

SPACE AGE STAR

OCTOBER 2020



IN THIS ISSUE: 1973 CORVETTE AND 1960 CHEVROLET PICKUP TRUCKS



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EDITOR'S NOTES

We recently held our first region Zoom meeting, with 10 region members participating. For our first time trying this, the meeting went well. During the meeting, we discussed the state of the hobby during the pandemic. The region business consisted of me asking for help with the newsletter and AACA paperwork. Also, we discussed how the region membership has remained steady at 100 members over the last three years. It was nice seeing people, if only on the computer screen, that we haven't met in person or haven't seen in a while. The participants enjoyed the meeting so we decided to hold these meetings periodically. The next one will be in November. I'll decide on a date and send the invitation a week or so before.

I'm skipping Hershey this year. If you attend the Fall Meet, please take pictures for the newsletter. Also, please stay safe.

On a sad note, John White of Parsippany, New Jersey, passed away on August 17, 2020. Although John's newest Chevy was a 1954 Bel Air, and he didn't officially belong to our region, he was a regular at our region vendor spaces at Hershey, and a good friend to many of our region members. There were a few Space Age Chevrolet Region members at John's wake. We'll miss John's jokes and his detailed knowledge on many subjects. John was a master modeler. He made custom promotional models of our cars for a few region members, including an Ermine White over Seafoam Green 1961

Impala for me. I no longer own the actual car, but I still have the model.

This month's newsletter features a story about 1973 Corvettes. Thanks to Ron Kruse for submitting the article. We conclude our look back at the 1960 model year with an article about Chevrolet's pickup trucks. I think you'll enjoy these stories.

Bill Pritchett sent a link to a Hemmings web site https://www.hemmings.com/stories/2020/08/05/how-chevrolet-sold-full-sizes-mid-sizes-compacts-and-suvs-all-with-the-same-footprint-as-a-1955-bel-air?refer=hccweekly&utm_source=hccweekly&utm_medium=email&utm_campaign=2020-08-05 Jeff Koch writes about how Chevrolet continues to build vehicles with a platform and footprint similar to the 1955 Passenger Cars. It's a nice review of various Chevrolets produced over the last 65 years. Thanks, Bill for sending the link.

John Mahoney sent two interesting links. The first one: <https://www.detroitnews.com/story/business/autos/general-motors/2020/02/27/chevrolet-impala-commercials-through-years/4882248002/> features Impala commercials through the years. I got a kick out of the 1959 commercial with the Impala appearing to drive itself through Paris. The second link: <http://gus-stories.org/Indices/Hints%20for%201925.htm> sends you to an index of "Gus Wilson's Garage" features from *Popular Science* magazine. These were featured from 1925 through 1970. I looked at a few and enjoyed them. Some of the hints are still useful today. Thanks to John for sharing these links.

I hope everyone can enjoy the autumn weather (it's my favorite weather). Stay well and stay safe.

Russell Heim

THE 1973 CHEVROLET CORVETTE

BY RON KRUSE

America's "true production sports car" gets an update. 1973 marked a continuation of the C3 "shark" generation Corvette. A number of refinements were made which make this year's version of America's sport car somewhat unique. It is very easy to identify a 1973 model. It is the only year the rear chromed steel bumper was retained with a front end featuring a resilient energy absorbent front bumper assembly to meet federally mandated five miles-per hour crash standards. The front bumper assembly was painted body color.

Two body styles were offered: a coupe and convertible. A removable hardtop was available for the convertible. There were 25,521 coupes and 4,943 convertibles built, for a total production of 30,464 for model year 1973. According to the "Corvette Black Book", there is some confusion and mystery regarding production numbers. Production numbers 24,001 through 28,000 were somehow never produced. This indicates that 4,000 less units were actually produced than the numbers indicate. The actual total production for 1973 is 30,464, not 34,464.

A safer, quieter, more comfortable, smoother ride. Body enhancements included steel guard rails in the doors, steel belted radial tires, new body mounts, and improved acoustical materials for a smoother and quieter ride. The removable rear window on the coupes was replaced with a stationary window. There were also a number of minor changes in the body design such as the scoops on the front fenders, emblems, and marker reflectors.

Under the hood. In the engine compartment a new hood was designed which introduced rear cold air induction. The windshield wipers were now under a lip on the hood and the hidden windshield wiper door was eliminated.

Three engine options were available in various transmission and rear end configurations.

- Turbo-fire 190 HP 350 V8 (standard engine)
- Turbo-fire 250 HP 350 V8 (L82)
- Turbo-Jet 275 HP 454 V8

The C3 Corvette became one of the longest running models and was in production from 1968 to 1982. It was continuously improved throughout its life cycle. I believe the refinements attributed to the 1973 model stand out as the beginning of a turning point for Corvette. I also believe the '73's unique soft front bumper – steel rear bumper arrangement, very low production numbers of the convertible, and numerous refinements make it a desirable addition to any "Space Age Chevrolet Region" member's collection.

Source material:

"1973 Chevrolet Corvette sales brochure".

"Corvette Black Book" 1953 – 1990, Michael Bruce Associates Inc.

"Best of Corvette News", Automobile Quarterly Publications (First Edition 1976)

1973 CORVETTE

Building a better way to see the U.S.A.



STINGRAY COUPE / STINGRAY CONVERTIBLE

 Chevrolet

Power Teams.

ENGINES	TRANSMISSIONS	POSITRACTION AXLE Ratio without Air Conditioning			POSITRACTION AXLE Ratio with Air Conditioning		
		Std.	Econ.	Perf.	Std.	Econ.	Perf.
STANDARD ENGINE							
190 hp @ 4400 RPM* Turbo-Fire 350-4 V8	Std: 4-Speed (2.52:1 low)	3.36	3.08	—	3.36	3.08	—
	Turbo Hydra-matic	3.08	—	3.36	3.08	—	3.36
AVAILABLE ENGINES							
250 hp @ 5200 RPM* Turbo-Fire Special 350-4 V8 (RPO L82)	4-Speed (2.52:1 low)	3.55	3.36	3.70	3.36	—	3.55
	4-Speed (2.20:1 low)	3.70	3.55	—	3.70	—	—
	Turbo Hydra-matic	3.55	3.36	3.70	3.36	—	—
275 hp @ 4400 RPM* Turbo-Jet 454-4 V8 (RPO LS4)	4-Speed (2.52:1 low)	3.08	—	3.36	3.08	—	3.36
	4-Speed (2.20:1 low)	3.36	—	3.55	3.36	—	3.55
	Turbo Hydra-matic	3.08	—	3.36	3.08	—	3.36

*Net horsepower ratings, in accordance with Society of Automotive Engineers standards, represent the power output of engines as installed in the automobile.

All 1973 Corvette engines are equipped with advanced exhaust emission control systems, and are designed to operate efficiently on all regular grade gasolines including low-lead or no-lead. In addition to the lower exhaust emissions attainable, there are benefits in longer life for your spark plugs, exhaust system and other engine components. If these no-lead, low-lead gasolines are not available, any leaded regular grade gasoline with a research octane number of 91 or higher may be used.



Corvette Stingray Coupe



Corvette Stingray Convertible

Exterior Dimensions.

Wheelbase	98"
Length (overall)	184.7"
Width (overall)	69.0"
Height (loaded) Coupe	47.7"
Convertible	47.9"
Tread—Front	58.7"
Tread—Rear	59.5"

Exterior Colors.

Corvette Medium Blue Metallic (New)
 Corvette Dark Blue Metallic (New)
 Corvette Blue/Green Metallic (New)
 Corvette Orange Metallic (New)
 Corvette Silver Metallic (New)
 Corvette Yellow (New)
 Corvette Yellow Metallic (New)
 Mille Miglia Red
 Elkhart Green
 Classic White

Safety and Security Features:

Occupant Protection Features.

Single-buckle seat belts and shoulder belts (except convertible) with push-button buckles and retractors for driver and passenger (with reminder light and buzzer). Built-in head restraints. Energy-absorbing steering column. Passenger-guard door locks. Safety door latches and hinges. Folding seat back latches. Energy-absorbing padded instrument panel. Contoured windshield header (except convertible). Thick-laminate windshield. Padded sun visors. Safety armrests. Safety steering wheel. Side-guard beams.

Accident Prevention Features.

Side marker lights and reflectors (front side marker lights flash with direction signal). Parking lights that illuminate with headlights. Four-way hazard warning flasher. Backup lights. Lane-change feature in direction signal control. Windshield defroster, washers and dual-speed wipers. Wide-view inside day-night mirror (vinyl-edged, shatter-resistant glass and deflecting support). Outside rearview mirror. Dual master cylinder brake system with warning light. Starter safety switch. Improved bumper system.

Anti-Theft Features. Anti-theft ignition key warning buzzer. Anti-theft steering column lock. Anti-theft audio alarm system.



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 to discontinue models. Chevrolet Motor Division, General Motors Corporation, Detroit, Michigan 48202. Litho in U.S.A.



Standard Features. You'll find a lot on Corvette that you won't find in one car anywhere else. Here are some we think you'll find especially interesting:

1. Removable roof panels on the coupe lift off and tuck away in the luggage area to let the sunshine in. Soft-Ray tinted glass is standard on both coupe and convertible models. It's like looking at the world through Corvette-colored glasses.
 2. Corvette power teams are known for their efficient performance. For '73, all engines operate on regular, no-lead or low-lead fuels. All feature valve-in-head design and exhaust valve rotators. There's an Air Injection Reactor and new Exhaust Gas Recirculation system. New mufflers are larger for quieter operation. Also included as standard equipment with all power teams: A fully synchronized 4-Speed transmission. Positraction rear axle. Full dual exhaust system. A high-output Delcotron generator. And a sealed side-terminal energizer-type battery.
 3. The new stronger front bumper (which surrounds the new die-cast aluminum grille) has a special mounting. The bumper outer cover is the same color as the body and is made of resilient urethane to resist dents and prevent rust.
 4. New GR70-15 steel-belted radial ply blackwall tires are standard. White stripe radials are also available. (White lettered radials will be available at mid-year.) Radials run cooler for improved durability. They help give a softer, quieter ride at highway speed.
 5. The new domed air induction hood improves high-output engine operation. It hides the wiper blades, too. Just between the hood and the windshield.
 6. Corvette's 4-wheel independent suspension includes new shocks and springs to shrug off bumps. Body mounts are new for a smoother, quieter ride with reduced noise, vibration and harshness. Improved acoustical materials and applications make for quieter riding. All in all, the '73 Vette is a "tuned" vehicle. With sound levels that have been reduced.
- Also standard: Steel-reinforced fiberglass body. All-welded ladder-type frame. Four-wheel disc brakes. Four-wheel independent suspension. Front and rear air spoilers.



Available Features. You get a lot without asking when you ask for a Corvette. But there's also a lot you can do to custom tailor it. For example:

1. Removable hardtop for convertible models. If you're having trouble deciding between open-air summer fun and buttoned-up winter practicality, why not have the best of both worlds? The available hardtop gives you a warm feeling during cold weather, while you make it easy on your folding top. Neat looking, too. Order to match the exterior color. Or there's an available black vinyl roof cover you can order.
 2. Power windows. Let your finger do the window raising and lowering. Switches are mounted on the center console.
 3. Custom wheel covers. Distinctive appearance, available to dress up your wheels.
 4. Tilt-telescoping steering wheel. Ideal for long trips and drivers of any shape or size. Just get in, flick the lever and slide the wheel in front of you. Then you lock it into any one of seven positions that feels most comfortable.
 5. Air conditioning/heating/ventilating system. One of the most sophisticated systems available in any sports car.
 6. AM/FM/Stereo radio. Receives FM Stereo broadcasts for long distances with its 16-transistor 9-diode circuitry. AM monaural, plus FM monaural. Two speakers, fixed height rear antenna. Full ignition shielding.
- AM/FM radio. Monaural AM and FM. Same features as above, but without FM Stereo.
- 3-range Turbo Hydra-matic transmission can be ordered with all engines.
- Power steering. With fast steering ratio for quick response.
- Power brakes. Retain excellent disc brake feel while lessening effort.
- Rearview mirror and maplight combination.
- Also available, factory installed: Rear window defogger. Heavy-duty battery (included with 454-cu.-in. engine). Custom Deluxe shoulder belts (standard on coupe).
- Available from your dealer: Non-vented locking gas cap. Compass. Infant safety carrier. Rear deck luggage carrier. Front antenna. Right-hand mirror. Hand spotlight. Fire extinguisher.



1960 CHEVROLET PICKUP TRUCKS

1960 CHEVROLET / pickups



Updated styling, roomier cabs, and a revised chassis were Chevrolet's big selling points for their 1960 pickup models. The new trucks were lower outside than the 1959 models. Braking and payload capacity also improved for 1960. They increased the gross vehicle weights for 1960, "for bigger, more profitable payloads." Other convenient improvements were hydraulic clutch control, suspended pedals, and key-turn starting.

As usual, Chevrolet's sales copywriters spun their magic in the promotional sales brochure: "It's the biggest news since trucks began...the smoothest – and *toughest* – thing that ever came between a road and a load! With the totally new 1960 line, Chevrolet introduces a new KIND of truck, geared to the newest trends in transportation." According to the brochure, the 1960 pickups new ride cushioned both the driver, passengers, and cargo. The softer ride

lengthened the useful life of the new trucks by reducing the effects of road shock on every component. They didn't neglect safety: "Surer, easier handling and steering mean greater safety on the road – braking dive, fore and aft pitch, and cornering lean and sway are cut way down. Higher safe speeds are possible for shorter run times and bigger truck-operating profits!"

The new trucks were "The next best thing to paving every road in America." The new cabs made entry and exit easier. There was more room inside for the driver and passengers. Chassis improvements included new torsion spring independent front suspension. Chevrolet touted the updated rear suspension as "ride-balanced...tailored for top riding qualities and big payload capacity." Road clearance was improved due to the lack of I-beam suspension up front.

The sales brochure called the styling update: "New fore-runner styling...as practical as it is handsome." The front-end styling featured a large hood with simulated air scoops on either side of the Chevrolet emblem in the middle. The scoops contained a small grille that surrounded the parking and signal lights. The new full width hood and lower fenders allowed for easier engine servicing. The windshield now gave 26 percent more viewing area. 14 enamel paint colors were available for 1960 pickup trucks.

Pickup trucks have increased in popularity as collector vehicles over the last decade or so. A 1960 Chevrolet pickup makes for a great collector truck.

PROOF OF LEADERSHIP!

Only CHEVROLET TRUCKS Offer

INDEPENDENT FRONT SUSPENSION!

For . . .

- Smoother Ride
- Longer Truck Life
- Lower Maintenance Costs
- Easier Handling
- Reduced Driver Fatigue
- Increased Cargo Protection

SPACIOUS NEW CABS WITH MORE ROOM THAN FORD, DODGE OR IHC!

With . . .

- More Head Room
- More Shoulder Room
- More Hip Room
- Greater Windshield Area

ALL NEW CHASSIS COMPONENTS!

Featuring . . .

- New Stronger Frames
- Torsion-Spring Ride . . . eliminates I-beam front axle shimmy, a major cause of excessive tire wear.
- Tailored to the Truck Rear Springs . . . with coil springs for light-duty models . . . new leaf springs for medium-duty models . . . new variable-rate leaf springs for heavy-duty models.

V8 & SIX-CYLINDER ENGINES . . . TOPS IN POWER AND EFFICIENCY!

Provide . . .

- Extra Savings
- Extended Engine Life
- Faster Schedules

HANDSOME NEW STYLING!

All New For 1960 . . .

- Up to 7 Inches Lower in Light-Duty Models
- No Loss in Ground Clearance
- Easier Loading
- Easier Entry and Exit

LOW PRICES!

Comparisons Prove . . .

- With Comparable or Superior Equipment, Chevrolet is the Lowest Priced . . . **ALWAYS THE BEST BUY!**



Model C1434 Fleetside Pickup



Model C1504 Stepside Pickup

Totally new for 1960...

Sparkling New Models — Pickups, Panels, Stakes, Suburban Carryalls and Chassis-Cabs — with revolutionary new ride, style and ruggedness!

In Chevy's big new light-duty lineup, covering the field from busy 6 1/2-foot pickups through hard-working 12-foot stakes, you're sure to find the one best truck for your job! Pickups are offered in three sizes, with GVW's up to 7,000 lbs.; there are both sleek, high-capacity Fleetside models and

1960 pickup bodies—built for big loads



Stylish, sturdy Fleetside!

Handy, husky Stepside!



RECESSED SKID STRIPS—Chevrolet pickups have durable wood floors. Steel skid strips make it easy to slide cargo when loading or unloading. Skid strips are recessed in the tough, select-wood floor.



SNUG-FITTING TAILGATE—All Chevrolet pickups have graintight tailgates to reduce spillage of bulk loads, such as grain or sand. Tight fit allows you to take the roughest trails with minimum cargo loss.

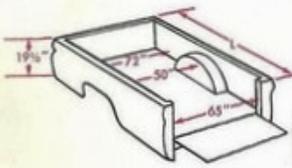


EXTRA-LONG LOAD SUPPORT—When lowered to a level with the floor, this tough-built tailgate can support long loads with ease. Reinforced side pockets are provided to install racks or side boards.

ACCESSORIES

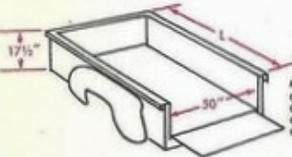
Chevrolet offers a full range of accessories to meet your needs for on-the-job comfort, safety and convenience. Here are some of the many top-quality Chevrolet accessories:

- Air Conditioner
- Bumper guards
- Directional signals
- Flags
- Flares
- Grille guards
- Heaters
- Marker lights
- Mirrors
- Mud flaps
- Radios
- Reflectors
- Safetylight
- Seat belts
- Sun visors
- Windshield washers



FLEETSIDE PICKUPS		
Model	Wheelbase	Body Length (L)
C1404	115"	78"
C1504	127"	98"
C2504	127"	98"

Chevrolet Fleetside pickup bodies for '60 come in a wide variety of sizes to meet many different job requirements. Body lengths range from 78 through 98 inches. Over six feet in maximum width, they offer 50% greater load space than conventional bodies. The bottom half of the side panels is double walled to protect the exterior from inside dents. Tailgate has anti-rattle latch with adjustable anchor bolt.

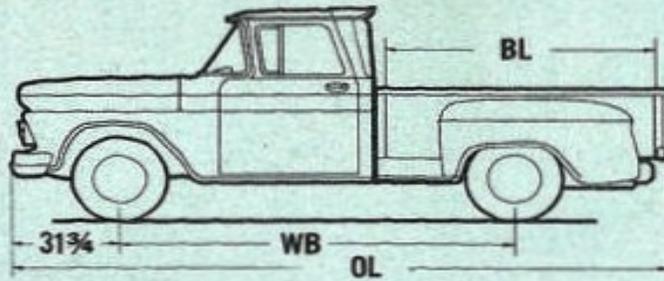


STEPSIDE PICKUPS		
Model	Wheelbase	Body Length (L)
C1404	115"	78"
C1504	127"	98"
C2504	127"	98"
C3004	133"	108"

Chevrolet Stepside bodies for '60 are designed for maximum utility and spacious cargo capacity. They offer a full 50 inches of unobstructed width. (Body lengths range from 78 to 108 inches.) Running boards on each side provide easy access to the pickup box for convenient loading and unloading.

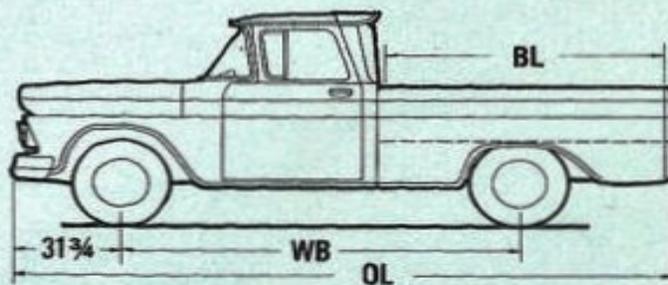
CHASSIS DIMENSIONS

STEPSIDE PICKUPS



MODEL	WB	OL	BL
C1404	115	186 5/8	78 1/8
C1504	127	206	98
C2504	127	206	98
C3604	133	216 1/4	108 1/4

FLEETSIDE PICKUPS

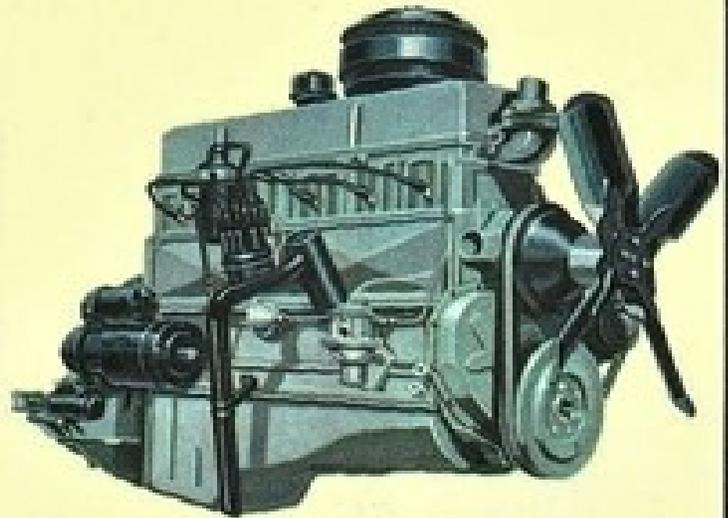


MODEL	WB	OL	BL
C1434	115	186 1/4	78 1/8
C1534	127	206	98
C2534	127	206	98

1960's savingest 6's and V8's!

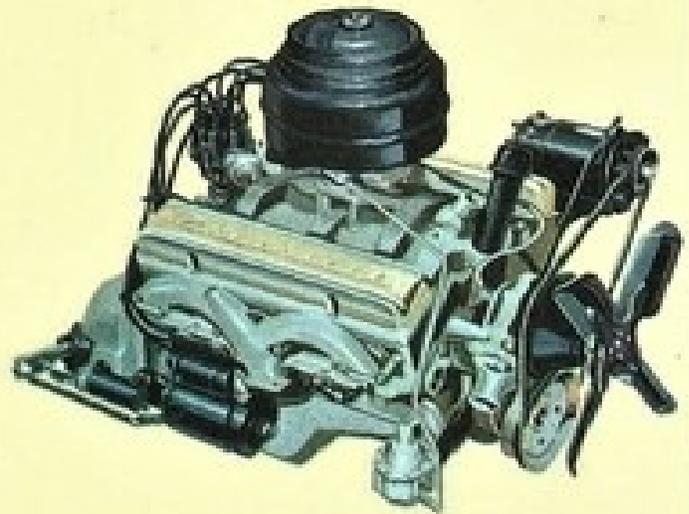
THRIFTMASTER 6

Famous for economy and durability, Chevrolet's 135-h.p. Thriftmaster 6 has powered more payloads than any other engine in the history of hauling—and it's *standard* in all Chevy pickups. Extra power is squeezed from every drop of gas by the high 8.25 to 1 compression ratio. And with the Maximum-Economy Option (Optional at extra cost, Series C14, C15), fuel economy can be boosted even higher, by as much as 10%!



TRADEMASTER V8

This husky Chevrolet V8 (optional at extra cost) provides the *shortest piston/stroke* in its class for less engine wear, more economy. It offers 283 cubic inches of displacement and scores of maintenance-reducing features such as hydraulic valve lifters, oil bath air cleaner, full-flow oil filter and durable Moraine 100 bearings. You'll find that this 160-h.p. V8 has what it takes to whip the toughest grinds and keep costs *down*.



COST-CUTTING ENGINE FEATURES FOR 1960

FEATURE	THRIFTMASTER 6	TRADEMASTER V8
	PERFORMANCE DATA Displacement . . . 235.5 cu. in. Gross H.P. 135 Net H.P. 115 Gross Torque . . . 217 ft.-lb. Net Torque 195 ft.-lb.	PERFORMANCE DATA Displacement . . . 283 cu. in. Gross H.P. 160 Net H.P. 137 Gross Torque . . . 270 ft.-lb. Net Torque 250 ft.-lb.
ECONOMICAL VALVE-IN-HEAD DESIGN 	Valve-in-head design, pioneered by Chevrolet, gives more torque, more power, more efficiency, easier maintenance—more miles per tankful of regular gas!	
TOUGH-BUILT CRANKSHAFT 	Drop-forged steel for extra rigidity, toughness and resistance to wear. Fully balanced for smooth performance.	
FULL-PRESSURE LUBRICATION	Chevrolet's lubrication system puts a pressurized film of oil between all critical moving parts—main and connecting rod bearings and camshaft bearings. Valves and timing gears receive metered-pressure lubrication.	
LONG-LIFE VALVES 	High-quality steel inlet valves for extra durability. Exhaust valves are made of high alloy steel for extra durability at high temperatures.	
DURABLE PRECISION BEARINGS 	Precision type, removable main bearings and connecting rod bearings. Moraine-100 bearings are durable, highly resistant to scoring.	
ENGINE-SAVING OIL BATH AIR CLEANER 	Engine is protected from abrasive wear-producing dirt and dust. Filter element is constantly bathed and cleansed by oil. Oil capacity, 1 pint.	
ECONOMY-CONTOURED CAMSHAFT 	Timing and lift of inlet and exhaust valves result in top fuel economy as well as high torque output at normal driving speeds. Saves gasoline in stop-and-go driving.	
POWER-JET CARBURETOR 	Rochester single-throat carburetor with dual balanced floats to minimize flooding or waste of gasoline.	Rochester 2-barrel carburetor provides balanced fuel-air mixture to each bank of 4 cylinders.

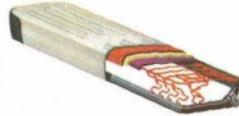
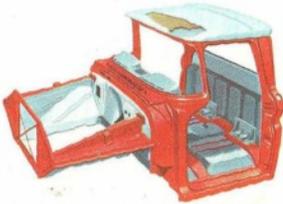


**New comfort-king cabs
with more room, more
comfort, more safety, more
durability than ever before!**

Everything about the 1960 Chevrolet cab is new. And it all adds up to a new high in comfort, safety, durability, and driving ease for you! Double-wall cowl and roof design, box section door pillars and reinforcing floor sills make Chevy cabs stronger, more durable. Cabs are a full 7" lower for easier entry and exit, yet there's more hip room, head room, leg room. The windshield area has been increased over 26% to give a pilothouse view of the road ahead. A wider seat features new springs and thick foam padding for added driver comfort. Other conveniences include a see-at-a-glance instrument cluster and large dispatch box. Cab is effectively sealed against dust and rain by special weatherstrips around doors. In every way, Chevrolet Comfort-King cabs are designed to increase the driver's efficiency and make driving far less fatiguing.

**RIGID, DURABLE
CAB CONSTRUCTION**

Chevrolet's 1960 cabs are designed to achieve maximum rigidity and to seal out dust, moisture and noise. Chevy's new triangulated front end construction forms a twist-resistant base for the entire front sheet metal assembly. A new double-panel roof gives the driver extra overhead protection. At the same time, the thick felt insulation between the roof panels helps keep out noise, heat or cold. A double-walled cowl arch for High-Level ventilation adds to the exceptional cab rigidity. Box-section door pillars give extra stiffness to the cab and help maintain close door alignment and tight sealing. New door hinges, new weather stripping and improved latch design keep doors sealed more positively against dust and moisture.



NEW FOAM PADDED SEAT—Here's real, deep-down comfort in a seat that's 5½ inches wider. Soft foam padding. Supple, yet firm S-wire coil and flat springs. New seat-back adjustment plus fore and aft adjustment for most comfortable driving position.

NEW CUSTOM CAB—Chevrolet's optional (extra cost) Comfort-King Custom Cab features distinctive styling highlights with chrome door pillar and rear belt line moldings, plus bright accents edging windshield, side windows and ventpanes. Custom Cab also includes chrome radiator grille and chrome hub caps, plus full-length side moldings on Fleetside models. Seat features extra-thick foam seat cushion and foam cushioned backrest, upholstered in silver all-nylon pattern cloth and charcoal vinyl. Door interior sidewalls feature two-tone color treatment. Other extras include a right-hand sunshade, left-hand armrest, matching key locks for both doors, and cigar lighter.

NEW SEE-AT-A-GLANCE INSTRUMENT PANEL—Gauges, warning lights and speedometer are gathered into a hooded cluster for quick, safe viewing. A non-glare finish on the top of the instrument panel protects your eyes from harsh reflections. For your night driving comfort, you can dim the instrument cluster lights. Generator and oil pressure warning lights are provided.



**Totally
new
roadability,
ruggedness,
and
driving
comfort
with 1960
Chevrolet
torsion**

AM I DOING THIS RIGHT?



Region member John Matejka sent the above photo that he saw on Facebook. There are no safety issues, are there? John said that when he shared this photo previously, he received a reply stating that if they were only going to jack up one side, they should be sure to leave the transmission in neutral and the parking brake off.

Seriously, I hope no one was hurt in this situation. The Space Age Chevrolet Region of the Antique Automobile Club of America doesn't endorse or condone such unsafe practices. Have fun working on your cars, but be careful.

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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