

SPACE AGE STAR

FEBRUARY 2021



**1961 CORVETTE AND CORVAIR
REMEMBERED, 1957 BEL AIR STORY**



ANTIQUE AUTOMOBILE CLUB
of AMERICA

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EDITOR'S NOTES

I hope 2021 is being kinder to everyone than 2020 was. AACA has a nice slate of events scheduled for this year. I'm hoping the pandemic recedes enough so we can attend the events and see each other in person. See the January/February issue of *Antique Automobile* for the event schedule. I'm hoping to travel to Saratoga for the meet in June. If I go, I'll bring a Buick.

Our region had a Zoom meeting on January 16. 14 members attended. It was great to see and hear from our members. We discussed expanding the model years covered by our region back to 1946. Some members own cars from the late '40s and early '50s which would be nice to include in the newsletter. Marty Roth pointed out that many people drove these cars throughout the '50s. I'd like feedback from the full membership on whether to include these cars in our region.

Other topics discussed during the Zoom meeting were my request for help with the newsletter. It's getting harder for me to write articles, we need more member articles and/or someone to replace me as editor.

We also discussed the televised car auctions. One of our members related his experience as a driver at a major auction. He said most of the cars aren't as nice as they look on television. Many of them need a jump start and don't run very well once they start. As always with old cars, buyer beware.

These meetings are a great way for us to connect and share our interest in antique Chevrolets. We'll schedule another Zoom meeting in March. I'll send an email two weeks before the meeting.

I mentioned this during the meeting and now pass it on to the full membership: My father introduced me to an interesting You Tube channel called "My Car Story with Lou." The host, Lou Costabile, travels around and films antique cars and their owners. The videos range from a few minutes to a half-hour long. Lou films the interiors and exteriors of the cars while having a running conversation with the owner. Some of the videos feature rides in the cars. I've watched quite a few of them and they're a good way to pass some time during a pandemic winter. "Space Age" Chevrolets, including a 1973 Vega, are subjects of some of the videos.

Another Youtube channel I like is "Car Wizard." The host is a repair shop owner. He focuses more on late model cars but he gives great advice on which cars to avoid because they require a lot of expensive repairs.

Please remember that we can run Classified Ads in the newsletter. If you have a car, parts, or other Chevrolet related items to sell, our newsletter readers are a great audience to advertise to.

1996 Chevrolets are now eligible for AACA judging. That was the last model year for the rear-wheel-drive Caprice. I haven't seen one of those on the road in a long time. It will be interesting to see which cars from that era end up as collectible. My guess is that Camaros and Corvettes will lead the way.

I hope this newsletter helps pass a little time. Stay well and I hope we can meet in person this year.

Russell Heim

1961 CORVETTE



The biggest change for Corvette in 1961 was a restyled rear end. The new design allowed for more trunk space. The rear now featured four round tail lights, similar to Corvair and full-size Chevrolets. It was reminiscent of the earlier Sting Ray racer and predicted the 1963 Corvette restyle. The exhaust now exited below the rear valence, unlike previous model years when it flowed through the rear bumper.

The front end featured a new grille, a horizontal mesh insert instead of the prior year's teeth. 1961 still featured sculptured side panels which, for an extra \$15.00 could be painted Ermine White or Sateen Silver, making for a nice contrasting two-tone paint job. This was the last year for two-tone Corvettes. It was also the last year for wide white-wall tires on Corvette.

Chevrolet offered seven exterior colors and four interior colors for 1961. The exterior colors were black, white, red, silver, maroon, beige, blue, and silver. Interior offerings were red, fawn, blue, and black.

The 1961 Corvette's base price was \$3,934. Chevrolet built 10,939 1961 Corvettes.

AMERICA'S SPORTS CAR GETS A NEW LOOK!



Take a classic sports car design. Give it tasteful new styling. That's Corvette in 1961. Starting with the sleek rear deck, it's clean, uncluttered. From this point forward, it becomes obvious this new Corvette was designed to be driven. No matter what the occasion—black tie or tennis shoes—Corvette is appropriate. If you're an enthusiastic rallyist, an about-towner, a countryside explorer, or all three, Corvette matches your mood.

© 1960—Chevrolet Motor Division, General Motors Corporation



Page from 1961 Corvette sales brochure showing the new grille and the optional two-tone sculptured side panel.

Corvette is equipped with elegance . . . fashioned with true sports car flair!

There's a "just right" feeling when you step through the Corvette's wide door openings and seat yourself in the luxuriously appointed cockpit. First, adjust the foam cushioned bucket seat to your own personal requirements. Give yourself all the foot and leg room you need. Windows, up or down? You can roll 'em on Corvette. Get away and secure with Corvette's seat belt. It's standard equipment. Now, grasp the floor-mounted stick shift. Work through the gears. Even in a show-room dry run you'll feel the fun of shifting for yourself. If

*Optional at extra cost

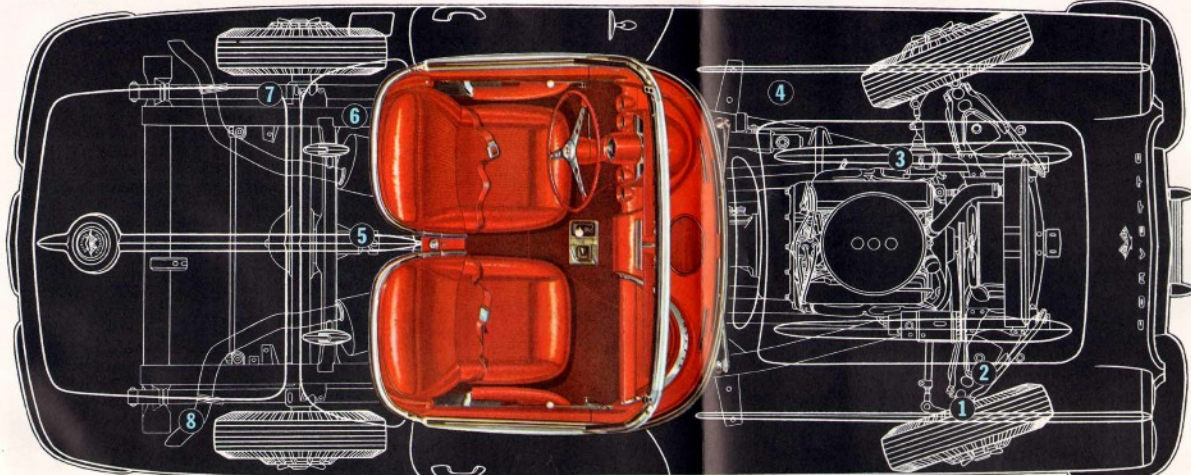
you're more inclined to things automatic, there's sure and smooth Powerglide.* By the way, the transmission tunnel is 19 per cent narrower this year. More space in the cockpit. Check the glovebox. It's conveniently located between the seats. And you can lock it. Push-button door handles, side view mirror, metal sill and step plates and inside door locks are Corvette conveniences that can't be found on most other sports cars. Add, too, these four new standard items: dual sun visors, windshield washers, parking brake alarm, courtesy lights.

PERFORMANCE IS THE MEASURE OF A FINE SPORTS CAR . . . AND NO CAR MEASURES UP LIKE CORVETTE . . . Corvette arrives in '61 as the product of careful craftsmanship and creative engineering—the world's finest sports car in its performance class. Experts say so. But for the real say so, you'll have to **take to the Corvette. Press lightly on the accelerator.** Phenomenal response! Corvette's wonderful power-to-weight ratio gives it that go. The light fiber glass reinforced plastic BODY is over three times as thick as steel, has twice the tensile strength, half the weight. No rust, either. Any one of the five Corvette ENGINES will scamper with amazing responsiveness, operate with scrupulous efficiency. **Move from gear to gear.** You're sure to feel a real professional grasp with the beautifully synchronized Corvette gearshift. Corvette engineers have designed the TRANSMISSIONS to take optimum advantage of Corvette's high performance engines.

This year the standard 3-Speed Synchro-Mesh with standard axle ratio will offer quicker acceleration under most driving conditions while giving greater cruising economy. For all-out performance, the optional 4-Speed transmission* has a lightweight aluminum case, reduces overall weight by 15 pounds, adds new power. **Now, see how the Corvette RIDES and HANDLES. Take your first corner.** No lean and no sway. As you come out of that turn you'll feel Corvette holding tight and taut on the road. The combination of independent coil springs up front and parallelogram rear suspension produces stability and steadiness. **Brake the Corvette.** Notice how those big, self-energizing Corvette BRAKES need only a gentle touch, resist fade. There are all sorts of additions to the basic 1961 Corvette driving package. You can find them on the back of this folder. Discuss them with your Corvette salesman after your first test ride. **Take it now!**

CORVETTE KEY:
1. Self-energizing 11-inch brakes with air-cooling slots in wheel covers. 2. Independent coil spring front suspension, nitrogen bag shock absorbers. Stabilizer bar. 3. Precision anti-friction steering. 4. Fiber glass body. 5. Unit-balanced propeller shaft, universal joints. 6. Rugged box-girder frame with I-beam "X" member. 7. Outrigger rear springs, radius rods, stabilizer bar and nitrogen bag shock absorbers. 8. Full dual exhaust system, low-restriction mufflers. New side outlets.

*Optional at extra cost.



with I-beam "X" member. 7. Outrigger rear springs, radius rods, stabilizer bar and nitrogen bag shock absorbers. 8. Full dual exhaust system, low-restriction mufflers. New side outlets.

CORVETTE CAN BE PERSONALIZED TO YOUR SPORTS CAR NEEDS, STANDARDS AND DESIRES

Sports cars are personal machines. And no sports car can match the Corvette's capacity for doing the job you want it to do at a comparable price. Bring together your choice of engine and gearbox. That's the basic decision. The chart below will help you make your selection. Whatever you choose, a new avenue of automotive adventure will stretch out before you when you GO CORVETTE.

CORVETTE POWER TEAMS FOR 1961

H.P.	ENGINE				TRANSMISSION	REAR AXLE	
	Induction System	Compression Ratio	Camshaft, Lifters	Distributor Points, Advance		Ratio	Positraction**
230 Std.	Single 4-Barrel	9.5:1	Regular, Hydraulic	Single, Vacuum & Centrifugal	3-Speed Synchro-Mesh 4-Speed Synchro-Mesh* Powerglide*	3.36:1 3.70:1 3.55:1	Yes Yes No
245*	Twin 4-Barrel	9.5:1	Regular, Hydraulic	Dual, Full Centrifugal	3-Speed Synchro-Mesh 4-Speed Synchro-Mesh* Powerglide*	3.36:1 3.70:1 3.55:1	Yes Yes No
270*	Twin 4-Barrel	9.5:1	Special, Mechanical	Dual, Full Centrifugal	3-Speed Synchro-Mesh 4-Speed Synchro-Mesh*	3.36:1 3.70:1	Yes Yes
275*	Ramjet Fuel Injection	11.0:1	Regular, Hydraulic	Single, Vacuum & Centrifugal	3-Speed Synchro-Mesh 4-Speed Synchro-Mesh*	3.36:1 3.70:1	Yes Yes
315*	Ramjet Fuel Injection	11.0:1	Special, Mechanical	Dual, Full Centrifugal	3-Speed Synchro-Mesh 4-Speed Synchro-Mesh*	3.36:1 3.70:1	Yes Yes

*Optional at extra cost.

**Choice of Positraction rear axle ratios: With 3-Speed Synchro-Mesh—3.36:1, 4.11:1, 4.56:1
With 4-Speed Synchro-Mesh—3.70:1, 4.11:1, 4.56:1

FOR PERFORMANCE. CORVETTE ENGINES are 283-cubic-inch displacement valve-in-head V8's with 3.88" bore and 3.0" stroke, precision balanced assembly. All engines have independent operating mechanism for each valve, precision-machined forged steel crankshaft, five main bearings, full-pressure lubrication system, full-flow oil filter, 12-volt electrical system, full dual exhaust. Oil-wetted, polyurethane element, buffed aluminum air cleaner (special paper element, tube intake type with fuel injection). All-aluminum cross-flow radiator. Finned aluminum rocker covers on optional engines.

270*- and 315*-h.p. Corvette V8's feature special camshaft; high-speed valve system with special valves and mechanical valve lifters; heavy-duty main and connecting rod bearings; distributor-driven tachometer; straight-through type mufflers. Fuel injection engines have special cylinder heads, pistons, and larger intake valves.

CHOICE OF TRANSMISSIONS. 3-SPEED SYNCHRO-MESH, standard equipment. Ratios: 2.47:1 low; 1.53:1 second; 1:1 third; 2.80:1 reverse; floor-mounted gearshift. 4-SPEED CLOSE-RATIO SYNCHRO-MESH* (R.P.O. 685) Ratios: 2.2:1 first; 1.65:1 second; 1.31:1 third; 1.1 fourth; 2.26:1 reverse with manually operated mechanism on floor mounted shift lever to prevent unintentional reverse engagement during shifting. CLUTCH, 10" semi-centrifugal coil spring. POWERGLIDE* AUTOMATIC (R.P.O. 313) available with 230- and 245-horsepower engines. Floor mounted range selector lever.

POWER-MATCHED REAR AXLES. Semi-floating hypoid. Rear axle ratios matched to power team. Positraction (R.P.O. 675) rear axle optional* with 3- or 4-Speed Synchro-Mesh and choice of ratios (see chart above).

CHASSIS. Box-girder, X-member reinforced frame. Independent coil spring front suspension with stabilizer bar. Rear suspension by radius rods and outrigger-mounted semi-elliptic leaf springs with stabilizer bar. Direct double-action nitrogen bag shock absorbers. Unit-balanced tubular propeller shaft and universal joints. Full anti-friction steering gear and balanced linkage—21:1 overall ratio. Hydraulic 11-inch self-energizing brakes with fade-resistant bonded linings. Hand-operated parking brake on rear wheels. 16.4-gallon fuel tank. Black 6.70 x 15 4-ply rating Tyrex cord tubeless tires, white sidewall tires optional*. Vented chrome wheel covers with simulated knock-off hubs.

SPECIAL EQUIPMENT* FOR SPORTS CAR MEETS. R.P.O. 687—Special brakes with sintered-metallic facings, finned cast iron brake drums with built-in cooling fan, vented flange plates with air scoops, and fast steering adapter for 16.3:1 overall ratio. Available with Positraction rear axle, 3-Speed or 4-Speed Synchro-Mesh, and 270- or 315-h.p. engine. R.P.O. 686—Special sintered-metallic brake linings available with 3-Speed or 4-Speed Synchro-Mesh. F.O.A. 121—Temperature-controlled viscous drive fan. R.P.O. 276—Wide-base wheels with 5½" rims; hub caps replace wheel covers. L.P.O. 1408—Nylon cord tubeless tires, 6.70 x 15 4-ply rating. L.P.O. 1625A—24-gallon fuel tank.

BODY EXTERIOR. Fiber glass reinforced plastic body—sculptured side and rear panels. Magic-Mirror acrylic lacquer finish in seven solid colors: Tuxedo Black, Ermine White, Roman Red, Sateen Silver, Jewel Blue, Fawn Beige, Honduras Maroon. These colors also available in optional* two-tone exteriors with color-keyed Sateen Silver or Ermine White in the sculptured side panels. Front hinged hood. Three-unit front grille. Dual headlights in front fenders. Four taillights. Push-button door handles and key lock. Cowl ventilator. Large luggage locker with spare wheel under floor. Concealed well for folding top behind seats. Choice of manually operated rubberized fabric folding soft top or easily removable plastic hardtop. Power-operating mechanism* for folding soft top. Frame-mounted front and rear wraparound bumpers.

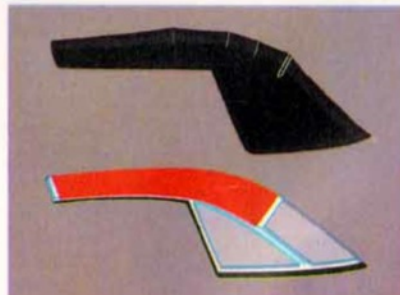
INTERIOR FEATURES. Interior colors in black, blue, red or fawn keyed to exterior colors. Foam rubber padded all-vinyl trimmed bucket seats, individually adjustable. Safety belts. Long padded armrest on each door. Recessed safety reflectors in door sidewall panels. Crank-operated windows, power-operated optional*. Vinyl-covered padded instrument panel. Passenger assist bar in instrument panel cove with storage bin below. Bright aluminum and vinyl sidewall trim. Carpeted floor, metal sills and step plates. Competition-type steering wheel. Speedometer, tachometer, ammeter, fuel level, oil pressure and coolant temperature gauges, starter-ignition switch with accessory position, and light switch on instrument panel. Directional signals, cigarette lighter, outside and inside rearview mirrors, two-speed electric link-driven windshield wipers, electric clock. Parking brake alarm, courtesy light, right- and left-hand sunshades and push-button windshield washer. Ashtray and glove compartment with key lock located between seats. Transistorized push-button signal-seeking radio*, and heater* also available.

DIMENSIONS. Wheelbase, 102". Overall length, 177.7". Overall height: Soft top up, 52.2"; top down 50.2"; hardtop, 52.1". Height at door, 33.5". Road clearance, 6.7". Overall width, 70.4". Tread: front, 57"; rear, 59".

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 2, Michigan

*Optional at extra cost



TO TOP IT OFF you can choose either the manually operated fabric soft top (it's weatherproof) or the easily removable fiber glass hardtop. You might want to choose both; the second top comes at modest cost. For the utmost in convenience and luxury, there's an optional power-operated soft top.* Any top you choose fits tightly due to Corvette's improved body-to-roof sealing.

LITHO IN U.S.A.



'61 corvette

new form and fineness for America's only sports car

There's a winging new shape for the '61 Corvette, and beneath these crisp contours, you'll discover new refinements that reach right down to Corvette's powerful heart. ■ Settle yourself in the cockpit and feel the no-nonsense comfort of those new bucket seats. They're individually adjustable and the seat tracks themselves can be moved farther back for more driving space. Notice the increased foot and leg room made possible by a driveshaft tunnel that's 19% narrower. There's

more trunk space, too; the luggage compartment is 20% larger for even greater touring convenience. ■ For muscle, the '61 Corvette retains five versions of America's most famous high-performance engine, the Corvette V8. Quick and sharp as a whiplash, this engine is available with up to 315 horsepower in a Fuel Injection version. There are three transmissions to choose from: a brand-new three-speed Synchro-Mesh with new quick accelerating ratios, the close-

ratio four-speed Synchro-Mesh for the keen type, and Powerglide for the boulevardier. ■ There's a feeling of pure confidence about the '61 Corvette, a feeling born of the knowledge that this is the genuine article! See this new one at your Chevy dealer's and you'll know. . . . ■ *If you wanted a Corvette before, there'll be no holding you now!* ■ Chevrolet Division of General Motors, Detroit 2, Mich.

CORVETTE

by Chevrolet



1961 CORVAIR

Corvair's big news in 1961 was the introduction of station wagons, a Monza 900 four-door sedan, and a series of light trucks called Corvair 95 (we'll cover Corvair 95 in the April newsletter).

The only styling change was a convex front fascia that replaced the concave front used in 1960. A new, wider front emblem graced the front panel. The spare tire was relocated from the front trunk to rear engine compartment. The gas heater that was standard in 1960 was now optional. Forced air heat became standard in 1961.

Chevrolet built 297,881 Corvairs for the model year.



LAKEWOOD STATION WAGONS

ONLY WAGONS IN THE WORLD WITH
PLENTY OF REAR AND FRONT CARGO SPACE

Corvair Lakewood Station Wagons offer the double convenience of plenty of rear cargo area and a concealed front luggage compartment with key lock. Both the 700 and 500 are 4-door wagons; roomy interiors seat six passengers comfortably; virtually flat floor gives extra foot room; second seat folds down. There's the strength and silence of Monostrut Body by Fisher . . . the smooth, soft ride of 4-wheel independent coil suspension. In all, Chevy's Corvair Lakewoods add up to the most ideal family wagons in the field.



EASY LIFTGATE LOADING—Counterbalanced, single-unit liftgate opens in one simple motion, ready to load or unload from the rear! Because 700 and 500 are 4-door models, there's convenient side loading. As in all Lakewood windows, the liftgate pane is Safety Plate Glass for finest viewing.

68 CUBIC FEET OF CARGO SPACE—The Corvair Lakewood is remarkably roomy for carrying cargo, passengers or both. With second seat folded flat, there's 68 cubic feet of stowage space: 10 cu. ft. up front, 58 cu. ft. inside and a load floor that extends nearly 6½ feet. Load floor is steel, coated with easy-to-clean vinyl.

LAKEWOOD 500 4-DOOR STATION WAGON in Tuxedo Black. Lowest priced Corvair wagon offers front and rear carrying space along with proved rear-engine benefits.



LAKEWOOD 700 4-DOOR STATION WAGON in Seafoam Green. Note the rear canopy shape . . . the perfect design for fresh outside styling.



SMART, DURABLE INTERIORS—Shown here: the 700's rich fabric-vinyl upholstery, offered in three color-keyed choices. 500 all-vinyl interior also comes in three color-keyed blends. Check the push-button locks on rear doors.



The addition of the Lakewood station wagon to the Corvair line in 1961 was big news. The wagon featured 58 cubic feet of cargo space with the rear seat folded down with an extra 10 cubic feet in the front trunk. The Lakewood's engine was located under the rear floor and it radiated a lot of heat into the passenger compartment. Owners had to remove the rear part of the floor to service the engine. (See the December 2015 *Space Age Star* for more Lakewood details.)



Lakewood was available in the Corvair 500 and 700 series. List prices were Lakewood 500 - \$2,266 and Lakewood 700 - \$2,331. The Chevrolet publicity photo at left shows a Lakewood 700.

CLUB COUPES

2-DOOR FUN WITH A STYLISH FLAIR

Take your choice of three Club Coupe models: luxurious Monza for the sports-car-minded; 700 with de luxe trim and interiors; and 500, lowest priced of all low-priced Corvairs.

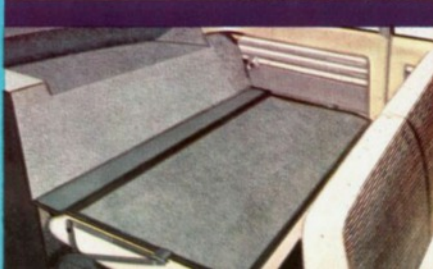
Styling is fresh, functional, with a special roof-line design. There's the thoughtfulness, elegance and quality of Monostrut Body by Fisher: tasteful fabric and vinyl upholstery, soft foam cushioned front seat, meticulous attention to all details. Like every window, the big windshield is Safety Plate Glass for clearer visibility.

CORVAIR 500 CLUB COUPE in Coronna Cream. This lowest priced Corvair is family-planned.



Practicality and extra convenience come with the fold-down rear seat.* Fold it flat. There's a big 16.5-cu.-ft. space for cargo. Combined with front trunk, there's over 29 cu. ft. of stowage.

*OPTIONAL AT EXTRA COST.



CORVAIR 700 CLUB COUPE in Midnight Blue. Note the crisp roof line, air-vent flavor on rear deck and bright de luxe trim accents.



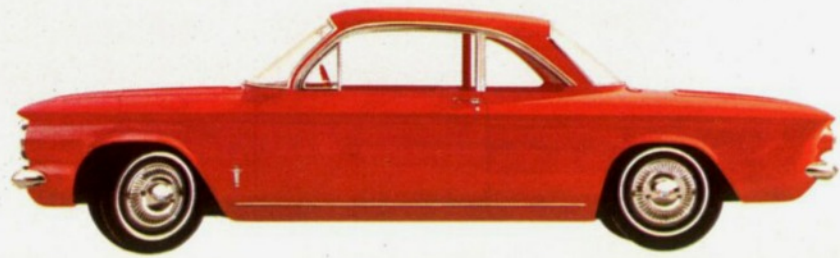
CORVAIR MONZA CLUB COUPE

LUXURY WITH SPORTS CAR SPIRIT

SPORTS CAR STYLED SEATS—Leather-soft vinyl covers the Monza's front bucket seats, rear bucket-styled folding seat and roof headlining. Deep pile carpets and bright trim accents, de luxe steering wheel and cigarette lighter, special arm rests and window hardware come as standard equipment.

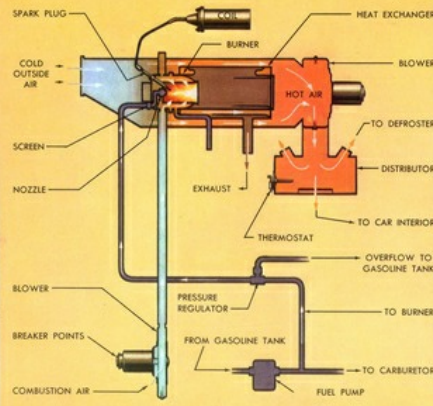


CORVAIR MONZA CLUB COUPE in Roman Red . . . with sports car pleasure, luxury features for the young-in-heart family.



Corvair club coupes were affordable and fun. Prices were: Corvair 500 \$1,920, Corvair 700 \$1,985, and Monza 900 \$2,201.

GASOLINE HEATER AND DEFROSTER



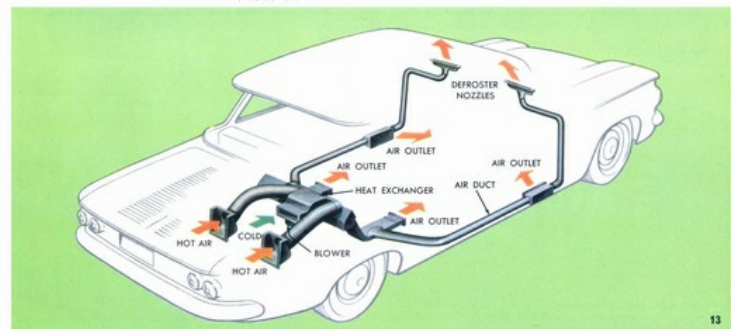
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Custom Heaters and Defrosters for Winter Comfort

PERIMETER AIR HEATER AND DEFROSTER

No long waiting for the engine to warm up the heater, gives almost instant heat when the switch is turned on. The fuel for operating the heater is taken from the gasoline tank. The amount of heat desired can be controlled by the temperature control knob. A highly efficient heater and defroster. Chart shows how heat is obtained.

The engine heat is utilized by an air heat exchanger to efficiently warm incoming outside air. The heated air is distributed through four rectangular air outlet nozzles in the passenger compartment. The heat exchanger core is filled with thin copper fins to effect a continuous heat transfer path. A three speed centrifugal blower is mounted to the heat exchanger with a temperature control system that blends the heated air and outside air.



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Corvair owners had a choice of heaters for their new purchase in 1961, a gas heater or a "perimeter" heater.

BASIC DESIGN

IN A CLASS ALL ITS OWN

Basic design is the big reason why the new '61 Chevy Corvair is still the freshest car of the year, the really complete thrift car in its field! Unipack Power Team combines engine, transmission and drive gears in an efficient unit at the rear, allows a virtually flat floor inside, superior traction on the road. Quadri-Flex, first 4-wheel independent suspension on any modern U.S. car, produces a level, smooth ride. Ideal weight distribution remains practically unchanged under all loads, helps give Corvair sure stability and safe, easy handling on the road. Finally, only the Corvair has the single unit strength and solid construction of Monostrut Body by Fisher.



STILL THE NEWEST DESIGN

1. UNIPACK POWER TEAM—proved rear engine, transmission and drive gears in one unit.
2. MONOSTRUT BODY BY FISHER—unitized body-frame design for solid strength, low weight.

3. QUADRI-FLEX—4-wheel independent coil suspension for smooth, quiet, soft riding.
4. FRONT LUGGAGE—key-locking; deep cargo space totals up to 12.6 cubic feet.
5. REAR STORAGE—handy space behind rear seat; gives extra carrying room in Sedans, Club Coupes.

6. FOLD-DOWN REAR SEAT*—adds 16.5 cu. ft. for storage in Sedans, Club Coupes.
7. VIRTUALLY FLAT FLOOR—more interior space; adds extra foot room for passenger comfort.
8. HIGH-LEVEL VENTILATION—fresh air intake above low-lying road fumes and dust.

9. SPARE TIRE AND WHEEL—in engine compartment in Sedans, Club Coupes; key lock*.
10. NEW 14-GAL. FUEL TANK—isolated from exhaust heat; 18.5-gal. in Greenbrier.
11. REAR BULKHEAD—specially insulated; helps keep interior free of noise and heat.

FUN TO SAVE—FUN TO GO—UNIQUE COMBINATION OF PROVED ECONOMY AND PERFORMANCE

NEW ECONOMY. Corvair's 80-h.p. Turbo-Air 6 is an air-cooled aluminum engine that's mounted in the rear. Such things as winter freeze-ups, anti-freeze costs and overheated radiators belong to the past. For '61, new induction and new cooling systems speed engine warm-up, assure even more overall economy. New economy rear axle ratio and carburetor refinements also are geared to save gas money.

NEW PERFORMANCE. Unlike many cars in its field, the Corvair not only delivers gas saving economy but also meets U.S. standards of performance. One important reason: its Unipack Power Team that joins engine, transmission and axle at the rear in a highly efficient unit, giving excellent performance in town and on the highway. For top go, there's the 98-h.p. Super Turbo-Air 6*, available with either standard 3-speed or optional 4-speed* transmissions in all models except Greenbrier.

3-SPEED SYNCHRO-MESH. Corvair's standard transmission combines with new economy rear axle ratio for top gas mileage. Sports car type shifting, too, with floor-mounted gear shift.

CORVAIR POWERGLIDE®. This popular automatic transmission has a convenient shift lever on the instrument panel. Exceptionally durable and smooth, it's available with the standard Turbo-Air 6 engine.

4-SPEED SYNCHRO-MESH*. Here's the versatile Corvair transmission that brings sports car fun and performance to driving. Four forward speeds, all full Synchro-Mesh; floor-mounted gear shift.

REAR-ENGINE DESIGN AND 4-WHEEL INDEPENDENT SUSPENSION COMBINE TO MAKE THE CORVAIR A WONDERFUL CAR TO DRIVE

TRACTION. You only have to try the Chevy Corvair once to appreciate its road-hugging agility. With engine weight over the rear wheels, you get unsurpassed traction even in toughest going in snow, sand or mud.

STABILITY. Whether only with driver or a full load of passengers and cargo, the Corvair's ideal weight distribution remains practically unchanged. This means safest stability, nearly constant ride in every driving situation.

HANDLING AND STEERING. Because there's no engine weight on the front wheels, Corvair steers almost as easy as a conventional car with power steering. Handling and cornering are remarkably sure, steady.

RIDE. Since every wheel has an independent coil spring, you experience a smooth, quiet, soft ride. Coil springs don't squeak, never need lubrication, never wear out.

ENJOY ALL THE SAFETY, COMFORT AND CONVENIENCE OF MONOSTRUT BODY BY FISHER . . .

SOLID CONSTRUCTION. Monostrut Body by Fisher surrounds you with an all-welded, unitized structure of steel. It's one of the main reasons why the Chevy Corvair is such a safe, quiet car to drive and ride in.

SPACIOUS INTERIOR COMFORT. Corvair assures every passenger of comfort: a virtually flat floor for extra foot room; generous head room and seating width front and rear; all door openings are high and wide for easy entrance and exit.

2 KINDS OF HEATERS! Now Corvair meets your comfort needs with a choice of two heater-defrosters*. Economy heater forces warm air directly to the rear seating compartment as well as the front. Aircraft-type gasoline heater gives low-cost heat in less than 30 seconds!

SAFETY-MASTER BRAKES. For slightly more than twenty pounds of Corvair's weight, there's one square inch of bonded brake lining for exceptional stopping power! Ideal weight distribution allows almost equal braking at all four wheels for extended brake life.

LOW-PROFILE TYREX CORD TIRES. Specially designed for the Chevy Corvair to assure extra stability, a smoother ride, longer tire life. Extra-wide tread gives traction and road-holding.

ELECTRIC WINDSHIELD WIPERS. Operate at constant speed, regardless of engine speed. New 2-speed wiper and washer option* available.

LASTING MAGIC-MIRROR FINISH. Special rust preventives and primers are topped by durable Magic-Mirror acrylic lacquer to keep the finish lustrous, longer. Wide choice of new colors in '61.

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*OPTIONAL AT EXTRA COST

NOW—A COMPLETE LINE OF COMPLETE THRIFT CARS

Take a look. There's a bigger family of new '61 Chevy Corvairs to choose from: two 4-Door Sedans, three Club Coupes and four of the most versatile, most usable Wagons on the market.

Best of all, Chevy's Corvair is the really complete thrift car. It doesn't need power brakes or power steering, radiator, water pump, antifreeze or even water. And it still delivers the freshest, most functional design, backed by a solid year of on-the-road proof.

Consider these other reasons that make the new '61 Corvair both sensible and satisfying to own: plenty of interior room (the Corvair comes with a virtually flat interior floor because the engine, transmission and drive gears are placed in the rear); plenty of stowage room (fold-down rear seat* and front trunk give generous stowage in Sedans and Club Coupes); smooth, comfortable riding qualities and easy, fun-to-drive handling characteristics (4-wheel independent coil suspension, ideal weight distribution are the reasons); economical operation (new economy rear axle gear ratio and improved engine economy contribute to greater gas savings).

*OPTIONAL AT EXTRA COST IN 500 AND 700 MODELS.



The Monza 900 sedan pictured above was a new model for 1961. Chevrolet introduced it shortly after the model year began. Base price for this model was \$2,201. The sedan was also available in Corvair 500 and Corvair 700 trim. The Corvair 500 listed for \$1,974, while the Corvair 700 sedan's price started at \$2,039.



1957 BEL AIR SPORT COUPE

BETTE & BILL PRITCHETT



This is a tale of what the wife wanted. In 1984 we had moved from a three bedroom, one bath ranch to a four bedroom colonial after the birth of our third child. When my wife went back to visit our old babysitter, she was told that her husband was selling a 1957 Chevrolet. He had purchased it a few years before from the original owner. It had about 37,000 miles on it. However, it had been hit behind the driver's door. The paint was original but not in great shape. My wife was very interested in it as she truly enjoys the '57 design. I had very little experience with the '57 Chevys. The only person I knew, at that time, was fellow Space Age and NJ Region member Pete Cullen. I knew it was a hardtop. He asked me if it had gold on it to which I replied positively. He then suggested we purchase it as it was a good buy. This was around late 1985 or so. About six months later, the market exploded for the '57s, and I was offered twice what we paid for it. We decided to keep it and used it for some tours and other club activities with our three children.

I remember one time we were driving it at the start of a NJ Region tour. Granted it did not look that good but ran well. A guy in his late thirties I would guess, saw us driving it and really wanted us to stop as I think he thought we were poor folk and wanted to purchase it. The look on his face was interesting as we pulled away from him at a stoplight.

As I said, we used it off and on for several years. However, it was in need of restoration. My oldest son had taken auto body in high school. A few years after he graduated, I was talking with the instructor and he said there was a possibility he might use the car for a project. After his inspection of it, he said he would consider it, and later it was accepted. They did the body work and painted it and did a wonderful job on it.

We have had to rebuild the original 283 so it is a great car to drive. It is a mostly all original car or a replacement part as close to the original as possible. I put stainless steel brake lines on and also installed a dual master brake cylinder. It has radial tires as a safety feature. We use the car for doing touring that we enjoy tremendously. It is a Powerglide with manual brakes and a two barrel. I did convert the oil bath filter to a paper one. The car has about 70,000 miles on it. It is a one year color, India Ivory and Coronado Yellow.

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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