

# **SPACE AGE STAR**

**APRIL 2017**



**AACA Winter National Meet Photos, 1967 Camaro,  
Space Age Chevrolet Race Cars at the Mecum  
Auction, 1960 Speedminder**



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### EDITOR'S NOTES:

When I submitted the annual region report to AACA headquarters, I noticed we lost a few region members. This is a good time for us to recruit new members. Please forward the newsletter to your AACA friends who own 1955 and later Chevrolets. Tell them that if they want to receive the newsletter regularly (at no cost), they should send their AACA membership number along with their city and state, to [spaceagechevy@gmail.com](mailto:spaceagechevy@gmail.com). I'll add them to the roster as region members.

I'd be a bad editor of a newsletter dedicated to 1955 and later Chevrolets if I didn't commemorate Camaro's 50<sup>th</sup> anniversary. Many publications have written extensive articles covering the anniversary. I didn't want to duplicate these articles; I decided to illustrate how Chevrolet presented Camaro at the introduction.

Many thanks to John Mahoney for sending his photos of the Winter National meet. John's 1960 Impala sport coupe is featured on the cover. The car earned a Senior award at the meet.

John also sent some photos he took at the Mecum auction held in Kissimmee, Florida. These historic Chevrolet race cars are always fun to see.

I received an email from the SEMA action network regarding a bill introduced in Congress to prohibit E15 sales. The bill number is HR

1315. SEMA urges you to contact your representative and request that they support the bill. SEMA describes the bill as follows:

"Legislation (HR 1315) has been introduced in the U.S. House of Representatives to prohibit the sale of E15 (gasoline that is 15% ethanol), capping the amount of ethanol that can be blended into conventional gasoline at 10%. The bill also eliminates the Renewable Fuel Standard's (RFS) mandate that requires 15 billion gallons of corn-based ethanol be blended into the U.S. fuel supply each year. Ethanol, especially in higher concentrations such as E15, can cause damage to older vehicles."

If you contact your representative, SEMA recommends these talking points:

- Ethanol can cause metal corrosion and dissolve certain plastics and rubbers, especially in older vehicles that were not constructed with ethanol-compatible materials.
- HR 1315 would eliminate the unrealistic mandates imposed under the RFS such as requiring refiners to blend 36 billion gallons of bio fuels by 2022.
- HR 1315 would prohibit the sale of E15 gas in order to meet artificial RFS deadlines.
- HR 1315 would protect older vehicles from the risks posed by E15.

Due to a family commitment, I'm sending the newsletter a little early this month. I didn't have time to send it to Bill Pritchett for proofreading. If there are missing commas or run-on sentences, don't blame Bill.

I hope everyone can enjoy their old Chevy this spring - Russell Heim



# **SPACE AGE CHEVROLETS AT THE AACA 2017 WINTER NATIONAL MEET**

**PHOTOS BY JOHN MAHONEY**



Region members Steve Scott (left) and Paul Dimbath helping John ready his Impala for the meet. John writes: Paul came up (to Ocala, Florida) from Lakeland, Florida and Steve Scott came from Chicago. They stayed here a few days and helped me prepare the car for the show. The last night we worked until 1:30 AM and had the car on the show field six hours later! I'd also like to thank other friends and family for their assistance: Danny Mahoney, John Mahoney, III, Janet Mahoney, Chris Geiger, Tom Hayes, Larry Federico, Bill Reid, Jim Wood, Russell Heim, Clay Drenc, Ken Bailey and John Perry.





John Mahoney's 1960 Impala on the Winter National Meet show field.



1969 Camaro shown by Ned Cohen.





1962 Impala Super Sport shown by Robert Street.



1962 Impala shown by Brad Kash.





1963 Impala Super Sport shown by M. Clyde Cox.



1964 Impala shown by Evan Stone.



# **CAMARO 50TH ANNIVERSARY**

**BY RUSSELL HEIM**



Chevrolet introduced its version of the pony car, the Camaro, for the 1967 model year. The Camaro was designed to compete with Ford's big selling Mustang. This was an ironic twist because Ford designed the Mustang to compete with Chevrolet's successful sporty Corvair Monza.

Camaro's introductory brochures and advertising called the car, "Chevrolet's new driving machine with big-car stability and big-car power." The new car was a, "Go as well as a show machine." Big car comparisons were highlighted, Camaro had, "Wide-footed stability that's built in gives Camaro a road-clutching

tenacity. With this exceptional wide stance (only an inch shy of five feet front and rear) the new Camaro rides like much larger cars." They didn't forget to mention how powerful new Camaros were, "Camaro offers the kind of deep breathing big cubic inch power you might expect only in far larger cars – topped by a 350-cubic-inch V8 that's exclusively Camaro's."

Sport Coupe and Convertible were the only body styles offered. A 230 cubic-inch, 140 horsepower six-cylinder engine was standard. The standard V8 engine was a 210 horsepower version of Chevrolet's tried and true 327.



Optional engines were a 155 horsepower, 250 cubic-inch six-cylinder and a 275 horsepower 327. Customers who opted for the Super Sport package were treated to an all-new 295 horsepower 350 cubic-inch V8.

Camaro's architecture was based on the Chevy II. A front sub-frame carried the engine, front suspension, steering and sheet metal components. From the firewall back, the car was a unit body. The sub-frame bolted to the unit body at four points. The suspension consisted of coil springs in front and mono-plate leaf springs in the rear. Camaro's wheelbase was 108 inches. The new car measured 184.7 inches from nose to tail, 1.7 inches longer than a Chevy II.

Along with the optional engines, buyers could customize their new Camaro with a long list of optional equipment. This included four-speed and automatic transmissions, various radios, including a stereo tape system, bucket seats, floor console, air conditioner, special instrumentation, vinyl roof and auxiliary lighting.

Two very popular option packages were Rally Sport and Super Sport. The \$105 Rally Sport package included full-width grille with electrically operated hidden headlights, parking lamps below the bumpers, twin stripes on the hood, bright rocker moldings and distinctive rear panel trim.

The Super Sport package cost \$195. It included the 295 horsepower V8, a black stripe on the car's nose, black grille with exposed headlights, simulated hood louvers and red-stripe tires.

Rally Sport and Super Sport could be ordered together. Super Sport stripes and hood louvers took precedence over Rally Sport stripes. Rally Sport grille and rear valence took precedence over Super Sport grille and rear valence.

Chevrolet offered 17 exterior colors for Camaro. There were eight vinyl top colors, two convertible top colors and seven interior colors. All this added up to a successful introductory model year. Camaro sold 220,917 units for 1967.

#### Standard Engines (Depending on model selected)

■ 140-hp Turbo-Thrift 230—The standard six develops 140 horsepower and 220 lb.-ft. of torque. The 140-hp Turbo-Thrift 230 inhales through a 1-bbl. carb, uses hydraulic lifters and a single exhaust. Coupled to the rear axle through transmissions with highly favorable low gear starting ratios (2.85:1 low, 3-Speed; 3.11:1 low, 4-Speed), the basic six won't be found wanting.

■ 210-hp Turbo-Fire 327 V8—Standard 210-hp Turbo-Fire 327 combines big 327-cu.-in. displacement with excellent fuel economy. A 2-bbl. carburetor perches atop the engine, feeds 8.75:1 compression ratio cylinders. General performance camshaft, hydraulic valve lifters. A single exhaust system vents this 327.

**Extra-Cost Optional Engines** ■ 155-hp Turbo-Thrift 250—For six-cylinder fans who like a little more snap, consider the 250-cubic-inch six you can order. Develops 155 horsepower, uses a 1-bbl. carburetor, hydraulic lifters and single exhaust. Its 235 lb.-ft. of torque at a mere 1600 rpm makes this engine a pert around-towner.

■ 275-hp Turbo-Fire 327 V8—Corvette-like

spirit can be yours in any model when you specify the 275-hp Turbo-Fire 327 V8. This engine features a 4-bbl. carb, hydraulic lifters, 10.0:1 compression ratio, 2¼" diameter single exhaust system and 327-cu.-in. displacement. When this engine is called for, heavier duty front and rear springs, heavier duty clutch, 61-ampere-hour battery and higher performance starting motor wrap up the package.

■ 295-hp Turbo-Fire 350 V8—An entirely new Chevrolet V8, the 295-hp Turbo-Fire 350 is exclusive with Camaro. It shares the same bore (4.00") with the 327 but has a 3.48" stroke (.23" longer) for the additional 23 cubic inches. The SS 350 V8 engine breathes with verve through a 4-bbl. carburetor. Compression ratio is 10.25:1. Quiet hydraulic lifters operate valves and a full 2¼" diameter dual exhaust system with resonators aids engine efficiency. When the SS 350 version is specified, heavier rated front and rear springs, heavier duty clutch, red stripe tires mounted on 14 x 6 wheels, special hood with simulated louvers, 61-amp.-hr. battery and higher performance starting motor are included.

**Standard Transmission** ■ 3-Speed fully synchro-

nized—manual shift unit included with all engines. Fully synchronized in all forward gears to permit downshifts into low gear without full stops. Wide helical gears, large synchronizers and high capacity front and rear ball bearings. Ratios matched to engine choice (see power team chart). Steering column mounted shift.

**Extra-Cost Transmissions** ■ Special 3-Speed fully synchronized—may be specified for SS 350 V8 only. Floor mounted shift lever, isolated from engine movement, is included. Rubber boot and trim molding decorate the base of the shift lever unless the extra-cost Sports Console is specified. Ratios are closer (2.41:1 low) to suit SS 350 V8 output. Wide helical gears, heavy synchronizers and front and rear ball bearings.

■ 4-Speed fully synchronized—available for every Camaro engine. Wide ratio units are offered for both six-cylinder engines; close-ratio boxes may be ordered for 327 and SS 350 V8 engines. Shift lever controls are floor mounted with all 4-Speed transmissions, with a rubber boot and trim molding completing the installations. Helical constant mesh gears. Engineered to prevent unintentional shifts into reverse.

■ Powerglide automatic—available with any engine. Three-element torque converter with hydraulically controlled two-speed planetary gears. Selector is mounted on steering column and reads Park (positive parking lock)—R—N—D—L. Selector lever may be floor mounted if the Sports Console is ordered.

**Clutch**—Single dry disc diaphragm spring type. Conventional rod and linkage connects suspended pedal to actuating fork. Size and capacity matched to engine choice.

**Propeller Shaft and Rear Axle**—One-piece balanced propeller shaft, attached at transmission and differential through universal joints. Rear axle ratios are matched to power teams (see chart). Positraction may be specified for any ratio; certain ratios available only as Positraction (see chart).

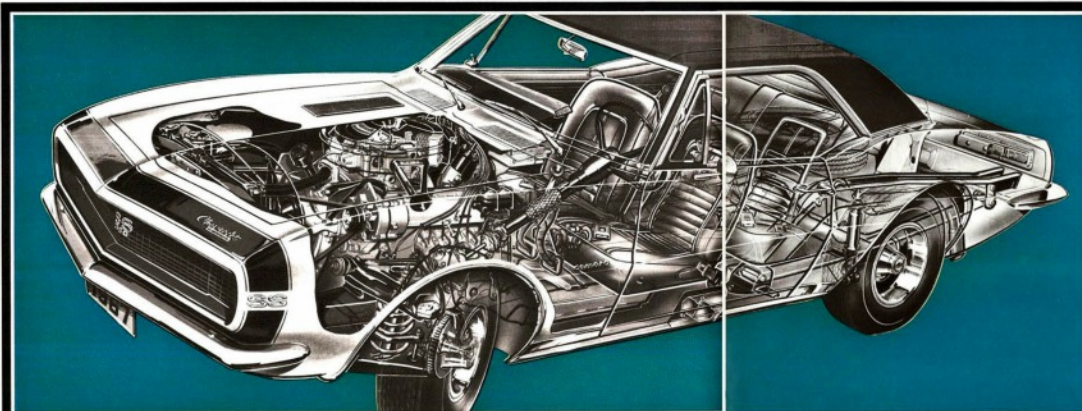
**Design features for all Camaro Engines**—Precision-cast low weight block, valve-in-head design, positive-shift starter, seven main bearing sixes, fully counterweighted crankshaft in 155-hp six, full-flow oil filter, positive crankcase ventilation, automatic choke, permanently lubricated water pump, 12-volt ignition system.



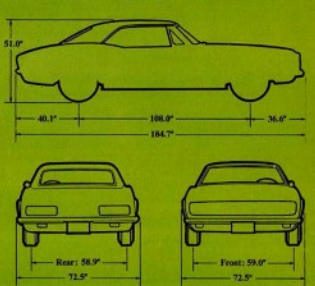
## 1967 CAMARO POWER TEAM CHART

Engine Bore and Stroke	Equipment Compression Ratio	Transmission	Axle Ratio	
			Std.	Opt.
Standard Engines				
140-hp Turbo- Thrifty 230 3.875" x 3.25"	1-Bbl. Carb. Hydraulic lifters 8.5:1	3-Speed (2.85:1 Low)	3.08:1	2.73:1
		4-Speed (3.11:1 Low)		3.55:1
		Powerglide	2.73:1	3.55:1
210-hp Turbo- Fire 327 4.00" x 3.25"	2-Bbl. Carb. Hydraulic lifters 8.75:1	3-Speed (2.54:1 Low)	3.08:1	2.73:1
		4-Speed (2.54:1 Low)		3.55:1
		Powerglide	2.73:1	3.55:1
Extra-cost Engines				
155-hp Turbo- Thrifty 250 3.875" x 3.53"	1-Bbl. Carb. Hydraulic lifters 8.5:1	3-Speed (2.85:1 Low)	3.08:1	2.73:1
		4-Speed (3.11:1 Low)		3.55:1
		Powerglide	2.73:1	3.55:1
275-hp Turbo- Fire 327 4.00" x 3.25"	4-Bbl. Carb. Hydraulic lifters 10.0:1	3-Speed (2.54:1 Low)	3.08:1	2.73:1
		4-Speed (2.54:1 Low)		3.55:1
		Powerglide	2.73:1	3.55:1
295-hp Turbo- Fire 350 4.00" x 3.48"	4-Bbl. Carb. Hydraulic lifters 10.25:1	3-Speed (2.54:1 Low)	3.31:1	3.07:1 3.55:1
		Special	3.31:1	4.10:1†
		3-Speed (2.41:1 Low)		3.55:1†
		4-Speed (2.52:1 Low)		3.73:1 4.88:1†
		Powerglide	3.31:1	3.07:1 3.55:1 3.73:1

†Positraction required. Positraction may be specified with all other ratios.



EXTERIOR DIMENSIONS (sport coupe)



INTERIOR DIMENSIONS (sport coupe)

	Front	Rear
Head room	37.3"	36.3"
Leg room	42.3"	28.9"
Shoulder room	56.3"	53.8"
Usable luggage capacity (cu. ft.)	8.3	



## Mechanical Data

UNDERNEATH IT ALL, CAMARO'S PERSONALITY IS SOUNDLY BASED ON NEW BODY-FRAME CONSTRUCTION AND PROVEN SUSPENSION

inclined toward the things that make Camaro a road machine? Then you'll have a lot to savor in the many interesting body and mechanical features common to the new Camaro. Each is based on sound engineering design and testing. All add up to give you a car that will ride, handle, corner and brake in grand touring tradition. A new type of construction is used for Camaro's body-frame combination. A sturdy front frame section carries engine, front suspension, steering and sheet metal components; it bolts through four rubber-isolated mounts to a unitized body. This combination helps isolate noise-producing elements from the main passenger compartment, resulting in a quiet ride. Like other Chevrolet cars, Camaro's Body by Fisher quality goes far below its lustrous Magic-Mirror acrylic lacquer finish. The sport coupe's roof is cross braced with bow-like members for additional rigidity. In the convertible, rocker panels are heavy-gauge sheet metal to provide the added stiffness required by the open top structure. Double panel construction is used on doors, hood and deck lid for maxi-

mum strength. Fork-type door locks are positive acting and quiet. Extensive galvanizing is used throughout the Camaro's body along with other rust preventive materials to assure long body life. In addition, "bathtub" style inner fender skirts shield body sheet metal from direct road spray and the effects of corrosive materials. Flush-and-dry rocker panels utilize both water and air directed from cowl level intakes to wash and dry panel interiors, reducing the chance of rust. Extensive ribbing in Camaro's underbody plus heavy framing elements at the rear provide a good foundation for anchoring rear suspension components. Both windshield and rear window are adhesively sealed for positive leakage control. Curved body side glass enhances appearance and shoulder room. In the footwork department, 108" wheelbase and wide stance (59.0" front, 58.9" rear) give Camaro exceptional stability and ride. The ratio of tread to wheelbase gives cat-claw tenacity on curves, smooth going straight ahead. Front and rear suspension combine proven engineering

principles with long life joints for minimum maintenance. Up front, coil springs, independent design and a stabilizer (except coupe with standard six-cylinder engine) team with Mono-Plate single leaf rear springs isolated in rubber from the frame for level cornering and smooth, quiet ride. Special dynamic dampers smooth convertible ride. Direct-acting, double-action tubular shock absorbers are used at all four wheels for smooth handling. Safety-Master brakes are 9.5" diameter and are self-adjusting with 168.9-sq.-in.-net lining area plus foot-operated parking brake with finger-tip release. Mufflers are extensively treated for resistance to corrosion. Electrical system needs are amply met by the Delcotron diode-rectified generator. 9-37 ampere system is standard; check page 16 for additional units. Recirculating ball-gear steering makes handling and parking easy. Standard ratios: SS 350 models and all sport coupes—24:1. Convertibles and all air-conditioned models with manual steering—28:1. Order 17.5:1 power steering with any Camaro; or specify fast steering—21.6:1 manual, 15.6:1 power.

Standard safety features for '67 • Dual master cylinder brake system with warning light • GM-developed energy-absorbing steering columns • Energy-absorbing instrument panel with smooth contoured knobs and levers • Padded instrument panel • Lane-change feature incorporated in direction signal control • Inside day-night mirror with shatter-resistant vinyl-edged glass and breakaway support • Soft, low profile window control knobs, and coast hooks • Seat belts—front and rear with pushbutton buckles • Front seat belt retractors • Front seat shoulder belt anchors • Padded sun visors • Folding front seat back latches • Four-way hazard warning flasher • Energy-absorbing steering wheel • Thick-laminate windshield • Dual-speed windshield wipers • Windshield washer • Reduced-glare instrument panel and windshield wiper arms and blades • Passenger-guard door locks —all doors • Outside rearview mirror • Backup lights • Uniform shift quadrant (PRNDL) • Safety door latches and hinges • Tire safety rim • Corrosion-resistant brake lines.







# **HISTORIC CHEVROLET RACE CARS AT THE 2017 MECUM KISSIMMEE AUCTION**

**PHOTOS BY JOHN MAHONEY**



1961 “Old Reliable” Biscayne two-door sedan replica. According the auction catalog, this replica was built under the supervision of Bill “Grumpy” Jenkins. This Biscayne is equipped with a 409 cubic-inch V8. Mecum’s web site shows the car was bid to \$45,000 but didn’t sell.





1963 Impala Z11 Sport Coupe 427 drag racer. The auction catalog states that this car was delivered to Alan Green Chevrolet in Seattle, Washington. It was raced in the Northwest by Dick Milner. The Z11 package included a 430 horsepower 427 cubic-inch V8, aluminum hood, fenders, bumpers, fan shroud, bumper brackets, and grille brackets. According to the Mecum web site, the bid reached \$225,000 for this car, but it didn't sell.



# **1960 SPEEDMINDER INSTALLATION**

**BY JOHN MAHONEY**

This is a very rare accessory that I had picked up about 10-15 years ago on ebay. I always wanted to install it, but I had a real tough time thinking about drilling an inch and quarter hole in my dash. Jim Wood had one in his 59 Impala and I just thought it was so neat. I only saw the one in Jim's car. Jim was not joking about how hard it was to install the transducer on the pedal support assembly. I've included some pictures for the newsletter.













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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