

SPACE AGE STAR

FEBRUARY 2016



IN THIS ISSUE: BISCAYNE HISTORY AND 197 MONZA 2+2



ANTIQUE AUTOMOBILE CLUB
of AMERICA

Editor's Notes: Happy 2016 to all region members and their families and friends. I hope we all have a good year.

We welcome Rich Gibbs from Topeka, Kansas and Cort Stevens from Elgin, Illinois to the region. Rich sent some nice pictures of his Monte Carlo but asked me not to use them in the newsletter just yet. Keep your eyes on *Antique Automobile*. Cort asked me to mention his web site www.oldcarsstronghearts.com. Please check this web site for some health and car related information.

Some members have expressed concern about publicizing the region and attracting more members. On one hand, two years ago this region didn't exist, and we now have over 50 members. On the other hand, you could say that 50 members isn't a lot for a region dedicated to some of the best-selling cars of all time.

Our biggest problem regarding publicity is that we don't have a treasury. No treasury means we don't have region flyers to pass out (or a banner to display) at the Annual Meeting or other AACA national or regional meets. This isn't a complaint; it's much easier to run a region without a treasury. Usually, no one wants the job, and it's time consuming.

As we discussed in the last newsletter, we decided at the brief membership meeting at Hershey to keep the region as it is. This means no dues and no treasury. As president and newsletter editor, I can handle things the way they are. If we want to publicize the region and become better known in the AACA, I'll need help from the members.

If we want to create publicity material, we'll need member donations. We'd need a volunteer to collect the donations and to design and distribute the publicity material.

Again, I'm not complaining. The purpose of this region was to establish a place for 1955 and later Chevrolet purists to discuss and enjoy these vehicles. I'm happy that we got off to a good start and attracted a fair number of members. I think we'll do fine if we proceed as we have so far. I'm only one member, however. If other members have the interest and enthusiasm to promote and grow the region, I won't object.

Please share your thoughts on this issue. The more contributions and participation, the better the region will be.

I hope everyone enjoys the newsletters. The little feedback I've received has been positive, and I appreciate that. Usually in a car club region, you only hear from the complainers.

This month's issue looks at the "plain-Jane" full-size Chevrolet, the Biscayne. The 1975 Monza 2+2 is also featured. During the Fall Meet, I found the information for the Monza article at the AACA Library in Hershey. I visited the library twice during the Fall Meet, on Tuesday for their garage sale and Friday morning to do some research for newsletter articles. Chris Ritter and the library staff were very helpful. I copied enough material for a few interesting (I hope) articles.

As always, please send pictures and stories about your Chevrolets. It's fun to learn about the cars we own as well as their care and feeding.

Stay well,

Russell Heim

BISCAYNE HISTORY - BY RUSSELL HEIM

When we think of Chevrolet's Biscayne models, we remember plain, bare bones cars. Fleet cars, police cruisers and taxis come to mind. Chevrolet offered this Biscayne for 15 model years, 1958 through 1972, and initially the Biscayne wasn't the least expensive full-size model.

Chevrolet was "all-new" for 1958. The line-up featured longer, lower and wider cars and new engine choices. The division changed the series names; the low priced 150 became the Delray and the mid-priced 210 was now called Biscayne. Chevrolet carried over the Bel Air series as the premium car but added the sporty Impala sub-series to the line.

In 1959 Chevrolet was "all-new" again, longer, lower and wider once more. Impala became the top-line series that year. They demoted Bel Air to the mid-range series and Biscayne to the bargain basement. Delray was deleted.

Chevrolet often promoted the Biscayne as a fleet and/or utility car. The 1958 Chevrolet taxi brochure depicts taxi equipment in both Delray and Biscayne trim. Chevrolet issued police and taxi brochures usually included the Biscayne as the basis for these specialty vehicles.

Biscayne was also promoted as a low-price alternative for thrift-minded buyers. Despite the minimal exterior trim and plain interiors, Chevrolet's ad copy-writers did their best to make the cars sound good.

Early versions of the Biscayne included the Utility Sedan and Biscayne Fleetmaster. Fleetmaster was bargain priced and targeted at fleet customers. To reduce the cost these cars were devoid of armrests and only had a driver's side sun visor. The utility sedan was only

offered as a two-door sedan and was designed for traveling salesmen. Instead of a rear seat, the Utility sedan featured a "handy rear compartment with an easy-loading flat floor" that offered 28.5 cubic feet of storage space. Utility sedans offered only a gray interior.

The Fleetmaster was available as a two or four-door sedan and advertised as "easy to own and easier to operate - they're money saving all the way." The Fleetmaster was available for fleet or individual use and featured a gray and black interior. The Fleetmaster was only offered in 1960 and 1961. The Utility sedan became a Biscayne in 1959 and was discontinued after 1961.

While the Biscayne's appearance was plain, it could be a standout when it came to performance. In most years all power train options, including big block engines and four-speed transmissions were available on the Biscayne. High performance Biscaynes are now prized collector cars.

As time went on, Chevrolet added more standard features to the Biscayne: floor mats were replaced by carpet and small side trim was added. Two things that remained constant were that Biscayne was only available in sedan and station wagon body styles. Chevrolet dropped two-door sedans from the line after 1969.

Biscayne's best sales year was 1959 with 311,800 sold. Sales fluctuated between 1958 and 1966, but always broke 100,000. Biscayne sales fell under 100,000 in 1967 and continued declining until only 20,000 were sold in 1972. Biscayne didn't appear in the 1973 Chevrolet line-up.

Here are some brief samples of how Chevrolet promoted Biscayne:

1958: “In Chevrolet’s new middle priced series, every flowing line says elegant things about you - from dual headlight styling to wing-fashioned rear fenders.”

1959 - “Dollars go farther and spark more pride in Chevrolet’s new budget Biscayne series for ‘59.”

1960 ‘ “For the first time in a thrift-priced series, you get extra luxury and convenience features such as cigarette lighter, front arm rests, dual sun visors - all at no extra cost.”

1961 - “Introducing the ‘61 Chevrolet Biscayne the lowest priced Chevy - offering full-size comfort at small-car prices!”

1962 - “Big car beauty at a bargain price.”

1963 - “Sets the trend again in big car thrift. Here’s a car that’s priced to please even the most particular budget. Yet it doesn’t skimp one jot on full-size beauty and convenience.”

1964 - “For 1964 Biscayne features front *and* rear foam-cushioned seats, front and rear armrests, a handsome new steering wheel and deep-twist carpeting.”

1965 - “Thrift takes a turn for the best. Budget buyers will find a generous share of Chevrolet’s freshness in the 1965 Biscaynes. Freshness abounds outside as well. New slim moldings give styling accents to sills and rear quarter panels.”

1966 - “Biscayne’s three budgeteers give buyers plenty to go for ... without going out on a limb in price.”

1967 - “Family bank books bounce back fast when you give the go-ahead for any Biscayne sedan. They’re so economical to run.”

1968 - “Big-car looks and roominess, well within your new-car budget.”

1969 - “Just because Biscayne is our lowest priced, you thought it might look a little bit frumpy. Well, look again and ask yourself how we can do it for this kind of money. Or, for that matter, why no one else does it for this kind of money.”

1969 was the last model year that Chevrolet included Biscayne in the consumer brochures. Biscayne appeared in the taxi brochure in 1970 and 1971. I haven’t seen Biscayne in any 1972 brochures.

Someone tried to sell me a 1971 Biscayne four-door a few years ago. It didn’t look like a fleet car, so they may have been available to individual customers if they pushed their local Chevrolet dealer hard enough.

Biscayne was a big seller through 1966. Once Caprice was established as the top-priced series, sales of the lower-priced Biscayne and Bel Air declined.

Biscayne was gone in 1973. This left Bel Air as the “bargain” Chevrolet. Impala was now the mid-priced series and Caprice was the top of the line.





1958 Biscayne four-door sedan.



1959 Biscayne Utility Sedan



BISCAYNE 4-DOOR SEDAN

6-passenger, conventional
4-door sedan
With V8 engine.....Model 1219
With Hi-Thrift 6.....Model 1119



BISCAYNE 2-DOOR SEDAN

6-passenger, conventional
2-door sedan
With V8 engine.....Model 1211
With Hi-Thrift 6.....Model 1111



BISCAYNE UTILITY SEDAN

3-passenger 2-door
business sedan
With V8 engine.....Model 1221
With Hi-Thrift 6.....Model 1121



DISTINGUISHING FEATURES Biscayne models are identified by chrome listed below and by special nameplates and ornaments.

EXTERIOR CHROME PARTS LIST (See pages B12-B13 also)

FRONT	Windshield frame	S
	Windshield wiper hardware	C & S
	CHEVROLET name on hood	C
	Radiator grille and frame	A
	Engine—identifying emblem frame	A
	Headlight frames	A
	Parking light frames	S
SIDES	Bumpers and guards	C
	Ventipane glass moldings	C
	Rear fender moldings (convex)	S
	Series nameplates	C
	Series ornaments	A
REAR	Door handles and keylocks	C
	Hub caps	S
	Rear window frame	S
	Engine—identifying emblem	C
	Luggage compartment keylock	S
	Deck lid edge molding	S
	Taillight frames	A
	Bumper and guards	C

A—Anodized aluminum. C—Chrome-plated metal.
S—Stainless steel.



1961 Biscayne four-door sedan with two-door sedan in the background.



1962 Biscayne two-door sedan.

BISCAYNE

FULL-SIZE BEAUTY AT ITS THRIFTIEST—It's hard to guess from its clean, classic styling that Biscayne is the lowest priced car in Chevrolet's full-size line. Just look at all the standard extras you get: electric windshield wipers, foam-cushioned front seats, front armrests, dual sun visors, cigarette lighter, glove box lock and vinyl-coated rubber floor mats, plus the convenience of crank-operated ventipanes. All this and a choice of three models: 2- and 4-Door Sedans and 4-Door 6-Passenger Station Wagon. In every Biscayne you'll find the reliability and solid worth that are basic in all Chevrolets.

Biscayne 4-Door Sedan in Ember Red. De Luxe Air-Flow Heater-Defroster gives instantly regulated temperatures; controls are conveniently grouped.



Biscayne 2-Door Sedan (not shown). Chevrolet's parallel-action electric windshield wipers clear windshield in an overlapping pattern, eliminate slowdown on acceleration.

Biscayne four-door sedan with write-up from 1963 sales brochure.



1964 Biscayne two-door sedan.



Biscayne 4-Door Sedan in Mist Blue

Biscayne 2-Door Sedan in Cameo Beige

Biscayne wore the new 1965 styling well.



Biscayne 2-Door Sedan interior in red.

Biscayne's three budgeters give buyers plenty to go for... without going out on a limb in price. Outside, bold new styling of fenders, bumpers and grille; distinctive ornamentation and nameplates. Inside, new instrument panel cluster and ornamentation, new steering wheel and handsome new pattern cloth and vinyl trim (all-vinyl for station wagon). Roomy passenger compartment has foam-cushioned front seat, color-keyed deep-twist carpeting, padded instrument panel and sun visors, seat belts and

airbrakes for the front and rear. Choose from Biscayne 2- or 4-Door Sedan; or 4-Door 2-Seat Station Wagon (see Page 19). Biscayne has 18.3 cu. ft. of usable luggage compartment space.

A full-size carload of standards

◆ Outside rearview mirror ◆ 2-speed windshield wipers and washer ◆ Backup lights ◆ All-vinyl headlining and side- and mold plastic coat panels ◆ Center dome light ◆ Lockable glove compartment ◆ Blended air heater-defroster ◆ Crash-operated rear windows ◆ Three interior colors: fawn, red and blue ◆ New latch for easy-to-open hood ◆ Fuel-type door latches ◆ New

appearance to hub caps ◆ Easy-care items like flush-and-dry rocker panels, long-life exhaust system ◆ Wraparound sailfinets for wagon. There are extra-cost Options and Custom Features shown and mentioned in this catalog that can make Biscayne more enjoyable. Pick those that please you most from the list on Page 25.

Bank on good looks priced for a budget

Biscayne '66



Biscayne 4-Door Sedan in Maroon Maroon.

Right: Biscayne 2-Door Sedan in Cameo Beige.





Chevrolet brochures often pictured Biscaynes in fancy settings. The family seems to be enjoying a nice day out with their new 1967 Biscayne four-door sedan.



This 1968 Biscayne two-door sedan looks good on a country lane.

BISCAYNE



▲ BISCAYNE 4-DOOR SEDAN



BISCAYNE 2-DOOR SEDAN ▼



Just because Biscayne is our lowest priced, bet you thought it might look a little bit frumpy. Well, look again and ask yourself how we can do it for this kind of money. Or, for that matter, why no one else does it for this kind of money.

Certainly, the most important consideration is that you have to part with relatively little cash to own one (either the 2-door or 4-door sedan). Secondly, it's pure quality right down to the cotter pins. After all, it's got Body by Fisher and chassis and drive line by Chevrolet ... a formidable combination.

Something else you'll find in Biscayne, as in all Chevrolets, is Astro Ventilation. This is Chevrolet's answer to the wind tunnel effect. Even with the windows up, gentle breezes are wafted into the car through vent-ports at either side of the instrument panel and out again through pressure check valves in the body. By the way, it's amazing how much easier it makes conversation. Who needs ventipanes?



1969 was the last model year that Biscayne appeared in the consumer sale brochure. The series received a two-page spread showing both sedans.



Cover photo from 1970 Chevrolet taxi brochure depicts a Biscayne four-door sedan.



Heading to the airport in a 1971 Biscayne taxi. I didn't find a 1972 brochure showing Biscayne. If anyone has a 1972 brochure, please let me know, and we can include it in a future newsletter.

1975 MONZA 2+2 - CHEVROLET'S COMPACT SPORTY CAR - BY RUSSELL HEIM



Introduced for the 1975 model year, and wearing modern styling, the Monza 2+2 combined sporty looks with economical underpinnings. Despite its racy appearance, Monza 2+2 was based on the Vega, and the two vehicles shared many components.

The base 2+2 engine was the two-barrel 140 cubic inch Vega four-cylinder. Other features shared with Vega were the instrument panel (Vega GT), front suspension components, and the 97-inch wheelbase.

Chevrolet literature stated that the Monza 2+2 was “an all new vehicle developed to answer the growing demand for domestic, lightweight sport vehicles.” Monza 2+2’s only body style was a two-door, four passenger hatchback coupe.

The front-end styling featured a soft plastic panel with a slotted grille and rectangular headlights. The parking lamps were recessed. The front bumper had integral impact strips and bumper guards. The rear styling also featured a plastic panel and the same type bumper as the front.

While the 2+2 used Vega’s front suspension, the spring and shock absorber rates were different from Vega. Monza 2+2 came standard with a front stabilizer bar that was optional on Vega. The two cars had a similar rear axle, however, Monza 2+2 didn’t use rear upper control arms. Instead, a single torque arm was used. The torque arm handled all rear axle driving and braking forces, leaving the coil springs and shock absorbers free to cushion the ride.

Monza 2+2's standard engine was the two barrel 87 horsepower 140 cubic inch four cylinder used in Vega. A new 110 horsepower 262 cubic inch V8 was optional. A four-speed manual transmission was standard with a three-speed automatic optional. Apparently the 262 didn't meet California emissions standards. California customers who ordered a V8 received a car equipped with a 125 horsepower 350 cubic inch V8.

The 262 V8 featured an Early Fuel Evaporation system (EFE). This system routed exhaust gases to the carburetor base to aid in fuel evaporation. Chevrolet literature compared this system to the heat riser valve used in earlier cars.

All 1975 Chevrolets featured catalytic converters. Federal law required that 1975 vehicles use unleaded gas. To comply with this requirement all new Chevrolets had a new fuel filler neck. The neck's inside diameter only allowed insertion of the new smaller diameter unleaded fuel pump nozzles.

Also new for 1975 and featured on both Monza 2+2 engines was High Energy Ignition (HEI). Chevrolet claimed that HEI delivered up to 85 percent hotter spark to the plugs than conventional ignition systems. HEI eliminated points and condensers and required less maintenance.

Another new feature that Chevrolet seemed very proud of, was the optional five-speed manual transmission. They claimed it was "the first modern passenger-car five-speed manual mass-produced in this country." This transmission featured an integrated economy overdrive - two gears inside the overdrive created the fifth speed.

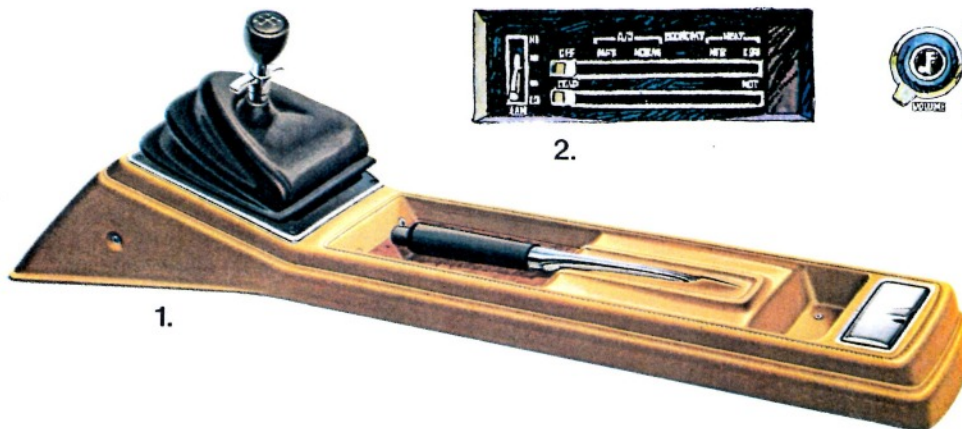
Steel-belted radial tires were standard on Monza 2+2. Bias-ply tires were available as a "credit option."

There was a long option list for Monza 2+2:

- Stowaway spare tire
- Forged aluminum wheels
- Wire wheel covers
- White-stripe or white-lettered tires
- Four-season air conditioner
- Day/night mirror
- Remote control driver's side rear-view mirror
- AM radio, AM/FM radio, AM/FM stereo
- Rear seat speaker
- Power brakes (standard on V8 cars)
- Auxiliary lighting group
- Tinted glass on all windows
- Body side molding
- Door edge guards
- Electric rear window defogger
- Deluxe color keyed seat belts
- Comfortilt steering wheel
- Positraction rear axle
- Highway axle ratio
- High altitude axle ration
- Heavy-duty radiator
- Heavy-duty battery
- Adjustable driver's seat back
- Turbo Hydra-matic transmission
- Five-speed manual transmission
- Luxurious leather seat trim

Monza 2+2's base price was \$3953. This was expensive compared to other compact

Chevrolets. A Vega hatchback listed for \$2899 and a V8 Nova hatchback cost \$3422. Monza 2+2 was Motor Trend's 1975 car of the year and sold 57,170 units.



1.



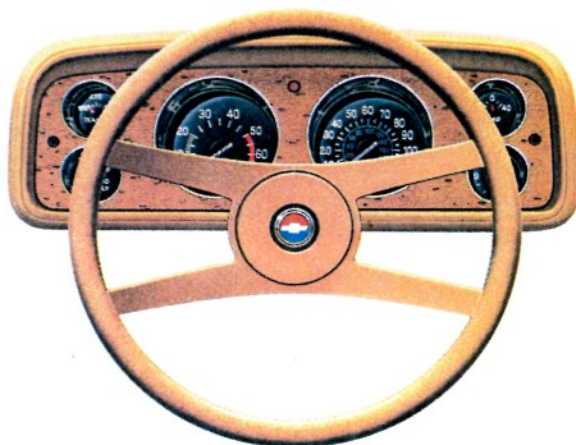
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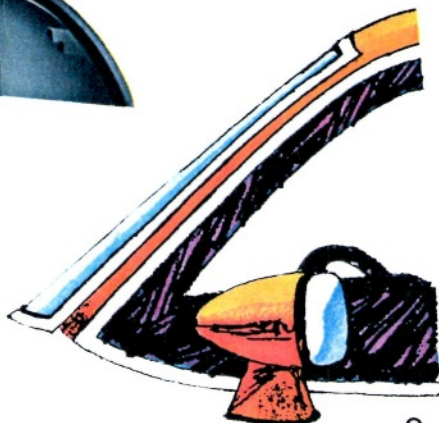
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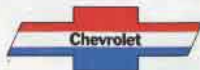
9.



10.

The small car of tomorrow will be a little more everything.

The 1975 Monza 2+2 is all this today.



Chevrolet makes sense for America

1975 Monza Hatchback Coupes: Figures and facts.

Your S Hatchback Coupe and 2+2 Choices:

Body color— ☐ Dark Metallic Green
☐ Bright Metallic Blue ☐ Orange Metallic
☐ Light Red ☐ Bright Yellow ☐ Antique White
☐ Cream Beige ☐ Medium Gray Metallic
☐ Silver Blue Metallic ☐ Burgundy Metallic.
Upholstery— ☐ Vinyl ☐ Cloth.
Interior color— ☐ Dark Red ☐ Saddle ☐ Black
☐ Dark Blue ☐ Graystone ☐ Sandstone.
☐ White (Vinyl only—Black, dark red or dark blue trim).
Engine—2.3-litre 4-cylinder single-barrel (Std. with S)

☐ 2.3-litre 4-cylinder 2-barrel (Std. with 2+2) (Avail. with S) ☐ 4.3-litre V8 (Avail. with S and 2+2).
Transmission— ☐ 3-speed manual (Std. with S) ☐ 4-speed manual (Std. with 2+2) (Avail. with S)
☐ Turbo Hydra-matic (Avail. with S and 2+2) ☐ 5-speed manual (Avail. with S and 2+2).
Tires— ☐ Bias ply blackwall (Std. with S) ☐ Bias ply white stripe (Avail. with S only)
☐ Bias belted ply white stripe (Avail. with S only) ☐ Steel-belted radial ply blackwall (Std. on 2+2) (Avail. with S)
☐ Steel-belted radial ply white stripe (Avail.

with S and 2+2) ☐ Steel-belted radial ply white lettered (Avail. with S and 2+2).

Available options — ☐ The ones you checked on the preceding page.

Hatchback Vital Statistics:

Wheelbase: 97.0 in. Length: 179.3 in. Width: 65.4 in. Height (loaded): 50.2 in. Curb weight: S—2781 lb.; 2+2—2849 lb. Curb weight with 4.3-litre engine: S—3061 lb.; 2+2—3129 lb. Brakes: front disc/rear drum. Steering: recirculating ball. Turning circle (curb-to-curb): 35.8 ft. Rated fuel tank capacity: 18½ gallons.

MONZA SAFETY AND SECURITY FEATURES

Occupant Protection

- Seat belts with pushbutton buckles for all passenger positions
- Two front combination seat and shoulder belts for driver and front passenger (with reminder light and buzzer and inertia reel)
- Energy-absorbing steering column
- Passenger-guard door locks
- Safety door latches and hinges
- Folding seat back latches
- Energy-absorbing padded instrument panel and front seat back tops
- Thick-laminate windshield
- Contoured windshield header
- Safety armrests
- Safety steering wheel
- Cargo-guard luggage compartment (Towne Coupe only)
- Contoured roof

- inner panel
- Glove compartment door latch impact security
- Automatic locking front and rear outboard seat belt retractors
- Shoulder belt anchorages for rear seat outboard occupants
- Pressure lock radiator cap
- High-strength front seat anchorages and construction
- High-strength rear seat retention
- Stamped steel door hinges.

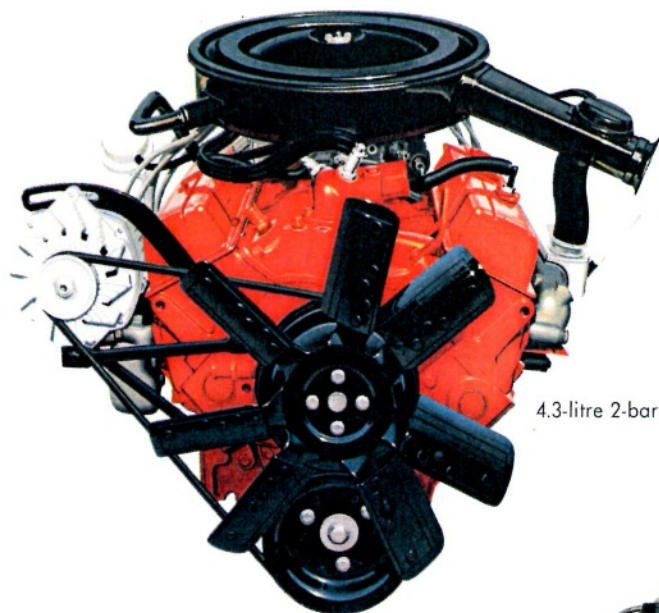
Accident Prevention

- Side marker lights and reflectors (front side marker lights flash with directional signal)
- Parking lights that illuminate with headlamps
- Four-way hazard warning flasher
- Lane-change feature in direction signal control
- Windshield defrosters, washer and dual-speed wipers
- Wide inside

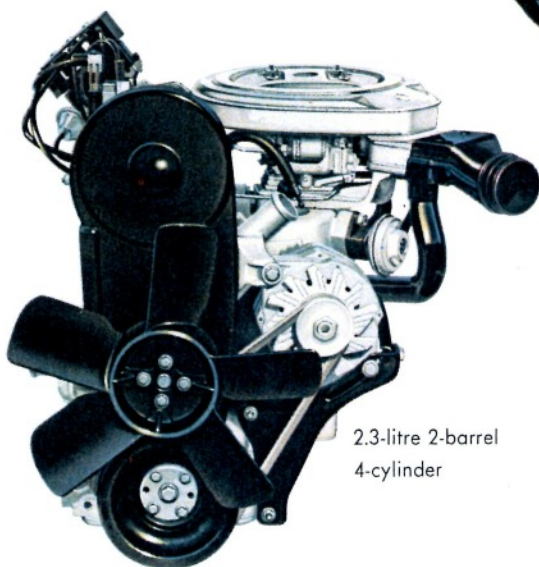
- rearview mirror (vinyl-edged, shatter-resistant glass and deflecting support)
- Outside rearview mirror
- Dual master cylinder brake system with warning light
- Starter safety switch
- Dual-action safety hood latches
- Low-glare instrument panel top, inside windshield moldings, wiper arms and blades, and steering wheel metallic surfaces
- Safety wheel rims
- Self-adjusting brakes
- Pressure relief gas cap.

Anti-Theft

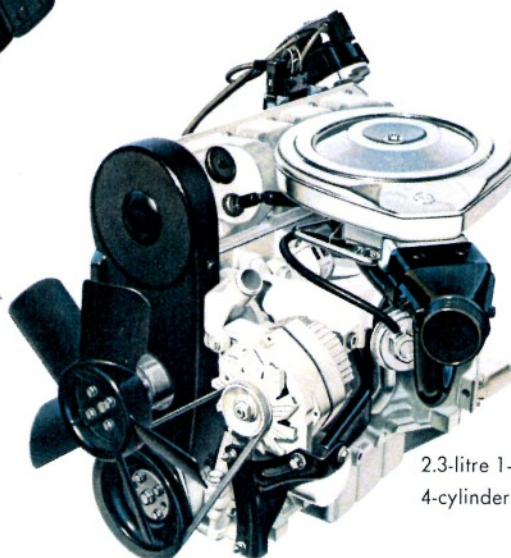
- Anti-theft ignition key reminder buzzer
- Anti-theft steering column lock
- Anti-theft key system (one key for ignition only, other key for doors, hatch or trunk)
- Visible vehicle identification
- Tamper-resistant odometer with telltale feature.



4.3-litre 2-barrel V8



2.3-litre 2-barrel
4-cylinder



2.3-litre 1-barrel
4-cylinder

Engine	Engine Usage		Transmission	**Rear Axle Ratios (:1)	
	Monza 2+2	Monza S and Towne Coupe		Monza 2+2 and S	Monza Towne Coupe
2.3-litre Four 78-hp, 1-bbl. carb.	N.A.	Std. (1)	3-Speed Manual	2.93 (4)	2.93
			4-Speed Manual	2.93 (4)	2.93
			Turbo Hydra-matic	2.93 (4)	2.93
2.3-litre Four 87-hp*, 2-bbl. carb.	Std. (2)	Avail. (2)	3-Speed Manual	2.93 (4)	2.93
			4-Speed Manual	3.42	2.93
			5-Speed Manual	3.42	3.42
			Turbo Hydra-matic	3.42	2.93
4.3-litre V8 110-hp, 2-bbl. carb.	Avail. (1)	Avail. (1)	4-Speed Manual	2.56	2.56
			Turbo Hydra-matic	2.56	2.56
5.7-litre V8 125-hp, 2-bbl. carb.	Avail. (2, 3)	Avail. (2, 3)	Turbo Hydra-matic	2.29	2.29



Note: 4-speed manual transmission is standard on the 2+2 and a 3-speed manual on both Monza S and Towne Coupe models. The 2+2 also features a high-rise center console with all transmissions. While this console is not offered for the Towne Coupe, it is included on the Monza S with 4-speed manual and can be ordered with all other Monza S transmissions. A mini-console is included with Turbo Hydra-matic on the Towne Coupe and also on the Monza S unless the extra-cost console is specified.

*80 horsepower rating in California. **Check your dealer for other available axle ratios. (1) Not available in California. (2) California Emission Equipment required in California. (3) For sale and/or registration only in California. (4) Monza S only.

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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