

SPACE AGE STAR

JUNE 2019

SPACE
AGE
CHEVROLET
REGION



**THIS MONTH: CELEBRATING 50 YEARS OF
1969 CAMARO AND BLAZER**



ANTIQUE AUTOMOBILE CLUB
of AMERICA

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EDITOR'S NOTES:

I hope everyone is well, and that you've had some good weather. As I write this in mid-May, we've had a lot of cold and rainy weather on Long Island. It's only in the last few days that we've started getting "antique car" weather.

This issue continues our look back at 1969 Chevrolet vehicles. That year's Camaro is one of the most iconic and collectible Chevrolets ever made. The 1969 Blazer was the first in a line of very popular four-wheel drive sport utility vehicles. Early Blazers have become popular collectibles too.

I was seven years old in 1969, but I remember watching the Apollo 11 moonwalk on television. My parents woke up my brother and me to watch the astronauts. They walked on the moon late on Sunday night July 20, 1969.

I'm sending this out a few days early to reach any members who are attending the Annual Grand National Meet in Auburn, Indiana from May 30 through June 1. Please take pictures of Space Age Chevrolets and send them along with a short article if you attend the meet. I'm unable to attend due to back problems. As always, please take pictures for the newsletter when you attend an AACA meet or any car show. I'll probably make a day trip to the Eastern Spring Nationals in Parsippany, New Jersey on the show day, so I'll take pictures there, but I can always use member contributions for the newsletter.

Upcoming AACA national meets are:

Eastern Spring Nationals: Parsippany, NJ - June 26-29

Eastern Fall Nationals - Hershey, PA - October 9-12

Southeastern Fall Nationals - Mobile, AL - October 23-26

Western Fall Nationals - Fallbrook, CA - November 6-9

Speaking of Hershey, it's not too early to start planning for our annual region meeting. We usually hold the meeting on Thursday afternoon in the region vendor spaces in the Red field. If another member with vendor spaces would like to hold the meeting, please contact me so we can make arrangements with plenty of notice.

I hope to see you at Hershey or in Parsippany. It's always a pleasure to visit with region members.

Don't forget we offer free classified ads in the newsletter. I know some of the members forward the newsletter to their friends. Your ad will reach a decent sized audience of antique car fans. This month's newsletter features a classified ads for a 1965 Impala and a Cosworth Vega.

I haven't received any letters to the editor recently, I hope that everyone is enjoying the newsletter. I have received a few article topic requests which I hope to work on in the next few issues.

Let's see articles and stories about your Space Age Chevrolets. We've had some great articles in past issues, but we haven't had any recently. I'm always glad to include members cars in the newsletter.

Stay well.

Russell Heim

50 YEARS OF 1969 CAMARO

BY RUSSELL HEIM



50 years ago, Camaro was in its third model year. Chevrolet's 1969 Camaro advertising campaign referred to the car as "the Hugger". The sales brochure offered this explanation of the nickname: "Chevrolet's incomparable Hugger with the wide-stance grip. Longer, wider, tougher, even quieter for 1969."

The 1969 models had new styling. The front of the car featured a revised grille and new bumper. The main styling revision was character lines that ran back from the revised wheel arches and made the car look faster. These changes made the 1969 Camaro look longer and wider than previous models. In fact the new models were one inch longer than 1968.

Camaro used a 108 inch wheelbase, and was 186 inches long from bumper to bumper. The cars featured a unit body from the firewall back with a rubber mounted front sub-frame. The front suspension sat on coil springs. Camaro's rear suspension featured mono-leaf springs with standard six or V8, cars equipped with optional V8 engines had multi-leaf rear springs.

True to its sporting aspirations, Camaro was again available only as a sport coupe and convertible in 1969. This year would mark the last appearance of the Camaro convertible until 1987. Camaro came in a base model and could be dressed up with the Rally Sport or Super Sport packages. The Z28 was the ultimate Camaro. The sales brochure listed two six-cylinder and four eight-cylinder engine choices. The Z28's 302 cubic-inch V8 was mentioned separately from the chart in the brochure. Three and four-speed manual transmissions were available along with Powerglide and Turbo-Hydra-Matic automatic transmissions.

List price for a base six-cylinder coupe was \$2,621 and the car weighed in at 3,040 lbs. A base V8 coupe listed for \$2,726 and weighed 3,050 lbs. \$2,852 was the starting price for the 3,160 lb. six-cylinder convertible, a V8 convertible started at \$2,941 and weighed 3,295 lbs. 1969 Camaro came standard with full door glass, Astro Ventilation, bucket seats and carpeting. Other standard features were: energy absorbing steering column, front seat head restraints, dual speed windshield wipers with washer, outside rear view mirror, lane change feature in signal light control, anti-theft ignition

key warning buzzer and anti-theft ignition, steering and transmission lock (new for 1969). E78-14 blackwall tires were also standard.

Buyers had a choice of 15 magic mirror exterior colors. Optional vinyl tops came in black, parchment, midnight green, dark blue or dark brown. Convertible tops were either black or white. The interior sported a new instrument panel. Chevrolet offered a standard interior, custom interior and special interior group. The standard interior offered six color choices and featured all-vinyl bucket seats, matching door and sidewall panels and deep twist carpeting. Upgrading to the custom interior gave a customer bright pedal trim, glove compartment light, simulated wood instrument panel and steering wheel, trunk mat, built-in armrests, carpeted lower door panels, and an assist handle on the instrument panel and doors. Six color choices were available for the custom interior.

The special interior group was an upgrade to the standard interior. It added wood accents, bright pedal trim and a passenger assist handle.

According to the *Standard Catalog of Chevrolet 1912-1998*, 1969 Camaro model year production totaled 243,085 cars. Only 16,519 of these were convertibles. Chevrolet sold 33,980 Camaro Super Sports, 37,773 Rally Sports, 19,014 Z28 optioned cars and 3,675 Indy 500 Pace Car replicas. 65,008 1969 Camaros left the factory with a six-cylinder engine under the hood while 178,087 cars started life with a V8. 72,395 customers drove home with a three speed manual transmission. 50,128 drivers had four-speeds and 120,060 owners let the car do the shifting. 37,878 customers opted for air conditioning while only 2,913 ordered power windows.



Optional "Color-Matched" bumper "that looks like it's part of the car, yet shrugs off nicks and bumps."



“If Camaro looks longer and wider this year that’s because it is. Result: a steadier stance than anything else for this kind of money. There are bucket seats, carpeting, an improved Astro-Ventilation system that admits outside air through new rectangular instrument panel vent ports, a wide range of long-lasting Magic Mirror colors, 25 power team combinations and a new larger tire design. Other refinements you can’t see make Camaro so quiet that other sportsters wish they had our secret.”



“Order a Rally Sport and you’ll get features like a unique grille with concealed headlights, bright accented simulated rear fender louvers, RS emblems all around, wheel opening moldings, black body sill, steering wheel with RS emblem, chrome accented tail and parking lights, headlight washers and back-up lights mounted below the rear bumpers. Sport Coupe includes roof drip molding.”



“Camaro SS. The one with the name like the hiss of a snake. Get big power: a 300 hp Turbo-Fire 350 V8. Then the rest comes easy because it all comes with the car. Special 3-Speed transmission. Sport striping. Special heavily insulated hood. New white-lettered wide-oval tires. Beefed-up suspension. Power disc brakes. SS identification. Chrome engine accents. Two-spoke steering wheel with SS emblem, bright accented simulated rear fender louvers. Black body sills. Chrome accents in all the right places.”



“This is our mean streak. A tough car to match, a hard car to top. Z/28 is a high-performance option package for the Camaro Sport Coupe. Includes a 290-hp Turbo-Fire 302 V8, quick ratio steering, special suspension, special white letter tires, special rally striping, Z/28 emblems and more. Power disc brakes and 4-speed transmission with Hurst floor mounted shift are required.”

1969 CAMARO POWER TEAMS					
ENGINES	TRANSMISSIONS	REAR AXLE RATIO (:1)*			
		Std.	Optional		
			Econ.	Perf.	Spec.
Standard Engines					
140-hp Turbo-Thrift 230 Six	3-Speed (2.85:1 Low)	3.08	2.73	3.36	
	4-Speed (2.85:1 Low)				
	Torque-Drive	2.73			
	Powerglide	2.73	2.56	3.08	3.36
	Turbo Hydra-Matic				
210-hp Turbo-Fire 327 V8	3-Speed (2.54:1 Low)	3.08	2.73	3.36	
	4-Speed (2.54:1 Low)				
	Powerglide	2.73	2.56		3.36
	Turbo Hydra-Matic				
Extra-Cost Engines					
155-hp Turbo-Thrift 250 Six	3-Speed (2.85:1 Low)	3.08	2.73	3.36	
	4-Speed (2.85:1 Low)				
	Torque-Drive	2.73			
	Powerglide	2.73	2.56	3.08	3.36
	Turbo Hydra-Matic				
255-hp Turbo-Fire 350 V8	Special 3-Speed (2.42:1 Low)	3.31	3.07	3.55	3.73
	4-Speed (2.52:1 Low)				3.73 4.10
	Powerglide	3.08	2.73	3.36	3.55
	Turbo Hydra-Matic				
300-hp Turbo-Fire 350 V8	Special 3-Speed (2.42:1 Low)	3.31	3.07	3.55	3.73
	4-Speed (2.52:1 Low)				3.73 4.10
	Powerglide	3.08	2.73	3.36	3.55
	Turbo Hydra-Matic				
325-hp Turbo-Jet 396 V8	Special 3-Speed (2.42:1 Low)	3.07	2.73	3.31	
	4-Speed (2.52:1 Low)				
	Turbo Hydra-Matic	3.07	2.73		2.56

*Positraction required for 3.73, 4.10; optional for all others. For ratios that apply to models with air conditioning, consult your dealer.



CAMARO CHECK LIST

After studying this catalog and determining the Camaro for you, use this handy check list as a guide to the many options and accessories that are available on the Sport Coupe or Convertible.

- ☐ Camaro SS (300-hp or 325-hp V8)
- ☐ Rally Sport
- ☐ Style Trim Group (included in Rally Sport)
- ☐ Custom Interior
- ☐ Special Interior Group (included in Custom Interior)
- ☐ Appearance guard items: bumper guards, door edge guards, floor mats, vanity visor mirror
- ☐ Operating convenience items: electric clock, remote

control rear view mirror, rear window defroster

- ☐ Engines: standard 140-hp Six or 210-hp V8; 155-hp Six or 255-hp V8 are available.
- ☐ Transmissions: Powerglide, Turbo Hydra-Matic, Torque-Drive, 4-Speed manual, Standard or Special 3-Speed manual
- ☐ Positraction rear axle
- ☐ Power brakes
- ☐ Power disc brakes (front only or 4-wheel)
- ☐ Power steering
- ☐ Power convertible top
- ☐ Power windows
- ☐ Four-Season air conditioning
- ☐ Air spoiler equipment
- ☐ Heavy-duty battery
- ☐ Custom deluxe seat and shoulder belts
- ☐ Color-Matched resilient bumper
- ☐ Console

- ☐ Floor shifter (3-Speed)
- ☐ Dual exhaust (210- or 255-hp engine)
- ☐ Engine block heater
- ☐ Temperature-controlled fan
- ☐ 42-amp Delcotron generator
- ☐ Soft-Ray tinted glass
- ☐ Special instrumentation
- ☐ Light monitoring system
- ☐ Auxiliary lighting: ashtray light, courtesy light, glove and luggage compartment light and underhood light.
- ☐ Rear deck lid luggage carrier
- ☐ Ski rack
- ☐ Heavy-duty radiator
- ☐ Radio equipment: AM, AM/FM, AM/FM stereo, rear seat speaker, manual rear antenna
- ☐ Stereo tape system
- ☐ Vinyl roof cover
- ☐ Fold-down rear seat
- ☐ Cruise-Master speed control
- ☐ Speed warning indicator

- ☐ Sport accents: front accent striping, sport striping, fender striping
- ☐ Special steering
- ☐ Steering wheels: Comfortilt or sport-style
- ☐ Wheel covers: Mag-Style, Mag-Spoke, simulated wire and others
- ☐ Rally wheels
- ☐ Sport wheels for Camaro SS
- ☐ Trim rings
- ☐ Tires: whitewall, F70 x 14 white lettered, red stripe or white stripe
- ☐ Space-Saver spare tire

All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication approval. The right is reserved to make changes at any time without notice in prices, colors, materials, equipment, specifications and models, and also to discontinue models. Chevrolet Motor Division, General Motors Corporation, Detroit, Michigan 48202.



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INTRODUCING BLAZER

BY RUSSELL HEIM



50 years ago Chevrolet introduced their newest model, the four-wheel drive Blazer as the “Newest way to go almost anywhere.” The introductory sales literature promoted the new model as a multi-purpose vehicle, “You’ll call it a second car, pickup truck and go-anywhere runabout all rolled into one...We call it Chevy Blazer.”

Off-road driving was promoted as a Blazer strong point. The sales brochure described Blazer’s frame as tough. Blazer’s frame was a ladder type with “alligator-jaw” cross members and heavy gauge side rails. The suspension was

designed to handle off road use. The front and rear suspensions both featured tapered leaf springs. Double acting shock absorbers were used at all four wheels.

Both of Blazer’s axles featured “quiet” hypoid gearing. The front axle featured a 40 degree turn angle which gave Blazer a tight 36.66 foot turning circle diameter. The rear axle shafts were the semi-floating type. Hardened alloy steel drive shafts and permanently sealed universal joints added to Blazer’s durability and ruggedness.

Drivers could control their Blazer with a standard column shifted three-speed synchromesh transmission. A floor shifted four-speed synchromesh was optional. A three-speed Turbo-Hydra-Matic was available for drivers who preferred to let their Blazer shift itself.

A two-speed transfer case managed the four-wheel drive system. The transfer case was attached to the transmission through an adapter. Chevrolet claimed this arrangement allowed lower frame height while maintaining excellent ground clearance.

Chevrolet's sales pitch was strong. "Let Blazer introduce you to the wonderful world of 4-wheel drive. Take it into a backwoods wilderness. Cross a stream. Run it up a mountain side. There are few places a Blazer can't go." The Blazer could travel through all of these places, the brochure claimed, because it had "wide-track stability" and "plenty of power". Blazer was like "nothing else on wheels". Chevrolet called it "A car/truck combination with the sure stance

and stability you'd never expect in a short wheelbase vehicle."

Blazer's wheelbase was 104 inches, four inches shorter than Corvair. Length from bumper to bumper was 177.5 inches, 2.5 inches shorter than Corvair. The 1969 Blazer was 79 inches wide and 68.5 inches tall. Curb weight was 3,708 lbs. with a six cylinder engine. When equipped with a V8, curb weight rose to 3,834 lbs.

Blazer competed with Ford's Bronco which had been introduced in 1966. Bronco was a totally new design while Chevrolet based the Blazer on existing C-10 truck parts and engineering. Blazer was part of the K-10 four-wheel-drive half-ton truck series.

List price for a six-cylinder Blazer was \$2,859. The 307 cubic inch V8 list price was \$2,950. Chevrolet sold 4,935 Blazers in 1969. That was a drop in the bucket compared the their total truck sales, but that drop rippled into a very popular and long-running model.





WIDE CHOICE OF OPTIONS



TOP-ON, TOP-OFF VERSATILITY—Weathertight reinforced fiber glass hard top bolts to the Blazer and is easily removable. Includes windows and ventpanes for side doors.



LIFT GATE—Hard top features a convenient, easy-to-operate lockable lift gate with telescoping supports to hold it in the open position.



CUSTOM SPORT TRUCK—In addition to exterior appearance items, CST package includes front bucket seats, door armrests, cigar lighter, bright trim and color-keyed floor coverings.

OTHER BLAZER OPTIONS AND ACCESSORIES AVAILABLE:

- | | |
|---|--|
| <input type="checkbox"/> Air Conditioning | <input type="checkbox"/> Heavy-Duty Cooling System |
| <input type="checkbox"/> Power Steering | <input type="checkbox"/> Free-Wheeling Hubs |
| <input type="checkbox"/> Power Brakes | <input type="checkbox"/> Auxiliary Battery |
| <input type="checkbox"/> Pushbutton Radio | <input type="checkbox"/> Front Towing Hooks |
| <input type="checkbox"/> Soft-Ray Tinted Glass | <input type="checkbox"/> Wheel Covers |
| <input type="checkbox"/> Heavy-Duty Springs | <input type="checkbox"/> Engine Block Heater |
| <input type="checkbox"/> Heavy-Duty Shock Absorbers | ... AND MANY, MANY MORE! |

CHOICE OF SEATING ARRANGEMENTS



Order your Blazer to seat from one to five people. Single driver's seat is standard. Second front seat and a wide



three-man bench-type rear seat also are available. Vinyl-covered bucket seats for driver and front passenger



with a stowage console between may be ordered. Additional seats include full-depth armrests and seat belts.

CLASSIFIED AD:
1965 IMPALA SPORT COUPE FOR SALE



1965 Chevy Impala Sport Coupe: 283, Powerglide, A/C, P/S, P/B, vinyl top. 25 year old paint still shines. All new brakes, tires, belts and hoses. Clean, solid, dependable, and presentable. A well cared for car. \$12,000 Call Ken at 631-880-8489 for more information. The Impala is located in Suffolk County, Long Island.



COSWORTH VEGA FOR SALE \$12,800

John Mahoney says: I have owned this car for 6 years and purchased the car from the original owner. This car was sitting in dry storage for its entire life. I have the original bill of sale and build sheet. This is car 0718 out of the 3508 of total production in 1975 and '76. According to the Cosworth registry, only a few hundred are known to still be left in running condition. The car has 79,000 miles and runs GREAT! In 1975 the Cosworth sold for \$500 less than the Corvette and \$800 more than a Camaro. **This was not your high school English teacher's Vega!** This car is a great fun to drive, and rivals the feel of driving a British sports car of the same era. **It was intended to be a drive it out of the dealership and put it on the ISMA race track that same day.** I replaced the original problematic Electronic Fuel Injection set-up with the rare aftermarket highly sought after Hutton Dual Weber Carburetor set-up. **I kept all of the original EFI parts and they will go with the car.** Some of the paint is still original, but it has been touched up. It still has the original Delco spiral shocks on it which perform as they did when new. Since I have owned it, I had the original rims restored, 5 new tires, new exhaust from the original factory stainless steel header back, new tie rod ends and center link, new fuel pump, new Delco clutch, new clutch cable, the close ratio 4 speed transmission was overhauled with new bearings and synchro rings, new U joints were installed, the original starter was rebuilt, new brakes, radio speaker was rebuilt, new hoses installed and radiator was boiled out, new Steele weather strip on the hatch and the doors, had a new headliner installed, and I know that there are many other items replaced that I did not mention. Car is very fast! Car is **titled to me and is located on Long island New York.** **It turns heads everywhere we take it! I know that these two words were seldom mentioned in the same sentence: 'solid' and 'Vega' but this is.... a solid Vega.** I feel that the asking price is very reasonable at \$12,800 for a car you can start and drive anywhere tomorrow. **THERE ARE NOT TOO MANY CARS THAT ONE CAN BUY IN THIS HOBBY THAT IS TURN KEY FOR UNDER \$20K!** This car is an attention getter and crowd gatherer whenever I take it out to drive or display. This is a great entry level car or a great car to compliment your collection. This is all supported by a great national club of extremely knowledgeable fellow Cosworth enthusiasts. I must have well over 150 magazines from the COVA loaded with GREAT tech articles, like it should be! **The car comes with the original Bill of sale from Green Chevrolet in Monticello NY, Build Sheet, manuals and much more!** For more history on Cosworth Vegas please go to http://chevyvega.wikia.com/wiki/Chevrolet_Cosworth_Vega

Call John Mahoney from 9 a.m. to 9 p.m. EST at (516) 840-3653 for more information. More photographs available via email upon request.

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.

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