

SPACE AGE STAR

DECEMBER 2016



**CITATION, THE FIRST CHEVY OF THE 1980'S, A
LITTLE LUV, SPACE AGE CHEVROLETS I'VE OWNED**



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Editor's Notes:

We held a brief, informal meeting at Hershey on October 6. Bill Pritchett, Dave Heim, John Mahoney, Bill Lutkowski and myself attended the meeting. We discussed the new web site and the newsletter. Bill Pritchett did a great job creating the new web site. He deserves a big "thank you" from the region. The newsletter discussion focused on grammar, spelling and desktop publishing programs.

I wanted to photograph cars at Hershey for a photo feature for the newsletter. I charged my camera before we left. When I tried taking pictures at Hershey, the camera kept turning itself off. I guess the battery needs replacing. Since I couldn't take pictures, we have no photo record of Hershey this year.

We'd like to add members cars photos to the web site. Please submit clear digital photos of your car(s), and we'll post them on the site.

This month's historical articles focus on vehicles you rarely see now. I can't remember the last time I saw a Citation or a LUV pick-up. Both played a part in Chevrolet history, and it's fun to remember them.

I'm trying out a feature that I hope will become a regular part of the newsletter. I found pictures of almost every Space Age era Chevrolet that I

once owned. It makes for a fun retrospective. I think fellow region members will enjoy this feature. It would be great to see the cars that have passed through your ownership.

Does anyone watch the car auctions or "restoration" shows on TV any more? I only watch "Chasing Classic Cars" and "Wheeler Dealers." These are the only car shows where I can stand the hosts. I stopped watching the auctions because they show too many street rods and modern cars for my taste.

Best wishes to everyone for a Merry Christmas, Happy Hanukkah and a very happy 2017. Stay well and enjoy your Space Age cars.

CLASSIFIED AD

FOR SALE:

1957 210 two-door sedan.

Six cylinder with three speed transmission.

Bone stock.

\$20K

Call Ken Michaels at 631-880-8489



THE FIRST CHEVROLET OF THE 1980'S

BY RUSSELL HEIM

Chevrolet “down-sized” their full-size Impala and Caprice in 1977. Mid-size Malibu received this treatment in 1978. The car that could have been the “down-sized” senior compact Nova’s replacement was so different that they gave it a new name. Here’s a look at the Citation’s introduction.

Chevrolet unveiled Citation in the spring of 1979 as a 1980 model. They called Citation “a whole new kind of compact car.” It was Chevrolet’s first front wheel drive car. They claimed it was the most thoroughly tested new car in their history. The sales brochure claimed that Citation held five adults, yet measured less than 15 feet bumper to bumper. Below are some quotes from the sales brochure:

“We designed the Citation for a changing world. It really is a new kind of Chevrolet, yet it retains many of the qualities you’ve always demanded in your kind of car.”

“We’d say the new Chevy Citation is a compact car as measured by its exterior dimensions. But, according to EPA interior volume measurements, the new Chevy Citation is a mid-size car. The only class of cars bigger inside is full-size.”

“With 65% of the driving mass over the driving wheels, and standard glass-belted radial ply tires, you’ll get impressive traction.”

Here’s a list of Citation features:

- Unitized body construction
- Rack and pinion steering
- Full coil suspension
- Foam cushioned front and rear seats
- Front and rear stabilizer bars

- Transverse mounted engine
- Constant velocity universal joints
- Bolt-on front fenders
- Front disc brakes
- Sealed wheel bearings – maintenance free
- Column-mounted control for turn signals, headlight dimmers, wipers and washer on one switch
- Inside hood release
- AM radio
- 14 colors, 13 two-tone combinations

Citation featured a separate powertrain cradle – with rubber mounts to isolate engine and transmission noise and vibration from the passenger compartment. The front transaxle housed the clutch, transmission and differential.

The standard tires were P185/80R13 glass belted radials. Steel belted P185/80R-13 blackwall or white-stripe tires were optional. Also optional were P205/70R-13 steel belted radial white-lettered or white-stripe tires.

There was a long list of other optional equipment: Roof rack, intermittent wipers, tilt steering wheel, electric rear window defogger, sport mirrors, reclining passenger seat, removable sun roof, air conditioning, cruise control, power brakes, power steering, power windows, bumper guards, bumper rub strips, electric clock, center console, bucket seats, power locks, color-keyed floor mats, tinted glass, gage package, remote control outside driver’s side rearview mirror, sport steering wheel pinstripes, AM/FM radio, AM/FM stereo, AM/FM stereo with CB radio and power antenna, dual front and rear speakers,



rear seat speaker, heavy-duty suspension, sport suspension, full wheel covers, rally wheel trim, wheel trim rings, wire wheel covers, remote swing-out side windows, dual horns, heavy-duty battery, 70 ampere Delcotron generator, heavy duty cooling system.

Citation's standard engine was a 151 cubic-inch transverse mounted four cylinder. This engine was produced by Pontiac. It featured a cast-iron block with five main bearings, an aluminum inlet manifold and a two barrel carburetor. The compression ratio was 8.2:1. Bore and stroke was four inches by three inches. The engine produced 134 lb./ft. torque at 2,400 rpm and 90 horsepower at 4,000 rpm.

The optional engine was a 173 cubic inch Chevrolet produced transverse mounted V6. The six had cast-iron block and heads and a 60-degree angle between the cylinder banks. The brochure claimed this angle made for balanced firing, similar to the 90-degree Chevrolet V8. The V6 had an 8.5:1 compression

ratio, 3.5 inch bore by three inch stroke, 115 horsepower at 4,800 rpm and 145 lb./ft. torque at 2,400 rpm.

Citation came with a four-speed manual transmission as standard equipment. A three-speed automatic transmission was optional. The brochure claimed 24 miles per gallon in the city and 38 miles per gallon on the highway with standard transmission and the four cylinder engine.

Compared to the 1979 Nova, the 1980 Citation was 800 pounds lighter and 20 inches shorter (the Citation was only an inch longer than a Vega). Base price for a four-cylinder car was \$5,422.

Citation won *Motor Trend's* "Car of the Year" award for 1980. It was a sales success as they sold 811,540 Citations during model year 1980. This made Citation the best-selling car in the United States that year.

YOU'VE GOT TO DRIVE ONE TO BELIEVE IT.

It's a whole new ball game out there on the streets and highways of America.

We are continuing to build Chevrolets that Americans can derive pride and enjoyment from owning and driving.

The all-new Citation is the first Chevrolet of a new decade. Its performance will satisfy and delight car enthusiasts. Don't take our word for it, though. Drive one.

We invite you to try any or all of the new Chevy Citation models pictured below. From top: the X11, the 2-Dr. Club Coupe, the 2-Dr.

Hatchback Coupe, the 4-Dr. Hatchback Sedan.

Drive one at your local Chevy dealer, April 19th. You'll believe it, because you know about cars.

DIMENSIONS: (For all Citation models.)

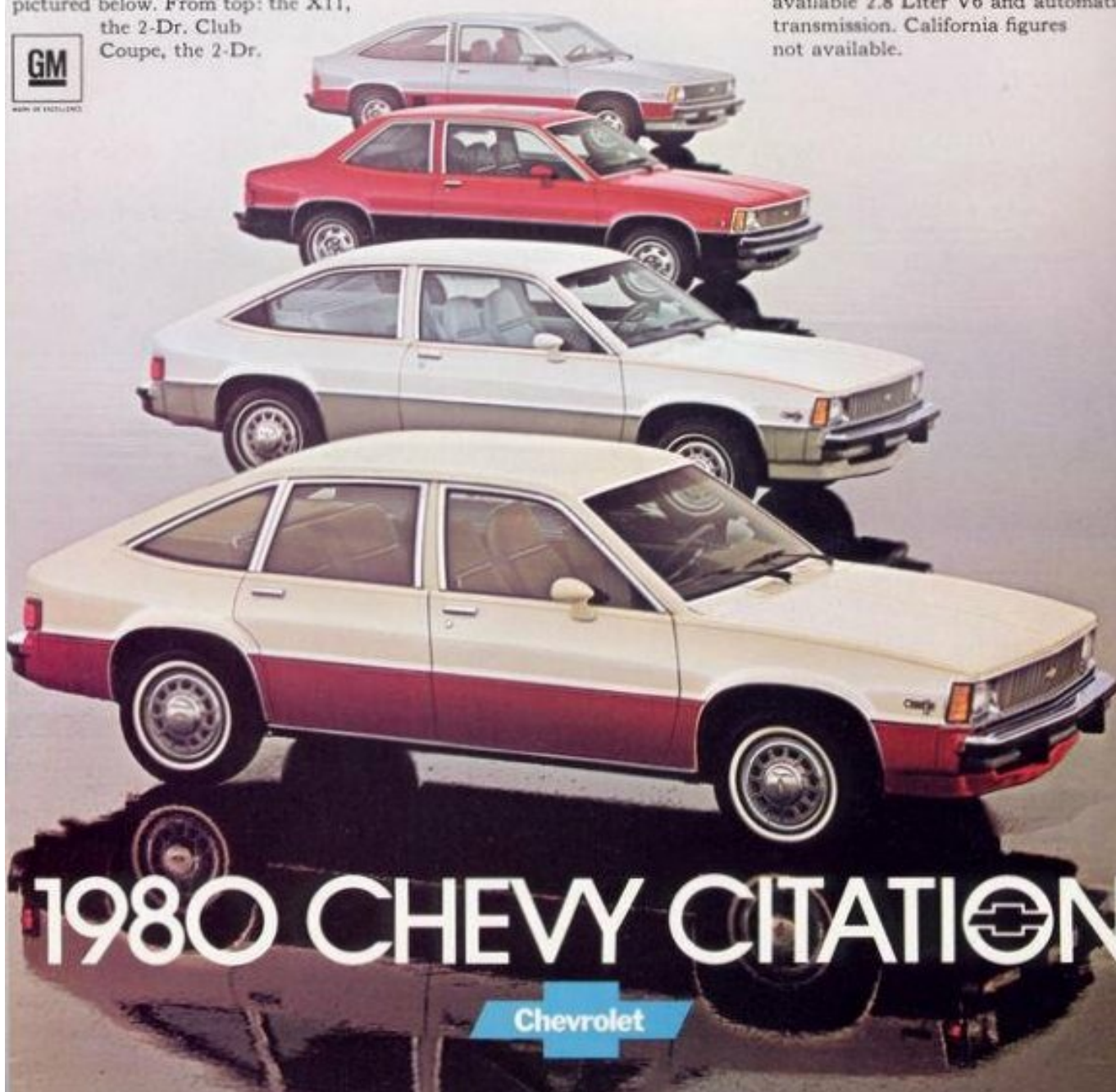
WHEELBASE.....	104.9 inches
LENGTH.....	176.7 inches
WIDTH.....	68.3 inches
HEIGHT.....	53.1 inches
FRONT TREAD.....	58.7 inches
REAR TREAD.....	57.0 inches

CURB WEIGHTS:

4-Dr. Hatchback.....	2507 lbs. (L4)
	2554 lbs. (V6)
2-Dr. Hatchback.....	2488 lbs. (L4)
	2534 lbs. (V6)
2-Dr. Club Coupe.....	2467 lbs. (L4)
	2514 lbs. (V6)
2-Dr. X11 Hatchback Coupe.....	2517 lbs. (L4)
	2563 lbs. (V6)
2-Dr. X11 Club Coupe.....	2496 lbs. (L4)
	2543 lbs. (V6)

0 TO 50 IN 9 SECONDS FLAT

That's in engineering tests with the available 2.8 Liter V6 and automatic transmission. California figures not available.



1980 CHEVY CITATION

Chevrolet



CITATION X11 - 1980 SUPER SPORT?

They couldn't use an old designation like "Super Sport" on an all-new car, could they? Did "Citation X11" sound better than "Citation SS"? Regardless of the name, X11 was the sporty version of the first Chevrolet of the 1980's.

The X-11 section of the sales brochure said, "All Citations smooth out the road. The X11 unwinds it." Chevrolet appeared to target European sporty car customers with the X11, "If you've ever driven a sporty car with front-wheel drive, rack and pinion steering and front and rear stabilizer bars, you've an idea of the agility and sheer driving fun of the Citation X11."

The X11 package added "sport-type" suspension to the standard Citation chassis. Also added to standard Citation features were P205/70R-13 white-lettered steel-belted radial tires, rear spoiler, side stripes, black accented bright radiator grille, black accents on headlight bezels, taillights and rocker panel moldings center pillar rear quarter and license plate pocket, X11

identification, decal stripes, bright side window moldings, body-color dual sport mirrors, rally wheel trim, body side pin striping, body belt line accent stripe, bumper rub strips. and body accents plus sport steering wheel.

The sales pitch didn't forget the Citation's all-important fuel economy: "And while your pondering the beauty of an X11 in your immediate driving future, keep that impressive Citation EPA estimated fuel economy in mind. After all, another aspect of covering ground quickly is not having to stop for gas too often."

The X11 package added \$501 to a Citation's price. X11 was available on the two-door hatchback and the club coupe. Chevrolet sold 100,340 X11 equipped Citations in 1980.

A LITTLE LUV

BY RUSSELL HEIM



Chevrolet introduced the LUV (Light Utility Vehicle) to compete in the small pick-up field for 1973. LUV was produced in Japan by Isuzu and imported for Chevrolet. It was based on the Isuzu Faster.

LUV boasted a 1,500 pound payload capacity – including a driver and passenger. The sales literature claimed LUV could carry 1,100 lb. in the bed.

LUV rode on a 102.4" wheelbase and featured torsion bar front suspension with a stabilizer bar. The leaf spring rear suspension featured four leaves with an auxiliary leaf to compensate for varying cargo heights.

The engine was 110.8 cubic-inch overhead cam four-cylinder. Bore and stroke was 3.31 by 3.23 inches. The four made 75 horsepower at 5,000

rpm and 88 lb/ft of torque at 3,000 rpm. Compression ratio was 8.2:1.

The LUV had a floor mounted, fully synchronized four-speed manual transmission. The clutch housing and transmission case were made of aluminum. Power brakes were standard.

The spare tire resided beneath the cargo box. Drivers had to use a crank operated chain and winch system to lower the spare tire for use. LUV featured a stowage area behind the seat.

They built LUV on a perimeter frame with full-depth channel side rails with six cross members. The cab was welded all-steel mounted to the frame on biscuit-type mounts. The six-foot cargo box was all steel, with a one-piece floor and was bolted directly to the frame in 10 places.

LUV is a beautifully engineered tough import pickup.

Tough chassis.

LUV is one tough import pickup. Perimeter-type frame features full-depth channel steel side rails with six heavy-steel crossmembers.

All-steel cab.

The all-steel welded cab is bolted to the frame on biscuit-type mounts. They help insulate the cab front noise and vibrations.

Rugged cargo box design.

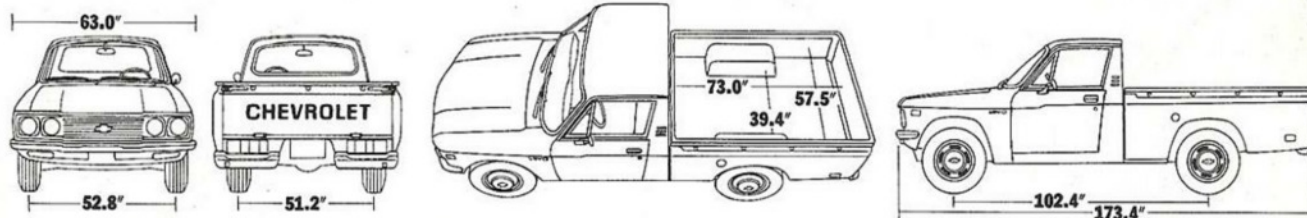
LUV's all-steel 6-foot cargo box is welded for strength and features a one-piece floor. There are no joints to work loose or snag cargo, no joints where corrosion can get a start. The box is bolted directly to the frame in ten places. And rubber bumpers on pickup box rear panel help protect the tailgate in the fully lowered position.

To help fend off corrosion, LUV's exhaust system is zinc coated on the outside from end to end. The exhaust system is attached with five hanger brackets for added support.

Chrome rear bumpers, left and right sides • Rear step bumper • Decor Package (includes bright belt line moldings, roof drip moldings, windshield molding and chrome wheel covers) • AM push-button radio • 6.00-14/6PR Tubeless Nylon Whitewall Tires • Tonneau cover (black or white) • Sliding rear window • Tailgate inner panel • Cargo box side rails • Front bumper guards • Step bumpers • Mud flaps • Right-hand sunshade • Jr. West Coast mirrors • Right-hand exterior mirror • AM/FM push-button radio • Wheel covers.

Zinc-coated exhaust system.

Optional equipment and accessories available.



Specifications.

Front Suspension	Independent torsion spring
Stabilizer	Standard
Shock absorbers	1" diameter
Rear Suspension	Hypoid, leaf spring
Axle capacity	3500 lbs.
Ratio	4.56
Springs	2-stage
Shock absorbers	1" diameter
Brakes	Drum type
Master cylinder	Tandem
Power assist	Standard
Parking	Cable
Electrical	12-Volt
Battery	50-amp
Alternator	30-amp
Frame	Ladder type
Fuel Tank	10-gallon
Pump	Vacuum

Steering	Recirculating ball
Turning diameter	36.2 feet
Transmission	4-Speed
Type	Fully synchronized
Tires (5)	6.00-14/C (6PR)
Type	Tubeless
Spare tire carrier	Winch/Chain
	Unit under box
Weights	
GVW rating	3950 lbs.
Curb weight	2450 lbs.
Passenger weight (2)	300 lbs.
Accessories	100 lbs.
Net payload	1100 lbs.
Gross payload*	1500 lbs.

*Includes driver, passenger, cargo and equipment.

Interior/Exterior Color Trims.

Exterior Colors	Interior trim colors available	
	Black	Blue
Yellow	•	
White	•	•
Red	•	
Orange	•	
Beige	•	
Light Blue		•
Dark Blue		•

All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication. The right is reserved to make changes at any time in prices, colors, materials, equipment, specifications and models, and also to discontinue models. Chevrolet does not manufacture all of the special equipment shown installed on the trucks in these pages. However, it is available through many Chevrolet LUV dealers. CHEVROLET MOTOR DIVISION OF GENERAL MOTORS CORPORATION, DETROIT, MICHIGAN 48202. LITHO IN U.S.A.

Here's a list of available options for LUV:

- Chrome rear bumpers - left and right sides
- Rear step bumper
- Décor package included: bright belt-line, roof-drip and windshield moldings, and chrome hub caps.
- AM pushbutton radio
- AM/FM pushbutton radio
- 6.00-14/PR Tubeless nylon whitewall tires
- Tonneau cover (black or white)
- Sliding rear window
- Tailgate inner panel
- Cargo box side rails
- Front bumper guards
- Step bumpers
- Mud flaps
- Passenger side sun visor
- Jr. west coast mirrors
- Passenger side exterior rear view mirror
- Wheel covers

They sold LUV trucks through the 1982 model year. The S-10 truck line replaced LUV in 1983.



SPACE AGE CHEVROLETS I'VE OWNED

BY RUSSELL HEIM

Here's a photo essay showing Space Age era Chevrolets that have passed through my hands. The essay shows an interesting variety of cars. For me, a big part of the fun of this hobby is buying and selling the cars. Some of the cars pictured were just "used cars" when I bought them. I used some of them as daily drivers. I couldn't find pictures of three cars, a 1989 Caprice Wagon, a 1990 Cavalier four-door sedan, and a 1991 Cavalier wagon. Let me know if you like this feature and would like to contribute to it in the future. Enjoy.



I bought this 1968 Impala for \$400 in 1984. It had a 307 cubic-inch V8, Powerglide and power steering. I don't remember if it had power brakes. I lived in Brooklyn then and never had to worry about where I parked the car. A lot of cars got broken into in those days, but no one ever bothered this car.

I used it mostly on weekends as I took the subway to my job in the city. Before too long, I got tired of paying high insurance premiums for a car I didn't drive a lot. I sold it to a guy that never registered it but parked it in the street. A few weeks later I received a notice from the New York Police Department that the car had been impounded. I received the notice because I was the last registered owner. I had to write a letter to the police explaining that I sold the car so they would stop sending me notices and parking tickets.



I only owned this 1963 Impala for a few months in 1991-1992. I loved the styling and the color, and it had a comfortable ride, but it had no power steering.

I lived in Queens by then and had off-street parking for the car. It was difficult to get the car in and out of the tight parking space behind my apartment building. This Impala had a 283 V8 and Powerglide.

Shortly after I sold it, they began filming "A Bronx Tale" in my neighborhood. Most of the film was set in 1968, and they used a lot of late 1950's and 1960's cars in the background. I could have made a lot of money renting it to the production company if I still had this car. If you haven't seen "A Bronx Tale", it's an excellent movie.



I bought this 1963 Chevy II Super Sport in 1996. I found it in an ad in *Hemming Motor News*. The car was located in southern New Jersey and needed a complete restoration.

The picture was taken a few years after I sent it to a local restoration shop. I enjoyed owning the car but didn't appreciate people asking me why I didn't put a 350 in it. I grew tired of explaining that 1963 Chevy II didn't come from the factory with a V8. This car had the numbers matching 194 cubic-inch six cylinder and floor-shifted Powerglide.

I entered this car in two VCCA meets and took it on some tours. I started losing interest in it when I bought a 1964 Corvair Monza convertible and sold it in 2007.



As you can see from the picture, this 1972 Nova was on its last legs when I owned it. I bought it because I needed a “station car” to drive back and forth to the Long Island Rail Road. My wife and I bought our present home in late 1997, and I had a small budget for a station car. I think I paid \$300 for it. This Nova had a 250 cubic-inch six, Powerglide and power steering. The speedometer was inaccurate. I drove it on the Long Island Expressway, and the speedometer showed 65 miles per hour. My wife was following me, and when we got home she asked why I drove 50 the whole trip.

With John Mahoney’s help, I had the head milled and did some other engine work. The car ran better but never looked good. This picture was taken at a local car show we hosted with the Long Island Region of the VCCA. They made me park the car away from the show cars.

I bought a 1968 Chevy II a few months after I bought this car. It was in much better condition but the engine was tired. I took the head off this car and put it on the ‘68. There weren’t many good parts on this car so I sold it to a local junk yard.



For some reason, I wanted old Novas for station cars when we first moved to Long Island. I bought this 1968 Chevy II in the summer of 1998 for \$800. The previous owner bought the car in 1969 and kept it for 29 years. She told me she was getting too old to take care of this car and her 1964 Ford Fairlane. In her younger days she used the Chevy II to pull a small trailer. I removed the trailer hitch when I got the car home.

The 1972 Nova was falling apart when I saw the classified ad for this car, so it “made sense” to buy it. It had the 230 cubic-inch six with Powerglide and power steering. It needed motor mounts when I bought it. Along with new motor mounts, I had the milled head from the 1972 Nova installed in it. I wish I still had the wheel covers pictured here. They’d look great on my 1965 Impala.

Wherever I went with this car, people offered to buy it. After a year, I finally accepted an offer and sold it for \$800. The body was in so-so condition, and I’d started the restoration on the 1963 Chevy II, so it “made sense” to sell it.



This 1964 Corvair Monza convertible was my first long-distance purchase. In 2004 I decided I needed a second antique car, and that it would be a Corvair. I spotted the car for sale on the CORSA web site. It was in Virginia, and a friend who lived nearby inspected it for me. He gave a favorable report, so I bought the car and had it shipped home.

The Monza had 48,000 miles with the original paint and top. This was the best handling car I've ever owned. I loved driving it, especially with the top down. It rode and handled so much better than my 1963 Chevy II causing me to ignore the Chevy II. In 2007 I decided I wanted another Corvair, so I sold the 1963 Chevy II and bought a 1961 Monza coupe.

When I took it for the inspection, the older mechanics decided to have fun with the younger mechanic at their shop. The young guy had never seen a Corvair. He stood in front of the car for a couple of minutes trying to figure out how to open the "hood". Finally, amidst much laughter, one of the older guys walked around the back and opened the hood. He motioned the young guy to the back and explained the Corvair's anatomy.

I sold this car in 2012. My health was starting to be problematic, and it was getting harder to get in and out of the car. Also, it was too small to take my sons in it, so I replaced it with a 1961 Bel Air.



This 1970 Chevelle Malibu was an ebay purchase. It was for sale 20 minutes from my house. I test drove it before bidding on it. The seller told me what the reserve was. I bid a dollar over the reserve and won the auction. This was in early 2006.

The seller was the nephew of the original owner. He said his aunt passed away and left him the car, however, no one in his house wanted to drive it. It had 67,000 miles on the 250 cubic-inch six. As usual, it had power steering and Powerglide, but no power brakes. I had to put new tires and an exhaust system on it. It didn't have any hub caps so I found the full wheel covers pictured for \$5.00. I was very surprised at how peppy the six was, and what a great ride the car had.

I worked about seven miles from home, so I used this as a daily driver. This was one of the few times I looked forward to commuting. On nice days when I drove with the windows open, other drivers often started conversations about the car with me. Their father or aunt had one and loved it.

I can't remember why I sold it. Probably because I bought another daily driver. I think I sold it in 2008. I still see it occasionally. I sold it to a 1970 Chevelle collector who lives about a mile from me. There are always two or three 1970 Chevells in front of his house. This one is parked there once in a while .



I bought this 1961 Corvair Monza in 2007. It was in Georgia, and I had it shipped home. It replaced my 1963 Chevy II Super Sport. This, like my 1964 Monza, was a Powerglide car. The body was good, but it needed a paint job. The transmission leaked a lot.

I did some restoration work on it. I replaced the 1963 tail light lenses and found a set of 1960 Monza wheel covers for it. I also replaced the kick panels and the panels in the compartment behind the rear seat. I had to be careful with these pieces as they were made of cardboard. I also changed the master cylinder which is in the passenger compartment.

I never really drove this car. I had too many other cars around and never found time for it. I thought about using it as a daily driver, but I had other old cars I used for that purpose. It looked nice in my garage, but I decided if I wasn't going to drive it I'd sell it.

It took a few months of advertising it on various web sites, but I finally sold it. I think I sold it for a little less than I paid for it. I don't mind, for me this is a hobby, not a business.

After I bought this car, I purchased a 1961 Dealer Showroom album. Looking at all the illustrations of the full-size 1961 Chevrolets made me want to buy one of those cars. See pages 20 and 21 for the results.



I bought this 1990 Cavalier wagon twice. The first time I bought it was in the fall of 2007. I was driving a low mileage 1980 Oldsmobile Delta 88 every day and decided I needed a winter beater. The wagon had 175,000 miles when I got it, but it ran and drove well. I sold this car to John Mahoney in 2008, and he sold it back to me in 2010.

My most vivid memory of this car is taking it to Hershey in 2010. I had a lot of shop and owners manuals to sell. I folded the rear seat and piled everything in the back. The car rode very low and I felt every bump on the way to Hershey. Fortunately I sold most of the manuals and the ride home was smoother. I bought a complete power steering set up for my 1961 Impala at Hershey that year. It just fit in the back of the Cavalier. I sold the wagon shortly after returning from Hershey that fall.

In 2008 I got another 1990 Cavalier for a winter beater. This one was a blue four-door sedan. My wife and I both liked driving this car. It was reliable and great on gas. Unfortunately, I don't have any good pictures of it to include here. For a time, after I bought the station wagon back from John, we had two 1990 Cavaliers in our driveway. It looked like a page from a Chevrolet sales brochure.

In 2011, my father bought a new Malibu and gave us a great deal on his used 2001 Malibu. The Cavalier sedan needed to go to make room. John Mahoney bought it from me. His youngest son drove it through his college years.



This 1966 Chevelle Malibu followed me home in 2008. I'm not sure why I bought it. I won't keep you in suspense, it had a six and a Powerglide. The six was the 194; this car was not as peppy as the 1970 Chevelle was. When I bought it, it was in good shape mechanically. It was a nice 20 footer. The paint was thin on the passenger side.

After owning it a few months, I decided I didn't really like driving it. I also had the 1980 Oldsmobile Delta 88 coupe you can see behind the Chevelle in the photo. I decided that one of these cars had to go. I ran ads for both cars simultaneously and said I'd keep the one that didn't sell. I received 10 responses for the Chevelle within 24 hours of placing the ad. No one contacted me about the Olds. A father and son came to see the Chevelle. They brought cash and offered my more than I paid for the car, so I sold it to them.

I owned this car for three or four months. I saw it a couple of years ago driving on Ocean Parkway near Jones Beach.

The 1980 Oldsmobile was a good second choice. Although it was underpowered, it was very comfortable. I drove it to Hershey one year and left it in the day parking with a "for sale" sign in the window. No one responded. I think if it was a Caprice I would have had 10 replies. A year after I sold the 1966 Chevelle, the Olds developed some electrical problems. I didn't want to invest money in repairing this car, so I sold it cheap and made room for my next purchase.



I always thought the 1961 models had some of the best styling in Chevrolet's history. I always wanted a 1961 Chevrolet because of the styling and because I was born in 1961. I tried to buy a 1961 Impala sport coupe in 1981. The seller wouldn't budge from his \$900 asking price. I offered \$750 because the car needed some work. That car stuck in the back of my mind for many years.

Forward to 2007 when I bought the 1961 Corvair on page 17. I often buy the factory sales literature for the cars I own. When I got a 1961 Dealer Showroom album and saw all the beautiful full-size car illustrations, it rekindled my desire to buy one of these cars.

I spotted this car on ebay in the fall of 2009. It was in North Carolina. I made a low bid that didn't win the auction. The car didn't sell on ebay so I looked for it on Craigslist. I found the ad and contacted the seller. We agreed on a price, and I had the car shipped home.

This car didn't have power steering when I got it, but I found a complete power steering set up for it for \$150 at Hershey. I broke my string of six cylinder cars, this Impala had a 283 and Powerglide. The push-button AM radio still worked.

I enjoyed owning this car. I used it for cruise nights and running errands. I sold it in 2014.



In 2011 I decided I wanted another 1961 Chevrolet, but a different body style from my Impala four-door sedan. I searched Craigslist from different states. I was looking for a two-door sedan. The few that were available were rust buckets. When I spotted the ad for this Bel Air sport sedan, I knew that you didn't see many of this model. I contacted the seller. He said he had an offer on the car, but that he'd keep my phone number if the buyer backed out. He called me back the next day, and I got the car.

The car was in Michigan, which gave me concern about rust. The seller explained that his grandparents bought the car new. They took it to Florida every winter. The car sat in a garage from 1979 until I bought it. It had 63,000 miles on it when it arrived at my home.

Unlike my 1961 Impala, the Bel Air had factory power steering. It also had a 283 and Powerglide. It had a period correct aftermarket radio that may have been dealer installed. It took a few months to get it back on the road. It woke up from a 32 year slumber in a good mood. It was a pleasure to drive.

Unfortunately, I developed some health issues shortly after the car was back on the road. The Bel Air's transmission started leaking. I stuck it in the garage and it sat for a long time. I offered it for sale earlier this year and ended up trading it for a paint job on my 1965 Impala. Please see the October newsletter for that story.



I took this shot of my two 1961 Chevrolets in the spring of 2013. These cars really are Jet Smooth. It was always hard to decide which one to drive. The Impala won out when the Bel Air's transmission developed a bad leak.

In 2014, I decided it was silly to have two green 1961 Chevrolets with a 283, power steering and Powerglide. I wanted something a little different. Earlier, while awaiting major back surgery, I spent a lot of time on the Internet looking for a late '60s car. I found a 1965 Impala for sale that I liked and bought it in the spring of 2014. Once I got the 1965 Impala home, I decided to sell the 1961 Impala. At that time, I decided to keep the Bel Air.

This year I decided that with my health issues, I should only keep one old car. I was driving the 1965 Impala fairly often, but the Bel Air was sitting. This was another case of "if you don't drive it, sell it."



This 1986 Caprice was my daily driver from 2012 to 2014. I bought it to replace a car that my wife totaled (fortunately she was unhurt). It had the 305 V8, air conditioning, Turbo-Hydramatic and AM/FM stereo. It had 42,000 miles when I got it, but it looked like it had 142,000 on the exterior. This was a local car, no shipping was involved.

The Caprice was comfortable but a little slow. When the catalytic converter went bad, I replaced it with a straight pipe and a Thrush Hush muffler. I also installed a Holley carburetor. The car ran much better, had more pep and sounded cool. Too bad it didn't look so hot. I thought about painting it, but I didn't like it enough to spend that kind of money on it.

When I was in the hospital for back surgery at the end of 2013, my parents flew in to visit me. They used the Caprice to drive to and from the hospital. My father (who belongs to the region and reads this newsletter) hated this car. He said it was falling apart. The headliner was sagging and the pull-strap on the driver's door broke.

In 2014 I retired on disability. I wanted to get a late '60's car for a daily driver, so I sold this. The buyer lives near me and I often see the Caprice parked in his driveway. He installed a big-block engine in it. He also painted it in black primer.



I still own the 1965 Impala sport sedan in this picture. I wrote about it in the August 2014 newsletter and again in the October 2016 newsletter (see page 25 for an update on this car). I took this picture in the summer of 2014 when I first brought the 1965 home.

I took the picture to compare the styling of the two model years. In my eyes, both years had great styling. Chevrolet (and the other GM divisions) had fabulous styling throughout the 1960's. It's hard to find a bad looking Chevrolet from that era.

I'm sure you've noticed that I buy a lot of four-door cars. I've never had a huge antique car budget. Buying the four-doors has allowed me to own a lot of different old Chevrolets without breaking the budget. I especially like four-door hardtops (sport sedans).

I hope you enjoyed this retrospective. Please dig through your photo albums (paper and digital) and send pictures and stories about the Space Age Chevrolets you've owned.

1965 IMPALA - “AFTER” PICTURES

BY RUSSELL HEIM

If you’ve read the last few newsletters, you know the story of how I traded my 1961 Bel Air for a paint job on my 1965 Impala. I’ve published pictures of the car before it went to the body shop. Last issue, I published pictures of it during the repaint in the body shop. Now, here are the pictures of the car after they completed the paint job. I decided to paint the car Crocus Yellow, a correct 1965 color. After the paint job was done, an old friend reupholstered the seats and replaced the carpet.

My plans now are to drive and enjoy the car as often as possible. If I think the car is up to the trip, I’d like to register it for HPOF at Hershey next year.



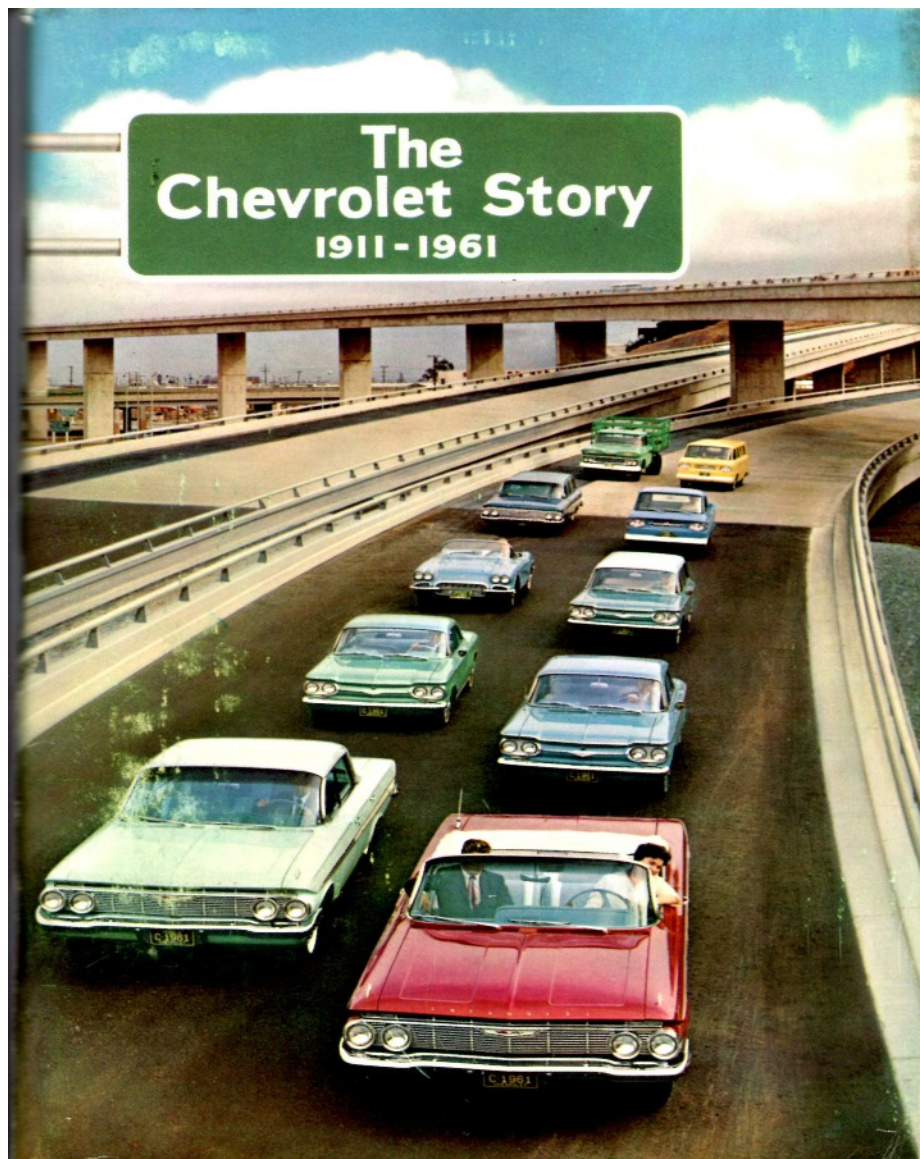


COLLECTING LITERATURE

THE CHEVROLET STORY

The “Chevrolet Story” booklets were issued annually. Some years the booklets had plain covers while other years had fancy covers. Internally the booklets varied little. They usually contained a history of Chevrolet, a list of that year’s executives, a list of factories and assembly plants and descriptions of that year’s cars. They were liberally illustrated with photos of executives, the assembly process and cars. My favorite photo in these booklets is always the one of the guy spraying Magic Mirror acrylic lacquer on the car wearing a t-shirt and work pants. Sometimes he’s even smoking a cigarette.

These booklets turn up fairly often since they were available to the public. They’re usually inexpensive, I haven’t seen one listed for sale for more than \$25.00.



CHEVROLET—CENTRAL OFFICE

DIVISION OF GENERAL MOTORS CORPORATION
DETROIT 2, MICHIGAN



TECHNICAL SERVICE BULLETIN

Technical Service Department



SUBJECT: REVISED TAIL LAMP SEALS - 1962
BEL AIR AND BISCAYNE MODELS

BULLETIN NO. DR #524

SECTION XII

TO: ALL CHEVROLET DEALERS

DATE March 12, 1962

A redesigned tail lamp seal entered Production on Bel Air and Biscayne Models approximately January 2, 1962. The new seal is narrower in section to provide better retention to the lamp bezel and reduce the possibility of being pulled loose during washing or polishing operations.



First Design



Second Design

ENLARGED SEAL CROSS SECTIONS

Loose tail lamp seals may be corrected through the use of a second design type seal, Part #3793108. Since this part is used to service several models, it must be trimmed to the length shown below.

Station Wagons - 14 1/8"

Coupe and Sedan - 15 1/8"

To replace the seal, it is necessary to remove and replace the tail and stop lamp unit as described in the Shop Manual. Position the seal joint gap at the bottom of the lamp to provide a water drain.

PARTS DATA

Tail Lamp Bezel Seal

3793108

FLAT RATE

Tail Lamp Seal R&R

Coupe and Sedan (Operation 12P380)
Station Wagons (Operation 12P382)
(Operation 12P383)

0.2 Hrs. ea.
0.5 Hrs. ea.
0.7 Hrs. both,
one side

Director, Technical Service Department

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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