

SPACE AGE STAR

MARCH 2022



1962 Chevrolets Turn 60, Gary Ruby's 1957 Bel Air Convertible



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EDITOR'S NOTES

While I was preparing the annual region roster for the AACA national office, I noticed that seven region members were no longer active. I had to remove those members from the roster. Since there's no cost to belong to our region, I won't remove anyone from the newsletter email list. If you renewed your AACA membership after mid-January, please let me know, and I'll add you to the roster. Fortunately, we had four new members that I was able to add to the roster. Our region currently has 97 members.

As this is our first newsletter for 2022, I hope everyone's year is off to a good start. Let's look forward to enjoying our antique cars and AACA activities this year. We've reserved the region vendor spaces at Hershey. It's never too early to hope for great weather during the first week of October. Remember, this year's Fall Meet will run from Tuesday through Friday instead of the traditional Wednesday through Saturday.

I'd like to hold a region Zoom meeting during March. If you're interested in participating, please email me at the region email address. I'll schedule a meeting, probably on a mid-week evening, if I get at least seven positive responses.

One of our newer members, Francis Abate, contacted me about advertising his business in the newsletter. I told him that there's no charge to advertise, you'll see his ad below. All of our members have free advertising privileges in this newsletter. Please feel free to submit ads for any hobby related items you're selling or services you offer.

This month we'll take a look at 1962 Chevrolets. That was a very successful model year for Chevrolet. It's hard to believe that 60 years have passed since then. 1962 is memorable for John Glenn's orbital flight, the New York Mets first season, the Cuban Missile crisis, and the Beatles first record release.

I hope you enjoy the photos that Gary Ruby submitted. Member photos always improve the newsletter, please keep them coming.

Be well, and let's welcome Spring.

Russell Heim

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GARY RUBY'S 1957 BEL AIR



1962 CHEVROLET 60th ANNIVERSARY



1962 was a big year for Chevrolet. They celebrated their 50th anniversary and introduced a new line of compact cars, the Chevy II. Sales rose dramatically from 1961 and broke Chevrolet's all-time sales record.

The series hierarchy of Impala, Bel Air and Biscayne continued. Separate names for station wagons were dropped in 1962. Wagons were simply called Impala, Bel Air, and Biscayne. Station wagons were available in six or nine-passenger versions.

1962 Chevrolet full-size cars received extensive styling revisions. On the exterior everything except the doors and the Bel-Air sport coupe roof line was restyled. The sedans lost the wraparound rear window and rear roof overhang. The Impala sport coupe received a more upright roof line. The bow-tie emblems on the hood and deck lid were changed from blue to gold in order to commemorate Chevrolet's 50th anniversary. The dashboard and instrument

panel were carried over from 1961. Wheelbase remained at 119 inches while the overall car length increased to 209.6 inches, 3/10ths of an inch longer than 1961.

The 235 cubic-inch six cylinder was still the base engine offered in full-size Chevrolets. 1962 was the last model year they offered this engine. The 283 cubic-inch V8 carried over from 1961, while the 348 cubic-inch engine was discontinued. The new 327 cubic-inch V8 replaced the four-barrel 283, and the 409 replaced the 348. Chevrolet offered the 327 in 250 or 300 horsepower versions. The 327 had the same exterior dimensions as the 283. This new engine was bored 0.125 inches and stroked 0.250 inches over the 283.

Chevrolet offered two versions of the 409 cubic-inch V8 in 1962. The single four-barrel carbureted engine made 380 horsepower; the dual four-barrel carbureted engine made 409 horsepower. A three or four-speed synchro-

mesh were the only transmissions available with the 409.

1962 saw the introduction of the first automotive pollution control device, the Positive Crankcase Ventilation, or PCV valve. This new control was required on all Chevrolets sold in California in 1962, and was optional in the other 49 states. The PCV cost \$5.00.

Another first-time option was the Delcotron, or alternator, available in 42, 52, or 62-amp versions. Delcotron was standard on cars equipped with factory air conditioning. The 1962 Delco-

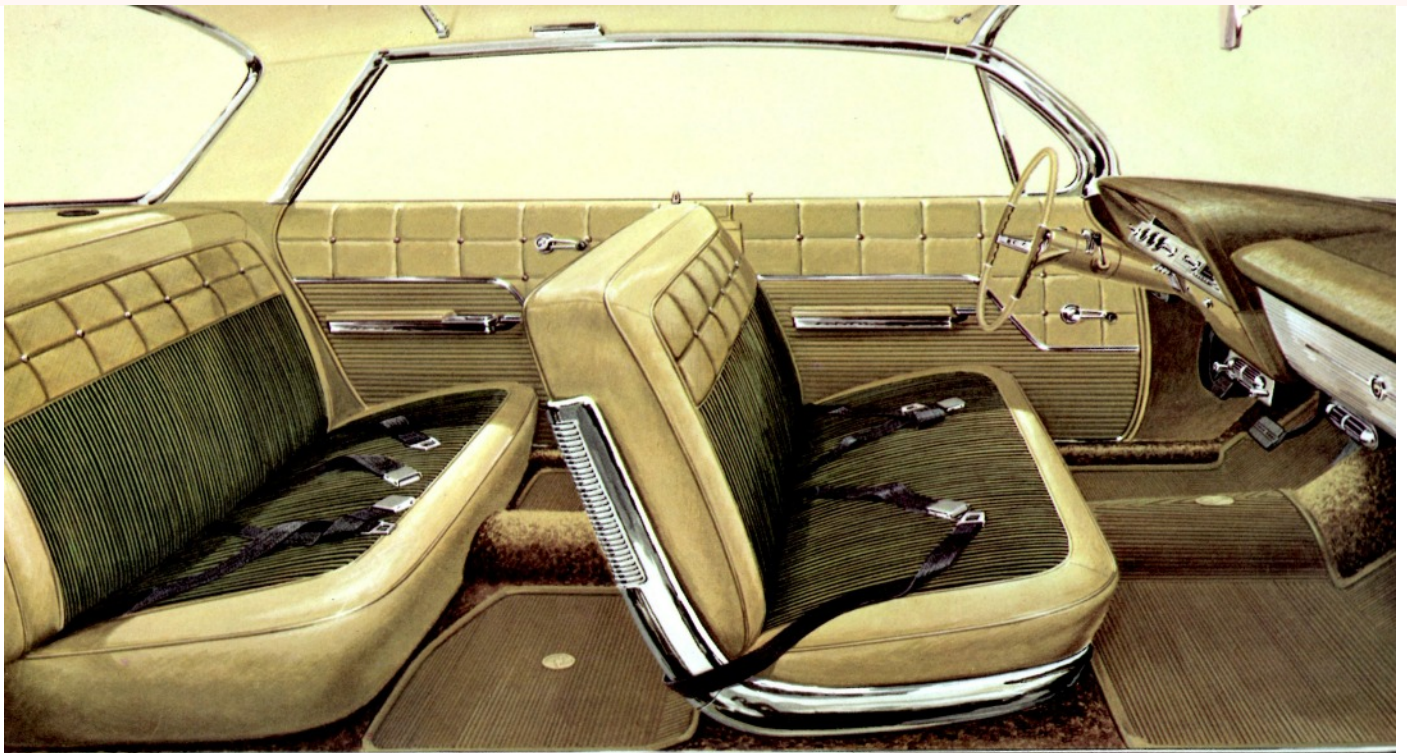
tron units are physically different from the 1963 and later units we're familiar with now. Delcotron would become standard on all but the Corvair in 1963.

The optional Turboglide transmission was no longer available in 1962. Powerglide received a new aluminum case for 1962. The aluminum Powerglide was only available on 327 equipped full size cars and on Chevy II. All other 1962 Powerglide equipped cars received the old cast-iron version.

IMPALA

SPORT SEDAN

Roomy 4-door with its own distinctive sporty styling. Yet its long, sculptured lines blend in tastefully with the most formal surroundings. Doors open wide to a spacious interior with elegant appointments you'd expect to find in cars costing far more.



In the Impala series, Super Sport became a \$145 trim package for Impala sport coupes and convertibles in 1962. The package included unique body moldings, SS badges, spinner type wheel covers, bucket seats, passenger grab bar and a center console. Only Super Sport models equipped with four-speed synchromesh received a floor shifter. Three speed synchromesh and Powerglide equipped cars were column shifted. A high-performance engine was not required for 1962 Super Sport models. The Impala two-door sedan, which didn't sell well in 1961, was not available in 1962.



BEL AIR

SPORT COUPE

Wonderful balance of full-sized beauty and economy. Generous glass areas give it a sporty, open-air design with a distinctive roof line all its own. Inside is the most luxurious interior in Bel Air history with durable, quality fabrics, generous use of vinyl trim, and foam-cushioned comfort both front and rear.

The Bel Air series lost its sport sedan in 1962. This series now consisted of the sport coupe, two and four-door sedans, and six and nine-passenger station wagons. Bel Air interiors were now fully carpeted, an upgrade from 1961.



BISCAYNE

6-PASSENGER STATION WAGON

Top utility at thrifty low cost. Four-door convenience. Same roominess and quality construction as the other Chevrolet full-size wagons. And the durable all-vinyl interior stays new-looking longer, is easy to take care of, and makes this big Biscayne a hardy hauler for the severest kind of station wagon use.

The Biscayne Fleetmaster model was discontinued. Standard 1962 Biscayne equipment included heater and defroster, dual sun visors, and crank operated vent windows. Seats had cloth and vinyl coverings, and the floors were covered with vinyl coated rubber mats.

Chevrolet produced 1,424,008 full size cars in 1962.



CORVAIR **MONZA** **CLUB COUPE**

The thrifty, richly appointed sportster that inspired a whole rash of imitators. Its trim, low lines with tasteful, restrained bright metal accents give it a stand-out personality in any group of cars. Offers nimble performance to match its sporty look. And its surprisingly low price includes foam-cushioned front bucket seats, deep-twist carpeting and an all-vinyl interior.

Chevrolet made two exciting additions to the Corvair line this year, the Monza convertible and the turbo-charged Monza Spyder. Chevrolet sold 292,531 Corvairs in 1962, a 10,000 unit increase from 1961. This increase was a nice surprise, as there were expectations that the newly introduced Chevy II would steal sales from the Corvair.

The Monza Spyder package was available on the Club Coupe and convertible. The turbo-charged engine produced 150 horsepower. Kelsey-Hayes wire wheels were optional for the Monza Spyder.

At the beginning of the model year, Chevrolet dropped the 500 series station wagon and added a wagon to the Monza line-up. The model 700 wagon was continued. Chevrolet built only 6,078 1962 Corvair wagons before discontinuing them mid-year to make room on the assembly lines for the new Monza convertibles.



CORVAIR **700** **STATION WAGON**

Thrifty hauler with all the Corvair road-clinging virtues. Rear-engine design gives you 58 cubic feet of rear cargo space plus a lockable trunk up front. Second seat folds quickly to expose a cargo floor nearly 6.5 feet long. Counterbalanced liftgate and four-door convenience make loading easy from any angle. And, with its light, precise steering, you'll find this money saver a joy to park or to pilot through traffic.

124a



CHEVY II 300 4-DOOR SEDAN

Everything you want in a functional family car. Four high and wide doors for easy entry. Ample head, hip, leg and shoulder room for six passengers. Well-appointed, color-keyed interior. A handsome, clean-lined exterior that's not too sparse, not too ostentatious. Best of all—it has a frugal heart that keeps day-to-day operating expenses well within any family budget.

For details on the 1962 Chevy II, see the April 2015 *Space Age Star* (all prior issues of the newsletter are available on the region web site). Briefly, the Chevy II was designed as a more conventional compact car than the Corvair, and aimed at competing more directly with Ford's very successful Falcon. Chevy II was a huge success, Chevrolet produced 326,607 of them for the 1962 model year. Chevy II offered Chevrolet's first four-cylinder engine since 1928. A new 120 horsepower, 194 cubic-inch six-cylinder engine powered most Chevy IIs. The four-cylinder engine, a 153 cubic-inch job, making 90 horsepower, was offered through the 1970 model year, but it never sold well.

Similar to the full-size cars, Chevy II came in three series, the bare bones series 100, the mid-range series 300, and the top-of-the-line Nova 400. Chevy II body styles included two and four-door sedans, and also two and three-seat station wagons. A sport coupe and convertible were only available in the Nova 400 series.

Images in this article courtesy of John Mahoney. Thanks to John for reviewing the article for accuracy.

Value that comes from forward-thinking design, careful craftsmanship

Chevrolet has the enviable reputation of being a wonderful car to own and drive . . . a valuable property when it comes time to trade. This is true because Chevrolet's brand of value is built in from the ground up. A perfect example is Chevrolet's Jet-smooth ride. It's a ride to equal those of cars costing much more, because Chevrolet engineers have taken special pains to make it velvet soft and whisper quiet. Much of the credit goes to the superiority of Full Coil suspension . . . featuring four big,



husky coil springs that soak up bumps like a sponge. And these coil springs never squeak, never wear out. To further smooth and silence Chevrolet's ride, over 725 points are individually insulated and cushioned with sound and vibration dampening materials. Eight extra-thick butyl rubber body mounts (except Convertible) are scientifically placed to achieve the maximum shock absorbing effect. Even the steering shaft is cushioned to keep annoying vibrations from reaching the driver through the wheel. This quality engineering is what makes Chevrolet's Jet-smooth ride the one great ride in its field — gives Chevrolet its reputation for extra-value features. **Safety-Glider Frame** provides the solid foundation for Chevrolet's great ride and stability. It's X-built for extra rigidity, with a heavy steel center support. Box-section body side rails offer extra side protection.



Body by Fisher features famous Disteel construction. Sturdy roof, body and floor panels are welded together to form a single unit designed to give years of satisfying service. For 1962, new inner front fenders protect outer fenders against the harmful effects of slush and road salt. Fisher Body's craftsmanship assures you of the tight fit of body parts which folks expect from Chevrolet.

Full Coil Suspension helps to give Chevrolet its marvelous handling qualities, as well as its outstanding ride. Its four-link rear suspension gives designed-in resistance to side-sway . . . virtually eliminates rear-end squat on acceleration. Lean on cornering is cut to a minimum by Chevrolet's advanced suspension design, combined with its four deep coil springs.

Ball-Race Steering Gear is something every full-sized car should have. In Chevrolet, it's almost frictionless action makes for surprisingly light steering and easy parking. And its quick response makes Chevrolet just about the most precise handling full-sized car on the road.



Safety-Master Brakes have proved their outstanding performance and wear characteristics in years of owner driving. Big brake cylinders give plenty of power for quick, steady stopping with less pedal pressure. Bonded brake linings allow more of the lining's thickness to be used . . . adding miles and miles to brake lining life. And Chevrolet's special air-cooling wheel slots keep brake temperatures down to help resist fading in stop after stop.

Plus a host of quality extras

New Corrosion-Resistant Mufflers for '62 will make a solid contribution toward cutting your maintenance costs. Chevrolet's mufflers are made with new aluminum and zinc coating that gives vital corrosion protection in strategic areas.



5-Position Ignition Switch has "Lock," "Off," "On," "Start," plus the convenience of a separate "Accessory" position. Allows operation of radio and heater without the battery drain of the engine ignition system. When left in "Off," car can be operated without a key. **Single-Key Locking System** lets you unlock doors, glove box, ignition and trunk all with the same key. And Chevrolet's push-button door locks mean you can lock any door without a key. Best of all, rear doors of every full-sized Chevrolet feature Safety Door Locks to keep them from being opened accidentally from the inside.

Magic-Mirror Finish gives every Chevrolet a deep-down, long-lasting luster. Its acrylic base protects against chipping . . . resists sun-fading and the corrosive effects of salt and road tar. For 1962, there are 14 Magic-Mirror colors (9 of them brand new), and 10 two-tone combinations. Two-toning not available on Convertible.



High-Level Ventilation helps to supply cleaner, fresher outside air for driver and passengers. Air scoops at cowl level, above low-lying dust and exhaust fumes, take in air for ventilation. This design is especially valuable in bad weather when windows are likely to be closed.



Electric Windshield Wipers give a steady wiping speed, regardless of engine speed, won't slow down as you accelerate. And Chevrolet's parallel-action wipers clear the windshield in an overlapping pattern, eliminating the center blind spot. Two-speed electric wipers with windshield washers are optional at extra cost.

Crank Operated Ventipanes are another example of the extra value you get, at no extra cost, in Chevrolet. To open or close the side vents, you just crank them to the desired position.

Statistically Balanced Wheels and Tires—a special step in the production of each and every Chevrolet—assure that wheels roll easily, tires enjoy maximum life. **Foot Operated Parking Brakes** operate simply, set firmly, releases safely. When you set the brake, a "T" handle on the dash pops out and the foot pedal returns to its normal position. To release, you just pull the handle. Ratchet action lets you take up any slack with extra foot strokes.



De Lave Air Flow Heater. Features an air-blending system that gives instant temperature control. DeLave directs warm air high on the windshield for better visibility almost immediately. High-level outside air intake. Fan, Def. Heat and Air controls are conveniently grouped in an illuminated panel.



Power Teams a choice for every driving need

Again in '62, Chevrolet offers a wide range of engines and transmissions to help you build a power team specifically for your kind of driving. And many of the engines and transmissions you'll want to choose from are new designs for 1962. Check this run-down on Chevrolet power teams—consult the handy power team chart to see how you can fit one to your needs.



6 ENGINES

135-hp Hi-Thrift 235. This famous Chevrolet 6 has proved its dependability and economy over many millions of owner-driven miles. Among its outstanding features are precision-balanced forged steel crankshaft (for smoother operation, long life), standard automatic choke and advanced valve-in-head design featuring hydraulic valve lifters that never need adjusting. '62 improvements: a new oil-wetted air filter made of easy-to-clean polyurethane and a new partial-flow oil filter as standard equipment. Compression ratio: 8.25 to 1.

176-hp Turbo-Fire 283. Chevrolet's standard V8 engine combines lively V8 performance with budget-watching fuel economy. Its economy-contoured camshaft delivers more torque—more efficient performance—in the low and middle speed ranges where most of your driving is done. A thrifty 2-barrel carburetor helps squeeze more miles out of every gallon of money-saving regular gas. This year automatic choke operation has been made even more reliable. And a new air cleaner inlet quiets the flow of air for the carburetor. Other standard equipment features include hydraulic valve lifters, positive-shift starter and full-flow oil filter. Displacement: 283 cu. in. Compression ratio: 8.5 to 1.

250-hp Turbo-Fire 327.* Here's a totally new 327-cu.-in. V8 engine for '62. It's light in weight, with high power output—resulting in new operating efficiency and outstanding performance. Cast iron cylinder heads of new composition give greater strength. Special water passages

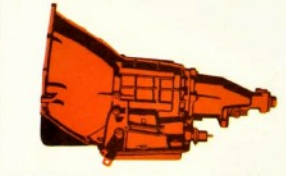


provide better spark plug cooling. Full-pressure lubrication system with full-flow oil filter. 4-barrel carburetor, hydraulic valve lifters, automatic choke, dry-type air cleaner and dual exhausts with resonators are all standard equipment. Compression ratio: 10.5 to 1.

300-hp Turbo-Fire 327.* Refinements boost the power output on this modified version of Chevrolet's 327-cu.-in. V8. A larger 4-barrel carburetor (featuring aluminum construction), oversized inlet valves and a larger dual exhaust system provide the key to its 300-hp rating. Compression ratio: 10.5 to 1.

380-hp Turbo-Fire 409.* This is a husky 409-cu.-in. V8 that turns out 430 lb.-ft. torque. Special features include a large-throat 4-barrel aluminum carburetor, dual-mount air cleaner, large-passage intake manifold, high-performance camshaft with mechanical valve lifters, tough-surface crankshaft, bearings and extra-strong pistons. Its cast iron cylinder heads feature large valves and smooth ports. Automatic choke, full-flow oil filter and dual exhausts are standard. Compression ratio: 11.0 to 1.

409-hp Turbo-Fire 409.* Designed for all-out performance at peak engine speeds. Has twin 4-barrel carburetors, large exhaust passages, plus other modifications. Includes all Turbo-Fire 409 features. (8.00 x 14 nylon cord tires* are recommended with all 409-cu.-in. engines.) Compression ratio: 11.0 to 1.



4 TRANSMISSIONS

Standard 3-Speed Synchro-Mesh. This dependable, easy-shifting transmission is standard on all Chevrolet models, and is designed to be teamed with any of Chevrolet's six engines for 1962. Gear ratios matched to engine.

Overdrive.* Chevrolet Overdrive will help you get the top economy the engine is designed to deliver. It cuts the number of engine revolutions for each turn of the wheels, saving gas, reducing engine wear.

4-Speed Synchro-Mesh.* Offered as a high-performance partner with Chevrolet's 327- and 409-cu.-in. engines. Four fully synchronized forward speeds. Down-shifts smoothly at all speeds. Floor-mounted shift lever. **Powerglide.*** When you choose Powerglide you get the most dependable, most thoroughly proved automatic transmission available. Among the characteristics which have made Powerglide the biggest selling automatic in its class are low cost, long life and liquid-smooth shifting. A new version, featuring low-weight aluminum construction, will be used with 327-cu.-in. V8 engines for 1962.

1962 CHEVROLET POWER TEAMS					
STANDARD ENGINES	4-BARREL SYNCHRO-MESH	OVERDRIVE*	4-SPEED SYNCHRO-MESH	POWERGLIDE*	POWERGLIDE*
135-hp Hi-Thrift 235	3.36:1 axle** 3.70:1 axle	N.A.	3.36:1 axle	N.A.	3.36:1 axle
176-hp Turbo-Fire 283	3.36:1 axle 3.70:1 axle	N.A.	3.36:1 axle	N.A.	3.36:1 axle
OPTIONAL V8					
250-hp Turbo-Fire 327	3.36:1 axle	N.A.	3.36:1 axle	3.06:1 axle	3.06:1 axle
300-hp Turbo-Fire 327	3.36:1 axle	N.A.	3.36:1 axle	3.06:1 axle	3.06:1 axle
380-hp Turbo-Fire 409	3.36:1 axle	N.A.	3.06:1 axle†	N.A.	N.A.
409-hp Turbo-Fire 409	3.36:1 axle	N.A.	3.06:1 axle†	N.A.	N.A.

*Optional at extra cost.
**5.00 in. Station Wagons. N.A.—Not Available. †3.35:1 with close-ratio basis.

Comfort and Convenience

with '62 Chevrolet options
and custom features



Power Steering.* Smooth, almost effortless control that responds instantly to your touch. Hydraulic pressure does up to 80 per cent of the work, takes the chore out of handling and parking. Yet, you still have excellent road

feel, even at highway speeds. Low (24:1) overall steering ratio gives quicker response. Coming out of turns, wheel returns smoothly and surely.



Power Brakes.* For 1962, you can put greater stopping ease and safety at the tip of your toe. A large power cylinder increases braking force by up to one-third, with the same pedal pressure. Wide, low pedal assures fast, sure application. Large vacuum reserve supplies braking power even after the engine is shut off.

Power Windows.* A touch of the finger-tip control moves side windows up or down. Electric motor provides quiet power. Driver's master control operates all windows. Passengers have individual control at each window. Available on all Impala and Bel Air models.

6-Way Flexomatic Power Seat.* Versatile, power-operated front seat adjusts to any position. Three-button control panel lets you move the seat fore and aft, up and down, or tilt it forward or back. (Available with all Impala and Bel Air models.)

All-Weather Air Conditioning.* Improved, quieter unit offers year-round driving comfort for any 1962 Chevrolet. Keeps you cool and fresh in summer, warm as toasty in winter. System provides de-humidified air that is virtually dust- and pollen-free inside the car. Outlets are located for maximum comfort.



New De Luxe Push-Button Radio.* New all-transistor radio plays the instant you turn it on. Takes 30% less current to operate, is built to deliver longer life. It's acoustically engineered for Chevrolet interiors and features automatic volume control to prevent station fading. Five push buttons can be easily set to any station. **Positioning Rear Axle.*** Wherever the footing is unsure—in snow, mud, sand and gravel—Positioning transfers power to the wheel with the grip. Available for all 1962 Chevrolet power teams.

Soft-Ray Tinted Glass.* Helps shield you from the sun's heat and glare—reduces the brilliance of oncoming headlights. Windshields and Bel Air Sport Coupe rear windows feature a graduated dark band at the top to give additional protection against glare from overhead. Soft-Ray tinted glass is available for all windows, or for windshields of Bel Air Sport Coupe rear windows, separately.

*Optional at extra cost.

CHEVROLET—CENTRAL OFFICE

DIVISION OF GENERAL MOTORS CORPORATION
DETROIT 2, MICHIGAN

TECHNICAL SERVICE BULLETIN

Technical Service Department



SUBJECT: REVISED 62 AMP DELCOTRON MOUNTING -
CHEVROLET 1000 SERIES, CHEVY II
AND TRUCK

BULLETIN NO. DR #526

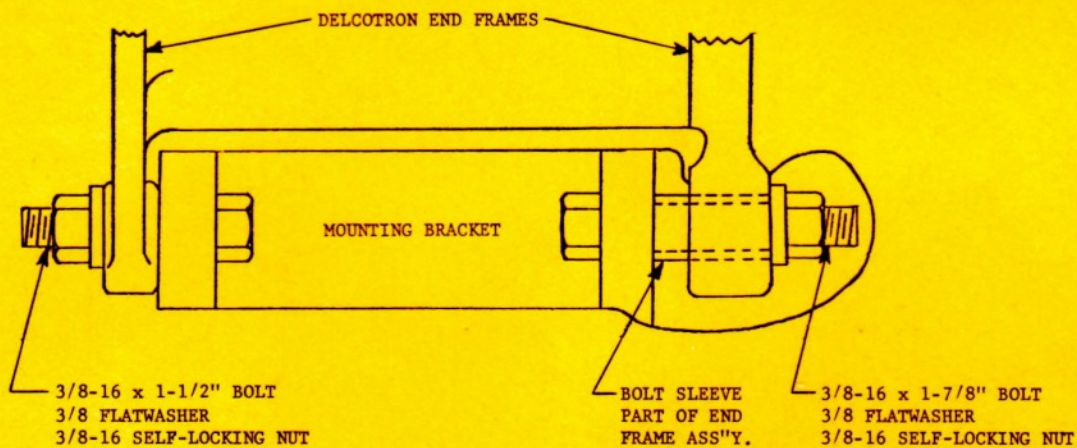
SECTION VIy

TO: ALL CHEVROLET DEALERS

DATE March 20, 1962

A revised generator mounting entered Production approximately 1-25-62 for all Chevrolet 1000 series, Chevy II and Trucks equipped with the optional 62 amp (6.2") Delcotron.

Early vehicles used a single 5 3/4" long bolt for attaching the Delcotron to the mounting bracket. This type of mounting, if overtightened, could stress the aluminum end frames resulting in premature failure. The new attachment consists of a separate bolt for front and rear of the mounting bracket as shown below.



TWO BOLT ATTACHMENT

It is recommended that if an end frame failure occurs or whenever an early Delcotron is removed for servicing, the two bolt attachment be used for reinstallation.

NOTE: The front attaching bolt must be tightened first to avoid crushing the rear end frame bolt sleeve. Torque each bolt to 20-30 ft. lbs.

Director, Technical Service Department

CHEVROLET—CENTRAL OFFICE

DIVISION OF GENERAL MOTORS CORPORATION
DETROIT 2, MICHIGAN



TECHNICAL SERVICE BULLETIN

Technical Service Department



SUBJECT: BY-PASSING AIR CONDITIONING HIGH
BLOWER NIGHT CUT-BACK FEATURE -
1962 PASSENGER CAR AND CHEVY II

BULLETIN NO. DR # 531

SECTION XV

TO: ALL CHEVROLET DEALERS

DATE March 20, 1962

Passenger Cars equipped with All Weather Air Conditioning (FOA 110) and Chevy II Models equipped with Cool Pack (FOA 135) incorporate a cut-back feature that prevents operation of the blower motor above medium speed whenever the headlights are turned on.

This feature to control night electrical loads was first incorporated on 1961 models and though it is still desirable, it is not necessary on 1962 models with the use of the 42 amp. Delcotron generator on vehicles with factory installed air conditioning.

The cut-back feature may be undesirable in colder climates, as there is no high heater blower at night due to the common air conditioning - heater blower.

Complaints of insufficient heat at night on subject vehicles may be easily corrected by by-passing the high blower cut-back feature according to the procedures listed and illustrated on the following page.

This change will enter Production effective 4/2/62.

Director, Technical Service Department

JCP/afm

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>

