

SPACE AGE STAR

JUNE 2022



**THIS MONTH'S FEATURES: 1962 CORVETTE
AND CORVAIR 95 LIGHT TRUCKS**



TABLE OF CONTENTS

Editor's Notes	Page 2
1962 Corvette	Page 3
1962 Corvair 95	Page 8

EDITOR'S NOTES:

I hope everyone is well and able to enjoy the spring weather. It's always fun to see the antique cars back on the road after a long winter.

We have a You Tube star in our region. Click on or copy this link into your browser:

[1970 Chevrolet El Camino SS 454 4 Speed in Black & Engine Sounds on My Car Story with Lou Costabile](#)
[1970 Chevrolet El Camino SS 454 4 Speed in Black & Engine Sounds on My Car Story with Lou Costabile](#) to see a video presentation of Bob Inhoff's 1970 El Camino. I watched the video and enjoyed it very much. Bob's El Camino looks great. I mentioned the "My Car Story With Lou" You Tube channel in a previous newsletter, but it's worth a repeat plug. Give the channel a try if you haven't already. The videos range from a few minutes up to 20 minutes. Each one features the subject car and its owner. Often they take the car for a ride during the video. A lot of Space Age Chevrolets have been featured on the channel.

In the last newsletter I proposed a Zoom meeting premised on six or seven members expressing interest. Only two members responded, so I didn't schedule a meeting. Now that spring is here, and the weather has improved, I'm not going to plan any meetings. We'll aim for a region meeting at Hershey.

I still have the four complimentary AACA calendar year membership applications from the national office. If you have a friend or relative that you think would enjoy joining AACA, contact me and I'll send you an application. The applicant will receive their first year's membership for free. It's a great way to expand AACA membership.

This month's newsletter continues our review of the 1962 model year, focusing on Corvette and Corvair 95 light trucks. 1962 Corvettes are iconic and highly desirable collector cars. Their most notable feature was the new for 1962 327 cubic-inch V8. The Corvair 95 trucks aren't well remembered, but those who collect them are fiercely loyal to them. It's interesting that a company that made such mainstream and huge selling cars could also produce vehicles as quirky as the Corvair 95 trucks.

As always, feel free to suggest ideas for newsletter articles, or to submit your own articles and photographs. Stay well.

Russell Heim

1962 CORVETTE AT 60



Corvette received minor styling changes in 1962. The big news for Chevrolet's sports car was a new 327 cubic-inch V8 engine. In standard form, with a single four-barrel carburetor, the 327 made 250 horsepower at 4400 RPM. Optional versions of the new engine, with dual four-barrel carburetors, produced 300 or 340 horsepower. Customers paid \$54 for the 300 horsepower engine or \$108 for the 340 horse version. A 360 horsepower, fuel-injected version of the 327 cost \$484.

The standard transmission for 1962 Corvette was a floor mounted three-speed synchromesh. A four speed synchromesh was a \$188 option. Customers who didn't want to manually shift their Corvette paid \$199 for Powerglide.

1962 saw Corvettes receive a new, black-out grille. The aluminum molding around the side coves was deleted. This made two-toning the cars impractical; only seven solid colors were available on Corvette this year. The styling department added a new fluted aluminum rocker panel molding for 1962.



NON-MECHANICAL MEN **ARISE!**

There's a cult of sports-car-type people who spread the myth that one needs vast knowledge of things mechanical to own a sports car. Be not deceived! This may be true of some machines, but not the Corvette. Any Corvette, however equipped, will give unruffled, unfussy driving pleasure while outperforming cars that cost three times as much and require the full-time attention of a bilingual mechanic. No, friends, if you yearn to spend long hours lying on cold cement, covered with grease, shop elsewhere. Corvettes are for driving; fill them with gas and people and point them down the road. That's the way to enjoy this automobile! Of course, if you simply must do something, we don't mind if you wash it yourself. (Radio, as shown, optional at extra cost.) . . . Chevrolet Division of General Motors, Detroit 2, Mich.

CORVETTE BY CHEVROLET

powered FOR THE OPEN ROAD obedient ON CITY STREETS

hp	Injection System	Comp. Ratio	Camshaft, Lifters	Distributor Points, Advance	Transmission	Rear Axle Ratio	
						Standard	Positraction
250	Single 4-barrel Carburetor	10.5:1	Regular Hydraulic	Single, Vacuum-centrifugal	3-Speed (2.47:1 low)	3.38:1	3.38:1
					4-Speed (2.54:1 low)	3.38:1*	3.68:1
					Powerglide	3.38:1	3.38:1
300	Single 4-barrel Carburetor	10.5:1	Regular Hydraulic	Single, Vacuum-centrifugal	3-Speed (2.47:1 low)	3.38:1	3.38:1
					4-Speed (2.54:1 low)	3.38:1*	3.68:1
					Powerglide	3.38:1	3.38:1
340	Single 4-barrel Carburetor	11.25:1	Special, Mechanical	Dual, Full centrifugal	3-Speed (2.47:1 low)	3.38:1	3.38:1
					4-Speed (2.54:1 low)	3.70:1	3.68:1
							3.93:1
							3.70:1
							4.11:1
360	Ramjet Fuel Injection	11.25:1	Special, Mechanical	Dual, Full centrifugal	3-Speed (2.47:1 low)	3.38:1	3.38:1
					4-Speed (2.54:1 low)	3.70:1	3.68:1
							3.93:1
							3.70:1
							4.11:1

*3.68:1 ratio also available.

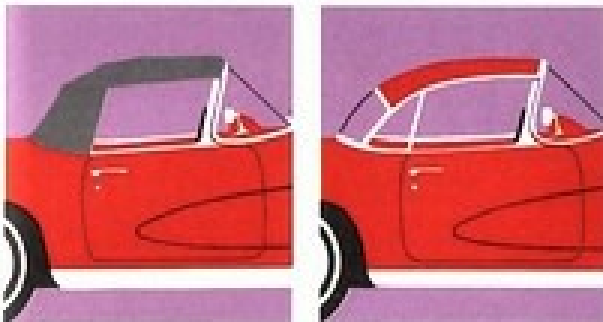
Performance is a Corvette hallmark. Take the new Corvette V8s. Each is a 327-cubic-incher with low weight and compactness. The standard 250-hp engine features 4-barrel carburetion, 10.5:1 compression, hydraulic valve lifters and full dual exhaust system with efficient Ram's horn manifolds and reverse-flow mufflers. For higher performance, the 300-hp V8* includes the same equipment with a larger 4-barrel aluminum bodied carburetor and modified intake manifold. For ultra-high performance, try the new—340-hp Corvette V8*—with a large 4-barrel aluminum-bodied carburetor, aluminum intake manifold, 11.25:1 compression ratio, special camshaft and mechanical valve lifters. Peak performance is yours with the instant response of the new Ramjet Fuel Injection V8's* 360 urgent horsepower! This premium performance engine features light-weight valves, special camshaft, mechanical valve lifters and 11.25:1 compression ratio.

Put this abundant power to work. Corvette's fine 3-Speed Synchro-Mesh transmission is standard with all engines. Optional 4-Speed Synchro-Mesh* is tailored to engine choice and rear axle ratio. There's an improved Powerglide automatic*, too, with a new aluminum weight-saving case and major internal changes. Positraction axles* are matched to all engines and transmissions. With the high-performance engines, a wide choice of ratios is available. See the chart above.

personalize CORVETTE TO YOUR BRAND OF COMFORT

Corvette offers a choice of two standard tops. The manually operated rubberized folding soft top stows away easily for open air luxury, while for year-round protection and all-

weather visibility the fiber-glass hard top is the choice. Both tops make your Corvette free and open in summer, snug and secure in winter. Order the second top at nominal extra cost.



For driving fun and skill, you have to FIT and FEEL RIGHT inside the cockpit. Corvette's luxurious new interior pampers you with deep-twist carpeting, all-vinyl seats, padded instrument panel, assist bar, deep stowage bin, heater and colors keyed to exterior Magic-Mirror paint choices. First, match up your choice of ENGINE and TRANSMISSION. There are 10 eager engine and transmission combinations. Then choose the kind of TOP—hard or soft—you want. Either top gives you all-weather protection and excellent visibility. If you're an around-towner, you'll like the convenience of the POWER-OPERATED TOP* and POWER WINDOWS.* RADIO* and NARROW BAND WHITE SIDEWALL TIRES* are usual choices for most every driver, and they add a touch of elegance to the appearance. There's not much more you can buy—there's not much more you could want! Unless you're a performance enthusiast. Then, in addition to a high performance Corvette V8, you'll want to specify RPO 686—the special sintered-metallic HEAVY-DUTY BRAKES*—or RPO 687—the complete HEAVY-DUTY BRAKE, STEERING AND SHOCK ABSORBER OPTION*, available with special power teams. 5½" WIDE-BASED WHEELS (RPO 276) and STRAIGHT-THROUGH MUFFLERS (RPO 441, where ordinances permit) are special options.

*Optional at extra cost.



specifications FOR THE '62 CORVETTE

FOR PERFORMANCE—Corvette engines are 327-cubic-inch displacement valve-in-head V8s with 4.0" bore and 3.25" stroke, precision balanced as an assembly. All engines have independent operating mechanism for each valve, precision-machined forged steel crankshaft, five premium aluminum main bearings, full-pressure lubrication system, full-flow oil filter, automatic choke, 12-volt electrical system, 30-amp. generator (35-amp. optional*), full dual exhaust. Oil-wetted, polyurethane element, buffed aluminum air cleaner (special tube intake type with Fuel Injection). Distributor-driven tachometer. All-aluminum cross-flow radiator. Finned aluminum rocker covers and 35-amp. generator on high-output optional engines.

250-hp standard Corvette V8—Features 4-barrel carburetor, regular camshaft, hydraulic valve lifters, 10.5:1 compression ratio. Single point distributor, vacuum-centrifugal advance.

300-hp Corvette V8*—Features large aluminum-bodied 4-barrel carburetor, modified intake manifold, large intake valves, large exhaust manifolds, 10.5:1 compression ratio.

In addition, 340-hp (with large aluminum-bodied 4-barrel carburetor) and 360-hp (with Ramjet Fuel Injection) Corvette V8s* feature special cast iron cylinder heads with large ports, domed aluminum pistons for 11.25:1 compression ratio and special camshaft; high-speed valve system with specially finished lightweight valves. Mechanical valve lifters. Dual point distributor, full centrifugal advance.

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*. RPO 685A (with standard 250- or optional 300-hp V8)—Ratios: 2.54:1 first; 1.92:1 second; 1.51:1 third; 1:1 fourth; 2.61:1 reverse. RPO 685B (with optional 340- or 360-hp V8)—Ratios: 2.20:1 first; 1.66:1 second; 1.31:1 third; 1:1 fourth; 2.26:1 reverse. Both 4-Speed transmissions have manually operated mechanism on floor mounted shift lever to prevent unintentional reverse engagement during shifting. CLUTCH: 10" semi-centrifugal coil spring. POWERGLIDE* AUTOMATIC (RPO 313 available with 250- and 300-hp Corvette V8). Floor mounted range selector lever.

POWER-MATCHED REAR AXLES—Semi-floating hypoid. Ratios matched to power team. Positraction (RPO 675) rear axle optional* with all transmissions. See power team chart for ratios.

CHASSIS—Box-Girder X-member reinforced frame. Independent coil spring front suspension with heavy 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 tubeless tires. White sidewall or nylon cord tires optional*. Vented chrome wheel covers with simulated knock-off hubs.

SPECIAL EQUIPMENT* FOR SPORTS CAR MEETS—RPO 687—Heavy-Duty Chassis Equipment includes special brakes with sintered-metallic facings, finned cast iron brake drums with built-in cooling fan, vented flange plates with air scoops, fast steering adapter for 16.3:1 overall ratio, heavy-duty front and rear shock absorbers**. RPO 276—Wide-base wheels with 5½" rims (with hub caps instead of wheel covers). RPO 686—Special sintered-metallic brake linings. RPO 488—24-gallon fuel tank. RPO 441—off-the-road exhaust system.

BODY EXTERIOR—Fiber-glass reinforced plastic body—sculptured side and rear panels. Cove trim and rocker panel moldings. Magic-Mirror acrylic lacquer finish in seven solid colors: Tuxedo Black, Ermine White, Roman Red, Sateen Silver, Almond Beige, Fawn Beige, Honduras Maroon. 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 folding soft top or easily removable plastic hard top (Second top optional*). Power-operated mechanism* for folding soft top. Frame-mounted wraparound bumpers.

INTERIOR FEATURES—Interior colors in black, red or fawn keyed to exterior colors. Foam-rubber padded all-vinyl bucket seats, individually adjustable. Safety belts. Long padded arm-rest 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 stowage bin below. Pleated leather-grain 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 and light switch on instrument panel. Built-in, outside air heater-defroster with controls on center console. Directional signals, cigarette lighter, outside and inside rearview mirrors, dual electric link-driven windshield wipers, electric clock, parking brake alarm, courtesy light, right- and left-hand sunshades and push-button windshield washer. Ashtray, glove compartment with key lock located between seats. Transistorized signal-seeking radio* also available.

DIMENSIONS—Wheelbase, 102". Overall length, 176.7". Overall height: Soft top up, 52.2"; top down, 50.1"; hardtop 52.1". Height at door, 32.2". 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. **Availability determined by power team.

elegant
TO THE EYE
convenient
TO THE TOUCH

For all its meticulous attention to performance and suspension, Corvette might stint a bit on comfort and get away with it. But such is not the case. Corvette's interior is elegant, tasteful and comfortable. Soft foam-rubber bucket seats covered in washable vinyl cushion you luxuriously on trips. In back of Corvette's distinctive wheel there's a full complement of instruments including a big tachometer. Large storage bin in front of the passenger and a locking glove box between the seats. Built-in, outside air heater-defroster is standard equipment. Door-to-door carpeting underfoot. Savor these comforts you get in Corvette at no extra cost!



ROLL-UP WINDOWS—Snug with either folding soft top or detachable hard top. Seal out wind, rain and snow for complete comfort.



SEAT BELTS—One of Corvette's many safety features for driver and passenger. Easily adjustable for safe, comfortable driving.



DUAL HEADLIGHTS—Specially designed low and high beams put out a safe pattern of bright light far down the road.



DUAL SUN VISORS—For comfort when the sun is low on the horizon. Especially helpful for deflecting wind when the top is down.



ELECTRIC WINDSHIELD WIPERS—Two-speed wipers that can't slow down when you accelerate. Co-ordinated windshield washer.



SIDE VIEW MIRROR—Safety feature that lets you keep tabs on traffic that's passing you or diving close to your car.



1962 Corvettes rode on a 102-inch wheelbase and were 177 inches long. They wore 6.70x15 inch tires. Aside from the three-speed transmission, standard features included electric clock, dual exhaust, tachometer, heater, defroster, seat belts, outside rear view mirror, and windshield washer. Optional equipment, or Custom Feature Accessories, included a power top, detachable hardtop, signal-seeking transistor radio, 24 gallon fuel tank, power windows, whitewall tires, PCV valve, heavy-duty metallic-lined brakes, and posi-traction rear end.

The factory price, before any accessories were added, was \$4,038. This was the first time the Corvette's base price was over \$4,000. The customers didn't seem to mind the price increase, Chevrolet sold 14,531 Corvettes in 1962, making it the best sales year in the car's history at that point in time.

1962 CORVAIR 95 LIGHT TRUCKS



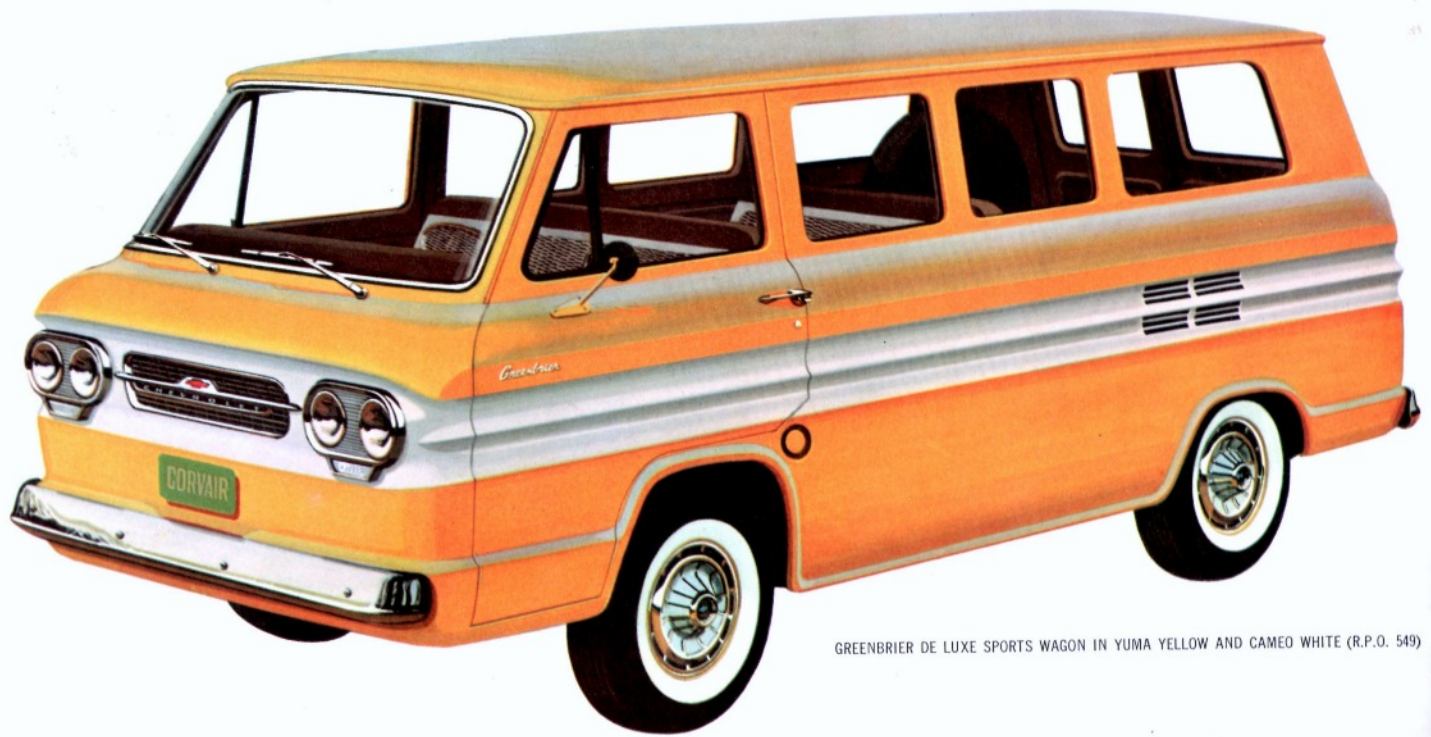
For the 1962 model year, Chevrolet sold 18,007 Greenbriers, 13,491 Corvans, 4,102 Rampsides, and 369 Loadsides. These Corvaire 95 trucks were basically unchanged from 1961, which was their introductory model year.

Base price for Greenbrier was \$2,655. Greenbrier was available in standard or Deluxe versions. The Deluxe featured chrome bumpers and grille and a nicer interior than the standard model.

Corvan was unchanged from 1961 and the price started at \$2,295. Chrome bumpers and hubcaps were optional for Corvan in 1962.

Rampside cost \$2,140, and Loadside listed for \$2,085. Chevrolet discontinued the Loadside early in the model year.

Corvaire 95 trucks came standard with a three-speed synchromesh transmission. Customers could pay \$65 to upgrade to a four-speed, or \$155 for Powerglide.



GREENBRIER DE LUXE SPORTS WAGON IN YUMA YELLOW AND CAMEO WHITE (R.P.O. 549)

GREENBRIER **DE LUXE** **SPORTS WAGON**

Spacious, versatile wagon with handsome styling and appointments that put it right at home at the most formal front entrance. Attractive exterior is enhanced by bright metal bumpers, hub caps and windshield trim. Color-keyed interior has foam-cushioned seats and seat backs, front and rear dome lights and many other de luxe features. And, with the engine's weight over the rear wheels, steering is remarkably light and easy—traction is superb, even on the roughest back trails.

138a



GREENBRIER SPORTS WAGON

Outside, it's no longer than a Corvair coupe. Yet inside, there's almost twice the cargo space of full-size station wagons. The secret's in the rear-engine design which frees the Greenbrier's entire length for cargo and passenger space. What's more, its low price includes the second seat, roll-down side windows, lockable glove compartment, large 7.00 x 14 tires, dual headlights, automatic choke, and many other quality features as standard equipment.

1962

CORVAIR 95 MODELS



CORVAN PANEL with easy access side doors

With optional (extra cost) left side cargo doors matching those on the right, the Corvan offers outstanding curbside loading on either side of the street.



CORVAN—Easy handling, good-looking and remarkably roomy inside, the Corvan is a natural for light-duty delivery van operators everywhere. With 191 cubic feet of cargo space and an unparalleled 1,700-lb. payload capacity, it will outwork most panel trucks with ease and economy. Big right-side double doors open on spacious curb-level load compartment, with 4½ feet of head room for easy cargo handling. Wide-opening double rear doors add still more convenience, plus adaptability to a wide variety of cargoes and hauling procedures. Optional left side doors (extra cost) make load space even more accessible.

RAMP-SIDE PICKUP—To take more work out of loading and unloading, a rugged-built cargo ramp swings down even with the floor of the deep-well load compartment. It provides a gateway nearly four feet wide to allow you to roll on big loads easily. With the floor only 16½ inches off the ground, the ramp forms an easy slope when lowered, particularly at curbside. Hand trucks and wheeled equipment can be rolled right aboard, and even objects that can't be rolled are far easier to handle. When closed, the ramp fits flush with the body side, secured by double spring locks plus a safety latch.

LOADSIDE PICKUP—Here's Corvaire 95 convenience and payload performance at lowest cost. The trim-lined Loadside features a roomy, full-width pickup box, 80 cubic feet big. The drop-floor cargo area amidships boosts overall cubic capacity and is extra handy for bulky objects. For full-length level load space, an optional three-section floor is available at extra cost. It covers the drop-floor area, forming a concealed, protected storage space. Sections of the floor are removable for a variety of special arrangements, including partial use of the cargo well, crew seating accommodations and many more.



CORVAIRE 95 RAMP-SIDE PICKUP



Optional level load floor is also available for Rampside models, with ramp door offering convenient access to protected sub-floor storage space.



Optional (extra cost) level floor for Loadside models extends versatility of deep cargo well, offers full-length loading area and protected storage. Sectional construction permits partial use for special purposes.



CORVAIRE 95 LOADSIDE PICKUP



CORVAIR 95 CAB & BODY FEATURES

A roomy cab, foam-cushioned seats, full-width flat floor and absence of engine heat and noise add up to make a Corvaire 95 tops for driver-comfort! Long hours of in-and-out delivery duty are easier thanks to wide doorways and deep-cushioned, thickly foam padded seats. Good-looking, long-wearing fabrics and vinyls add to the quality of the Corvaire 95 interior beauty. Custom

interior equipment* (illustrated), includes contrasting upholstery with tough nylon-faced fabric over extra-thick foam cushions, plus two-tone door panels, right-hand sunshade, left-hand armrest, cigar lighter and bright instrument panel trim. And Corvaire 95's are available in 14 two-tone color combinations—including 6 new colors for '62. *Optional at extra cost

CORVAIR 95

CHASSIS

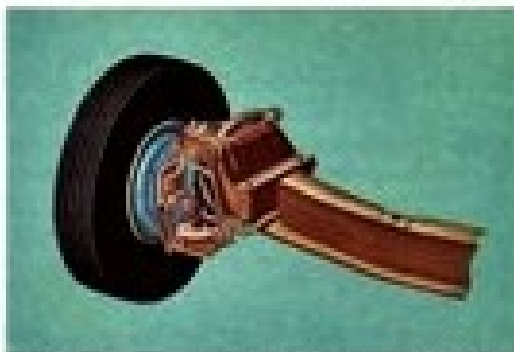
with rugged 4-wheel Independent Suspension



Specially engineered for the unique Corvair 95 design, this chassis offers incomparable ride and handling thanks to a fully independent 4-wheel suspension system. Front and rear suspension assemblies are built on rugged box-hat-section beams, which give broad-based support to the unitized body frame-floor assembly. Friction-free coil springs at all four wheels offer top load capacity plus smooth, easy ride. Independent rear suspension eliminates much of the weight of a conventional rear axle. Short, universal-jointed shafts, needing no heavy housing, connect the wheels with the final drive gearing. With the final drive itself forming a part of the Unipack power team, its weight is carried by the springs rather than adding to the unsprung weight of the wheels, so it helps to smooth out the bumps of the road instead of magnifying them.



Four-point mounting of rear suspension unit is completely rubber-cushioned for maximum protection against shocks and bumps.



Heavy-duty front suspension spherical joints minimize friction in steering and ride action, help assure safe, level stops.

First Ride Restorations

*Restoring Your
Ride Back to
Roadworthy*



- **Restoration & Preservation**
- **Metal Shaping, Steel, Aluminum, Brightwork, Wood / Body Bucks, Trim & Upholstery**
- **Coachbuilt, Classic, Antique & Vintage Automobiles**

240.401.4624 • francis@firstriderestorations.com
Steamboat Springs, CO

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 1949 and later AACA eligible Chevrolet cars and trucks. We publish the newsletter four times a year.

Region Officers:

President: Russell Heim

Vice President: John Mahoney, Jr.

Secretary: Ana Heim

Webmaster and Proofreader: Bill Pritchett

Please send all articles and photos to the editor at spaceagechevy@gmail.com

Our Web Address is: <http://spaceage.aaca.com>

