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camarilla [kamarilla, -ija], *s.f.* Camarilla, court clique.

camarin [kamarẽ], *s.m.* *Orn:* (Red-throated) diver.

camarine [kamarin], *s.f.* *Bot:* Crowberry, heath-berry.

camaro [kamaro], *s.m.* *P:* Comrade, pal.

cambial', -aux [kãbjal,-o], *a.* *Fin:* Relating to exchange.

cambial', -aux, *a.* *Bot:* Cambial (tissue, etc.).

cambiste [kãbist]. 1. *s.m.* *Fin:* Cambist, exchange-broker, money-changer. 2. *a.* Place cambiste, exchange centre.



***Chevrolet's Long-Awaited Ponycar
Has Engines and Options Galore!***

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INTERIOR option puts padded armrest extension around the door handle.



HEADLIGHT option recesses single lamps, covers them with retracting grille panels.



DRIVER gets good treatment in Camaro with convenient instruments and equipment.



CAMARO

LONG-AWAITED and much-specified, the youthful Chevrolet Camaro has arrived on the domestic automotive scene with a fine pedigree and high promise. Though a follower in a field pioneered by others, the Camaro nonetheless seems exciting in looks and performance, is particularly well-suited to its intended market and will be sold and serviced by the world's largest dealer body.

A personal-sized, "sporting" type of car, the Camaro is a head-and-head competitor for the Ford ponycar. Pricing and optionally available equipment will, for the most part, be directly competitive. The coming sales year looks to be a tough battle between Camaro, Mustang and Mercury's new Cougar (see Page 38).

The speculators (*CL* included) who said the Camaro was to be a "modified Chevy II" were wrong. It isn't. It's virtually a new car, just the way the Chevelle was a new car for 1964. The Camaro shares certain components and elements with the Chevelle—and Chevy II, Corvair, Corvette and Chevrolet.

The Camaro uses some of the better elements of unitized body and separate frame/body construction techniques. From the cowl rearward, it is a fully unitized structure; from the cowl forward, it is a separate frame and body. Mechanical layout is entirely conventional. Front suspension is independent, working off this box-section sub-frame; rear suspension is single leaf spring Hotchkiss with a live, rigid axle. The engine is in front, the transmission in the middle, and one wheel holds up each corner. There are front and rear seats to hold a maximum of five passengers, and a small trunk that will contain only a minimum of luggage.

CHEVROLET OFFERS an impressive engine lineup for the Camaro, with prices to match the horsepower. Base engine, of course, is the 230-cu. in./140-bhp Six used in Chevy II and Chevelle; optional is the big Chevrolet's 250-cu. in./155-bhp Six. The basic V-8 is a 327, of 210 bhp from 8.75:1 compression, a 2-barrel carburetor and mild camshaft, but optional 327- and 350-cu. in. engines will be available. The first V-8 step is 327/275 bhp (10:1) compression, 4-barrel carburetor and hotter cam, while the top option is

Chevrolet's new 350-cu. in. V-8. This particular 350 has 295 bhp at 4800 rpm, a 10.25:1 compression, 4-barrel carburetion and hydraulic lifters.

The transmission lineup also is quite conventional: The all-synchromesh 3-speed as standard equipment with options of 2-speed automatic and 4-speed manual. The 6-cyl. engines are provided with transmission gear ratios of 2.85 and 1.68:1 (3-speed) and 3.11, 2.20 and 1.47:1 (4-speed). The V-8s get 2.54 and 1.50:1 (3-speed) and 2.54, 1.80 and 1.44:1 (4-speed), with but a single exception—the 350/295 gets a heavier duty 3-speed with ratios of 2.41 and 1.57:1. The automatic is Chevrolet's widely-used Powerglide which has only one geared ratio, 1.76:1. Neither the close ratio 4-speed manual (2.20 low gearset) or the 3-speed automatic torque converter are available, according to early specifications.

Camaro's brakes are conventional, too. They are the 9.5-in. duo-servo drum units used on Chevy II, Chevelle and Corvair, with 2.5-in. wide lining in front and 2-in. lining at the rear. Sintered iron brakes are an option within the same drum sizes, but a disc front/drum rear combination also is an option. The disc brakes utilize an 11-in.,

radially vented rotor with a 4-cyl., 2-pad caliper. In design, these disc brakes are virtually identical to those of the Corvette, except, of course, that the Corvette has discs at all four wheels and uses a 11.75-in. rotor. Vacuum boost is standard with the discs, optional with the drums, and all systems use a dual-line system.

SUSPENSION SYSTEMS are conventional Chevrolet and therein lies the greatest resemblance to the Chevy II. The "Mono-Plate" (single leaf) rear springs are 56 x 2.5 in., where the Chevy II's similar springs are 62.5 x 2.25, and serve as both springing and locating members for the rear axle. All driving and braking loads are transmitted through the springs. The front suspension has stamped upper and lower A-arms. Steering knuckles are ball-jointed. A 0.6875-in. anti-roll stabilizer interconnects front suspension action. The manual steering set-up has an overall ratio of 24:1; the power steering, which is Saginaw coaxial, is 17.5:1 and requires only three turns to move front wheels from one lock to the opposite. Shock absorbers are 1 in., all around. The front-end layout is very much like that of the Chevelle.

Chevrolet is offering an arm-long list of options for the Camaro, both for exterior and interior utility and adornment. The standard interiors are all-vinyl and cleverly styled to give the appearance and feel of a luxury car; but the determined individualist can add consoles, stereo tape-players, power windows, bench seats, extra instruments and more brightwork. The exterior array works the same way: The standard package is neat, clean, attractive—but the guy who wants more, or even less, can order his Camaro that way. There is an SS (for Super Sport) package with a broad paint stripe around the "nose" of the car and special emblems. The list also includes disappearing headlights; normal lights are fixed and visible.

The Camaro may be ordered either in coupe or convertible form. The coupe is neither notchback nor fastback, in the styling idiom of the day, but more nearly the "swoopback" shape of larger GM hardtops. No other styles are in the offing, as far as *CL* could determine.

Use of the low-cost 6-cyl. engine and other major components from within the Chevrolet line have allowed the base price of the Camaro to be in direct competition with that of the

Mustang. Doubtlessly a "stripped" Camaro may be had for \$2500 or less, while one in full regalia with all the options can go as high as \$4000. ■

CAMARO vs. MUSTANG
Comparative Specifications

	'67 Camaro	'67 Mustang
Wheelbase, in.	108.1	108.0
track, front / rear, in.	59.0 / 58.9	58.0 / 58.0
Overall length, in.	184.6	183.6
width	72.5	70.9
height	51.0	51.6
Front seat head room, in.	37.0	37.4
maximum leg room	41.8	41.8
shoulder room	56.7	53.4
hip room	56.3	53.9
Rear seat head room, in.	36.7	37.4
minimum leg room	30.5	28.8
shoulder room	53.8	53.9
hip room	54.5	50.9
Luggage capacity, cu. ft.	8.3	9.0
Standard engine	ohv, IL-6	ohv, IL-6
cu. in./bhp	230/140	200/120
Top engine option	V-8, 350/295	V-8, 390/335
Std. transmission	man. 3-speed, all-synchromesh	4-speed manual
opt. trans-missions	automatic and 4-speed manual	
Brakes	all drums;	disc/drum optional
Curb weight, lb.	2900	2696



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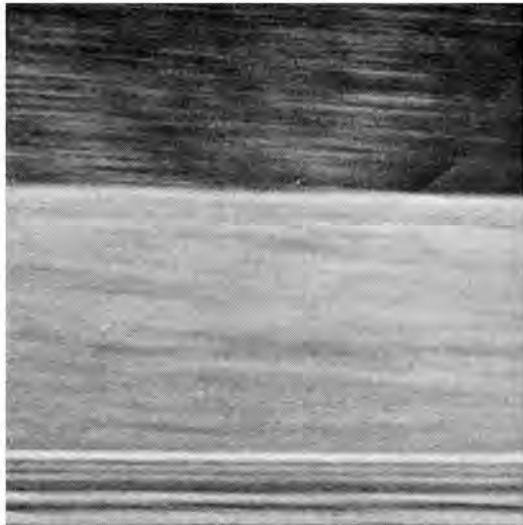
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