

SPACE AGE STAR

DECEMBER 2019

SPACE
AGE
CHEVROLET
REGION



**THIS MONTH WE LOOK BACK AT 1969 CHEVROLET
LIGHT TRUCKS**



ANTIQUÉ AUTOMOBILE CLUB
of AMERICA

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EDITOR'S NOTES

Due to illness, I missed Hershey for the first time in ten years. I got a feel for the proceedings through pictures posted on Facebook and videos posted on YouTube. Friends who attended raved about the weather and the large crowds. Business was brisk according to reports I heard.

Everyone who spent time at our region spaces enjoyed the tent we rented. One of the reasons we rented it was to stay dry in case of rain. There was no rain, but the shade the tent provided was appreciated. We rented the tent from a local tent rental company. They delivered the tent, set it up, and removed it after Hershey was over. This saved us a lot of time and effort. We'll rent a tent for next year too.

Car collector friends always say Hershey is about seeing and hanging out with good friends. Although I wasn't there, I still felt the camaraderie. Thanks to everyone at our region vendor spaces that signed and mailed me a get well card directly from Hershey. It was nice to be remembered.

Hershey is a landmark of the year for me. Since I didn't attend, my internal calendar is out of sync. I'll get thrown off even further because the Knicks aren't playing on Christmas this year. These events, along with opening day of baseball, help me mark the seasons.

Please remember to send your choice for best looking Space Age era Chevrolet to the region email by December 31. See the August 2019 newsletter for details. I'll post the results in the February newsletter. I've received a few votes so far but would like to get a lot more.

This month's main article closes our remembrance of 1969 Chevrolet products. Some of the light trucks featured in the article are collector's items now, especially the pickups. I've always been focused on cars; it was fun for me to learn a little about the trucks while preparing the story. 1969 was a big year for Chevrolet and the United States. I hope everyone enjoyed looking back at that time.

Be prepared to laugh a little when you reach page 17 of this issue. The Ten Commandments of Collecting contains some words to live by.

If you have an article idea, please send it to me and I'll write an article based on your idea. Better yet, feel free to write an article, and I'll be happy to publish it. We've had some great articles from members over the years. Photographs are appreciated as well. Restoration and technical tips are also welcome.

Thanks to everyone that's inquired about my health. I'm over the internal issues, I just have one more follow-up appointment for the kidney stones. My back is still a problem six years after major surgery. I doubt that will go away. Here's hoping I'll be able to attend some AACA events next year and see more of you in person.

As always in the December issue, I wish everyone a Merry Christmas, Happy Hanukah, and a prosperous and wonderful 2020. Stay well and keep warm.

Russell Heim

CHEVROLET'S 1969 LIGHT TRUCKS

1969 was a busy year for Chevrolet's truck department. They offered a wide variety of light trucks that served many useful purposes. We covered Blazer's introduction in an earlier article. This month we look at the rest of Chevrolet's 1969 light truck line-up. We'll start with a look at the pickup trucks.

Chevrolet offered pickup trucks in two body styles, Fleetside and Stepside. The sales brochure stated that these trucks were: "Styled for today...built for many tomorrows." The sales pitch continued: "This year, Chevrolet pickups have captured the trim modern look with sleek, new front-end styling. Of course, Chevy's famed durability is still built in." Even more sales hype: "With a bold new stance and a bright new outlook on work..." Finally: "Work-proved independent front suspension and coil springs provide a road-balanced ride no other trucks can

match." That was a lot for the trucks to live up to.

Pickups received a new for 1969 350 cubic-inch V8 engine. A new three-speed synchromesh transmission was also available this year. Interiors now featured a new low-profile steering wheel "for greater safety" and new seat back construction for better driver comfort. The parking brake was now foot operated. Six interior trim colors were available.

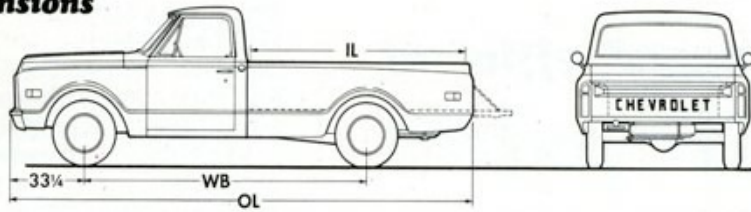
Both pickups were available in four-wheel drive versions which had the same power team options as on two-wheel drive pickups. Front suspension was a tapered leaf design. 1969 Chevrolet pickups featured coil springs at all four wheels. Power steering was available on four-wheel drive trucks for the first time.



Standard equipment on Fleetside Pickups includes:

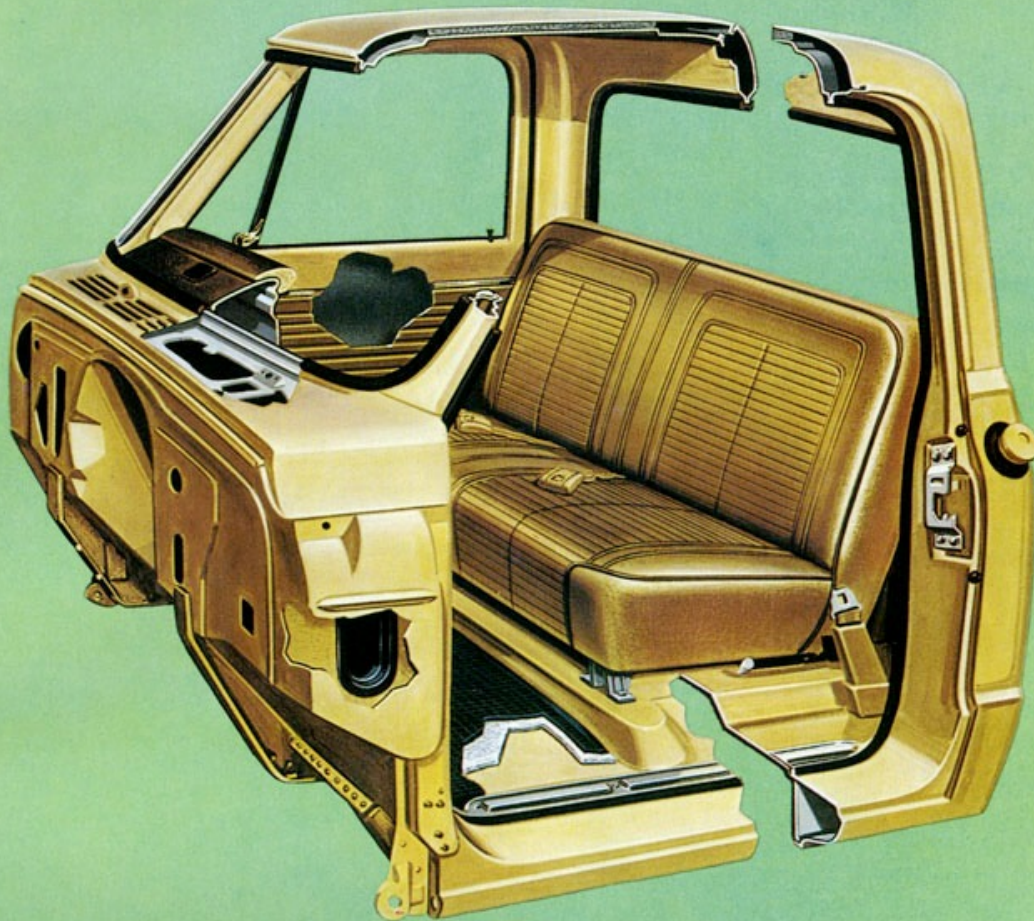
- 155-hp. 250-cu.-in. Chevrolet High Torque six-cylinder engine on six-cylinder models
- 200-hp 307-cu.-in. Chevrolet High Torque V8 engine on V8 models
- Self-adjusting brakes, all four wheels
- Dual master cylinder brake system with warning light
- Backup lights and direction signals
- Panoramic rear window
- Side marker reflectors
- Left-hand and right-hand outside rearview mirrors
- Heater and defroster

Dimensions



Series	WB Wheelbase (in.)	OL Overall Length (in.)	IL Inside Length (in.)	Series			
				CS/CE 10734	CS/CE 10934 CS/CE 20934	CS/CE 21034 CS/CE 31034	
CS/CE 10734	115	188½	78½	A-Inside length of the pickup box at the floor (in.)	78½	98	104
				B-Tailgate height (in.)	19¼	19¼	19¼
CS/CE 10934 CS/CE 20934	127	207¼	98	C-Width between wheelhousings (in.)	50	50	50
CS/CE 21034 CS/CE 31034	133	213¼	104	D-Maximum inside width at the floor (in.)	66	66	66
				Fleetside pickup box capacity (cu. ft.)	58.4	74.3	82.5





Here's how a Chevy cab is built— **Double Strong**

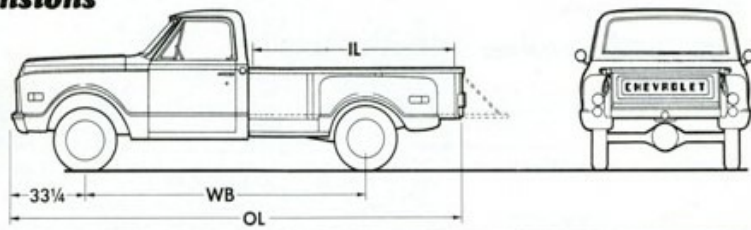
You usually can't replace a truck cab without replacing the truck. And that's exactly why Chevrolet spared no effort designing the 1969 light-duty cab. The result is a cab structure which represents the high level of quality, safety and strength that have become associated with Chevrolet truck design over the years. Here you see some of the hidden quality that's built in to make your Chevy last longer.

- Double-wall roof panel is heavily insulated to seal out noise. Inner wall is deeply embossed to eliminate "oil canning" effect and assure maximum strength in upper body.
- Double-wall cowl assembly provides a solid foundation and contributes to greater torsional strength.
- Double-wall rear body panel adds strength and insulates against noise transfer to the cab interior.
- Double-wall body sills and framing members around door opening also add to strength, durability and safety.
- High-level air intake with large plenum increases air flow and improves heater and air-conditioner performance.
- Rigid, reinforced one-piece hood minimizes welded joints where rust and corrosion often get a start.
- Tough one-piece radiator support adds to front-end rigidity and safety.
- Full, smooth-surfaced fender liners with undercoating help ward off road splash and greatly improve corrosion resistance.

Standard equipment on Stepside Pickups includes:

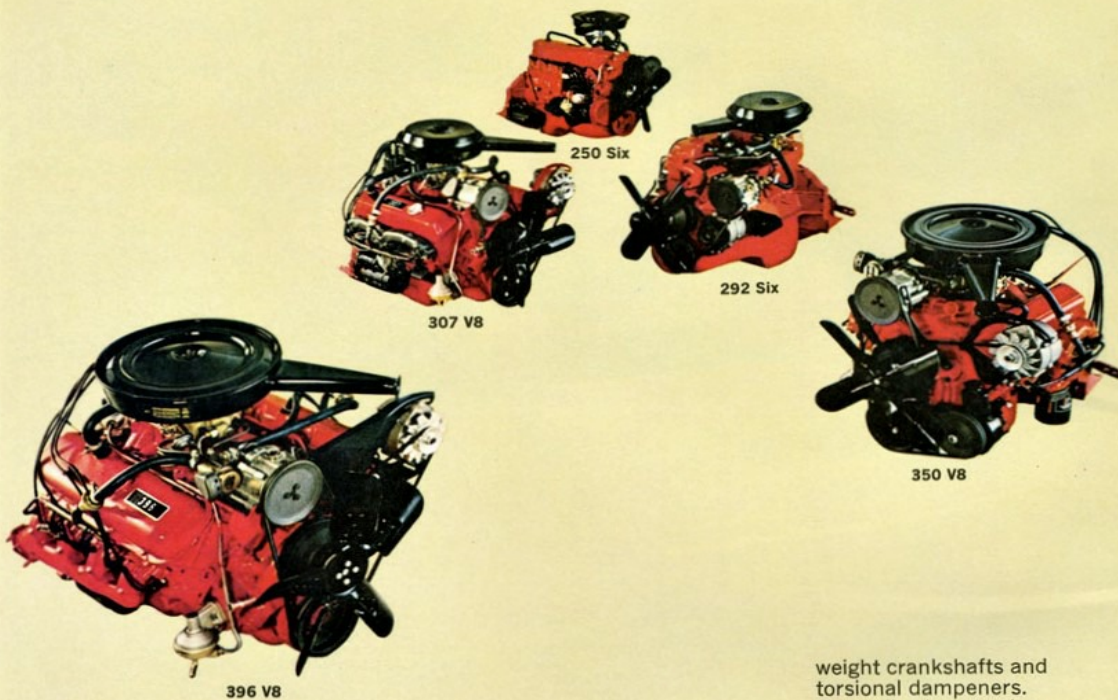
- 155-hp. 250-cu.-in. Chevrolet High Torque six-cylinder engine on six-cylinder models
- 200-hp 307-cu.-in. Chevrolet High Torque V8 engine on V8 models
- Self-adjusting brakes, all four wheels
- Dual master cylinder brake system with warning light
- Backup lights and direction signals
- Panoramic rear window
- Side marker reflectors
- Left-hand and right-hand outside rearview mirrors
- Heater and defroster

Dimensions



Series	WB Wheelbase (in.)	OL Overall Length (in.)	IL Inside Length (in.)		Series		
					CS/CE 10704	CS/CE 10904 CS/CE 20904	CS/CE 31004
CS/CE 10704	115	188½	78½	A-Inside length of the pickup box at the floor (in.)	78½	98	108½
CS/CE 10904 CS/CE 20904	127	207¾	98	B-Tailgate height (in.)	17¾	17¾	17¾
				C-Maximum inside width at the floor (in.)	50	50	50
CS/CE 31004	133	217¾	108¾	Stepside pickup box capacity (cu. ft.)	39.7	49.8	55

Efficient Chevy Engines
operate on regular gasoline



Choose from five High Torque engines for 1969—two rugged sixes and high-performance V8's. All Chevy engines feature precision-molded head and block castings for maximum rigidity and minimum dead weight. Free-breathing valve-in-head design with big valves and smooth porting allows full fuel charge to enter cylinders.

Hydraulic valve lifters supply quiet valve action at all speeds. Precision-balanced crankshafts have main bearings flanking each throw to keep engine running smoothly. Exhaust emission-control systems are included wherever required by law.

250 and 292 Sixes
Chevy's proven 250-cu.-in. engine is the standard Six. The 292 Six is available when extra performance is required. Both are exceptionally smooth with 12-counter-

weight crankshafts and torsional dampeners. Rotocoil exhaust valve rotators in the 292 Six reduce build-up of deposits, triple valve life.

307, 350 and 396 V8's
These engines feature full-jacket cylinder cooling which circulates coolant completely around the cylinder for uniform temperatures throughout the block. Long-life exhaust valves have special coating on heads and faces to slow formation of deposits. Rotocoil rotators on the 350 reduce deposit build-up still further. Five main bearings assure exceptional crankshaft rigidity.

Now we turn our attention to Chevrolet's 1969 vans. These vehicles also received glowing write-ups in the sales brochures. The main statement claims that they were: "Nice vans to have around the house...or business." Chevrolet's vans could be ordered with either ½ ton or ¾ ton chassis.

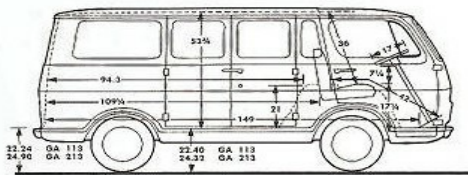
According to the sales brochure: "Whichever model you choose, Chevrolet's stay-tight integral body-frame construction takes all the punishment you can dish out...on the job or around the house." Also: "Chevy vans are built to work long, hard hours and keep your operating costs at a minimum."

The vans were available in six models on two wheelbases, 90-inches or 108-inches. The 90-inch van was rated as a ½ ton vehicle. The 108-inch version was available as either ½ or ¾ ton capacity. Chevy-Van 108 could hold objects up to 13-1/2 feet long and had up to 256 cubic feet of cargo capacity. Cargo doors measured four feet by four feet. These were unit body vans with tapered leaf spring suspension at the front and rear. The Sportvan had swing-out side windows. The engine was located between the front bucket seats. Several interior arrangements were available.

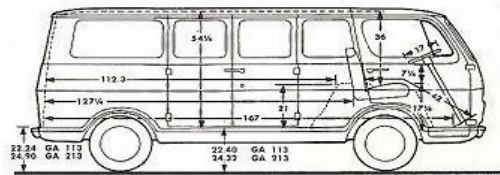




Dimensions—Sportvan 90



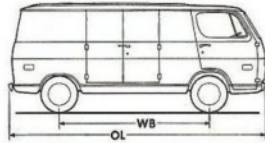
Dimensions—Sportvan 108



DIMENSIONS			DIMENSIONS		
	Wheelbase (in.)	Overall Length (in.)		Wheelbase (in.)	Overall Length (in.)
GS/GE 11006	90	171	GS/GE 11306	108	189
GS/GE 11026			GS/GE 21306		
GS/GE 11036			GS/GE 11326		
	GS/GE 21326				
	GS/GE 11336				
			GS/GE 21336		

Chevy-Van's all-welded unitized body-frame construction is engineered to take hard, steady use and stay strong. Special weather protection is provided to resist rust and corrosion. To this toughness, Chevrolet has added comfort and ease of operation. Tapered-leaf springs front and rear smooth and level the ride for driver and load, while eliminating unnecessary weight. Note the ease of driver entry and exit. The wheel-well is back, out of the way. You'll value Chevy-Van's

standard safety features including dual master cylinder brake system with warning light, self-adjusting brakes and many more.



DIMENSIONS		
	WB Wheelbase (in.)	OL Overall Length (in.)
GS/GE 11005	90	171
GS/GE 11305 GS/GE 21305	108	189

Dimensions

	Chevy-Van 90 GS/GE 11005	Chevy-Van 108 GS/GE 11305 GS/GE 21305
A—Maximum inside length (in.)	149	167
B—Length from engine compartment to rear doors (in.)	92	110
C—Maximum inside width (in.)	68	68
D—Width between wheelhousings (in.)	50	50
E—Rear and side loading door width (in.)	48½	48½
F—Rear and side loading door width (in.)	49½	49½
G—Ground to floor rear height (in.)	22½	25*
Chevy-Van body capacity (cu. ft.)	209	256

*22½ inches on GS/GE 11305 Chevy-Van 108



Now we'll focus on the Suburban and Panel Trucks. Both vehicles were built on the same 127-inch wheelbase. The sales brochure called these trucks: "Two ways to go on one great chassis." Style and toughness were featured in the brochure: "Underneath Suburban's station wagon style and comfort lies a rugged truck chassis. Efficient Panel models use that same chassis." These trucks had coil springs at all four wheels. Buyers had a choice of ½ ton or ¾ ton units.

The Suburban was available in six or nine passenger versions. Without the optional third

seat, Suburban offered 181 cubic-feet of payload. Potential Suburban customers were encouraged to: "Work it like a truck...enjoy it like a station wagon."

Except for four-wheel drive, the Panel Truck offered the same power train components and accessories as the Suburban. Either the double rear "barn" doors or a tailgate were the choices for loading your Panel Truck. These trucks could carry up to 207 cubic feet of cargo. The Panel Truck also offered an optional passenger seat.



Chassis

Here's the backbone of Chevy's inner strength

1. FRAME

Ladder-type frame is formed by heavy-gauge channel side rails securely riveted to alligator-jaw crossmembers.

2. FRONT SUSPENSION

Independent front suspension features friction-free coil springs which provide a smooth ride and easy handling under all conditions. Front wheels operate independently to prevent transfer of road shock from one to the other.

5. REAR AXLE

Quiet hypoid gearing for greater tooth contact, extra strength. Wide choice of ratios permits efficient use of engine power.

6. REAR SUSPENSION

Coil-spring rear suspension employs two-stage springs to give a soft ride when empty and firm support when fully loaded. Axle movement is controlled by two trailing arms pivoted at a frame



Double-acting shock absorbers provide additional riding ease.

3. TRANSMISSIONS

Manual transmissions include a new fully synchronized 3-speed, 4-speed, close-ratio 4-speed and 3-speed overdrive. Shift lever is mounted on steering column for 3-speed transmissions and on floor for 4-speed units. Automatics include popular Powerglide and Turbo Hydra-Matic.

4. DRIVE SHAFTS

Precision balanced to run true and smooth. High-capacity standard universal joints are permanently sealed to minimize service requirements.

crossmember, plus a transverse arm connecting the axle to the left frame side rail. Shock absorbers are standard.

7. BRAKES

Front and rear hydraulic systems are separate and operate from dual master cylinder. If pressure loss should occur in one system, the other remains operative and a warning signal lights on further pedal applications. Brakes are self-adjusting. Power brakes are also available.

8. AUXILIARY SPRINGS

Single tapered-leaf auxiliary rear springs may be ordered for extra support and control with maximum payloads or use on very rough roads.



Engines *Here's power you can count on... bank on*

Two sixes and four V8s are available, each designed for dependability and low-cost efficiency. Precision molded head and block castings give maximum rigidity with a minimum of dead weight. Free-breathing valve-in-head design with big valves and smooth porting allows full fuel charge to enter cylinders. Hydraulic valve lifters and individual rockers provide quiet valve action at all speeds. Low-inertia aluminum pistons have cast-in steel struts to control expansion. Precision-balanced crankshafts have main bearings flanking each throw to keep engine running smoothly.



250 AND 292 SIXES

Chevy's 250-cu.-in. Six is standard. A 292 engine is available when extra performance is required. Both are exceptionally smooth with 12-counterweight crankshafts and torsional dampeners. Rotocoil exhaust valve rotators in the 292 Six reduce build-up of deposits, triple valve life.



307, 350 AND 396 V8s

The 200 hp rated 307-cu.-in. V8 is standard. Also available are two 350-cu.-in. V8s and a big 396-cu.-in. V8. The 396 engine is rated at 310 hp with a compression ratio of 9.00 to 1. All are designed to use regular grade gasoline.

Get the lowdown on Chevy's tough 4 x 4 chassis

1) FRAME

Tough ladder-type frame is designed to withstand the abuse of off-road driving. Alligator-jaw crossmembers are securely riveted to heavy-gauge channel side rails.

2) SUSPENSIONS

Front and rear suspensions feature advanced design of tapered-leaf springs. Benefits include more uniform riding qualities and a significant reduction in unsprung weight. Rear assemblies are 2-stage type with four conventional leaves and one tapered leaf. Each leaf is shot-peened

under stress for increased durability. Double-acting shock absorbers at front and rear wheels contribute to smooth ride and precise handling.

3) AXLES

Front and rear axles feature quiet hypoid gearing for greater tooth contact, extra strength. Rear axle shafts are semi-floating for 1/2-ton models, full-floating for 3/4-ton models.

4) DRIVE SHAFTS

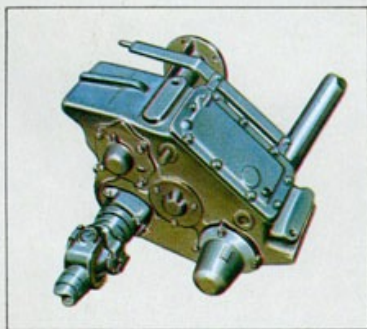
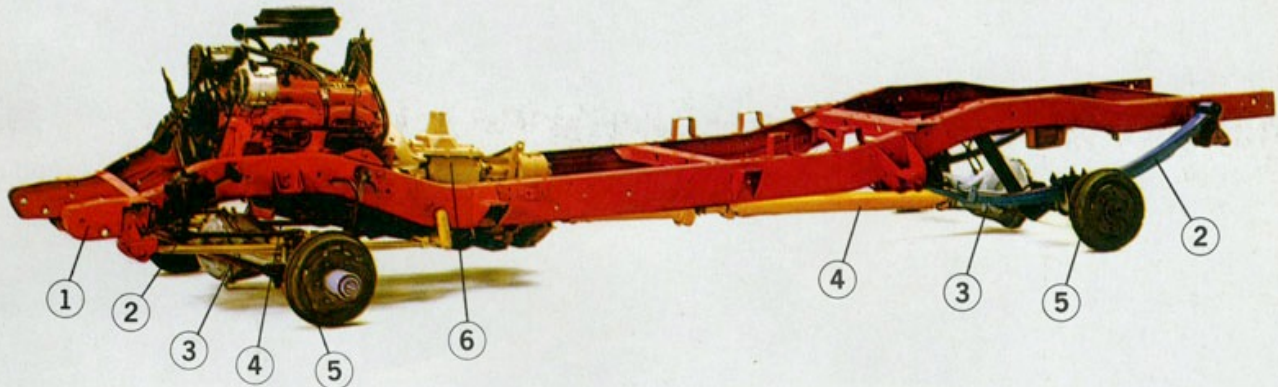
Shafts are accurately machined from alloy steel, carburized and hardened for durability. High-capacity universal joints are balanced and permanently sealed to eliminate periodic servicing requirements.

5) BRAKES

Front and rear brake hydraulic systems are separate, operate from a dual master cylinder connected directly to the brake pedal. If hydraulic pressure loss should occur in one system, the other remains operative. Warning light on instrument panel signals driver when pedal is applied if either system malfunctions. Brakes are self-adjusting. Power brakes also are available.

6) TRANSMISSIONS

A new standard 3-speed synchromesh manual transmission has shift lever mounted on steering column. A 4-speed transmission is also offered with a floor-mounted shift lever.



Two-speed transfer case

Standard transfer case offers a choice of high or low ranges in 4-wheel drive for a total of six forward speeds. Power takeoff opening allows



Single-lever shift control

Alternate between 2-wheel drive and 4-wheel drive in "Hi" range any time you wish by means of the convenient four-position shift control lever. Making the switch doesn't require use of the clutch, even when the truck is moving. Transfer case shift lever positions are 4-wheel drive low gear with a 1.94 reduction, neutral, 4-wheel drive and 2-wheel drive.

operation of a wide variety of special equipment using engine power. Positioning of transfer case—attached to the transmission through an adapter—permits lower frame height while maintaining critical ground clearance.

1965-70 IMPALAS IN THE NEWS

Bill Pritchett mentioned an article on the Hagerty Insurance web site regarding the value of 1965 through 1970 Impalas. If you go to hagerty.com/articles-videos, you should find it. The title of the article is “The 1965-70 Chevy Impala is Riding a Popularity Rollercoaster” by Jeff Peek.

The story’s lead paragraph says the values for these Impalas on Hagerty’s Vehicle rating system have been up and down over the last three years, adding that they’ve mostly been down lately. The article then gives a brief history of these Impalas and follows up with an explanation and discussion of their value.

I’ve never paid attention to value guides for old cars. I believe the old adage that the value is whatever the buyer and seller agree upon. I never consult the value guides when buying or selling a car. Regardless, the article will be of interest to our members who currently own a 1965-70 Impala, or are thinking of buying one.

I’ve owned a 1965 and 1968 Impala (both of which were featured in previous newsletters). I enjoyed both of them. They were comfortable cars that were a pleasure to drive. Impalas in the 1960’s through 1970 were nicely styled cars and gave good value for the dollar when new. In the period covered by the article, I think the 1965 and 1967 models have the nicest styling. As collector cars, they’re easy to get parts for and are fun to own and drive.



1965 Impala Super Sport Convertible



1966 Impala Super Sport Coupe



1967 SS 427 Coupe



1968 Impala Custom Coupe



1969 Impala SS Convertible



1970 Impala Convertible

From 1967 through 1970, the big dollar Chevrolet collectibles are big block Camaros, Chevelles, and Corvettes. The Impalas outsold Chevrolets smaller offerings when new, but collectors favor the smaller cars now, especially the high performance versions. Big block Impalas offered potent performance in those days, not quite as potent as the lighter weight cars, but they were no slouches.

The article didn't touch on Caprice, Bel Air or Biscayne. I guess the values on these cars are lower than Impalas, unless they're equipped with a 396 or 427. In those days, you could order a Caprice with the larger engines. I see a lot of Biscaynes and Bel Airs for sale now with big block engines. I wonder how many of them left the factory with a six-cylinder engine or 283 cubic-inch V8. Regardless of what the value guides say, these are great cars for any hobbyist.

TEN COMMANDMENTS FOR CAR COLLECTORS

I saw this on the Internet and on the AACA Facebook page. I think our readers will get a few laughs from it. Numbers three and nine are the most important commandments.

1. THOU SHALT NOT READ THY HEMMINGS ON COMPANY TIME, LEST THY EMPLOYER MAKE IT IMPOSSIBLE TO CONTINUE THY CAR PAYMENTS.
2. THOU SHALT NOT COVET THY NEIGHBOR'S CAR NOR HIS GARAGE, NOR HIS BATTERY CHARGER.
3. THOU SHALT NOT STORE THY CAR OUT-OF-DOORS EXCEPT FOR THE WIFE'S TOYOTA.
4. THOU SHALT NOT DECEIVE THY WIFE INTO THINKING THAT THEE IS TAKING HER FOR A ROMANTIC SUNDAY DRIVE WHEN INDEED THOU ART GOING OUT TO LOOK AT ANOTHER CAR.
5. THOU SHALT NOT LOVE THY CARS MORE THAN THY WIFE AND CHILDREN.
6. THOU SHALT NOT DESPISE THY NEIGHBOR'S EDSEL, NOR HIS DESOTO, NOR EVEN HIS '47 PLYMOUTH.
7. THOU SHALT NOT TELL THY SPOUSE THE ENTIRE COST OF THY LATEST RESTORATION, AT LEAST NOT ALL AT THE SAME TIME.
8. THOU SHALT NOT PROMISE THY WIFE A NEW ADDITION FOR THE HOUSE AND THEN USE IT TO STORE CARS.
9. THOU SHALT NOT ALLOW THY SONS AND DAUGHTERS TO GET MARRIED DURING HERSHEY.
10. THOU SHALT NOT BUY THY WIFE A FLOOR JACK FOR CHRISTMAS.

2020 AACA CALENDAR OF EVENTS

There's a full slate of events, spread throughout the country. Please check the calendar page on the club web site, www.aaca.org for more details.

February 6 - 8: Philadelphia, PA - Annual Convention

February 27 - 29: Miami, FL - Winter National

April 2 - 5: Charlotte, NC - Southeastern Spring National

April 23 - 25: Show Low, AZ - Western Spring National

April 26 - May 1: Show Low, AZ - AACA Founders Tour (for 1936 through 1995 vehicles)

May 7 - 9: Auburn, IN - Central Spring National

May 13 - 16: Eastern Shore of Maryland - AACA Eastern Divisional Tour

June 7 - 12: Potomac Highlands, WV - AACA Sentimental Tour (for 1928 through 1958 vehicles)

June 24 - 27: Beckley, WV - Eastern Spring National

July 19 - 24: Lock Haven/Wellsboro, PA - Reliability Tour (for 1915 and earlier vehicles)

July 23 - 25: Allentown, PA - Annual Grand National

August 20 - 22: Elizabeth, IN - Southeastern Fall National

September 13 - 18: Saratoga Springs, NY - AAA Revival Glidden Tour (for 1942 and older vehicles)

October 7 - 10: Hershey, PA - Eastern Fall National

October 19 - 23: Broken Arrow, OK - Central Divisional Tour (for vehicles 25 years old and older)

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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