes* or sintered-metallic linings* are also available). Constant streams of air flow over the brakes through slotted wheel discs.

The heart of a sports car is its engine. Engineers around the world acclaim Corvette ENGINES as the finest production power plants on the road. All are valve-in-head V8's with 283 cubic inches (3.88" bore x 3.0" stroke) of pure power potential. In their '60 editions, these engines attain new peaks of performance and efficiency.

The Corvette V8 comes in five versions. If you're a driver who wants a Corvette just for the fun of it, then you may want the standard V8, developing 230 h.p. with single 4-barrel carburetion. Or there's the 245-h.p.* edition (shown at right) with twin 4-barrel carburetion. If you're a performance enthusiast, you may want the 270-h.p.* engine with twin 4-barrel carburetion, special camshaft and high-speed valve system. Chevrolet's unmatched achievements in production fuel injection engines are offered in 275-h.p.* and 315-h.p.* versions, the latter delivering well over one h.p. per cubic inch of displacement, alone among all production engines. New, lightweight aluminum cylinder heads, saving 53 pounds, are an important refinement in these Ramjet Fuel Injection power plants. Performance is improved with a higher 11:1 compression ratio.

In GEARBOX choices, the Corvette offers three floor-mounted transmissions to suit your favorite kind of shifting. Corvette transmissions have earned unprecedented respect for dependability, durability and capability. For those who prefer the convenience of an automatic, the rugged and proven POWERGLIDE* is available. For people who prefer to shift by hand, there's the 4-SPEED Close-Ratio Synchro-Mesh* with reverse lockout mechanism and the standard 3-SPEED Close-Ratio Synchro-Mesh.

A variety of power-tailored gear ratios and rear axle ratios can be chosen. Of special significance to sports car enthusiasts who strive for weight-saving are the new aluminum clutch housings used with the 4-speed and 3-speed transmissions.

This, then, is what the Corvette has to offer. The equipment you choose is strictly up to you. But whatever you pick, you can be confident your Corvette will out-handle, out-corner, out-perform anything in its class. This is the promise of driving fun found in the Corvette. Years of refinement, patience and careful attention to minute details have gone into creating this car. This is what the Corvette represents today. A true sports car. America's sports car.



1983 CITATION

PHOTOS BY STUART HEIM

My son Stu will be 16 in September. He loves Cadillacs and wants one for his first car. We stopped by a local cruise night that was supposedly run by the local Cadillac club so he could check out some Caddies. There were no Cadillacs while we were at the show, but we saw this car and knew we had to take pictures and put them in the newsletter.









As you can see from the pictures, it's no Cadillac, but this Citation is in great shape. The owner told us he bought it from the estate of the original owner. He said the car's original owner was a woman schoolteacher. When she died the car was tied up in her estate for twenty years. The current owner was able to buy the car once the estate was settled. He didn't say why it took twenty years.

I can't remember the last time I saw a Citation in person. They shouldn't be rare, they sold very well when they were new. I vaguely remember these cars being the subject of some big recalls. I guess time hasn't been kind to the "First Chevrolet of the '80s." For more information on Citation, see the December 2016 *Space Age Star*. Prior issues of our newsletter are available on the region web site, thanks to our region webmaster, Bill Pritchett.

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.

Region Officers:

President: Russell Heim

Vice President: John Mahoney, Jr.

Secretary: Ana Heim

Webmaster and Proofreader: Bill Pritchett

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

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

