

# SPACE AGE STAR

FEBRUARY 2015



ANTIQUÉ AUTOMOBILE CLUB  
of AMERICA

# EDITOR'S NOTES - RUSSELL HEIM

I hope everyone is having a great new year. Last year at this time our region was only an idea. We started a thread on the AACA General Discussion Forum asking if there was interest in starting a non-geographic region devoted to 1955 and later Chevrolets. We received enough of a response to submit the region application. Once the AACA approved the region, our membership increased from the first 15 members to around 50 now. Not bad for a region that's just starting.

This month we'll focus on the X-frame and station wagons. One of our newest members, Ken Michaels owns the 1955 Bel Air sedan featured on the cover. We included his car story in this issue. Also featured is an article about

1990 Chevrolets. 1990 cars are now eligible for AACA judging. I wrote the 1990 article one morning in December. When I brought in the mail that afternoon, the new issue of *Hemmings Classic Car* arrived with an editorial and article about 1990 cars. This topic is popular.

As always, please submit photos and stories about your cars and trucks. It doesn't matter if the car is a show winner or a project, we'd like to feature it in the newsletter. Feel free to submit stories about anything else Chevrolet related that interests you. Restoration tips and memorabilia collecting are always interesting topics.

## Collecting Literature

Finger Tips Facts appears to be designed for salesmen to use. In most years these are arranged like the Dealer Album, but they're smaller and less lavishly illustrated. The 1961 Finger Tip Facts is an exception. It's arranged like a dictionary. These were reference guides for salesmen and contain a wealth of information for current owners and restorers. Finger Tip Facts turn up a little more often than Dealer Albums and are somewhat expensive, but they're worth it.

### POWERGLIDE AUTOMATIC TRANSMISSION (RPO 313)

**TRANSMISSION CASE** 3-part, cast alloy iron; encloses entire transmission.

**TURBINE** Steel multi-vane type splined to turbine shaft; drives transmission output shaft through high range clutch and planetary gearset.

**PUMP** Steel multi-vane type welded to torque converter housing; propels oil in converter to turn turbine with maximum torque ratio of 2.1 to 1.

**STATOR** Aluminum air-foil type; redirects oil flow from turbine to pump, assisting pump; over-running clutch permits stator to freewheel when transmission is in direct drive.

**TORQUE CONVERTER HOUSING** Steel; bolted to engine flywheel; encases turbine, pump, stator and supply of oil.

**GEARSET** 6-pinion planetary type; engagement connects turbine and output shafts in low or reverse drives (1.82 to 1 ratio); unit housing acts as solid connection between shafts in direct drive; gears freewheel in neutral.

**TURBINE SHAFT** Splined to turbine, high range clutch hub, and gear in planetary gearset.

**HIGH RANGE CLUTCH** Multiple-disk type; works with low and reverse bands to complete connections of turbine and transmission output shaft through planetary gearset.

**OIL SUMP** Contains transmission oil supply.

**FRONT OIL PUMP** Gears circulate oil for converter and controls.

**VALVE BODY** Directed by transmission lever, valves route oil under pressure through passages to apply high range clutch and low and reverse bands.

**LOW AND REVERSE BANDS.**

**REAR OIL PUMP** Gear type; as car speed increases, it replaces larger front oil pump to conserve power.

**GOVERNOR GEARS** Operate centrifugal governor (not shown); as car speed increases, governor receives oil from rear oil pump, builds up and transmits its pressure to valve body to influence shift from automatic low.

Powerglide illustration page from the 1960 Finger Tip Facts Book.

# ANATOMY OF THE X-FRAME CHASSIS

**BY RUSSELL HEIM**

From 1958 through 1964, Chevrolet used an X-shaped chassis on their full-size cars. We refer to these as “X-Frame Chevys” today. Chevrolet used “Safety-Girder X-Built Frame” and “X-Built Chassis” to describe the frame and chassis construction.

Chevrolet claimed that this design was advanced for the day and that it contributed to the roominess, comfort and safety of their cars. Detractors and safety experts claimed this frame design lacked the side protection offered by a perimeter frame.

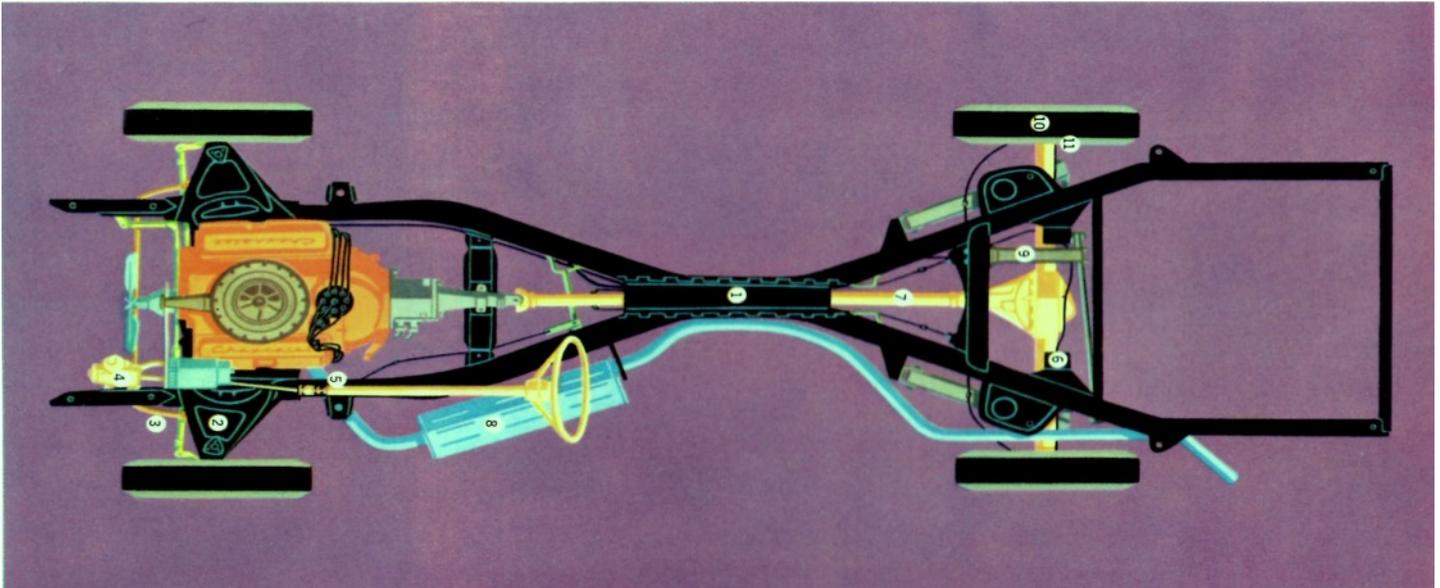
Chevrolet defended the X-frame by explaining that it needed no bowed-out side members. The heavy-gauge steel double-box section body sills had the strength needed to resist side impacts. The body sills, or rocker panels were located lower and farther outward than perimeter frame side members, putting the protective strength where it was needed most, at the body’s widest point. Box section cross beams, integrated with the body floor, provide lateral support for the body sills.

Here are some features of the X-frame’s anatomy:

- **Safety** - Exceptionally rigid box section design keeps body and suspension properly aligned and contributes to outstanding riding comfort.
- **Independent Coil Spring Front Suspension** Spherical joint suspension features low-friction non-metallic joint liners that are quieter, automatically adjust for wear, and contribute to easier turning. Built-in anti-dive action helps keep car level during sudden stops.
- **Front Ride Stabilizer** - Rubber-mounted torsion bar linking front suspension lower control arms contributes to smoother, more level cornering. Standard on all models except six-cylinder Bel Air, Biscayne, and Biscayne Fleetmaster.
- **High-Ratio Ball-Race Steering** - High overall steering ratio of 28:1 and low-friction Ball-Race steering gear afford light, easy steering under all driving conditions.
- **Jointed Steering Column** - Rubber-cushioned jointed steering column helps minimize road shock and permits more comfortable steering wheel position.
- **Positive Shock Control** - Direct-acting permanently-sealed shock absorbers are diagonally mounted for more effective resistance to roll and sway.
- **Two-Section Propeller Shaft** - Two-section propeller shaft with rubber-cushioned center bearing transmits a smooth power flow with a minimum of vibration. This special design permits a low driveline tunnel for greater interior roominess.
- **Zinc-Coated Mufflers** - Reverse-flow type muffler heavily zinc-coated for long life discharges exhaust gases with minimum sound and power-robbing back pressure.
- **4-Link Rear Suspension** - Controls rear axle movement leaving coil springs free to cushion the ride. Built-in leveling action helps keep car level during stopping or starting.
- **Precision-Balanced Wheels and Tires** - Permit a smoother, quieter, more vibration-free ride and longer tire life. Front wheels roll free and easy on new, more durable tapered roller bearings.

Let's not forget the star attraction, the coil springs at each wheel that "soak up bumps and road shock with ease." Chevrolet claimed that, "Full coil suspension serves only to cushion the ride - wheel movement is precisely controlled by rugged mechanical linkage." They also claimed that the coil springs wouldn't squeak, didn't wear out, and never needed cleaning or lubrication.

Regardless of the X-frame's merits or faults, cars from this era are a pleasure to own, drive or ride in. These cars have a (Jet) smooth ride, roomy and comfortable passenger compartments, and they handle well. The X-frame wasn't with us for long, Chevrolet replaced it with a perimeter frame on the 1965 models.



X-Frame illustration from 1962 Chevrolet Dealer Album.



1961 Impala Sport Coupe looks great riding on its X-Frame Chassis.

# 1955 Bel Air Sedan - By Ken Michaels

*This article originally appeared in the October 2014 Chevrolet, the newsletter of the Long Island Region of the VCCA. We reprint it here with the kind permission of the Chevrolet editor.*

She was taken from me in the fall of 1963, we were both eight years old and in the words of Sam Cooke "she was too young to fall in love, and I was too young to know." I still remember the Malt shop in West Babylon and the smell of the Marigolds on the walkway at Jones Beach. I remember the morning that I got the news, she was dead, but I refused to believe it. I went with my dad to see the remains. It was then I realized that my dad could not in fact fix anything. My first love was gone forever. There are eight million stories in the VCCA. I'm a reporter for a great metropolitan newsletter and this one is mine.

## The story of "Elenore"

Forty three years had passed since that horrible morning. Life was not going too well. My Union was on strike. My dad was terminally ill and I was the primary care giver. It was clear he was not going to be around much longer and if the illness didn't get him the depression would. Nothing I could do would cheer him up. He now believed that even doctors can't fix anything. I needed an answer, but what? It was just then that "she" came into my life.

It was a Newsday ad. 1955 Chevy Bel Air 4 door. Blue and White 6 auto. The phone number sounded Nassau County so I called. I asked all the usual questions expecting and receiving the usual lies: good body, runs good, \$4,400. This fish just swallowed the worm, I was hooked. She was in Wantagh and I was on the Southern State in minutes.

When I arrived I couldn't believe my eyes. I was 10 minutes from Jones Beach. I could smell the marigolds, it was 1963. She wasn't perfect but I knew that a herd of wild horses could not stop me from buying this car. I met with the owner and began my usual fine tooth comb inspection. I was half hoping she was good and half hoping she wasn't. I thought my mind was playing tricks on me by this point. Solid floors, solid trunk better than average sheet metal, L.A. California plant. The worst parts were the front fenders had been changed and were loaded with bondo, the rear bumper had no chrome left and the deck lid had surface rust. She had 4 mismatched tires and a very soft brake pedal. She ran, and she ran well. The seats were early eighties Rayco and the door panels were shot.

Next order of business was a test drive. This was fun, every time I hit the brakes something else would happen, ranging from left pull to right pull to nothing at all. Nothing mattered, she was going to come home with me (stupid Wild horses). We agreed on \$4,200, I gave the guy a deposit and went home. What did I just do???

The next day, after committing a hideous crime to obtain 4,000 bucks, I was ready to pick her up. I talked the now former owner to lend me his plates to get the car home. I conned my son in law to follow me in case the brakes or the bad tires had any more surprises for me. I stashed her at my dad's house and went back to drop off the plates (he didn't see me). The next day I went to visit my dad. He was forlorn and depressed as ever but this time I had a plan. I rolled him in his wheel chair out the front door and down the ramp and parked him next to a '55 Chevy just like the one that he brought me

home from the hospital in the day I was born, and I knew that for one brief moment he was with me, malteds in hand, on our way to Jones Beach where the Marigolds were in full bloom.

The next day I did a complete brake job and had four new tires put on. During the next year or

so she received 2 ebay fenders, a new paint job and a set of Danchuck door panels. I also made sure my first love's killer knew all about this.

Soon after, my dad passed away We had quite a procession lead by one pretty 55 Chevy named Elenore.



Thanks to Ken for sharing his story and pictures. This story is a great illustration of how the cars connect us with different people and times in our lives. Our collector cars are more than just old machines.

# CHEVROLET—CENTRAL OFFICE

DIVISION OF GENERAL MOTORS CORPORATION  
DETROIT 2, MICHIGAN

## TECHNICAL SERVICE BULLETIN

Technical Service Department



SUBJECT: CAST IRON POWERGLIDE HIGH CLUTCH  
ASSEMBLY - 1962 L-6 AND 283 V8  
PASSENGER AND TRUCK

BULLETIN NO. DR #518

SECTION VII

TO: ALL CHEVROLET DEALERS

DATE February 6, 1962

On December 12, 1961, a new high clutch assembly was incorporated in cast iron Powerglide transmissions on a partial production basis. The change was made to improve clutch capacity and to provide a clutch with common components to those used in the aluminum Powerglide.

The new clutch assembly consists of a combination of components from the clutches used in aluminum Powerglide transmissions. All parts with the exception of the Low Sun Gear and Flange Assembly are components of the 327 cu. in. V8 high clutch. The Low Sun Gear and Flange Assembly is a component of the Chevy II high clutch. Service part numbers of all components of the new clutch assembly are provided in the caption for Figure 1.

Service is affected as there is a coordinated change in the oil delivery sleeve portion of the valve body to accommodate this new clutch assembly. Consequently, the new high clutch assembly may only be used in the 1962 Powerglide assembly and if a valve body requires replacement, the 1962 design valve body must be used.

A handwritten signature in cursive script, appearing to read "J. Russell".

Director, Technical Service Department

JCP: jg

# STATION WAGON NAME GAME

BY RUSSELL HEIM

## STATION WAGON MODEL IDENTIFICATION



**NOMAD**  
6-passenger, 2-seat, 4-door station wagon; similar in quality, styling and equipment to Impala 4-door sedan. With V8 engine . . . . . Model 1835  
With Hi-Thrift 6 . . . . . Model 1735



**PARKWOOD**  
6-passenger, 2-seat, 4-door station wagon; similar in quality, styling and equipment to Bel Air 4-door sedan. With V8 engine . . . . . Model 1635  
With Hi-Thrift 6 . . . . . Model 1535



**KINGSWOOD**  
9-passenger, 3-seat; 4-door station wagon; similar in quality, styling and equipment to Bel Air 4-door sedan. With V8 engine . . . . . Model 1645  
With Hi-Thrift 6 . . . . . Model 1545



**4-DOOR BROOKWOOD**  
6-passenger, 2-seat, 4-door station wagon; similar in quality, styling and equipment to Biscayne 4-door sedan. With V8 engine . . . . . Model 1235  
With Hi-Thrift 6 . . . . . Model 1135



**2-DOOR BROOKWOOD**  
6-passenger, 2-seat, 2-door station wagon; similar in quality, styling and equipment to Biscayne 2-door sedan. With V8 engine . . . . . Model 1215  
With Hi-Thrift 6 . . . . . Model 1115

**DISTINGUISHING FEATURES** Chevrolet station wagons rank with finest in industry. Basically, they are identical with comparable Chevrolet sedans (see chart) from front of car to rear of front doors. From there back, modern station wagon body features make them smart, highly capable cargo carriers: **Slimline Styling** . . . Sedan height, long flat roof, expansive windows and gull-wing fenders for graceful lines. **Magic-Mirror Finish** . . . Looks better, lasts longer. **Safety Plate Glass in All Windows** . . . For more restful vision. **Full Vision** . . . Panoramic windshield, narrow pillars and wrap-around rear quarter windows for full vision around car. **Retractable Rear Window** . . . Lowers into tailgate; power-operated in Kingswood. **Foam-Cushioned Seats with Generous Dimensions** . . . For maximum comfort. **Look-out Lounge Third Seat in Kingswood** . . . Comfortable room and exceptional view for three persons; more accessible. **Fast-Folding Second and Third Seats** . . . Fold easily and quickly to become part of platform. **Sturdy Platform** . . . Broad, flat and covered with durable vinyl; low height aids loading and entry to third seat. **Single Tailgate** . . . Opens level with platform; no overhanging liftgate. **Large Cargo Space** . . . Up to 92 cubic feet; cargo length, with tailgate down, is more than ten feet. **Concealed Tire Stowage** . . . Spare is in compartment under platform or behind sidewall. **All-Vinyl Interior** . . . Except for portions of seats in some models, trim is durable vinyl.

Have you ever had trouble figuring out the correct name for a Chevy wagon from the Space Age era? If you looked at a wagon and saw the trim level you'd think that the wagon's name would match that of the sedan with the same trim. This wasn't always the case, in some model years the wagons had different names from the sedans, despite having the same trim. This may have made sense from a marketing viewpoint, but it could be confusing to customers. Here's a look at the wagon names and which car line they belonged to.

## CHEVROLET:

**Nomad** - This was the top-of-the-line Chevy wagon from 1955 to 1961. It was considered a Bel Air from 1955 through 1958, and an Impala in from 1959 through 1961. 1955-57 Nomads had two doors, later models had four.

**Beauville** - Chevrolet used this name on the four-door Bel Air wagon in 1955, 1956. They also used Beauville for Two-Ten wagons in 1956 and 1957.

**Handyman** - In 1955 and 1956 the Handyman was a two-door wagon available in either One-Fifty or Two-Ten trim.

**Brookwood** - They used this name for station wagons built with Biscayne trim from 1958 to 1961 and again from 1969 through 1972. Chevy offered both two and four-door Brookwoods in 1959 and 1960.

**Yeoman** - This naval rank was applied to Del Ray station wagons in 1958. Yeomans were available as either a two or four-door wagons.

**Parkwood** - Chevy used Parkwood to identify station wagons built with Bel Air trim from 1959 through 1961. In 1959 and 1960 the Parkwood was the two-seat, six passenger wagon. All Bel Air wagons wore Parkwood name plates in 1961.

**Kingswood** - In 1959 and 1960 this name plate was used on three-seat, nine-passenger Bel Air station wagons. 1969 through 1972 Impala Station Wagons also used this name.

**Kingswood Estate** - This was the top-of-the-line wagon from 1969 through 1972 and corresponded with Caprice level trim.

**Townsmen** - In 1955 through 1957 the Townsman was a Two-Ten four-door wagon. They also used this name on 1957 Bel Air wagons. They revived it in 1969 for wagons wearing Bel Air trim and used it through 1972.

From 1962 through 1968 and from 1973 until 1990 the station wagon names matched the sedan and coupe names for each series. In these years there were Bel Air, Biscayne, Impala, Caprice and Caprice Classic wagons. The top-

line, fake wood trimmed wagons added "Estate" to their names.



1974 Caprice Estate Wagon



1958 Nomad

## CORVAIR:

Lakewood - Chevrolet added station wagons to the Corvair line in 1961. The Lakewood was available in low-line 500 series and mid-range

700 series trim. Chevrolet factory literature shows no use of the Lakewood name in 1962, the second and last year for Corvair station wagons. The two available wagons were simply called 700 and Monza 900.



1962 Corvair 700 Station Wagon

## CHEVY II:

Station wagons in the Chevy II line were available from 1962 until 1967. The wagon names

matched the three trim levels, Chevy II 100, Chevy II 300 and Nova 400. The 300 was only available in 1962 and 1963.



1964 Chevy II Nova Six-Passenger Wagon



1973 Chevelle Malibu Station Wagon

## CHEVELLE:

**Concours/Concours Estate** - Chevrolet introduced the upscale Concours Wagon to the Chevelle line in 1967. This wagon's trim level didn't match any of the available sedan trim levels. Concours continued as a separate sub-series in 1968 but became the equivalent of the Malibu from 1969-72. As with the full-size cars, "Estate" denoted fake wood-grain body side decals.

**Greenbrier** - Chevy originally used this name on passenger versions of the Corvair van from 1961 through 1965. Beginning in 1968 Greenbrier was the mid-range Chevelle station wagon with the 300 Deluxe trim level. They dropped this name at the end of the 1972 model year.

**Nomad** - From 1968 until 1972 Nomad was the low-priced Chevelle station wagon. Ironically, Nomad was originally used on the fanciest Chevrolet wagons in the 1950's and early '60s.

With the exception of the 1967 Concours, Chevelle wagons produced from 1964 through 1967 used the names of their corresponding sedans, 300, 300 Deluxe and Malibu. They resumed this practice in 1973, calling the wagons, Malibu, Malibu Classic and Malibu Classic Estate. Laguna and Laguna Estate wagons were only available in 1973.



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

## VEGA:

**Kammback** - Vega's line-up included a station wagon, called Kammback, during the car's entire production run from 1971 through 1977. Vega wagons were available in GT and Estate

versions. Kammback denotes a car with a tapered or aerodynamic rear and is named after German automotive engineer Wunibald Kamm, a pioneer in aerodynamics. All Vega wagons were two-door models.



1975 Vega GT Kammback Station Wagon

## MALIBU:

Chevy's mid-size car was downsized for 1978. No longer called Chevelle, the station wagon

names corresponded with the sedans; Malibu or Malibu Classic. An Estate trim option was available through the final 1983 model.



1978 Malibu Classic Station Wagon



1978 Monza Station Wagon

**MONZA:**

Chevy discontinued Vega at the end of 1977, but the wagon lived on under the Monza name for the 1978 and 1979 model years. Monza was

an upscale sporty car introduced in 1975 and used Vega underpinnings. Except for the Monza name-plates and trim, the wagons exactly resembled their Vega predecessors. An Estate version was available in 1978 only.



1990 Cavalier Station Wagon twice owned by the author. Also owned by fellow region member John Mahoney, Jr. The author sold it to John and John sold it back two years later.

## CAVALIER:

Chevrolet introduced this compact car line in 1981 as a 1982 model. Station wagons were available from the 1982 model year through 1994. The wagons always used the Cavalier name and were available in most of the ever-changing and confusing trim levels.

## CELEBRITY:

Chevrolet introduced this front wheel drive sedan in 1982 but didn't add wagons until 1984. These wagons always used the Celebrity name and were available in base or Eurosport trim. Customers could choose between two-seat, six-passenger or three-seat, eight-passenger Celebrity wagons. Chevrolet discontinued the Celebrity sedans at the end of the 1989 model year but didn't discontinue the wagons until the end of 1990.



1981 Impala Station Wagon

# 1990 CHEVROLETS ELIGIBLE FOR AACA JUDGING -

## BY RUSSELL HEIM

Whether we want to admit it, 1990 was 25 years ago, and the cars from that model year are now eligible for AACA judging. In honor of this anniversary, here's a brief look at Chevrolet's 1990 offerings:

**Caprice:** This was the car they couldn't (or wouldn't) kill. The Caprice entered 1990 still wearing the basic styling introduced in 1977. A full-frame, rear-wheel-drive sedan was considered an anachronism in 1990, but Chevrolet retained Caprice in their line-up because it still sold well. Caprice sold 109,528 units in 1990.

Caprice was available as a four-door sedan and station wagon in three trim levels, Caprice, Caprice Classic and Brougham. The only available engine for sedans was the 170 horsepower 305 cubic inch Chevrolet V8. Station wagons came with the Oldsmobile built 307 cubic inch 140 horsepower V8. Chevrolet's brochure described Caprice as "uncompromised" and "proven".

**Lumina:** Chevrolet introduced the Lumina in the spring of 1989 as an all new model. Lumina replaced the Celebrity as Chevrolet's mid-size, front-wheel drive model. It used General Motors' W-body platform which was already in use as a B-O-P (Buick, Oldsmobile, Pontiac) offering. Buyers could choose from a sporty coupe, stylish sedan or a mini-van. Chevrolet called the mini-van an APV or All-Purpose Vehicle.

Lumina's standard engine was the 151 cubic inch, 110 horsepower in-line four cylinder job. A 135 horsepower, 191 cubic inch V6 was optional. Chevrolet sold 295,007 Luminas for the model year.

**Celebrity:** Chevrolet's once popular mid-size car was reduced to a station wagon only for 1990. The wagon came in either six or eight-

passenger versions and was available in base or Eurosport trim. Standard power was a 110 horsepower 151 cubic inch four cylinder. A 135 horsepower 191 cubic-inch V6 was standard on the Eurosport and optional on the base models. Despite the fall from popularity, the brochure writers still gushed over the Celebrity wagon, citing its generous compliment of standard features and eminently affordable base price. Celebrity sold 29,205 wagons in 1990 and didn't reappear in 1991.

**Corsica:** Although larger than the Cavalier, the Corsica offered the same engines. Customers could choose between two trim levels, LT and LTZ. The LT came as either a four-door sedan or four-door hatchback. Chevrolet publicity described Corsica as a "fun-to-drive" sport sedan. The sales brochure said Corsica had world-class aerodynamics, wrapped around five-passenger family-class roominess. 1990 Corsicas found 194,521 buyers.

**Beretta:** Built on the same platform and on the same assembly lines as the Corsica, Beretta was Chevrolet's modern, front wheel drive sporty car. A specially prepared Beretta convertible was the 1990 Indy 500 pace car. Chevrolet sold 4615 pace car replica coupes. The sales brochure described Beretta as "the award winning American coupe with performance in the grand-touring tradition." The brochure also claimed that Beretta had a lower coefficient of drag than a Porsche 944. Total 1990 Beretta production was 99,721.

**Cavalier:** Chevrolet promoted its compact model as an import fighter. They stated Cavalier was very well equipped and priced below stripped import models. The imports didn't offer a powerful 133 cubic inch four-cylinder and a three-year, 50,000 mile warranty.

Cavalier had something to offer to any type of driver, practical sedans and wagons along with sporty coupes. The Z24 was the ultimate 1990 Cavalier. It featured a 191 cubic inch V6 with multi-port fuel injection, sport-tuned suspension, five-speed stick shift and special sport wheels.

All Cavaliers except the Z24 came standard with the 95 horsepower four-cylinder engine. Standard on the Z24 and optional on other Cavaliers, the six was rated at 135 horsepower. Chevrolet sold 210,951 model year 1990 Cavaliers.

**Camaro:** 1990 marked the lowest sales total for Camaro to date. Only 34,986 left the assembly line that year. Camaro came in RS, Z28 and IROC-Z trim levels. A 144 horsepower 191 cubic-inch V6 was standard in the RS coupe. RS convertibles had a 170 horsepower 305 cubic-inch V8 as their standard engine. The 305 was optional on the RS coupe. A 220 horsepower 305 was standard on the IROC-Z and optional for the RS coupe. "Z" cars also offered an optional 230 horsepower 350 cubic-inch engine. Chevrolet promoted the RS in its brochure, stating that the car had the style and performance to make your heart race at an affordable price.

**Corvette:** According to Chevrolet's 1990 sales brochure, Corvette provided "a world class performance car with a uniquely American personality." Corvette buyers could choose from a convertible or coupe. Exterior appearance changed little from 1989, but the interior received an upgraded instrument panel. 1990 was the first time Corvette offered a driver's side airbag in the steering wheel. A 245 horsepower 350 cubic inch V8 was the standard Corvette engine. The legendary ZR-1 Corvette debuted this year; its standard engine was a 375 horsepower four-cam 350. Chevrolet sold 12,967 Corvette coupes and 7,630 convertibles. They sold 3,049 ZR-1 coupes.

I don't know which 1990 Chevrolets are considered collectible or will become collectible in the

future. It's difficult to predict future collectability. I read an article in a 1962 issue of *Popular Mechanics* that claimed that no 1962 car would ever be collectible, so I won't make the same statement about 1990 cars. My guess is that Corvettes and Camaros will generate the most interest. Caprices from this era are already desired as tour cars because of their roominess and comfortable ride. I can't recall the last time I saw a Lumina, Corsica, Beretta or Celebrity wagon on the road. Cavaliers from this era are still in use as daily drivers around here, but they haven't reached collectible status.

My experience with 1990 Chevrolets consists of owning two 1990 Cavaliers. Both were four-cylinder cars that I owned between 2007 and 2011. They were very reliable except for the air conditioning. One was a bright red station wagon and the other a blue four-door sedan. I enjoyed owning both of them and sold both cars to fellow region member John Mahoney, Jr. I bought the station wagon back from him and drove it for a while before selling it to a third party.

I think the best way we can attract younger people to our hobby is to recognize and embrace that these "used cars" are now collectible and welcome them into the fold.



I don't know which 1990 Chevrolets are considered collectible or will become collectible in the

The Space Age Star is the official publication of the Space Age Chevrolet Region of the Antique Automobile Club of America. This is a non-geographic region dedicated to the enjoyment, restoration and history of 1955 and later AACA eligible Chevrolet cars and trucks. We publish the newsletter six times each year.

**Region Officers:**

**President:** Russell Heim

**Vice President:** Ana Heim

**Secretary:** John Mahoney, III

**Newsletter Editor:** Russell Heim

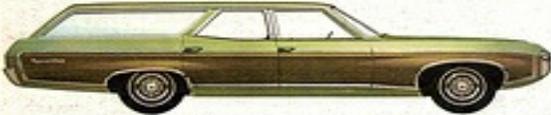
**Webmaster:** Bill Pritchett

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

Our Web Address is:

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

**Check over the complete lineup of our 1969 CHEVROLET WAGONS. It'll save you the trouble of looking over the other '69s.**

<b>Biggest-size Wagons</b>	<b>Second-size Wagons</b>
 <p><b>KINGSWOOD ESTATE</b> (2- and 3-seat models)</p>	 <p><b>CONCOURS ESTATE</b> (2- and 3-seat models)</p>
 <p><b>KINGSWOOD</b> (2- and 3-seat models)</p>	 <p><b>CONCOURS</b> (2- and 3-seat models)</p>
 <p><b>TOWNSMAN</b> (2- and 3-seat models)</p>	 <p><b>GREENBRIER</b> (2- and 3-seat models)</p>
 <p><b>BROOKWOOD</b> (2-seat model)</p>	 <p><b>NOMAD</b> (2-seat model)</p>