

# **SPACE AGE STAR**

**OCTOBER 2019**



**MEMBER CARS: GREG MCMILLAN'S 1965 CHEVY II NOVA SUPER SPORT. INSIDE: GARY RUBY'S 1955 AND 1956 BEL AIRS. ALSO: 1969 CORVETTE TURNS 50 AND IT'S TIME FOR HERSHEY AGAIN.**



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### EDITOR'S NOTES:

Thanks to region members Greg McMillan and Gary Ruby for submitting photos and stories about their Space Age Chevrolets. I think everyone will enjoy learning about these cars.

We continue to remember 1969 with our look at that year's Corvettes. My memories of the fall of 1969 are of the Mets winning the World Series and of the second moon landing.

Due to health concerns, I'm going to miss Hershey this year. I hate to stay away, but I'm in the middle of two medical procedures and won't be up to the trip. This would have been my 10<sup>th</sup> consecutive year attending Hershey and 15<sup>th</sup> trip over all. As of this writing, no one had volunteered to host the region meeting at Hershey. If you have any concerns or ideas for the region, please send them to me at the region email address, and we can discuss them after Hershey.

Since many region members know each other, I hope you'll say hello to each other during the Fall Meet. The region space won't be empty, so if you get a chance, stop by and introduce yourself to whoever's there. The region space is in the Red Field, row RNI, space 86. Use light pole 12 as a landmark.

I hope you have great weather and find all the parts and whatever else you might need. I plan on returning to Hershey in 2020.

Don't forget to send in your votes for the five best looking Chevrolets of the Space Age era. I've received a few votes so far. This is a very informal poll with no set rules, it should be fun. The deadline for sending your votes is December 31, 2019.

I received an email from former region member Cort Stevens advertising his web site [www.oldcarsstronghearts.com](http://www.oldcarsstronghearts.com). Cort says: Hi everyone, [www.OldCarsStrongHearts.com](http://www.OldCarsStrongHearts.com)... is full-speed ahead! The website has a new look with new pages, a new schedule & themes. Will you please contact me if you'd like your business to [or know a mom'n'pop establishment that should] be part of the network?

Sincerely, Cort

The web site has some nice features on antique cars and good information regarding congestive heart failure. We recruited Cort into AACA with a complimentary membership a few years ago, but he didn't renew. He occasionally posts on the AACA Internet forum.

Speaking of complimentary memberships, I recently received the region's annual complement of four applications. If you have a friend or relative you'd like to recruit, please contact me at the region email address and I'll mail you one of the applications. Once the recruit receives their AACA membership number, have them contact me so I can add them to the region roster. I'll need their email address, AACA membership number, and city and state to add them to the region.

As always, I hope everyone is well and enjoying AACA friendships and old cars.

*Russell Heim*



# **GREG MCMILLAN'S 1965 CHEVY II NOVA SUPER SPORT**

Greg sent these comments along with the photos: You don't see many '65's. They were a low production year just after the Chevelles came out and before the Nova model change in '66. 1965 Novas have a lot of one-year only parts that make them hard to restore. This was a six-cylinder automatic car, but has now been correctly changed to a 300 hp, 327 and 4-speed with a 12-bolt positraction rear. Its been nominated for National awards twice but not selected. It's a lot of fun to drive and show. I will probably enter the Grand National meet in Allentown next year and try for my Senior GN award.



Editor's note: This is the second newsletter appearance for Greg's Nova. We featured a photo of the car taken at the 2017 Southeastern Spring Meet in Charlotte, North Carolina in the June 2017 newsletter. Region member Paul Dimbath photographed a number of Space Age Chevrolets shown at that meet for a newsletter story. You can see past newsletters on the newsletter tab of the region web site.



Nova Super Sport was only available as a sport coupe in 1965. The convertible was deleted from the Chevy II line-up at the end of 1963. Chevrolet produced 9,100 1965 Chevy II Super Sport models. They built 4,300 with six-cylinder engines and 4,800 with V8 engines. Customers had a choice of either the 194 or 230 cubic inch six-cylinder engines. The 283 and 327 cubic inch jobs were the V8 choices.

The 1965 Chevy II line was mildly restyled. It featured a new grille and headlight treatment and an updated rear cove. Nova SS had upgraded trim compared to the standard Nova: color accented bodyside and rear quarter moldings, front and rear wheel opening moldings, belt-line molding, Nova SS emblems on the quarter panels and trunklid, rear cove molding, silver painted rear cove, 14-inch wheels and tires with Super Sport wheel covers, front bucket seats, all-vinyl interior, floor shifter for Powerglide and four-speed equipped cars, gauges in place of warning lights, electric clock, bright moldings on the bucket seats, and Nova SS glove compartment emblem. For more information on 1965 Chevy II, please see the December 2014 *Space Age Star*.



# **1969 CORVETTE 50TH ANNIVERSARY**

**BY RUSSELL HEIM**



Chevrolet's sales pitch for the 1969 Corvette claimed: "No need to beware of substitutes. There aren't any." The sales brochure continued: "Nobody but Chevrolet can turn out a car like this on a production line."

The biggest change from 1968 was a new standard engine. The former 327 cubic-inch V8 was replaced with a 350 cubic-inch engine. The new engine had the same 300 horsepower rating as the old one. Visually the 1969 cars received a new grille. The back-up lights were integrated into the center taillights. The Stingray nameplate returned after a one year absence. It was now one word. Inside, the ignition switch was now on steering column. Other than these clues, it's difficult to tell a 1969 Corvette from a 1968 model.

Standard features on 1969 Corvettes were four-wheel disc brakes, headlight washers, center console, wheel trim rings, carpet, and all-vinyl upholstery. The cars rode on a 98 inch wheel base and were 182.5 inches long. Front tread measured 58.7 inches, while the rear tread was 59.4 inches.

Ten exterior colors were available for 1969: Tuxedo Black, Can-Am White, Monza Red, LeMans Blue, Fathom Green, Daytona Yellow, Cortez Silver, Monaco Orange, Burgundy, and Riverside Gold. Interiors came in standard vinyl or extra cost leather and were available in black, saddle, red, bright blue, gunmetal, and green. Convertible tops were either black or white. The removable hardtop came in body color or optional black vinyl.

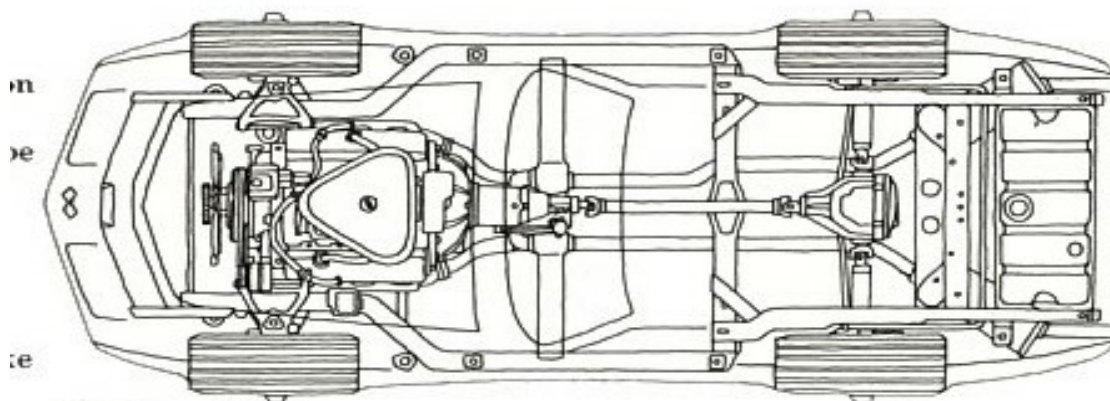


Chevrolet produced 38,762 Corvettes for 1969. This was the highest model year production to that point. 22,154 1969 Corvettes were coupes and 16,608 were convertibles. This was the first model year that Chevrolet produced more Corvette coupes than convertibles. Base price for the coupe was \$4,763, the convertible listed for \$4,430. 30,389 1969 Corvettes had 4-speed synchromesh transmissions.



“The man that drives this kind of car likes to know everything that’s happening... so Corvette has a gauge for everything but your blood pressure.”

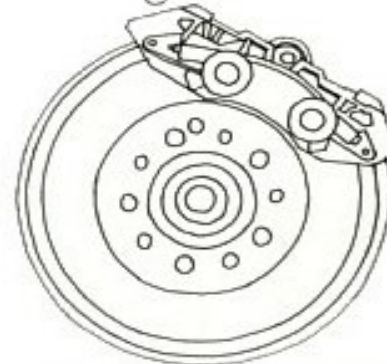




Top view of chassis.



Fully independent rear suspension.



Advanced design disc brakes

Engine	Transmission	Rear Axle Ratio (:1)							
		Without Air Cond.				With Air Cond.			
		Std	Optional			Std	Optional		
Econ	Perf		Spcl	Econ	Perf		Spcl		
BASE ENGINE									
300 HP Turbo-Fire 350 350-Cu.-In. V8	3-Speed (2.54:1 Low)	3.36 *	3.08 **			3.36 *	3.08 **		
	4-Speed (2.52:1 Low)								
	Turbo Hydra-Matic	3.08 **				3.08 **			
OPTIONAL ENGINES									
350 HP Turbo-Fire 350 350-Cu.-In. V8 RPO L46	4-Speed (2.52:1 Low)	3.36 *		3.55 **		3.36 *		3.55 **	
	4-Speed (2.20:1 Low)	3.70 *		4.11 **		3.70 *		4.11 **	
390 HP Turbo-Jet 427 427-Cu.-In. V8 RPO L36	4-Speed (2.52:1 Low)	3.08 **		3.36 **		3.08 **			
	4-Speed (2.20:1 Low)	3.36 **	3.08 **	3.55 **	3.70 **	Air Conditioning Not Available			
	Turbo Hydra-Matic	3.08 **	2.73 **			3.08 **	2.73 **		
400 HP Turbo-Jet 427 427-Cu.-In. V8 RPO L68	4-Speed (2.52:1 Low)	3.08 **		3.36 **		3.08 **			
	4-Speed (2.20:1 Low)	3.36 **	3.08 **	3.55 **	3.70 **	Air Conditioning Not Available			
	Turbo Hydra-Matic	3.08 **	2.73 **			3.08 **	2.73 **		
435 HP Turbo-Jet 427 427-Cu.-In. V8 RPO L71	4-Speed (2.20:1 Low)	3.55 **	3.36 **	3.70 **	4.11 **	Air Conditioning Not Available			
	Turbo Hydra-Matic	3.08 **	2.73 **	3.36 **					
SPECIAL HIGH PERFORMANCE ENGINE (OFF-ROAD APPLICATION ONLY)									
430 HP Turbo-Jet 427 427-Cu.-In. V8 RPO L88	H.D. 4-Speed (2.20:1 Low)	3.36 **	3.08 **	3.55 **	3.70 4.11 4.56 **	Air Conditioning Not Available			
	Turbo Hydra-Matic	3.08 **	2.73 **	3.36 **					

\*Positraction available. \*\*Positraction required.

# 1969 CORVETTE

Putting you first, keeps us first



Corvette Stingray with removable hardtop in place.



# **1955 AND 1956 BEL AIRS**



Owner Gary Ruby says: the top photo is of my '55 before I restored it. We used to race this car a lot. It appeared on the cover of *Classic Chevy* magazine and was featured in *Chevy World* magazine. The bottom photo is how the car appears now. I've owned this car for 36 years.

The 1956 Bel Air on the following pages is an AACA Senior car. We use it often for parades. This car is loaded with power pack, power windows, power seat, power steering and power brakes.

For more information on 1955 Chevrolets see the October 2014 newsletter. 1956 Chevrolets were featured in the October 2015 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 a year.

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