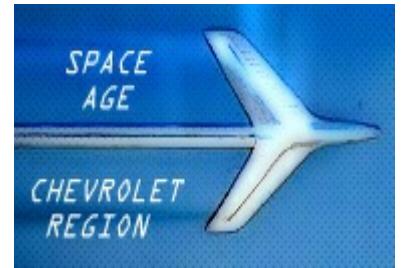


SPACE AGE STAR

AUGUST 2019



1957 Chevrolet 150 two-door sedan owned by region members Tim and Joan Mahon.



Table of Contents

Editor's Notes.....	Page 2
1969 Nova.....	Page 3
Reader Poll Photos.....	Page 9

Editor's Notes

Thanks to everyone who sent get well wishes via email or snail mail. I really appreciated your good wishes. I'm mostly recovered from one medical issue but I still have one (possibly two) medical procedures to be performed. There's a good possibility these will be performed in late September or early October, so I don't know if I'll be in shape to attend Hershey. I'm asking for a volunteer to run this year's region meeting at Hershey, whether I attend or not. Please contact me at the region email address to make arrangements. For those of you who haven't attended, the meetings are very informal. We usually say hello, briefly discuss region business, close the meeting and hang around and shoot the breeze for a while.

My recent illnesses made me think that it's a bad idea to have one person in charge of everything for this region. The newsletter is almost a month late due to me being out of commission. Fortunately, there were no administrative actions needed during that time. It's time to split the region duties. Please think about either taking over the administrative duties (which are minimal) or the newsletter. Aside from the fact that I've handled both jobs for five years, and it would be nice to give someone else a chance, I don't want the region to falter or flounder because of my illness.

On to lighter things. Welcome to new members Ronald and Gloria Peles and Tim and Joan

Mahon. Tim and Joan's 1957 150 two-door sedan is featured on this month's cover.

If you read *Old Cars* you may have noticed the 1960 Impala pictured on pages 20-21 of the August 29 issue. The car belongs to region Vice-President John Mahoney and was photographed at the AACA Annual Grand National Meet in Auburn, Indiana. John's Impala is mentioned in the accompanying article and John is quoted regarding the car's history. Congratulations to John not only for appearing in the magazine but for earning his First Grand National award.

This month we feature the 1969 Nova as we continue our review of that momentous year. August is the 50th anniversary of Woodstock. Did any of you attend? I didn't go (I was seven years old) but I remember seeing pictures of the Thruway and Route 17 closed because they were covered with parked cars. I'm sure there were a lot of Space Age Chevrolets involved.

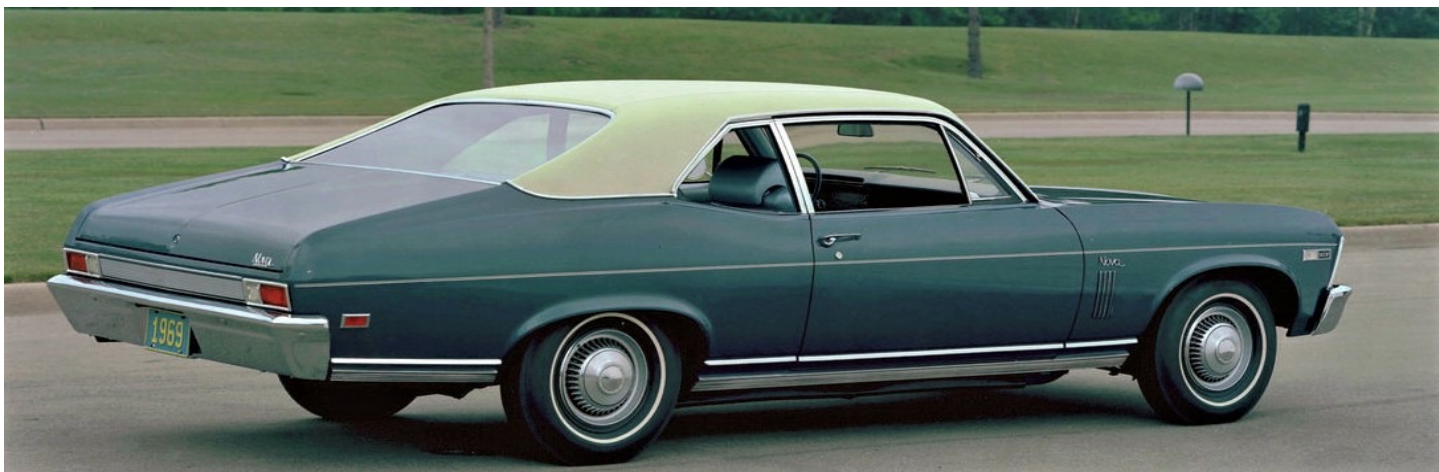
Now for something fun. I'm creating a poll for members to vote for their choice of the best looking 1955 or later Chevrolets. Members can choose up to five favorites. Please submit your choices to the region email address by December 31, 2019. We'll publish the results in the February 2020 newsletter. Here are my choices: 1. 1961 full-size 2. 1970 Chevelle 3. 1969 Camaro 4. 1965 full-size 5. 1956-57 Corvette. See pages 9 and 10 for illustrations of these cars.

Thanks again for your good wishes and patience while the newsletter has been delayed.

Russell Heim

50 YEARS OF 1969 NOVA

BY RUSSELL HEIM



For a car that barely changed from 1968, the Chevrolet sales copy-writers really sharpened their pens and went to town when describing the 1969 Nova. They made the car sound like a better choice than smaller, mostly imported, economy cars, and a better buy than some slightly larger more expensive cars. “If other low-priced cars look more modest than the ’69 Nova, remember they have more to look modest about” was one of the bolder statements in the sales literature. Here are a few others:

“If anyone else wants to build a roomy, inexpensive economy car that legitimately deserves words like ‘handsome’ and ‘sporty’... we’ve got blueprints.”

“Nickel-nursing economy like you wouldn’t believe.”

“Nova shatters the myth that economy cars have to be cramped and ugly.”

Chevrolet wanted potential customers to think of Nova as more than an economy car: A buyer could make their Nova look more expensive than it really was if they decided to: “add maybe a vinyl roof cover, Exterior Décor or Custom Exterior Package. You just might get the idea Nova can look bigger and more beautiful than small cars are supposed to.”

“Nova is way out front in bringing big car convenience to economy car driving.” Some of the comfort and convenience items that made a Nova feel like a big car were: power steering and brakes, four-season air conditioning, speed warning indicator, AM/FM radios, rear seat radio speakers and remote control rear-view mirror. Other nice 1969 options were headlight washer, four-season air-conditioning and eight-track stereo.

Nova is a born master of disguise. Take the SS package. Slip it on the coupe... shazaam! The muscular Nova SS appears, ready to take on the house. If competition had one like this, we'd have a bit more competition.

Naturally, there are lots of other ways to make Nova look more like you. The extra-cost appearance features listed here also can be found on the back cover, a handy place to keep track of things that strike your fancy.

NOVA SS. For coupe only. Black-accented grille, special SS identification, rear trim modifications, red- or white-stripe tires and simulated hood air-intakes and fender louvers. All this is but subtle indication of a high-performance 300-hp Turbo-Fire 350 V8 engine, Special 3-Speed gearbox, power disc brakes and special suspension.

CUSTOM EXTERIOR. Louver-like front fender trim with polished metal highlights; body sill and rear fender molding; black body sill and lower rear

fender; and ribbed rear trim panel. With the coupe comes accent striping, bright side window molding, black lower body accent band and additional lower body molding; with the sedan, body side molding with black vinyl insert.

EXTERIOR DECOR. Louver-like front fender trim; body side molding with black vinyl insert; bright window moldings (coupe only); bright roof drip molding (sedan only).

CENTER CONSOLE. Can be ordered on coupe with bucket seats and most transmissions. Also can be ordered with special V8 instrumentation.

VINYL ROOF COVER. Available in black, parchment, midnight green, dark blue or dark brown, depending on exterior color selected.

WHEELS & TRIM. You can order full or mag-spoke wheel covers among others; trim rings; rally wheels; or Sport Wheels for SS.

APPEARANCE GUARD ITEMS. Bumper guards, door-edge guards, floor mats, vanity visor mirror.



Solid state stereo tape players

The tape player is an eight track solid state unit with 11 transistors and one diode that can be used with or without a radio. Like FM Stereo the tape unit is the nearest thing to "Concert Hall" or live entertainment for a car. The tape system includes four speakers wired to surround the listener as if he were sitting in the middle of the orchestra. Tape units are free of atmospheric and power line interference. Each unit includes one outstanding tape. Additional tapes available through record and music stores.



Solid state stereo multiplex

Two front and rear speakers are used with Stereo Units. The speakers are wired so that all passengers are completely surrounded by sound. The unit is used in conjunction with an AM-FM radio. The unit uses eleven transistors, five diodes and multiple speakers. An indicator light signifies when the FM station is broadcasting a multiplex signal. Can be installed with a tape player as a factory option.



Solid state push-button radio and antenna

A solid state six transistor radio that has three diodes and five push buttons. Can be set to your favorite local stations for quick and accurate tuning.

Your choice of front or rear antenna.



Solid state AM-FM radio and antenna

The solid state thirteen transistor radio has nine diodes for outstanding performance. The FM band is virtually free of atmospheric static. Provisions in the radio adapt to a Stereo Multiplex Unit.

Available only with 31 inch front antenna.

The most visible change for 1969 Nova was the dropping of the Chevy II series nameplate. Chevrolet emblems replaced the Chevy II emblems on the hood and trunk-lid. You'd have to look very closely to notice that the front side marker lights were slightly larger than in 1968. 1969 Nova was the only car at the time with a choice of a four, six or eight cylinder engine.

NOVA FACTS AND FIGURES

ENGINES & TRANSMISSIONS	3-Speed	Special 3-Speed	4-Speed	Torque-Drive	Power-glide	Turbo Hydra-Matic
90-HP SUPER-THRIFT 153 FOUR*	*			•	•	
140-HP TURBO-THRIFT 230 SIX*	*			•	•	•
155-HP TURBO-THRIFT 250 SIX	*			•	•	•
200-HP TURBO-FIRE 307 V8*	*		•		•	•
255-HP TURBO-FIRE 350 V8		•	•		•	•
300-HP TURBO-FIRE 350 V8†		*	•		•	•

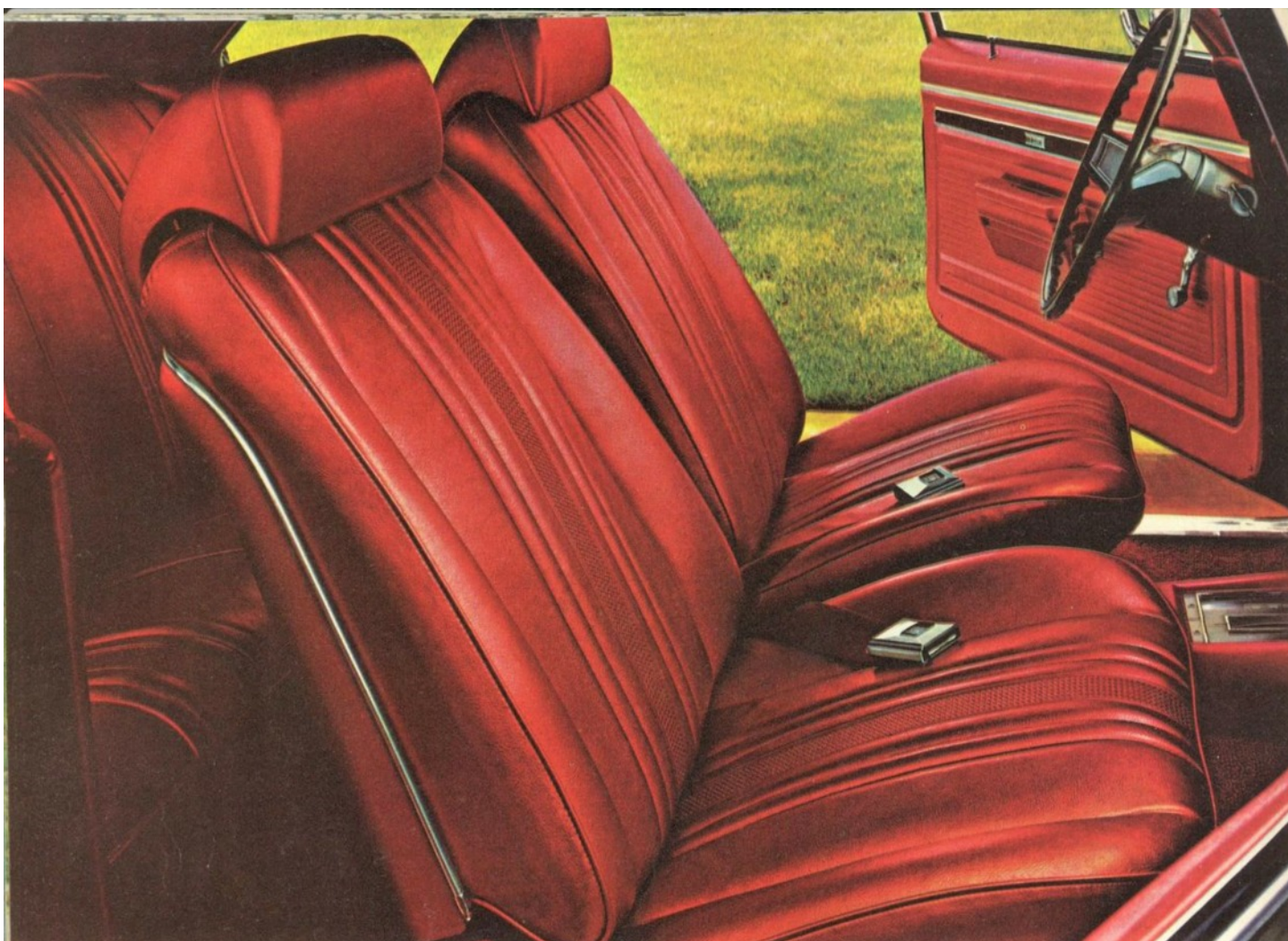
*Standard. †Available only with Nova SS.

CHECK YOUR CHEVROLET DEALER FOR MODEL APPLICATION AND AVAILABILITY WITH OTHER EQUIPMENT

SPECIFICATIONS

Wheelbase	111.0"	Height, sedan	53.9"
Width, overall	72.4"	coupe	52.5"
Length, overall	189.4"	Luggage compartment	
Tread, front	59.0"	sedan (usable cu. ft.)	12.4
rear	58.9"	Steering ratio (manual overall)	28:1
		Fuel tank capacity	18 gal.





Nova interiors changed for 1969. The sales brochure said the instrument panel was redesigned. The brochure also claimed: "Most economy car interiors come two ways: humdrum drab or dimestore dull. Not Nova. Tasteful, roomy interiors come in good, better and best." The good or standard interior was cloth and vinyl and came in blue or green. An all vinyl black interior was optional. The better interior was called "Special Interior Group" and offered trim embellishments and convenience lighting. The "Custom Interior Group" was the best interior and featured deluxe upholstery, deep-twist carpeting and extra-thick seat cushions. Custom Interior's upholstery was vinyl and pattern cloth in blue, green or midnight green. All vinyl Custom Interiors came in black or midnight green. A "sport-styled" steering wheel was optional.

Finned front brake drums with quieter linings were new for 1969 as were “springs specifically selected by computer for each Nova.” Batteries now featured “Delco Eye” which glowed when the battery needed fluid. Along with all other Chevrolets, Nova now had the anti-theft steering column with anti-theft ignition key warning buzzer and steering and transmission lock.

The Super Sport option was available for performance minded customers. The Nova SS package consisted of: black accented grille, special SS identification, special rear trim, red or white stripe tires, simulated hood air intakes and fender louvers, 300 horsepower 350 cubic-inch Turbo-Fire V8, special three-speed synchromesh, power disc brakes and upgraded suspension and 14x7 wheels and wide-oval tires.

Frugal customers could order Torque-Drive. This was basically a clutchless manual transmission. Chevrolet claimed it allowed drivers to “squeeze maximum economy from four and six-cylinder engines.” Torque-Drive was not available with V8 engines.



As in 1968, Nova’s only body styles were two and four-door sedans. Chevrolet claimed that 1969 Nova was \$78 less than 1968 Nova. Unlike other 1969 Chevrolet models, Nova still had ventipanes.

The 1969 model year introduction was on September 26, 1968. In rounded off figures (all I could find) Chevrolet sold 251,900 1969 Novas, a 50,000 car sales increase over 1968. 6,100 had four-cylinder engines, 157,400 had six-cylinder engines, and 88,400 had V8 engines. They sold 17,654 Super Sport Novas. There’s no breakdown of how many two doors or four-doors they sold.



In 1969 Nova was in the middle of a long run as a very popular car. When Corvair was discontinued in May, Nova became Chevrolet's smallest car. It would remain so until the Vega's introduction in the fall of 1970.

Originally marketed as an economy car in 1962, by 1969 Nova was more of an "in-between" car. It was much larger than the imported sub-compact economy cars that were growing in sales, but it was a lot smaller than domestic full-size cars. Nova was almost the same size as domestic intermediate cars. 1969 Nova offered a lot a value for the dollar and provided a nice alternative for drivers who didn't want a land yacht, but didn't want to squeeze into an econobox.



Reader Poll:

As mentioned on page 2, it will be fun to have a reader poll to allow region members to vote for their choice of best looking 1955 and later Chevrolets. I listed my choices on page 2. Here are illustrations of the models I chose as best looking Chevrolets.





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

Region Officers:

President: Russell Heim

Vice President: John Mahoney, Jr.

Secretary: Ana Heim

Webmaster and Proofreader: Bill Pritchett

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

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

