

**DRIVING
THE HOT
'67s**

CHEVROLET SS 427

...a sleeper with an easily awakened penchant for performance



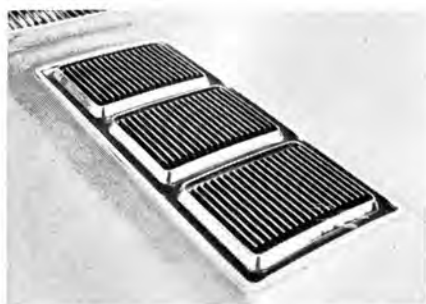
WIDE-OVALS PLANTED FLATLY ON THE GROUND, SS 427 PUSHES THROUGH TURNS AT HIGH SPEED WITH POISE AND NOT-TOO-MUCH BODY LEAN.



SS 427 EMBLEMS ARE PROMINENTLY PLACED. REAR FENDERS KICK-UP INTO SIDE WINDOW AREA AND FASTBACK ROOF LINE IS LONGER FOR '67.



Protruding knobs are thankfully missing from new dash. Note deluxe SS pedals.



Underhood padding and braces prohibit opening SS 427 simulated hood scoops.

THE SS 427 IMPALA is top-of-the-line in Chevy's SS family of cars which also includes the SS 396 Chevelle and the SS 350 Camaro. Either a coupe or convertible body style can be ordered in the SS 427 series, and modifications to the suspension which have added better handling to the car, haven't also contributed harshness. In our opinion, the stiffer ride of the SS 427 is more comfortable than the softer-sprung big Chevys.

The 427-cubic-inch engine is rated at 385 hp, and has a 4-barrel carburetor and hydraulic lifters. Three in-line fake scoops in the hood could be a hint that a triple carburetion option may be added later in the year. A list of three transmissions — a heavy-duty all-synchro 3-speed, a wide-ratio 4-speed, and a 3-speed Turbo-Hydra-Matic — are offered for the SS 427. Good behavior

characteristics, flexibility and ease of driving make the Turbo-Hydro our favorite in city traffic as well as open-road cruising.

Disc brakes are optional on all the big Chevrolet models, and SS 427s shouldn't go without them. A dual braking system with a failure warning light, collapsible steering column, and door locks that must be released before the handles become operative, are standard safety features. Wide-Oval tires are a part of the SS option, giving it better high-speed stability and stopping power.

Not as firm as the Corvette or even the SS 396, the big Chevy SS 427 still is an impressive performer in acceleration and round-track driving. In addition, it offers large carrying capacity for people and cargo, and is a quiet and easy-to-handle car in almost any situation — in town or on the road.

CHEVY II SS 327

...hard to beat for low-cost go-power, ease of handling, and eye appeal

THE CHEVY II turned out to be the most aggressive Chevrolet car that we drove at the GM test track during the '67 preview. Except for optional disc brakes, and a cleaner trim and appearance, the Chevy II remains virtually unchanged from '66, and the one we drove with a 275-hp V-8 and Power-

glide was similar to one we reported on in the July '67. What we drove the '67 at high speeds, easily comfortable on the proving grounds, we hadn't realized just how good a handler the Chevy II really is. It's gentle enough to satisfy a sleeping baby, yet goes around a track like a thoughtless brute for racing.

The 275-hp, 327-cubic-inch V-8 is the largest engine offered for the new Chevy II Super Sport. Last year's 370-hp option has been dropped. An all-synchro 3-speed is standard, and a 4-speed close ratio or Powerglide is optional. Good power-to-weight ratio keeps the gas bill and acceleration times low.



UNDERMINED CHEVY II INMAN SUPER SPORT IS ONE OF THE BEST ENGINE OPTIONS BUT STILL HANDLES THE 'BIG BONE' SHINE WAY BETTER THAN EVER.