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Although the Camaro would become the Mustangs most intense rival, its history doesnt strictly parallel that of the Ford product. And with five generations of Camaros already behind us, and a sixth on its way, that heritage is worth charting. In much the same way that the first Mustang is mostly a Falcon under its skin, the first Camaro is mostly Nova bits. That includes its hybrid structure of a unibody with a front subframe. But while Novas like this 65 were in production as the Fcar was being developed, the Camaro would be based on the upcoming secondgeneration Chevy II that would appear as a 68 model. The base engine was a 230cubicinch 3.8liter straightsix rated at 140 gross horsepower. The option list was long and included four different smallblock V8s and two bigblocks. The top choice was the 375hp, 396cubicinch 6.5liter L78 bigblock. Chevrolet didnt produce replicas as such, but there were 100 of these Ermine White droptops built for Indianapolis Motor Speedway use, most of which were later sold as used cars. During the 1967 season, Donohue would win three times. In 1968, the same car redecorated as a 68 was among those used by Donohue to win 10 of the 13 races that season. Heres Grumpys 1968 Camaro on its way to winning the very first Pro Stock title at the 1970 Winternationals. New taillights and grilles were also part of the package. Choosing the RS option included hidden headlights. The SS option included dual exhaust, redstripe tires, black accents on the grille, and a retuned suspension. But the bodywork was more voluptuous and slightly provocative. For the second time, a Camaro paced the Indianapolis 500, and this time Chevrolet produced 3675 replicas of this Z11 convertible with its signature orange houndstooth upholstery. Fully loaded, these Z11s included both the RS and SS packages, plus the newfor69 ZL2 cowlinduction hood. The 9561 was powered by the 425hp, L72 ironblock 427cubicinch 7.

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0liter bigblock V8, and many of the examples made went to Yenko Chevrolet in Pennsylvania, where they became the Yenko Camaro. Only 69 of the 9560s were built, and they were all powered by the aluminum ZL1 bigblock also rated at 425 horsepower. Those ZL1 Camaros built in 1969 are considered the most collectible of them all. Over the years, the Camaro has been twisted by its owners into parade floats, jackedup street racers, gilded Pro Street show cars, and a few truly

awesome supercars. GM engineer Mark Stielows series of first generation Camaros are thoroughly rebuilt around the vast hoard of aftermarket parts available for the car as well as later model components adapted to the vehicle. And yes, the styling was cribbed from Ferrari. Most obviously GM stole from the 1963 250GT Lusso. The big block V8s fell off the menu for 1973. Considering how massive those aluminum bumpers were, the car survived their addition admirably. The six could wheeze out only 105 horsepower while the "big" 350 V8 was rated at a miserable 145 horsepower when equipped with a two barrel carburetor or 155 horsepower in California and high altitude areas where a four barrel arrested the decline. Flat black paint in the 1970s was a challenge to protect. Painted bumpers were, um, well, er... 40 years later, they don't look so good. Little changed with the 76 model. Now emphasizing handling, it rode on big, 15x7 inch wheels, and its 350 small block was rated at a towering 185 horsepower. In 1977, 185 horses was huge. Despite this lack of excitement, Chevy sold almost 219,000 77 Camaros—that was almost three times the sales of its younger, smaller, sport coupe brother, the Monza. Also, for the first time, a translucent T-top roof option was also added. Good looking whitewall tires, too. That 11 year model run is the longest for a Camaro generation. And for the first time, the Camaro was a hatchback. But while the new Camaro was modern and gorgeous in that flat plane 1980s way, it was seriously underpowered.

Base Sport Coupes were equipped with the heinous 2.5 liter "Iron Duke" four cylinder rated at 90 horsepower. A 112hp, 2.8 liter V6 was optional while the Z28s base 5.0 liter V8 with a four barrel carburetor put out only 145 ponies. But at least that engine could be had with a four speed manual transmission. Opting for the 165hp Cross Fire injected version of that engine meant going with a three speed automatic. Unfortunately, the pokey 165hp Cross Fire Injection 5.0 liter V8 was the most powerful engine available. That's not enough for Indianapolis. So the actual pace car was powered by a modified 5.7 liter V8 that wasn't offered in a production Camaro. Drivers David Hobbs and Willy T. Ribbs took nine of the 13 events in these tube frame racers. Ribbs won five races and Hobbs four, with John Paul Jr. Hobbs won the championship based on his consistent finishes. This is the 84 Camaro, which looked almost identical to the 82 and 83. GM's 700R4 four speed automatic was optional on most Camaro models by 84. But the best news was the newly available Tuned Port Injection TPI version of the 5.0 liter V8 that delivered a sweet 215 horsepower. And so New Jersey got its official car. Interest in the Berlinetta shrank to only about 4500 units in 86, and it wasn't part of the 87 lineup. There's a reason why they're forgotten. You may be able to find more information about this and similar content at piano.io. Approved third parties also use these tools in connection with our display of ads. Sorry, there was a problem saving your cookie preferences. Try again. Accept Cookies Customise Cookies Used GoodMoneyback guarantee. Please try again. Create a free account Then you can start reading Kindle books on your smartphone, tablet, or computer no Kindle device required. Get your Kindle here, or download a FREE Kindle Reading App. To calculate the overall star rating and percentage breakdown by star, we don't use a simple average.

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The engine, suspension, tires, brakes, starter, rebuilt 4core radiator, clutch, ignition coil, master brake cylinder, brakes, tires, power windows and interior have all been done over the past few years. Its not rotting away in a garage. if the suns out, its my summer daily driver. The paint is. I'm looking for another 1970/1981 Camaro but must be a manual. Will also consider a 1967/1972 Nova or Chevelle. Must have a clean body and be able to be safetied with little to no work. The car is a 1979 Camaro Rally Sport, originally had a 305 which was replaced by the previous owner for a 283 with a slightly aggressive street cam.. Its a v6 with ttops. Is in great condition for a car of its age. Runs and drives. Floor pans were patched up, no rust on any part of the floor. Interior is in decent condition. Seats have no rips. Does not have a radio right now. Overall its a good car. Needs some tlc to make it perfect. The car is in excellent condition as the pics show and everything works as it should. 48000 Klm. Just put in new plugs, new battery, new seat belts, and new master cylinder with break service, new Edelbrock carb, Rad has also been flushed. 100% rust free, paint is awesome and interior is in mint condition. Have all the original parts that were taken off, lots of power lots of chrome, new brakes all around, tie rods, solid suspension very tight car, new air shocks with valve in rear, can raise or lower ass end as you like, new carpet with sound underlay, new headliner, new weather stripping, posi rear end with 355 gears, has headers, solid. Cal links, frame connectors, all new polyurethane bushings, all factory gauges including RPM, car is tun key. Looking to trade for Jeep or other cool vehicle of equal or close value. 6500 or best offer. Body done some time in the early 2000s and floor patched by previous owners. A Pilar rust is present, have been told it hasn't gone too far.

I have driven the car the past 4 summers and put new parts on the car, power steering, rad, gaskets, timing chain, etc. Mileage is in miles. Have bought another car and looking to move this one. The car will be sold as is.. White with the iconic racing inspired stripes. Pure white interior with the Anniversary logo on the seats. Interior and exterior are in immaculate condition, always hand washed and waxed. It has a LT1 350 backed by a six speed manual and flowmaster dual exhaust. Always stored indoors and covered. Originally an Arizona car. Please call for inquiries. 705 779 2425 ask for Tom. For more information, please contact John at 705 6930907. I been looking for a while now, but given the year of car it's hard to find exactly what I am looking for. What I have in mind is a hardtop no convertibles, black in colour, big power big block with possible a mini tub I require a back seat. I understand it's hard to find but can make some mods if I find something close to what I am looking for. I had a 1968 Pro street Camaro. Black leather interior. Rear four link Ford nine inch with 4.56 ratio. All steel body back half Car. Car is driven daily. Floors have been patched in the foot wells. No rust anywhere else on the car. Has original rockers and rear quarters. Very clean car. Rebuilt rear end. New bearings, seals and new 342 posi. Has after market control arms and sway bars. New rear brakes, rotors, calipers and flex lines. Full 3" flow master exhaust Has electric exhaust dump and headers. Aluminum intake. Last Tank 18.6 MPG 7 hours ago Raceclancars added 1 notes for their 1979 Chevrolet Camaro. 1 day ago Raceclancars added 1 notes for their 1979 Chevrolet Camaro. 1 day ago Iggi fueledup their 2015 Chevrolet Camaro. Last Tank 53.3 MPG 1 day ago heyshells fueledup their 2011 Chevrolet Camaro. Last Tank 13.5 MPG 1 day ago. The automobilecatalog.com website is only for the online view using the internet browser.

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