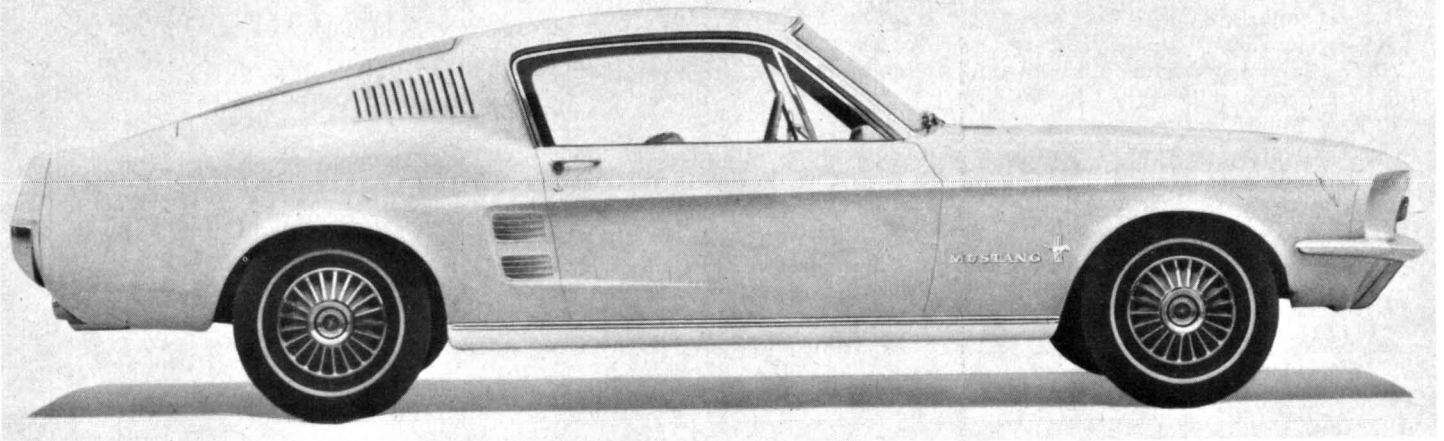


**PAL
OF
PONY?**



The Tail-less Ones tangle:

**The Camaro—Mustang feud
is bound to become
the biggest battle on the 1967
personality - car scene**

BY JOE OLDHAM

PAL OR PONY?

CAMARO

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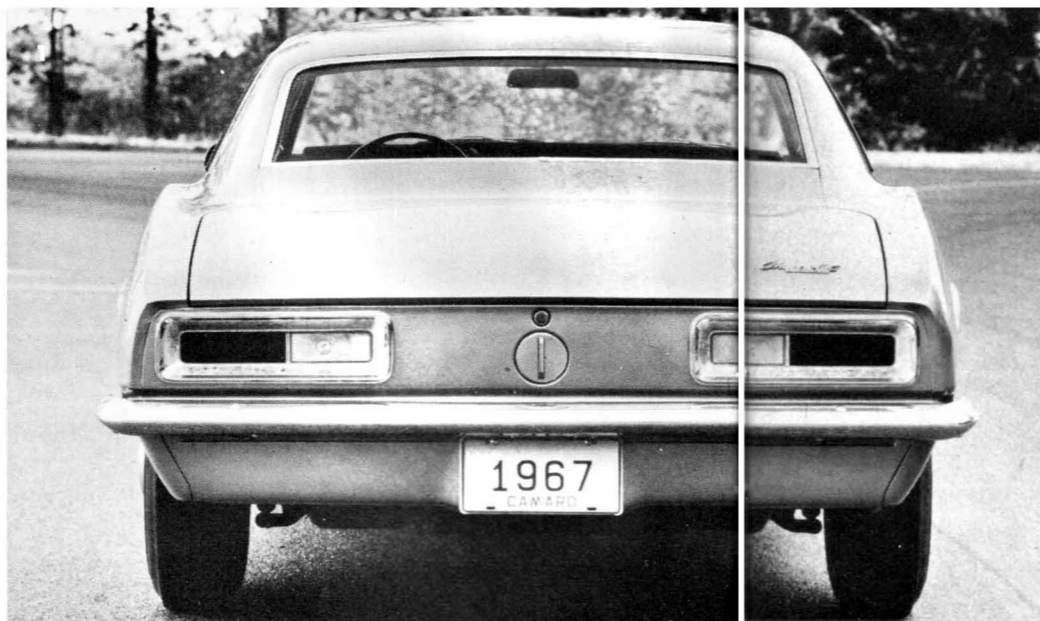
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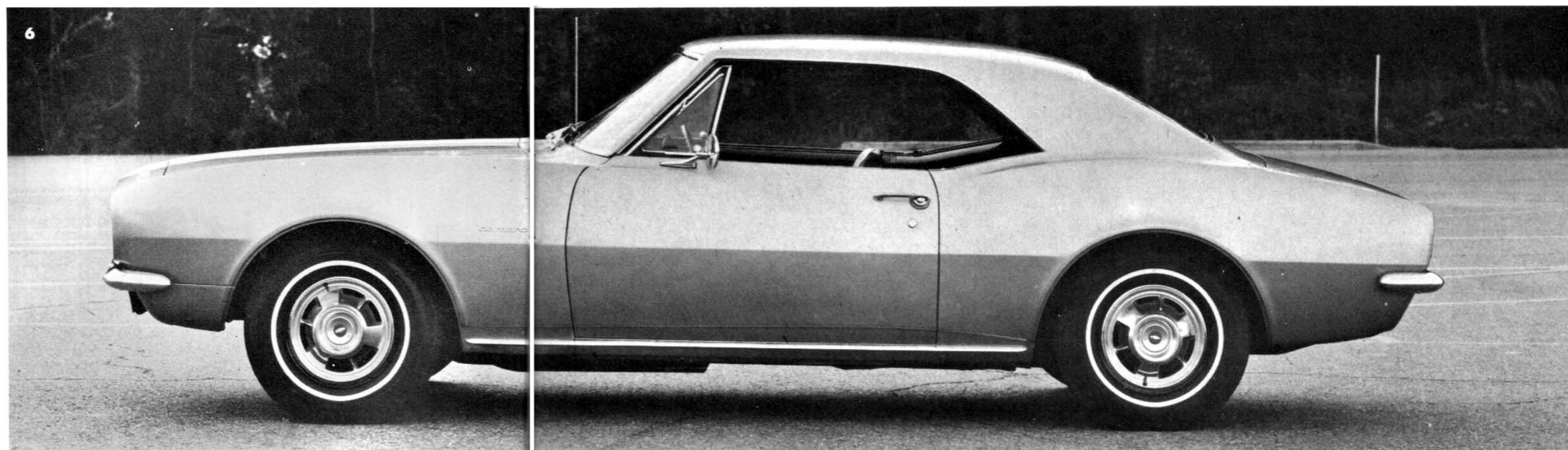
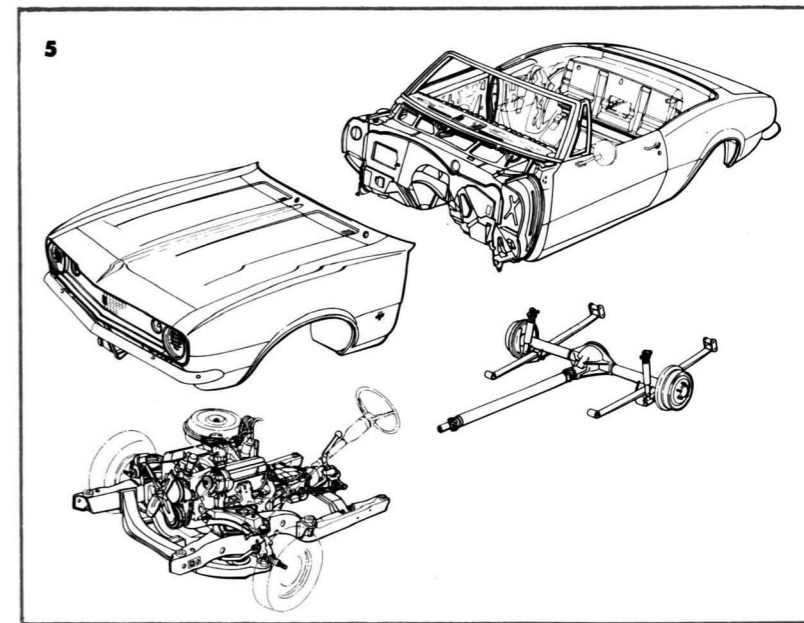
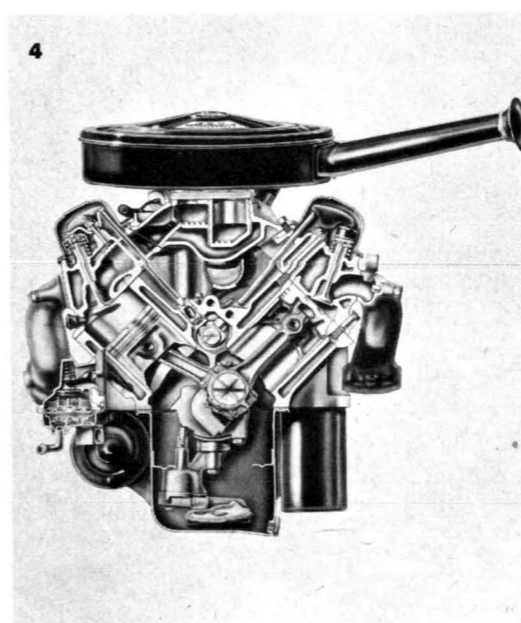
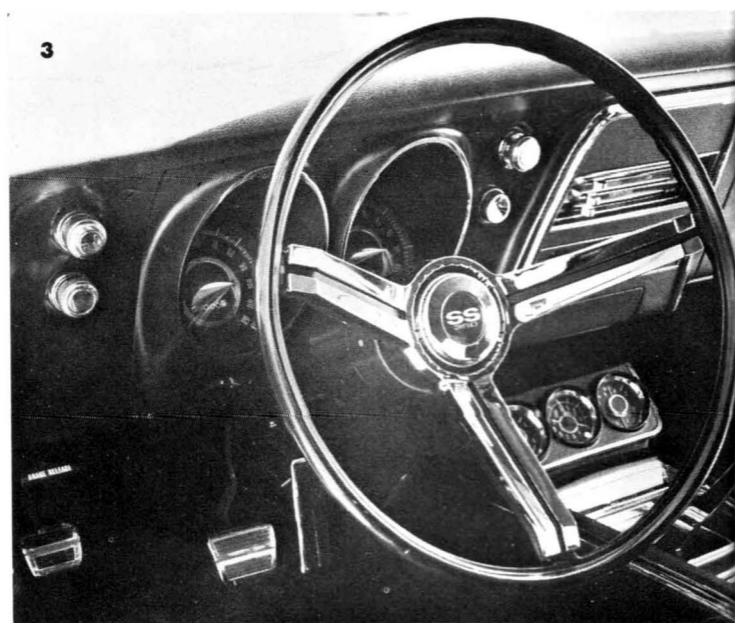
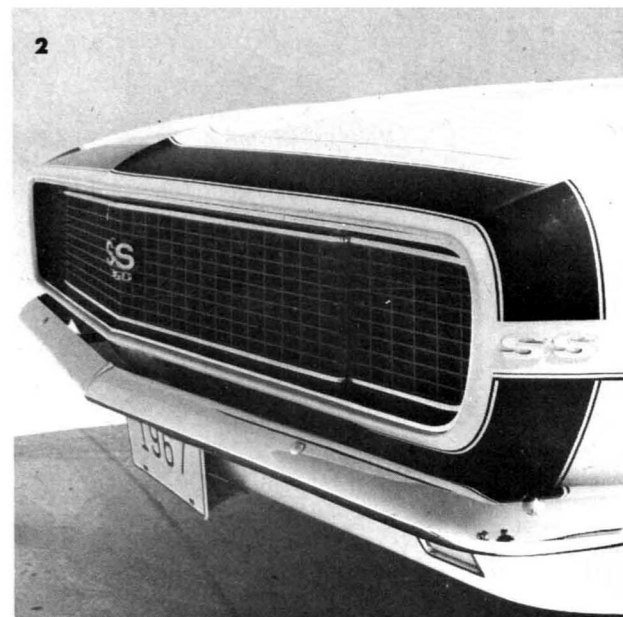
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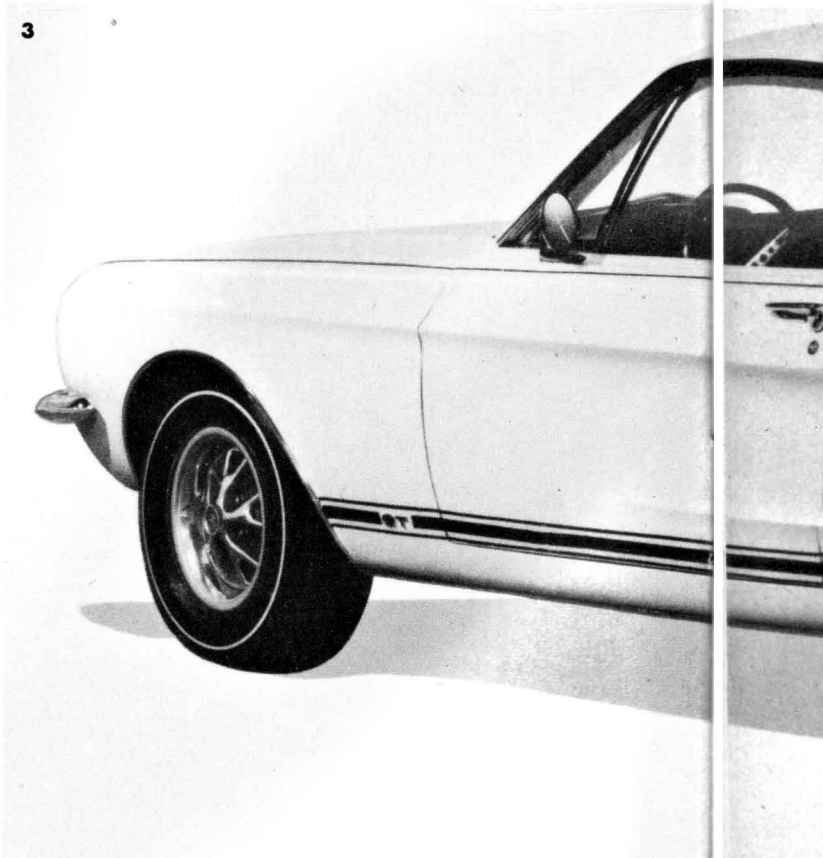
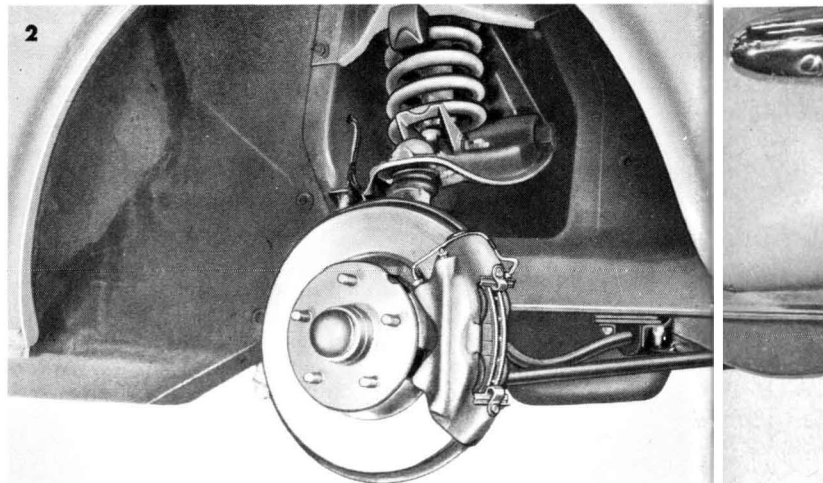
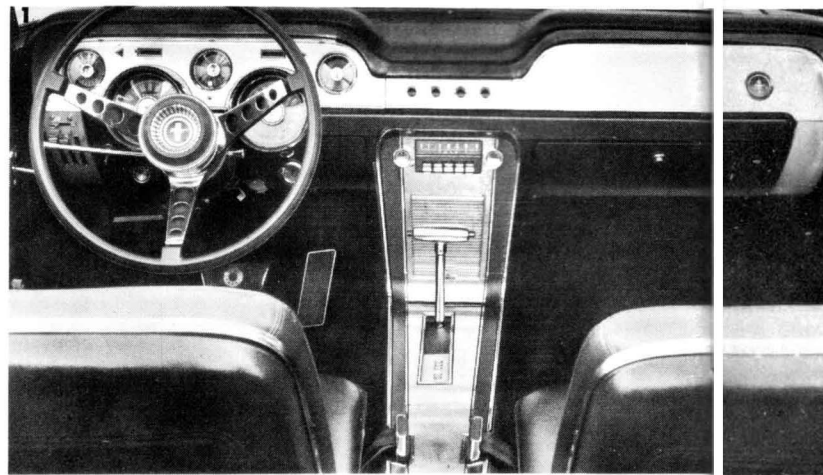
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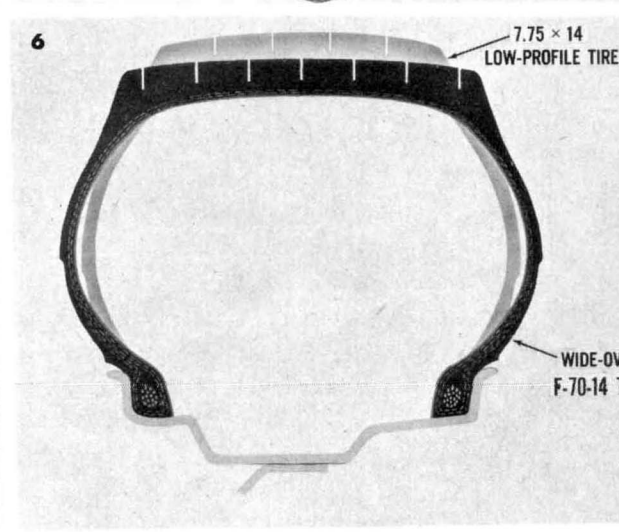
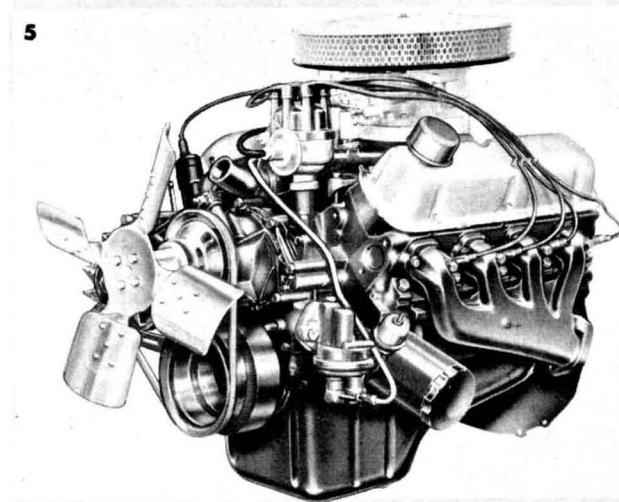
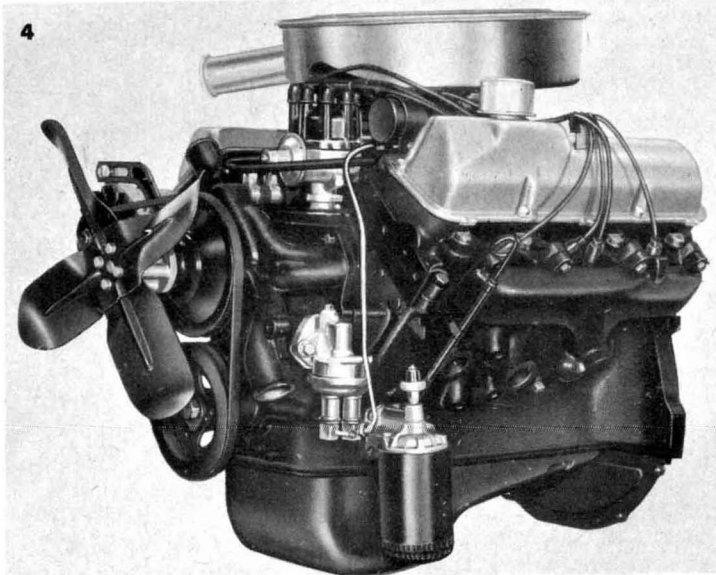
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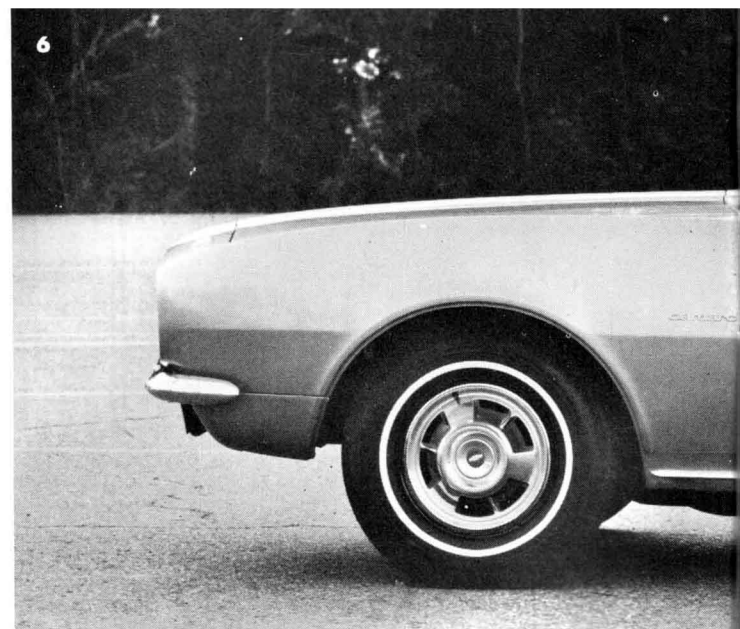
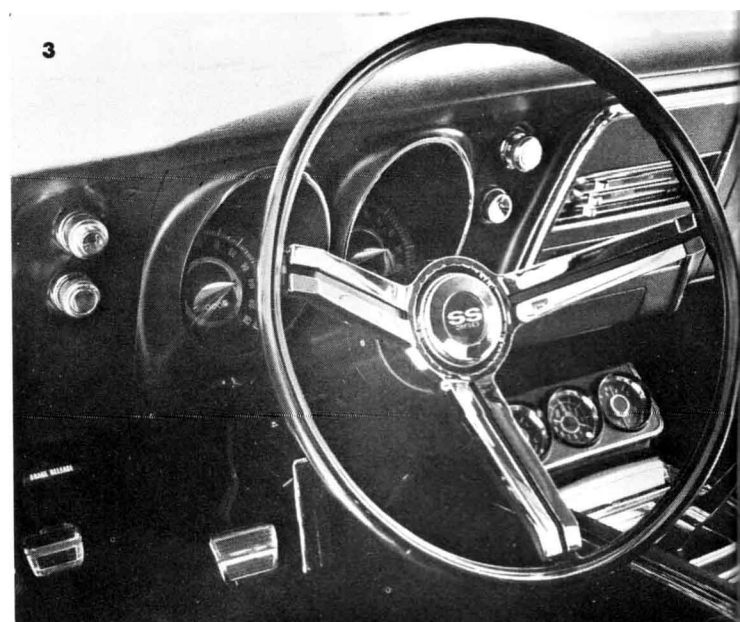
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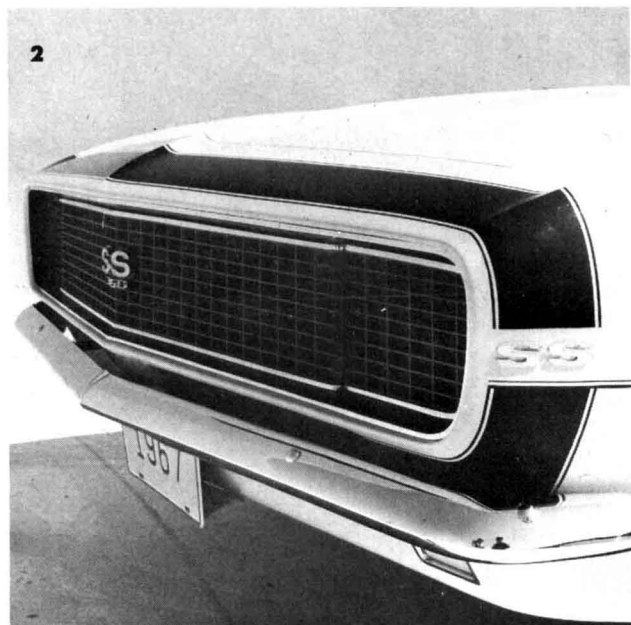
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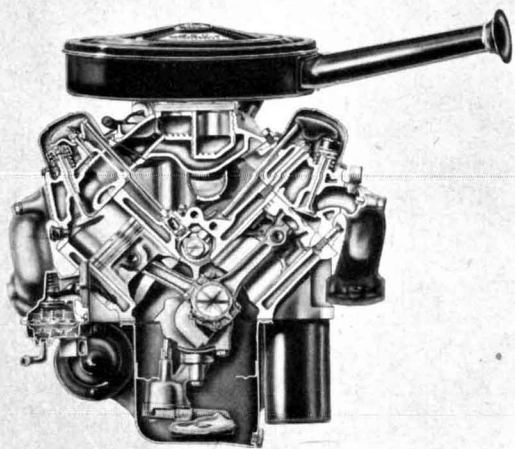




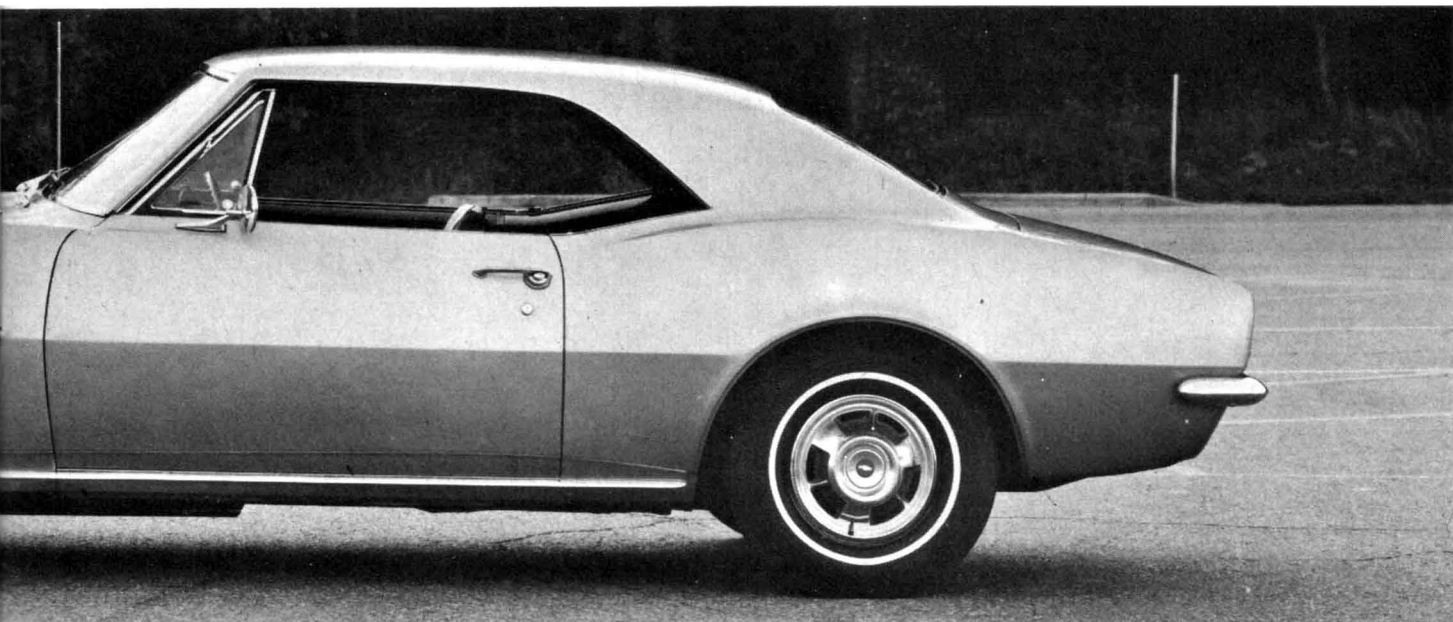
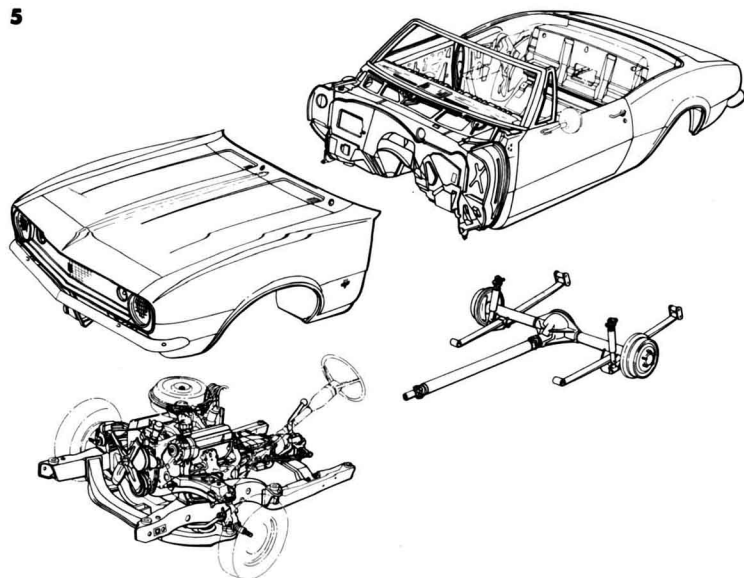
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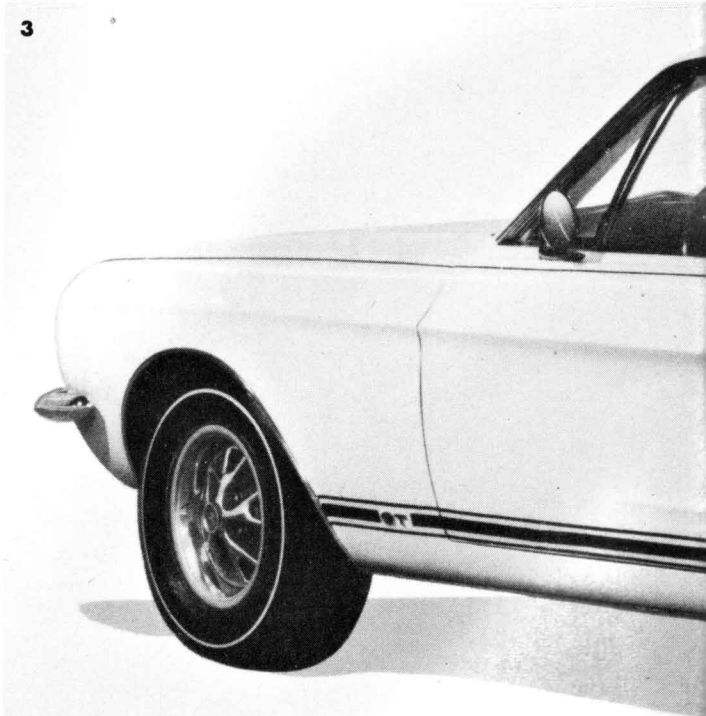
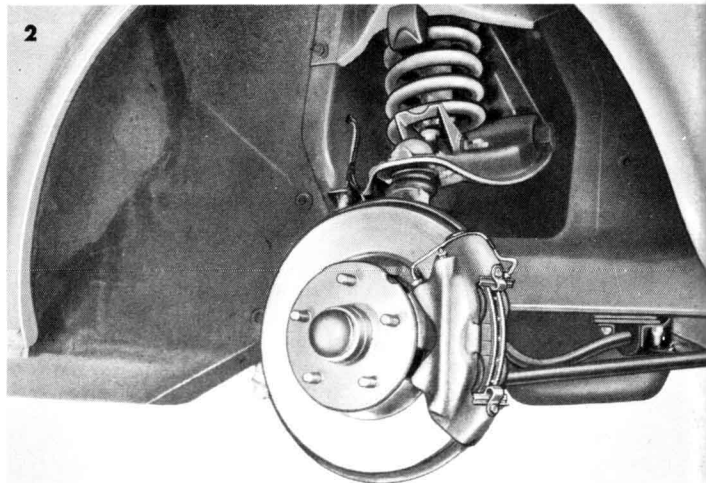
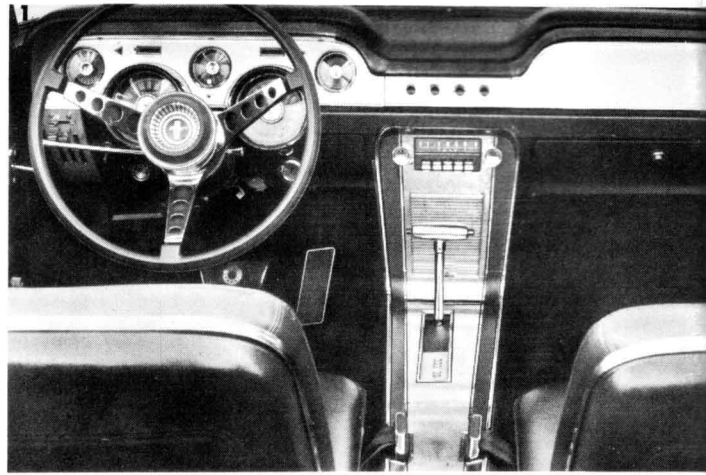
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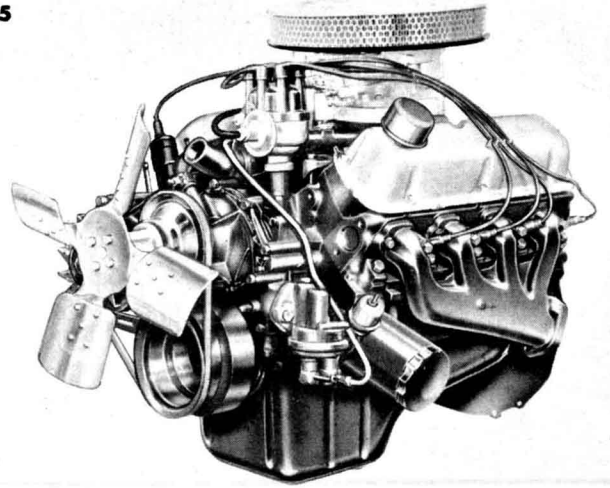
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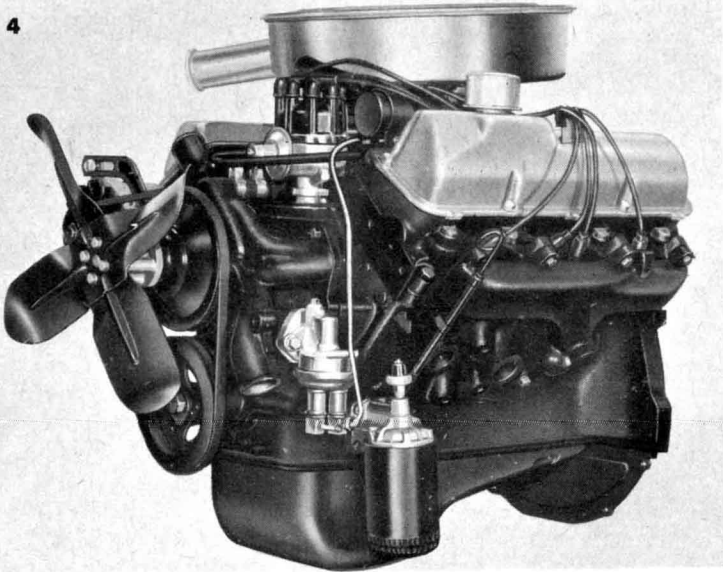


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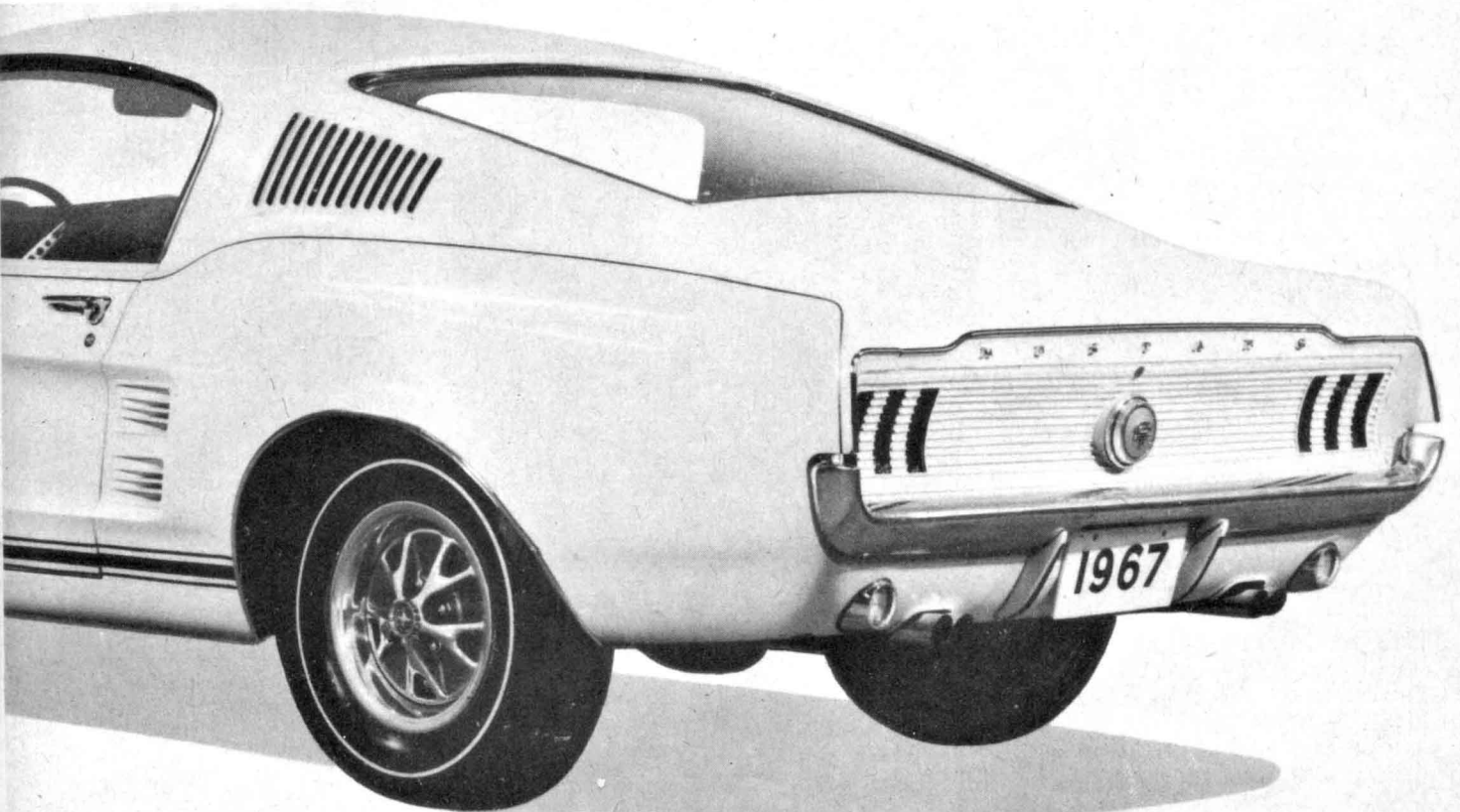
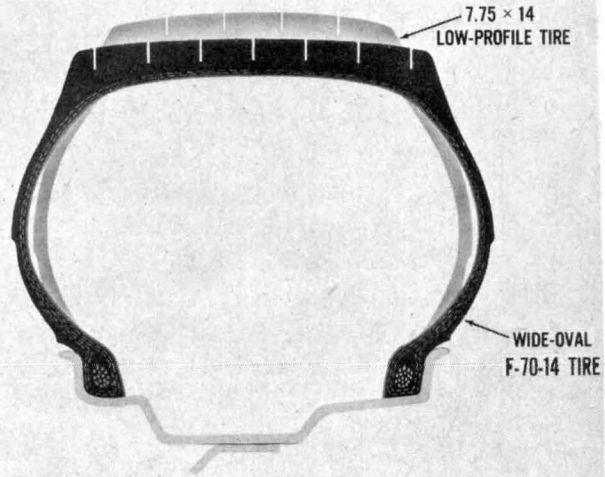
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timing is really milder than the numbers look.

Standard engine for the Camaro is the 230-cube Six. With a one-barrel carb and 8.5-to-1 compression, the Stovebolt spits out 140 horsepower at 4400 rpm. Optional is the 250-cube Six that pulls 155 horsepower with a one-barrel and 8.5-to-1.

No 283 option is available on the Camaro. The standard V8 is 327, detuned to 210 horses at 4600 rpm and 320 foot/pounds of torque at 2400 rpm. It uses a two-barrel carb and has an 8.75-to-1 compression ratio. Next peg is a 327 rated 275 ponies at 4800 rpm with 355 foot/pounds of torque at 3200. Compression ratio is 10-to-1. Last year, Chevy put the 327/300 heads, cam and big Carter AFB on their 327/250 and called it 275 horsepower. A real sleeper! This year, the 327/275 is even better because it also uses a big Rochester Quadrajet and continues the 275 horse rating. Watch out for this combo in its class!

Tranny choices run the gamut from three-speed, heavy-duty three-speed, four-speed and Powerglide automatic. The three-speed is standard with all mills except the 350, which uses the heavy-duty three-speed as standard. The standard three-speed has a three-on-the-tree, column-mounted shift lever. The heavy-duty three-speed and four-speed come with floor shifts.

Transmission ratios vary according to what engine they're teamed with. With the two Sixes, the three-speed has a 2.85 first gear, and the four-speed has a 3.11 low. With the V8s, the three-speed has a 2.54 low and the heavy-duty three-speed uses a 2.41 first. The four-speed is also 2.54 in first. The Powerglide unit is the same old story with torque converter and 1.76 and 1.00-to-1 gears. A waste.

Clutches also vary with transmission usage. The Sixes get a 9.12-inch clutch with 1650- to 1850-pound pressure plate. The 327s get a 10.4-inch disc with 2100-2300-pound plate, while the 350 uses a big 11-inch disc with a calf-building 2300-2600-pound pressure plate.

Rear axle ratios are the same for all powerplants except the 350. Standard is a 2.73 ratio with 3.55 optional. If you order the 350 engine, 3.31 is standard with 3.07, 3.55, 3.73, 4.10, 4.56 and 4.88 gears optional. With Powerglide, 3.73 is the biggest gear listed. All are available with Positraction limited-slip differential.

The rear axle itself is a Salisbury unit, which means gear changing is a large hassle. So pick the right gear ratio in front.

The Camaro is built on the Chevy II combination body-frame. Integral is a separate forward portion ladder frame. Front suspension is independent with coil springs and concentric tubular shock absorbers and stabilizer bar. Rear suspension is by two single-leaf springs and tubular shocks. A heavy-duty handling package is available as optional equipment on all models; it's standard on SS 350 models.

Standard brakes are drum-type with molded asbestos linings. Optional are drums with metallic linings or front disc—rear drum combination system. Steering ratios are 24-to-1 manual or 17.5-to-1 power. Shipping weight for the 327 coupe is 3190 pounds. The 350 coupe weighs in at 3225 pounds.

The Camaro will be similar to the other personal-type cars in that the buyer will be able to tailor it to his own automotive tastes. All the normal optional equipment is available including air conditioning, vinyl roof, radios, etc., and the "C" comes with GM's 1967 safety package—dual braking system, collapsible steering column, padding, etc.

It's definitely not a sports-racing-drag car. It's more of a car that exudes that sporty image. Chevy is hoping the right answers came out of the computer.

Now if they had only made it on the 'Vette chassis, with the 427 and the Mako Shark body, . . .

CAMARO continued

Five different engines are available for the Camaro. These include two sixes, two versions of the 327 and a top-of-the-line 350-cubic-inch engine. This 350-cube engine will be offered exclusively in the Camaro and only in the SS 350 model.

Based on the rodder's delight, the 327, the 350 is identical to it except for the crank, pistons and connecting rods. Called the Turbo-Fire 350, the engine has a bore of 4.00 inches and a stroke of 3.48 inches. For comparison, the 327 has the same 4.00 bore, but a 3.25 stroke.

From the looks of the early specifications, it appears that Chevy engineers compensated for the longer stroke by redesigning pistons and connecting rods. This would mean that everything except crank, pistons and rods would be interchangeable with 327 and 283 parts. Mucho Corvette goodies available!

In stock form, Chevy is rating the engine 295 horsepower at 4800 rpm with 380 foot/pounds of torque at 3200 rpm. Carburetion for the engine is one Rochester Quadrajet 4-barrel with 1.38-inch primaries and sewer-size 2.25-inch secondaries. Total throttle bore is 10.94 square inches. Compression ratio is 10.25-to-1. Heads are standard 327 items with 1.94-inch intake valves and 1.50-inch exhausts. Cam is also stock 327 hydraulic with 310 degrees intake duration and 320 degrees exhaust, with 90 degrees overlap. Lift is .390 inches on intakes and .410 on exhausts.

Stay hip to the fact that Chevy traditionally includes clearance ramps on their cam timing specs so actual

MUSTANG continued

extreme rear of the car. A large rear window and short deck lid are fully integrated with the smooth, flowing lines of the roof.

Contrary to rumor, the Fastback still has louvers on the rear roof quarters. The glass windows that were supposed to take their place must still be on the drawing boards. As in the past, the thin air louvers are functional and are part of the flow-through ventilation system.

The instrument panel, instruments and controls, seat trims and door panels are all new for '67. Twin front buckets are still standard in all models and they feature all-vinyl upholstery. Rear seating is by a fixed-in-place seat in all models. It's styled and trimmed to match the front buckets. A fold-down rear seat that forms a long load floor is optional this year on the 2-Plus-2 Fastbacks.

The instrument cluster is all new and features full instrumentation—except when it doesn't. That is, you get real gauges as standard for speedometer, alternator, oil pressure, fuel,

temperature and clock (optional) unless you order the optional instrument cluster with tachometer. In that case, you have to settle for dumbbell lights for alternator and oil pressure.

A gold star for the stylist who thought that one up!

For some extra coin, you can get the optional full-length console that molds up into the dash this year. All shift levers are floor or console mounted.

Both front and rear tread have been increased two inches this year and the overall width is up 2.7 inches to 58 inches. The increased track should improve both handling and ride stability. The basic suspension itself is improved through the use of rubber bushings at body attachment points. Friction is minimal and even the smallest bump is soaked up. In addition, the lower arm is 2½ inches longer and the upper A-frame arm pivot is lower. The result is a more controlled and uniform wheel attitude when "throwing it around". Camber and caster are set with a separate cam adjustment, eliminating the shims previously used.

Quicker ratios for both manual and power steering setups are incorporated. Manual ratio is down to 25.3-to-1

and the quicker power unit is now sporting a 20.3-to-1.

Your friendly Ford dealer has three separate suspensions to sell you this year. There's the standard suspension you get with six and standard 289 engines. Then there's the optional heavy duty "Special Handling Package" which includes increased rate and larger front and rear springs, larger, stiffer front and rear shocks and larger diameter front stabilizer bar. Finally, the all-out super duty "Competition Handling Package" consists of even stiffer front and rear springs, Koni 1-3/16" adjustable shock absorbers, extra heavy stabilizer bar, 16-to-1 quick ratio manual steering, limited-slip differential and 6-inch rims with 6.70 X 15 Super Sport tires.

This setup should let your Mustang outhandle anything on the street, unless you're unlucky enough to come up against a Ferrari 275/LM which isn't very lucky, or likely.

The "more oats" in the title refers partly to the hypo the wild horse gets in the engine department. Optional is the "390 GT" engine which is identical to the 390 used in the Fairlane and Comet GTs last year.

Pegged at 335 horsepower at 4800 rpm with 427 pounds of torque at

3200 rpm, this engine provides what Ford engineers describe as "commanding performance in any driving situation." Compression ratio is 11-to-1. Cam timing is a modest 270 degrees duration on both intake and exhausts with 40 degrees overlap. Valve lift is .481 inches and carburetion is by one big Holley 4-barrel rated at 600 cfm.

The 390 gives the Mustang a nice power-to-weight ratio. The penalty of pushing a nose-heavy car around can pretty much be alleviated by one of the optional suspension packages. Still, the 390 weighs a lot more than a 289, so don't expect the 390 Mustang to be Porsche-like.

The rest of the power teams are continued from '66. Standard is a 200-cube Six with 120 horsepower. Next is the 2-barrel 289 that provides 200 horses. Adding a 4-barrel gives 225 horses and the next optional engine. Up another notch is the Hi-Performance 289 that pumps 271 ponies at 6000 screaming rpm with 312 lbs.ft. of torque at 3400 rpm. This great solid lifter engine is unchanged from last year. It still puts out 0.95 horsepower per cubic inch and weighs only two pounds per horsepower. This is really the "sporty car" type engine in the lineup. (Continued on page 78)

Transmission choices remain regular three-speed, all-synchro three-speed, four-speed and the three-speed automatic. The standard non-synchro three-speed is standard only with the six. The all-synchro 3-speed is optional with the six and standard with all other engines except the 289/271. Ratios vary with engine usage. With the 289/200 or 289/225, the ratios are 2.79-, 1.70- and 1-to-1. With the 390/335 powerplant, the ratios are 2.42-, 1.61- and 1-to-1.

The 4-speed is optional with all engines except the Six, and, again, ratios vary with engines. For the 289/200 or 289/225, the ratios are 2.78-, 1.93-, 1.36- and 1-to-1. For the 289/271 or 390/335, they're nice and close at 2.32-, 1.69-, 1.29-, and 1-to-1.

The Cruise-O-Matic transmission features the new GTA manual or automatic shift arrangement that provides both versatility and sport for the driver. Ratios are 2.46-, 1.46- and 1-to-1.

Factory installed rear axle ratios are pretty limited. For the two low-power 289s, the only listed ratios are 2.80 and 3.00. The Hi-Performance 289 gets a listing of only 3.50 and 3.89 ratios while the 390 ratios are either 3.00 or 3.25. This seems rather short-sighted in view of the fact that every other option in the world is listed for the car. Why not optional rear axle ratios too?

Also, no limited-slip is listed yet for the 289/271 option although the Equa-Loc is available for the 390 and the other 289s. Again, why not install the good-type Detroit Automotive gear locker at the factory? That's what we would do if we ran Fomoco. And we would list all the dealer-installed ratios as factory optional. The list includes ratios from 3.00 to 5.67.

As just mentioned, a myriad of comfort, convenience and styling options are available to let you "make" your own Mustang.

Of special interest to enthusiasts is the GT Equipment Group, available only with the 289/271 or 390/335 optional engines. Included are low restriction dual exhausts with chrome extensions, bright-beam fog lamps at either end of the grille, power front disc-rear drum brakes, hood louvers with integral turn signals, racing strips along the sides, F-70-14 Wide-Oval white sidewall tires and the "Special Handling Package" suspension setup. The Wide-Oval tires and disc brakes are available as separate options too. A million other things like styled steel "mag" wheels, a real glass convertible rear window, blinking dashboard lights, tilt steering wheel, vinyl roof,

etc., etc., are all there too, just waiting for your order and your money.

In addition, the Ford safety package is standard equipment and features dual hydraulic brake system, impact-absorbing steering wheel with oversize, deep-padded hub, mirrors, tons of padding, etc.

The Mustang ain't about to be corralled yet by any cats or camaros.