

SPACE AGE STAR

FEBRUARY 2020



BEST LOOKING CHEVROLET POLL RESULTS

1995 CHEVROLETS TURN 25



ANTIQUE AUTOMOBILE CLUB
of AMERICA

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EDITOR'S NOTES

Welcome to the first newsletter of the '20s. I hope everyone's year (and decade) is off to a great beginning. This month's newsletter features the results of our reader poll of the best looking Space Age Chevrolets. We also look at 1995 Chevrolets. They turn 25 years old this year and are now eligible for AACA showing, touring and judging.

In case you want more information on the cars featured in the Reader Poll article, I refer to previous newsletter articles about them throughout the story. Thanks to our region webmaster, Bill Pritchett, all past newsletters are available on the region web site. If you joined the region in the last year or two, you'll probably enjoy seeing the older newsletters. When preparing current newsletters, I refer to them to make sure I don't write an article about a subject we've already covered.

Region member Ronald Peles wrote a short article on page 78 of the current *Antique Automobile* about the newly approved Raymond Loewy Region which he's the contact person for. Ronald mentions our region in the article; thanks for the plug. I know very little about Raymond Loewy and Studebakers, so I'm going to join the new region. There are no dues to join (just like this region), just send your AACA membership number to Ronald at ronaldpeleslaw@gmail.com.

See page 21-22 of the current *Antique Automobile* for a very pertinent letter to the editor from region member Annie Goldman.

Annie's letter reiterates how important it is for us as AACA members to accept and encourage "newer" antiques at our meets. Annie mentions that she'll be showing her 1995 Caprice wagon at the Southeastern Spring Nationals in Charlotte in April. This is the kind of car we need to welcome in order to attract younger members into AACA. The Buick version of these 1990's GM station wagons have been well represented at any Buick Club of America meets I've attended recently. No pressure, but I hope we'll have photos and articles of Annie's wagon in a future newsletter. We featured her 1989 Suburban in the April 2018 *Space Age Star*.

Bill Pritchett mentioned that the GM Heritage Center web site offers vehicle information kits. According to the web site, these kits contain basic specifications, equipment availability and in some cases, owner's and service information. I clicked on the Chevrolet page on the site; it appears they have information for every year that we cover in this region. When I looked at the 1960 and 1961 pages, the *Engineering Features* books for those years came up. 1982 Malibu's page brought up the dealer's order form and a specifications booklet. There's a wealth of information for restoring our cars on this site.

You can order printed versions of the information kits from GM for \$50. Fortunately for Chevrolet owners, you can also download them for free from the web site. Us Buick owners aren't so lucky. You can also order a build sheet for your car. They didn't list a price for that on the web site, it must be expensive.

Stay well, and as the tiger at Esso stations used to say, "Happy Motoring."

Russell Heim

LETTER TO THE EDITOR:

2020 AACA CALENDAR OF EVENTS

Russell, good to know you're improving, and sorry you missed Hershey.

One correction: Founders Tour encompasses vehicles 1932 through 25 years old.

This year's Founders Tour is for vehicles 1932-1995, and the upper limit will change year by year.

In the earlier days, the lower limit had been 1936 since back then the GLIDDEN Tour had a 1935 cutoff. VMCCA started to allow up through Pre-WWII at the discretion of the Tour Chair. While past AACA President objected, eventually the GLIDDEN upper date was set as 1942 since VMCCA actually owns the Glidden. When Earl Beauchamp added his Sentimental Tour, now 1928-1958, most other tours also changed. The Vintage Tour was previously capped at 1927 for the Nickel Era as a smaller and more intimate tour at the design of President Janet Ricketts, and to eliminate the Model-A from overwhelming the "smaller" tour. Ultimately the Vintage was expanded through 1931 to include the Model-A proponents. As a later result, the Founders Tour years were revised to pick up at 1932 where the Vintage Tour left off.

Sorry for the lengthy diatribe, but just wanted to correct your schedule note, and to provide the background.

Very best regards,

Marty Roth

AACA National Director

VP-Legislation

Thanks to Marty for the correction and background. It's always good to hear from our readers.

February 6-8: Annual Convention - Philadelphia, PA

February 27-29: Winter National - Miami, FL

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

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

April 26 - May 1: AACA Founders Tour - Show Low, AZ

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

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

June 7-12: AACA Sentimental Tour - Potomac Highlands, WV

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

July 19-24: Reliability Tour - Lock Haven/Wellsboro, PA

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

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

September 13-18: Revival Glidden Tour - Saratoga Springs, NY

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

October 19-23: Central Divisional Tour - Broken Arrow, OK

See the club web site, aaca.org for details and registration information.

BEST LOOKING CHEVROLET POLL RESULTS

Thanks for your votes in the poll for the best looking Space Age Chevrolets. Here are the results, arranged in chronological order:

1955 – 1957 Nomad was a popular choice, with extra love for the 1956 version. Nomads are among the prettiest station wagons ever offered for sale. I like the 1956 model the best, as did one of our voters. We featured 1955 Chevrolets in the October 2014 newsletter. See the February 2015 newsletter for an article about Chevrolet station wagon names. 1956 Chevrolets were the subject of a feature in the October 2015 newsletter. We discussed 1957 Chevrolets in October 2016.



1955 Nomad

As beautiful as Nomads are, they sold poorly. They were more expensive than other Chevrolet wagon offerings. Two-door wagons were less popular than the four-door versions, with buyers with large families preferring four-door station wagons. Tradesmen who did drive two-door wagons weren't going to spend the extra money on a Nomad when a Handyman would serve their purpose for less money.

Once in service, all that attractive rear and side glass proved troublesome. Passengers complained of being extra hot on sunny days. Nomads developed leaks around the glass as well. Regardless, Nomads are popular and expensive collector cars today.



1956 Nomad



1957 Nomad



1957 Cameo Pickup. People don't usually buy a pickup truck for its looks, but the 1957 Cameo is an exception. This is the best looking pickup of its era and maybe of all time. We haven't covered this model in our newsletter yet. This is definitely a great topic for a future article. Are there any budding authors reading this?



1958 Impala. 1958 was a year of great change for Chevrolet. The all-new styling is a big reason the 1958 Impala is a highly coveted collector car today. See the December 2017 newsletter for an article about 1958 Impala.



AMERICA'S ONLY TRUE SPORTS CAR



1958-60 Corvette. This era of Corvettes have always had an enthusiastic following due to their combination of superb styling and sensational performance. The December 2017 newsletter has a feature on 1958 Corvettes. We haven't covered 1959 or 1960 Corvettes in the newsletter yet.



1959 Impala Convertible. The 1959 styling was controversial when introduced. Time's passage has been kinder to opinions about the 1959 Chevrolet's looks. Our December 2018 newsletter discusses these cars in detail.



1965 – 1969 Corvair (with a shout-out to the 1966 Corsa). The 1965 Corvair's styling received heaps of praise upon the car's introduction. 1965-69 Corvair styling was so good that the cars don't look dated five decades later. The 1969 models were covered in the April 2019 newsletter.



1967 SS 427. 1967 was a good year for Chevrolet styling. This ultimate performance version of the full-size Chevrolet wore this styling very well. This is another car we haven't written about in the newsletter.



1968 -1972 El Camino. El Caminos only had room for two people, and the pickup bed wasn't that big, but they were great looking vehicles. The 1968-72 models were the nicest looking of the El Camino's long run. See the April 2019 newsletter for an article about 1969 El Camino. 1968 El Camino pictured above. Following page: top photo is a 1970 El Camino. 1971 El Camino pictured at bottom. There were minimal styling differences between the 1971 and 1972 models.





1970 – 1973 Camaro RS. The styling of these Camaros was so good that Chevrolet used it until 1981. People bought these cars for their looks and performance, never mind the small trunk and uncomfortable back seat. I imagine we'll write about this era of Camaro in a future newsletter. 1972 Camaro RS pictured above.

I hope everyone enjoyed this feature. I had fun receiving the votes, searching the Internet for photos of the winning choices and writing the descriptions. I found the photos, as I often do, on the oldcarbrosures.com web site. Also, I often use the write-ups from the brochures as a basis for the historical articles featured in the newsletter. I highly recommend visiting and exploring this web site. Besides being a lot of fun to look at, it gives you great insight about how the manufacturers presented their cars to the public.

Because Chevrolet made so many nice looking cars, picking the “best-looking” 1955 and later Chevrolet is difficult. I was surprised we received no votes for Monte Carlos. Also, I thought the early 1960's passenger cars would get some votes. I included a picture of a 1963 Chevrolet on the cover to rectify this. Anyway, this was an unscientific, with no real rules, for entertainment purposes only poll that made for a good newsletter story.

Thanks again to everyone who voted. If you didn't vote and didn't see your favorite Chevrolet here, not to worry, please feel free to submit a story and photos of your choice for a future newsletter.

1995 CHEVROLETS TURN 25

As the 1995 models reach AACA eligibility, here's a brief look at some of Chevrolet's offerings for that year. While some of these cars are still in daily use, we'd be wise to welcome them with open arms into the AACA family. The younger owners and collectors of these cars will appreciate a warm welcome.



1995 Lumina had a restyled body that was longer and rounder than previous models. A 3.1 liter V6 was standard and a 3.4 liter V6 was optional. The 3.1 engine received a 20 horsepower increase for 1995. Chevrolet also updated the interior. Lumina was available in Base and LS trim. Base models had standard front row bench seat with seating for six passengers, power locks, tilt steering wheel, dual airbags, and air conditioning. These models were equipped with fifteen-inch steel wheels with wheel covers. LS versions included aluminum wheels, optional dual zone temperature controls, power windows (optional on Base), tachometer, higher-end stereo with GM's Delcolock, anti-lock brakes, remote keyless entry system, upgraded seats, and an optional 3.4 L DOHC engine. I don't know if these Luminas will be collectible, but, having owned a 1997 Lumina, I can attest that they'd make great tour cars. Luminas from this era have a very comfortable ride and many modern conveniences. Chevrolet built 264,688 Luminas for the 1995 model year.



The two-door Lumina of 1990-94 was replaced in 1995 by the Monte Carlo. 1995 Monte Carlo was available in two trim levels, LS and Z34. Z34 received special red badges, a lower front air dam and blacked out trim. The LS had the 160 horsepower 3.1 liter V6. The 210 horsepower 3.4 liter engine was standard on the Z34. The Z34 rode on 16-inch aluminum wheels which were optional on the LS. The LS came with 15-inch steel wheels with hubcaps. Chevrolet built 61,310 1995 LS Monte Carlos and 39,628 Z34 equipped cars. I suspect the Z34 will be more collectible than the LS.



For 1995 Caprice received a restyled rear quarter window and side mirrors. The standard engine was a 200 horsepower single exhaust 4.3 liter V8. The optional engine was a 260 horsepower 5.7 liter V8 with dual exhaust. The only two body styles were a four-door sedan or four-door wagon. The wagon only came with the 5.7 liter engine. I don't know how collectible these Caprices will be. I think the wagons may be more collectible than the sedans. I know that the mid-1990's Buick wagons are already considered collector items.



One 1995 Chevrolet that's already collectible is the Impala SS. The 1994-96 Impala SS cars have been collector's items since they were introduced. I've seen them show up in groups at local car shows for years. This car was basically a Caprice with the 260 horsepower 5.7 V8 and police package suspension and performance equipment. It had Impala SS badges outside and leather seats with an Impala SS logo on them. For 1995 Chevrolet added two new colors, Dark Cherry Metallic and Dark Grey Green. Black was the only available color in 1994. A blacked out grille and 17-inch aluminum wheels were standard on the Impala SS. Chevrolet sold 21,434 1995 Impala SS cars.



The 1995 Camaro was the third year for the revised 1993 styling. A 3.4 liter V6 was standard with a 3.8 liter V6 optional. Z28 equipped Camaros had a standard 5.7 liter V8. All 1995 Camaros featured antilock brakes. Coupe and convertible were the available body styles. I guess that the Z28 and the convertible will be the most collectible.



1995 Corvette was the second to last production year for the fourth generation Corvette styling. This was the last year for the ZR1. Corvettes are always popular with collectors.



Blazer was enlarged and restyled for 1995 and the interior was updated too. All 1995 Blazers came with a 200 hp 4.3 liter V6. 1995 Blazer received the “Truck of the Year” award from Motor Trend. I don’t know if this will make them more collectible. In 1995, Blazer was available in two and four-door versions. The 1995 styling continued through 2004. I think these Blazers are still seen more as used cars than as collectible, there are still a fair number of them in daily use. My guess is that the two-doors will be more collectible than the four-doors.

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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