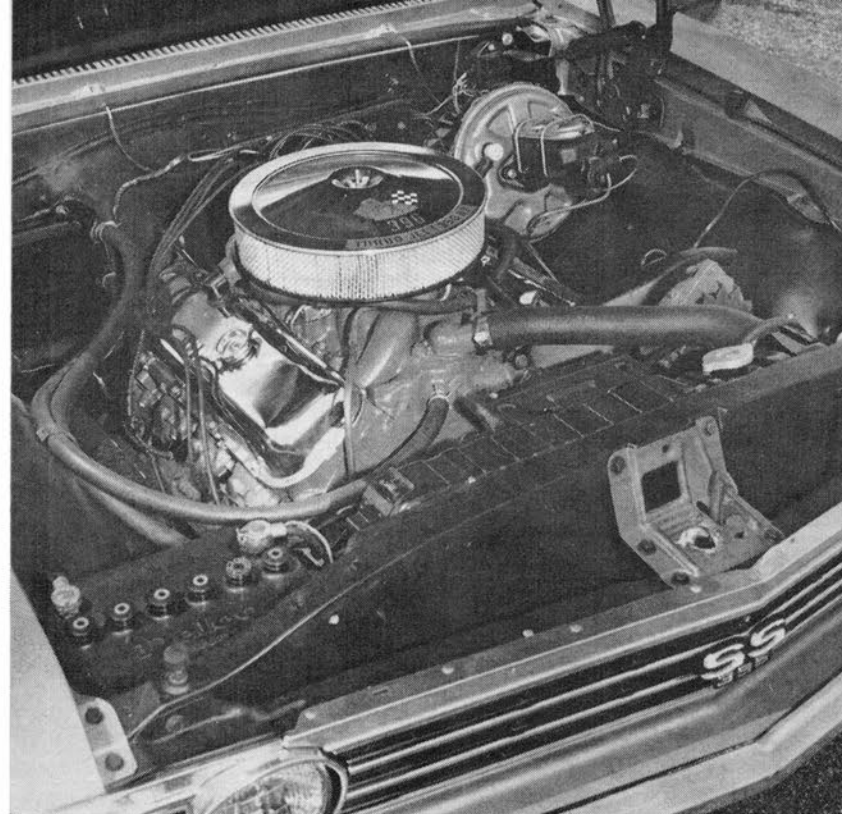




# CHEVROLET'S

# SUPER SPORTS



CHEVELLE SS 396 is a hot-selling, hot-moving Chevrolet with big engine, distinctive trim and all-vinyl, bucket-seat interior.

*A Whole Series of Big-Engine Image-Builders Awaits Inspection by the 1967 Car Enthusiast*

BY DENNIS SHATTUCK

THAT THE enthusiast wants, and buys, cars and equipment that reflect his automotive ardor, never before has been as well recognized by the automakers as it is in their 1967 model offerings. The "specialty car" field itself has tripled while the option lists for all car lines are bulging with big engines, 4-speed transmissions, special trim packages, heavy-duty suspensions, disc brakes and am/fm stereophonic and multi-track tape player systems. The makers have gone to great lengths to provide him with just the kind of car he likes—a situation that didn't exist 10 years ago.

The reasons, of course, are quite logical: Enthusiasts buy more cars when suitable models and options are available, and, more importantly, the special models serve as image-makers for the rest of the line.

Chevrolet long has recognized these factors and has, for the most part, been a pacesetter in the trend. For '67, this General Motors division catalogs "Super Sports" versions of basic hard-tops and convertibles in four of its five lines. The missing one is Corvair, the original Monza model of which helped to define the trend. Chevrolet's approach to the problem of image building actually takes two paths, though

both are combined in the Super Sports. The first image concerns performance, the second luxury.

Nominally, the SS models are "trim options"; that is, their primary difference lies in the upholstery and ornamentation application. In all lines, the SS version boasts all-vinyl, leather-like seat and panel upholstery, bucket-type seats, full carpeting, special grilles front and rear, and SS emblems. Even the hoods get a daub of imagery with distinctive die-cast "intercooler grilles" atop. Some models also include special wheel covers to heighten the sporting, luxury look.

THE PERFORMANCE image is a little harder to come by so Chevrolet relies on magic numbers to convey a suitable impression. Each of the "super" Super Sports models has its engine displacement figure prominently displayed: "SS 427" on the Impala or "SS 350" on the Camaro. The "normal" Super Sports are all V-8 equipped, except for Chevy II, which can have SS trim with 6-cyl. engines.

The Super Sports date back to 1962 when a distinctive trim-and-power option was first offered for the Impala.

The original Impala SS had all-vinyl upholstery, bucket seats and console,

full carpeting and a wide choice of engines and transmissions. Special insignia bearing the letters "SS" identified it as an above-the-ordinary Chevrolet. Though the SS could be ordered

with any V-8 engine, the top options were a pair of 409-cu. in. prime-movers, one of 380 bhp and the other, a 2x4 of 409 bhp. Testing the milder version of these two, *CAR LIFE* re-

corded a torrid 14.9-sec., 94-mph acceleration in the quarter-mile.

The SS idea was extended still farther, in mid-'62, to the Corvair. Here the Monza version already had created

a following among the enthusiasts, embracing, as it did, the tenets of plush appointment, special emblems and hotter engine or transmission combinations. To really give the Corvair

CAMARO SS 350 follows the well-developed pattern: Side and front letters identify it (stripe is optional), husky 350-cu. in. engine trimmed with chrome cleaner and valve covers powers it. This Camaro has retracting lights, too.





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the "SS" image, Chevrolet added the Spyder variation to the line. The Spyder continued as the Corvair "SS" until the 1965 model year, when the Corsa replaced Monza and Spyder.

Chevrolet put the SS touch to the

Chevy II in '63, in that line's second year of existence. The Nova series was enhanced with bucket seats, extra chromium and stainless steel trim, and SS labels. Both coupe and convertibles were offered. The Nova SS, however,

carried the name but not the game. Nothing special in the way of an engine or transmission was offered to the buyer until the '64 models came along, and then the enthusiast could plunk for a V-8 power—either 283 or 327 cu. in.—and a 4-speed all-synchromesh transmission. The advent of the Chevelle, however, caused the Chevy II convertible to be deleted from the 1964 lineup, thus making only one Nova SS available, a '67 situation.

Chevelle had an SS right from the start. As with the Impala, it was a V-8 powered, vinyl-trimmed, bucket-seated option for the top-of-the-line models. The V-8s for the Malibu SS

## CHEVROLET SS 427

<b>Engine</b>	427 cu. in. ohv V-8, 385 bhp @ 5200 rpm, 460 ft.-lb. @ 3400 rpm; hydraulic lifters, 1 x 4 carburetion, 10.25:1 compression, dual exhaust.
<b>Transmissions &amp; Ratios</b>	Standard: 3-speed manual (2.41, 1.57, 1.00). Optional: 4-speed manual (2.52, 1.88, 1.47, 1.00). 3-speed automatic (2.48, 1.48, 1.00, TC 2.10).
<b>Axle Ratios</b>	Standard: 3.31 (manual transmissions), 2.73 (automatic). Optional: 3.07, 3.55, 3.73.
<b>Wheels &amp; Tires</b>	14 x 6JK; F70-14.
<b>Body Models</b>	Sport Coupe and Convertible.

## CHEVELLE SS 396

<b>Engines</b>	Standard: 396 cu. in. ohv V-8, 325 bhp @ 4800 rpm, 410 ft.-lb. @ 3400 rpm; hydraulic lifters, 1 x 4 carburetion, 10.25:1 compression, dual exhaust. Optional: 396 cu. in. ohv V-8, 350 bhp @ 5200 rpm, 415 ft.-lb. @ 3400 rpm; HP camshaft with hydraulic lifters, 1 x 4 carburetion, 10.25:1 compression, dual exhaust.
<b>Transmissions &amp; Ratios</b>	Standard: 3-speed manual (2.41, 1.57, 1.00). Optional: 4-speed manual (2.52, 1.88, 1.47, 1.00). 4-speed manual (2.20, 1.64, 1.27, 1.00). 2-speed automatic (1.76, 1.00, TC 2.10). 3-speed automatic (2.48, 1.48, 1.00, TC 2.10).
<b>Axle Ratios</b>	Standard: 3.31 (manual), 3.07 (2-speed automatic), 2.73 (3-speed automatic). Optional: 3.55, 3.73, 4.10, 4.56, 4.88.
<b>Wheels &amp; Tires</b>	14 x 6JK; F70-14 Firestone Wide Ovals.
<b>Body Models</b>	Sport Coupe and Convertible.

## CAMARO SS 350

<b>Engine</b>	350 cu. in. ohv V-8, 295 bhp @ 4800 rpm, 380 ft.-lb. @ 3200 rpm; hydraulic lifters, 1 x 4 carburetion, 10.25:1 compression, dual exhaust.
<b>Transmissions &amp; Ratios</b>	Standard: 3-speed manual (2.54, 1.50, 1.00). Optional: 3-speed manual (2.41, 1.57, 1.00). 4-speed manual (2.52, 1.88, 1.47, 1.00). 2-speed automatic (1.76, 1.00, TC 2.10).
<b>Axle Ratios</b>	Standard: 3.31 (manual and automatic). Optional: 3.07, 3.55, 3.73, 4.10, 4.56, 4.88.
<b>Wheels &amp; Tires</b>	14 x 6JK; D70-14 Firestone Wide Ovals.
<b>Body Models</b>	Sport Coupe and Convertible.

## CHEVY II NOVA SS

<b>Engines</b>	Standard: 283 cu. in. ohv V-8, 195 bhp @ 4600 rpm; 285 ft.-lb. @ 2400 rpm; hydraulic lifters, 1 x 2 carburetion, 9.25:1 compression, single exhaust. Optional: 327 cu. in. ohv V-8, 275 bhp @ 4800 rpm, 355 ft.-lb. @ 3200 rpm; hydraulic lifters, 1 x 4 carburetion, 10.0:1 compression, large single exhaust.
<b>Transmissions &amp; Ratios</b>	Standard: 3-speed manual (2.85, 1.68, 1.00). Optional: 3-speed manual (2.54, 1.50, 1.00); for 327/275. 4-speed manual (3.11, 2.20, 1.47, 1.00). 4-speed manual (2.54, 1.80, 1.44, 1.00); for 327/275. 2-speed automatic (1.82, 1.00, TC 2.40). 2-speed automatic (1.76, 1.00, TC 2.10); for 327/275.
<b>Axle Ratios</b>	Standard: 3.08 (manual and automatic). Optional: 2.73, 3.36, 3.55.
<b>Wheels &amp; Tires</b>	14 x 5V; 6.95-14 Rayon.
<b>Body Models</b>	Sport Coupe.

## CORVETTE

<b>Engines</b>	Standard: 427 cu. in. ohv V-8, 390 bhp @ 5400 rpm, 460 ft.-lb. @ 3600 rpm; HP camshaft with hydraulic lifters, 1 x 4 carburetion, 10.25:1 compression, dual exhaust. Optional: 427 cu. in. ohv V-8, 400 bhp @ 5400 rpm, 460 ft.-lb. @ 3600 rpm; HP camshaft with hydraulic lifters, 3 x 2 carburetion, 10.25:1 compression, dual exhaust. Optional: 427 cu. in. ohv V-8, 435 bhp @ 5800 rpm, 460 ft.-lb. @ 4000 rpm; special performance camshaft with mechanical lifters, 3 x 2 carburetion, 11.0:1 compression, dual exhaust.
<b>Transmissions &amp; Ratios</b>	Standard: 4-speed manual (2.52, 1.88, 1.47, 1.00); 390- and 400-bhp only. Optional: 4-speed manual (2.20, 1.64, 1.27, 1.00). 2-speed automatic (1.76, 1.00, TC 2.40); 390- and 400-bhp only.
<b>Axle Ratios</b>	Standard: 3.08 (manual), 3.36 (automatic). Optional: 3.55, 3.70, 4.11.
<b>Wheels &amp; Tires</b>	15 x 6JK; 7.75-15 Rayon.
<b>Body Models</b>	Sport Coupe and Convertible



could be either the 283-cu. in., in 195- or 220-bhp ratings, or the 327-cu. in. in 250-, 300-, or 365-bhp form. Late in the '65 model year, Chevrolet unveiled a 396-cu. in. Supercar Chevelle, obviously aimed at sharing the sales success achieved by Pontiac's 389-cu. in. Tempest GTOs. This Malibu SS 396 also helped introduce a production-line offspring of the remarkable "Porcupine" engine that had so surprised the stock car racing world at Daytona in 1963. Rated 375 bhp for the Chevelle's use, this muscular engine provided the Malibu SS with a whole new stratum of performance.

As in previous years, the larger

engines make the most interesting Super Sports. The '67 Chevrolet line-up features a 327-cu. in. Chevy II, a 350-cu. in. Camaro, a 396-cu. in. Chevelle, a 427-cu. in. Impala and a 427-cu. in./435-bhp Corvette. On a straight pounds of curb weight displacement, the Corvette's 73.8 makes it an easy leader in performance potential. Others weigh in at: Impala, 88.7; Camaro, 89.4; Chevelle, 90.5; and Chevy II, 92.9 lb./cu. in.

The Chevy II's 327 and Camaro's 350 are the latest members of the lightweight V-8 engine family introduced by Chevrolet in 1955—though the kinship to those 265-cu. in. en-

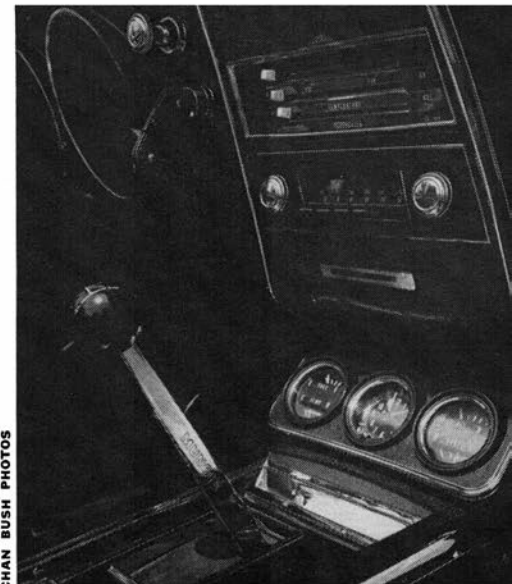
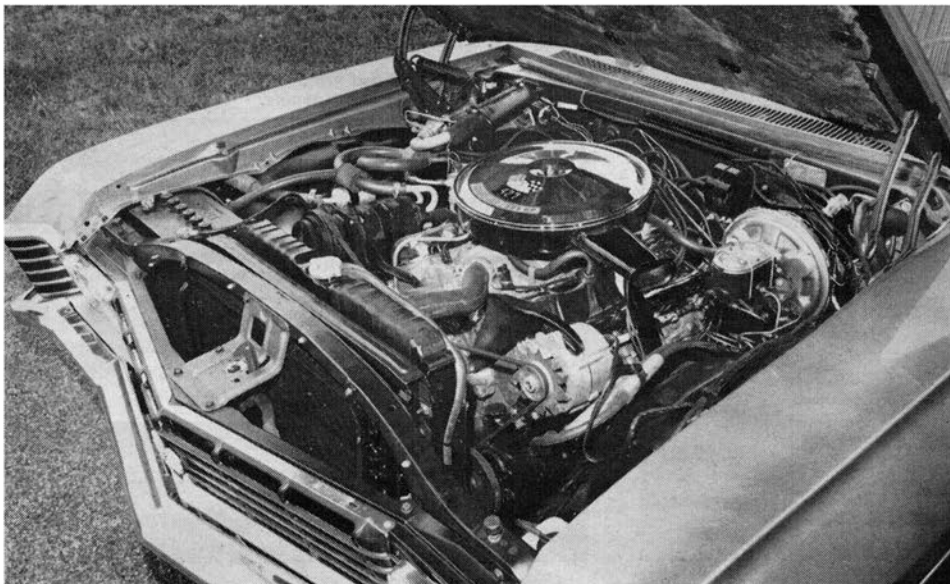
gines is fairly remote by now. A lot of improvement has taken place on the way to 1967. However, the 350, which is exclusive to the Camaro, retains all those free-revving characteristics which have endeared Chevrolet engines to a whole generation of Chevrolet fans. Where that early V-8 produced 162 bhp at 4200 rpm, its huskiest offspring, the 350-cu. in., pumps out 295 bhp at 4800 rpm—a power increase of 82% for a displacement increase of only 31.1%. Presumably, all the speed and power increasing equipment on the current market for 283- and 327-cu. in. Chev-



**DADDY BEAR** for the SS troupe is the Impala 427. Special front and rear grilles, big distinctive SS letters make it readily identified. The 427 engine package calls for firmer suspension, here being sampled by CL's crew.

**POWERHOUSE 427** in the Impala is production-line brother to the Daytona "porcupine" engine.

**SPECIAL** instruments for Impala console are '67 Chevrolet trim option.



CHAN BUSH PHOTOS

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The 396 continues as the Chevelle's leading powerplant, though it now comes in two milder strengths—325 and 350 bhp—than that original engine. Both are hydraulic lifter, single 4-barrel carburetored engines, but the higher-powered version has slightly warmer valve timing, and thus a higher peaking speed. Specific timing differences are: Timing, 50-102, 87-55 vs. 56-114, 110-62; duration, 322/322° (intake/exhaust) vs. 350/352°; overlap, 95 vs. 118°. Both have the "small" valve cylinder heads. The Z-16 option, offered in mid-'66, has large-valve heads, an even hotter cam and a bigger carburetor.

The 427 "big brother" to the 396 also comes in several distinct potencies for both the Impala and the Corvette. For the Impala SS, it's listed at 385 bhp; however, the same engine in the Corvette carries a 390-bhp rating with the same camshaft, timing, heads,

carburetion, *et al.* Adding three 2-barrel carburetors and suitable manifold to this engine boosts its output to 400 bhp. The highest-powered version, strictly for the Corvette, has numerous differences to better suit it to a high performance role. For one, the 427/435 has mechanical lifters instead of hydraulic for better durability in the higher rpm ranges where it is expected to operate. It has 4-bolt main bearing caps, for the same reason. Compression is slightly higher, at 11:1, but more importantly, the Corvette SS engine has larger intake valves and ports than do the other 427s.

As with all genuine "enthusiast" cars, 4-speed manual transmissions are available for use with V-8 engines. These are the "Muncie" boxes. Also available are automatics, though the only places the 3-speed automatic can be had are in Chevelle and Impala and then only behind the 396 and 427

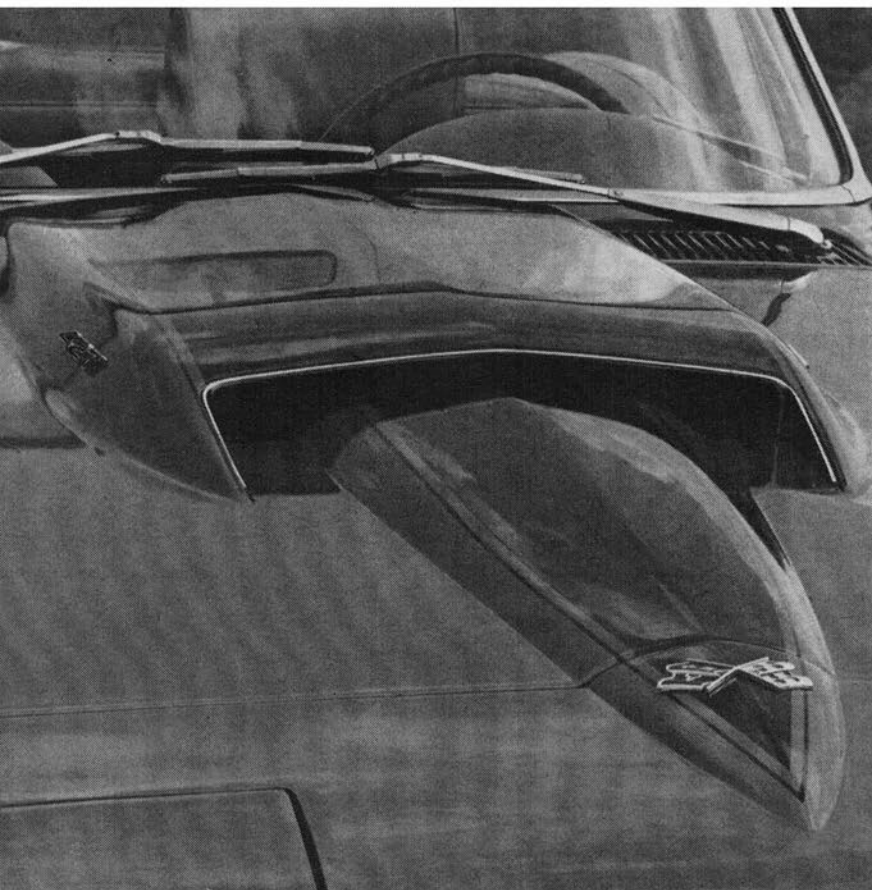
engines. Unfortunately, the 2-speed "Powerglide" automatic is the only automatic available for Chevy II and Camaro.

Chevrolet generally specifies "performance" axle ratios for all its SS models. That is, the nominal ratio for the SS cars is at least one step higher than that for the standard cars.

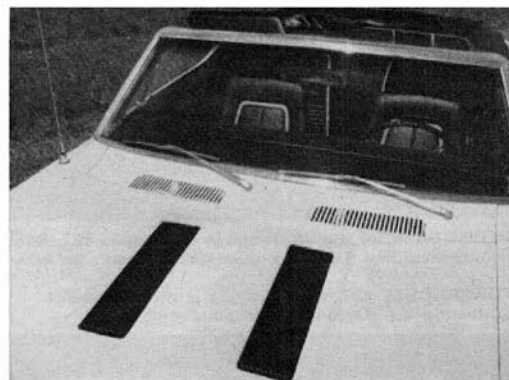
Disc brakes are available for all of Chevrolet's SS models, and they are highly recommended despite their extra cost. The Corvette, of course, has had 4-wheel disc brakes as standard equipment for two years, but the disc option is brand new for Impala, Chevelle and Chevy II. These new combination systems put radially ventilated discs with 4-piston calipers at the front, while retaining the normal duo-servo drums at the rear.

**S**USPENSION OPTIONS also are available and these take the form of firmer springs and shock absorbers to better equip the various SS for more enthusiastic duties. Super Sports models ordered with optional engines generally are equipped with higher rate springs and heftier anti-roll stabilizer bars. However, extra firm suspensions, such as the Special Duty Option for the Impala 427, can be had to make the car acceptable to even the most demanding driver.

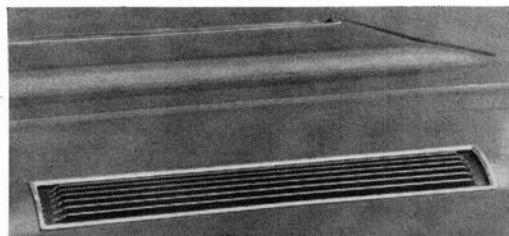
**DOUBLE BUBBLE** hood scoop is distinctive treatment for the 427 Corvettes. Lower-powered Corvettes have only one bump.



**HOOD** treatment for the Camaro SS 350 is parallel, raised grille panels.



**CHEVELLE** SS 396's hood grilles also are parallel, but set into raised panels.



**IMPALA** SS 427 gets 3-in-one grille on its hood, but has only one carburetor.

