

CAR LIFE
ROAD TEST



TWO CHEVROLET CAMAROS

THE DILEMMA facing a potential Camaro buyer is a natural one for this time and place in the automotive firmament. This dilemma is particularly perplexing to the buyer who also is an enthusiast, an appreciator of machinery and performance. The problem is not whether to buy the Camaro, but what *kind* of Camaro, for the Camaro probably wears more faces than any other single car now made.

Virtually every part of the car has, or is, an option in some form or another. With the seven engines and nine transmissions listed, there are 19 different power train combinations available. Also, there are two different body styles, coupe and convertible, and even a choice of visible or disappearing headlamps. Exterior colors, vinyl roof coverings (for the sports coupe), paint stripes, interior and exterior trim packages and even wheel/tire options create such a plethora of choices that it is conceivable that a completely custom car could be ordered and another one just like it might never be built. The point is, the Camaro can be almost any kind of car its orderer specifies it to be.

With an eye on this fact, and an eye on the relative performance potential, *CAR LIFE* asked for and received two widely varying Camaros for test purposes. The first was a plain-Jane Six, lightly equipped and low in retail cost. The second was an SS 350, loaded to the drip-moldings with options and accessories, and carrying a pricetag nearly \$1000 higher. It should be pointed out that Camaro "goodies" are all extra-cost items, and that the price of ordering that one-only customized car could add up to a somewhat staggering total.

The test Six represented the lower end of the pricing scale and as such emerged quite a bargain in on-the-road performance. With only power steering, radio, white sidewall tires and an appearance group added to the 250-cu. in./155-bhp engine option, it carried an FOB price of only \$2791. The engine option, one well worthwhile to any potential customer, adds just \$26.35 to the price and measurably increases the car's "drivability."

Chevrolet wisely made the 230-cu. in./140-bhp version of its basic 6-cyl.



SS 350 and Big Six—Both have Virtue and Plenty of Performance

engine the standard engine for Camaro. This represents 30-cu. in. displacement (and 20 bhp) more than the opposition's Mustang Six (200/120)—and it is about on a par with the Barracuda Six 225/145. It also allows Chevrolet to make the next-size-larger Six, the 250/155, available as a low-cost option. The 250/155 is the big Chevrolet's standard engine and, though it is mildly tuned for its workhorse role, it produces enough horsepower to make the Camaro Six an economically interesting performer.

In driving the Big Six Camaro, *CL* found it delivered surprising fuel economy—an actual 19.2 mpg for the 1000-mile test period, with the occasional delivery of over 21 mpg where steady-state driving was encountered. Accelerative performance, with the standard 3-speed all-synchromesh transmission, was entirely adequate, though the column-mounted shift lever and subservient linkage tried to balk every fast shift. (One tester likened it to the Vacuumatic linkage on a 1941 Chevrolet he once owned.) The 30-70

mph passing acceleration time of 10.8 sec. indicates satisfactory freeway on-ramp capability, something that cannot always be said for 6-cyl. cars.

Perhaps the most singularly impressive aspect of the 6-cyl. Camaro was its apparent balance; it had a balanced feeling in driving and cornering, it had a balance in specification, and a balance at the weighing station. Sixes, generally smaller in displacement and size, offer a definite weight advantage over bulkier, but more powerful, V-8s. In the case of the two test Camaros, the 6-cyl. had 210 lb. less weight on the front wheels than did the SS 350, which gave the Six a 54.9%/45.1% front/rear weight distribution to the SS 350's 57.5/42.5%. This balance manifested itself in good cornering and handling characteristics, less rear wheelspin under acceleration, and better braking action. Camaro's inherent understeer was notably less in the Big Six than in the SS 350 version.

The SS 350 really blossoms as a personal/luxury/HP sort of car, though some penalties must be paid



CHAS BURN PHOTOS



HEADLIGHTS visible is standard style; covered, blank look is the option.



ARMREST handle well is excellent protector, and an unintentional ashtray.

CAMAROS

in both cost and handling characteristics. Acceleration and top speed, of course, are improved with the big 350-cu. in. V-8 underhood, but balance, handling and braking (with the standard drum brakes) are not as good as with the Big Six. However, the SS 350 is likely to be the more popular, simply because it moves with spirit and authority when the throttle pedal is depressed.

Including both engine and trim packages, the SS 350 is readily identifiable by its circumferential "bumblebee" nose stripe. Its special hood has

die-cast simulated louvers, and "SS" emblems appear in numerous strategic locations. Of more interest to the enthusiast buyer is the SS mechanical package: A 350-cu. in. V-8, exclusive to this model, 6-in. wide wheel rims and Firestone Super Sports Wide Oval tires, and firmer spring and shock absorber specification. As a package, this adds \$211 to the basic \$2572 V-8 coupe price (FOB Detroit), and certainly must be considered something of a bargain.

Another major offering is the "Rally Sport" package. In effect what Detroit

calls an "appearance group," this package is comprised of trim additions and variations. Concealed headlights in a full-width grille are the major features, though special taillights, backup lights in the rear valance panel, special "RS" emblems and longitudinal paint stripes, and wheel opening and drip rail moldings also are included in the \$105 pricetag. The RS group can be ordered with the SS 350 package, for appearance's sake, but the exterior theme is SS rather than RS.

It is in the power train selection that the customer gets the greatest choice. The Sixes, both basic 230-cu. in. and optional 250, provide adequate power for the undemanding driver. The V-8s range from mild to wild, from 302- to 396-cu. in. displacement. There is an engine for virtually every imaginable automotive purpose, including all-out road racing and dragstrip competition. In summary, the power train lineup is:

ENGINES

Displ.	Type	CR	Carb.	Bhp @ Rpm
230	IL-6	8.5	1x1	140 @ 4400
250	IL-6	8.5	1x1	155 @ 4200
302	V-8	11.0	1x4	290 @ 5800
327	V-8	8.8	1x2	210 @ 4600
327	V-8	10.0	1x4	275 @ 4800
350	V-8	10.3	1x4	295 @ 4800
396	V-8	10.25	1x4	325 @ 4800

TRANSMISSIONS/RATIOS

	1st	2nd	3rd	T.C.	Appl.
Man.3-speed	2.85	1.68	1.00	—	6-cyl.
Man.3-speed	2.54	1.50	1.00	—	327, 350
Man.3-speed, HD	2.41	1.57	1.00	—	350, 396
Man.4-speed	3.11	2.20	1.47	—	6-cyl.
Man.4-speed	2.52	1.88	1.47	—	327, 350, 396
Man.4-speed	2.20	1.64	1.27	—	302, 396
Powerglide	1.76	1.00	—	2.40	6-cyl.
Powerglide	1.76	1.00	—	2.10	327, 350
Turbo Hydra-Matic	2.48	1.48	1.00	2.10	396 only

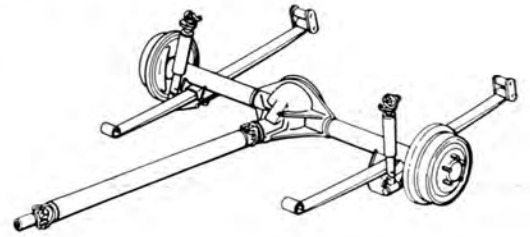
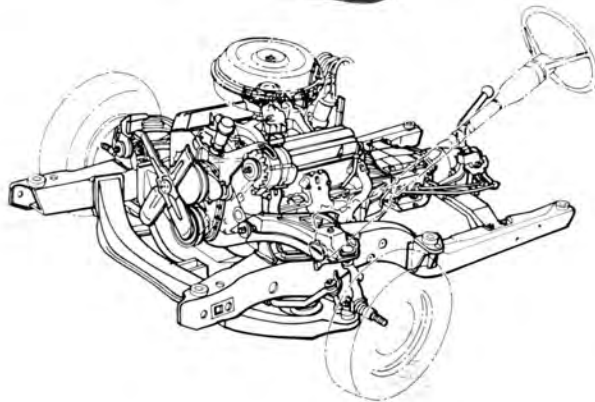
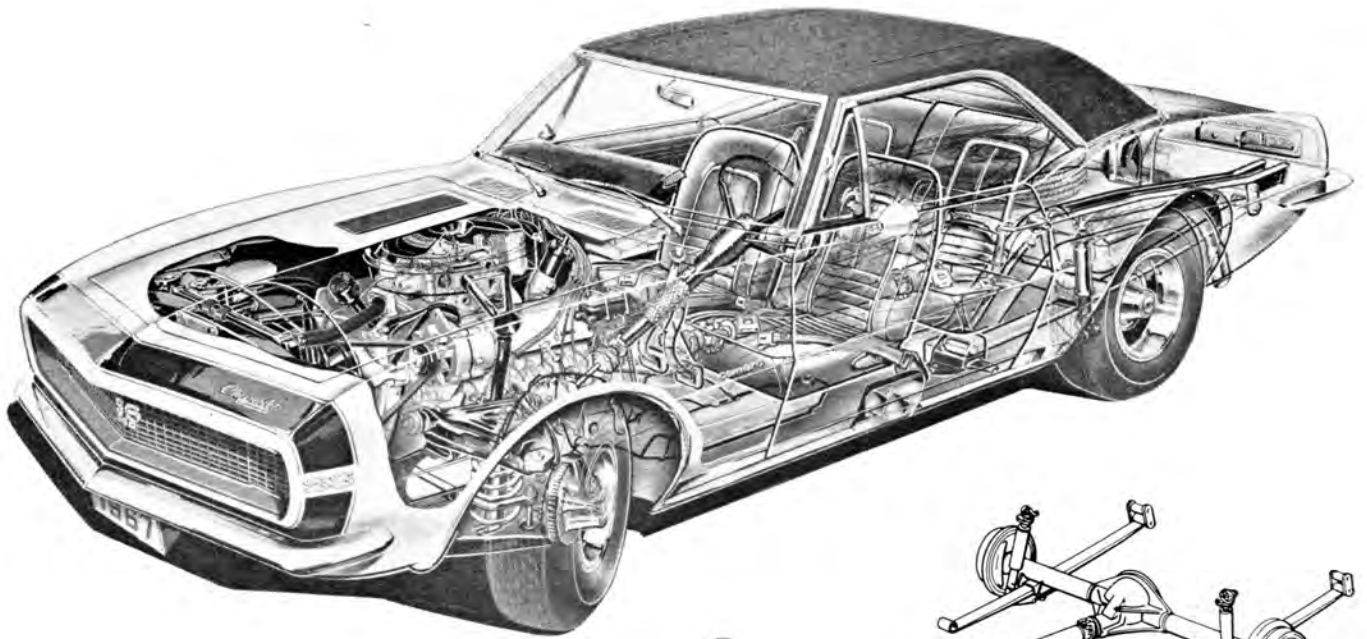
Obviously, the 396/325 is for the big-inch, big-go dragstrip fans, while

SPECIAL INSTRUMENTATION includes fuel, temperature, oil pressure and battery charge gauges, and a clock in console-mounted housing. It's a \$79 option.



FILLER CAP is anchored by a cable on SS 350s, is loose on standard models.





CONSTRUCTION features both a unitized body and a front sub-frame in a "wheelbarrow" arrangement. The box-section sub-frame is rubber isolated from the body, and carries engine, transmission and front suspension. Rear suspension, parallel single-leaf springs, anchors, in rubber, to the body.

the 327/210 is for automatic, air-conditioned, power-assisted, all-around-the-town driving. The 327/275 and 350/295 are well-suited to enthusiastic on- or off-highway use, but the gem of

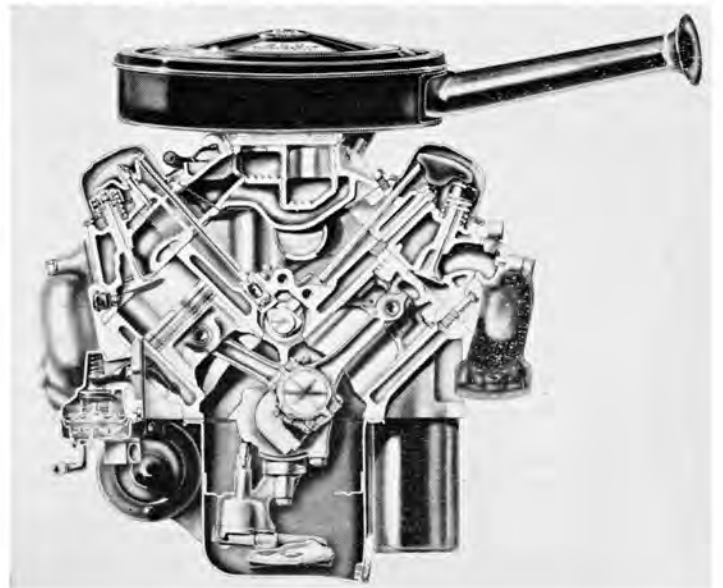
the lot, though it is best-used in maximum performance roles, is the 302, a recent addition to the Chevrolet engine family. It forms the basis of the Z-28 option, a special package of com-

ponents aimed directly (though GM officially eschews competition) at the sedan class in road racing, where engine displacement is limited to 305 cu. in. ▶

SS 350 HAS deluxe, plastic-chrome-trimmed steering wheel, special horn button as part of its trim package.



HEART OF the SS 350 is the biggest-yet version of Chevrolet's lightweight V-8. Lengthened stroke accounts for increase.





TRUNK space is minimal in Camaros, further restricted by awkward spare tire placement.

The 302 and the 350 are new engine sizes, both exclusive to the Camaro. Both share 327 beginnings and some components. The 302, 327 and 350 all have a 4-in. bore, but the 302 car-

ries the 283 engine's crankshaft, which has a 3-in. stroke; the 327 has a 3.25-in. stroke; and the 350 a 3.48-in. stroke.

Of vast interest to the performance-minded is that power-producing parts from the Corvette's 350-bhp 327 V-8 can be substituted for those on any of the 327s or the 350. This equipment includes a longer duration, higher lift camshaft, (0.447 in. and 342°, including ramps) and mechanical lifters, higher compression (11:1), larger Holley 4-barrel carburetor (800 cfm), and intake manifold, exhaust headers, viscous fan clutch, and big valve (2.02 in. intake, 1.60 exhaust), big port cylinder heads. This is the treatment given a 302 to suit it for racing. Applied to a 350-cu. in. block, like handling ought to produce 375 bhp!

Camaro's unitized body/sub-chassis combination, unique among Chevrolet cars, grew from a minor engineering project that had continued on after the Chevy II debut. Engineers suspected that the concept of a sturdy partial frame in combination with a body structure of near-unitized rigidity offered the most benefit in isolation against road noise and harshness. No particular car—certainly not Camaro—had been envisioned at the time. It

was, instead, a rather commonplace example of engineering investigation.

Cobbled Chevy IIs, considered "pre-test" cars for the program, were used to try out the various configurations. Though partial frames extending as far aft as the front hangars of the rear spring were tried, it rapidly became apparent the "wheelbarrow" idea was the better compromise. This configuration, later recalled as Camaro work got underway, cantilevered the front stub frame out from mounting points under the seat riser and the cowl base, two to a side. Heavy body bolts, thickly bushed with rubber, were used to secure the mating.

Computer technology, called into play during development of Camaro to a far greater extent than for any other car in General Motors' inventory, speeded up the selection of stub frame parameters. Proving ground tests then bore out the computer's calculations. Isolation of the unitized passenger compartment from shocks and noises of the suspension was at an extremely efficient level.

Front suspension components, quite similar in configuration and geometry to those of the Chevelle, were carried on this deeply-drawn semi-chassis. At the rear, the Chevy II's trouble-free

1967 CHEVROLET CAMARO SIX



DIMENSIONS

Wheelbase, in.....	108.1
Track, f/r, in.....	59.0/58.9
Overall length, in.....	184.6
width.....	72.5
height.....	51.0
Front seat hip room, in.....	2 x 20.5
shoulder room.....	56.7
head room.....	37.0
pedal-seatback, max.....	40.5
Rear seat hip room, in.....	54.8
shoulder room.....	53.8
leg room.....	30.5
head room.....	36.7
Door opening width, in.....	41.2
Floor to ground height, in.....	10.0
Ground clearance, in.....	6.3

PRICES

List, FOB factory.....	\$2466
Equipped as tested.....	2791
Options included: 250/155 engine, emission controls, power steering, radio and appearance groups, tinted windshield, wsw tires.	

CAPACITIES

No. of passengers.....	5
Luggage space, cu. ft.....	8.3
Fuel tank, gal.....	18.5
Crankcase, qt.....	5.0
Transmission/diff., pt.....	3.0/3.5
Radiator coolant, qt.....	11.0

CHASSIS/SUSPENSION

Frame: Unitized body; front sub-frame.	
Front suspension type: Independent by s.l.a., coil springs, telescopic shock absorbers, ball-joint steering spindles, antiroll stabilizer.	
ride rate at wheel, lb./in.....	124
anti-roll bar dia., in.....	0.6875
Rear suspension type: Live axle, Hotchkiss drive; single-leaf parallel springs, telescopic shock absorbers.	
ride rate at wheel, lb./in.....	121
Steering system: Coaxial, power assisted semi-reversible recirculating ball nut; parallelogram linkage.	
gear ratio.....	15.6
overall ratio.....	17.5
turns, lock to lock.....	3.0
turning circle, ft. curb-curb.....	37.0
Curb weight, lb.....	2998
Test weight.....	3408
Weight distribution, % f/r.....	54.9/45.1

BRAKES

Type: 2-circuit hydraulic; self-adjusting duo-servo shoes in composite drums.	
Front drum, dia. x width, in.....	9.5 x 2.5
Rear drum, dia. x width.....	9.5 x 2.0
total swept area, sq. in.....	268.6
Power assist: Integral, vacuum.	
line psi @ 100 lb. pedal.....	n.s.

WHEELS/TIRES

Wheel size.....	14 x 5J
optional size available.....	14 x 6JK
bolt no./circle dia., in.....	5/4.75
Tires: B.F. Goodrich Silvertown 660 size.....	7.35-14
recommended inflation, psi.....	24
capacity rating, total lb.....	4640

ENGINE

Type, no. cyl.....	ohv, 1L-6
Bore x stroke, in.....	3.875 x 3.53
Displacement, cu. in.....	250.174
Compression ratio.....	8.5
Rated bhp @ rpm.....	155 @ 4200
equivalent mph.....	104
Rated torque @ rpm.....	235 @ 1600
equivalent mph.....	40
Carburetion.....	Rochester, 1x1
barrel dia., pri./sec.....	1.56
Valve operation: Hydraulic lifters, pushrods, overhead rockers.	
valve dia., int./exh.....	1.72/1.50
lift, int./exh.....	0.388/0.388
timing, deg.....	62-94, 92-63
duration, int./exh.....	336/336
opening overlap.....	125
Exhaust system: Single reverse-flow muffler.	
pipe dia., exh./tail.....	2.0/2.0
Lubrication pump type.....	gear
normal press. @ rpm.....	30-45 @ 1500
Electrical supply.....	alternator
ampere rating.....	37 @ 12 V.
Battery, plates/amp. rating.....	54/45

DRIVE TRAIN

Clutch type: Diaphragm; single disc.	
dia., in.....	9.12
Transmission type: Manual 3-speed.	
Gear ratio 4th () overall.....	
3rd (1.00).....	3.31
2nd (1.68).....	5.56
1st (2.85).....	9.44
synchronous meshing?.....	3 forward
Shift lever location.....	steering column
Differential type: Hypoid; overhung pinion.	
axle ratio.....	3.31

single-leaf springs (shortened to 56 in.) and Hotchkiss drive were specified.

Using a program devised from years of test data compilations, the computer told Chevrolet engineers how to piece it all together to provide optimum handling qualities. Spring rates and roll couple distribution were determined by computer. Electronic guidance also suggested proper stiffness for the various rubber bushings throughout the chassis, the vertical positioning of the rear shock absorbers, and the angular placement of the rear springs to make room for a larger fuel tank. As chassis engineer Charles Rubly explained it, "You can predict in advance that you're going to have a car you're going to like or not like. It saved us an awful lot of cut-and-try." Using the computer to speed up engineering calculations, he continued, meant that "you have arrived at the best you're going to be able to do with that vehicle, without changing parameters."

Still, some troubles wait until proving ground tests materialize. One such with Camaro was what Rubly called "a jitter problem." It was caused, it turned out, by a type of rear spring eye that limited fore and aft flexibility. Rear axle tramp was another area that

demanded attention once the 350-cu. in. engine moved into the car. With smaller Sixes and the 327 V-8s, the problem was not so apparent. To control this deficiency, a single traction bar was installed on the right side as part of the package for all V-8s with manual 4-speed transmission.

Only one notable exercise was involved in the body engineering. The convertible model, lacking the strength of a rigid roof panel, had to regain beam strength with a double channel insert inside the length of the rocker sills. Then, because too much rigidity would adversely affect riding qualities, hydromechanical vibration dampers were installed at each corner of the car, inside the trunk and engine compartments. These small barrel-shaped cylinders with a spring-mounted weight suspended in an oil bath damp out cyclic motions induced in the body from some road surfaces.

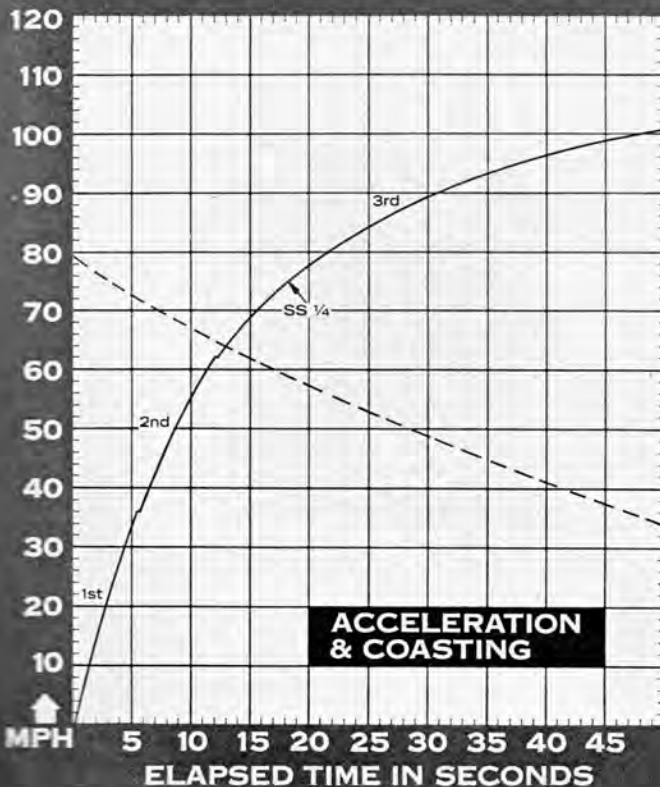
The computer was called in again during one stage of body design and production. The stylists' shape was put on tape which then, through a computer, operated a machine which cut die models. "It was almost perfect," reported General Manager E.M. (Pete) Estes, "probably more perfect than can be done normally." Camaro's



DISC brake option uses radially-vented rotors and four pistons per caliper.

shape and contours, it might be noted, originated within the Corvette styling studio, which accounts for such similarities as the extreme tuck-under at the lower side panels, the sweeping

CAR LIFE ROAD TEST



CALCULATED DATA

Lb./bhp (test weight)	22.0
Cu.ft./ton mile	103.4
Mph/1000 rpm (high gear)	24.7
Engine revs/mile (60 mph)	2430
Piston travel, ft./mile	1430
Car Life wear Index	34.7
Frontal area, sq. ft.	20.5
Box volume, cu. ft.	395

SPEEDOMETER ERROR

30 mph, actual	32.0
40 mph	41.7
50 mph	52.1
60 mph	62.7
70 mph	73.6
80 mph	85.6
90 mph	94.8

MAINTENANCE INTERVALS

Oil change, engine, miles	6000
transmission/dif.	as req.
Oil filter change	6000
Air cleaner service, mo.	6
Chassis lubrication	6000
Wheelbearing re-packing	as req.
Universal joint service	none
Coolant change, mo.	24

TUNE-UP DATA

Spark plugs	AC 46N
gap, in.	0.033-0.038
Spark setting, deg./idle rpm	6/500
cent. max. adv., deg./rpm	28/2800
vac. max. adv., deg./in. Hg	21/14.5
Breaker gap, in.	0.019
cam dwell angle	31-34
arm tension, oz.	19-23
Tappet clearance, int./exh.	0/0
Fuel pump pressure, psi	3.5-4.5
Radiator cap relief press., psi	15

PERFORMANCE

Top speed (4200), mph	104
Shifts (rpm) @ mph, manual	
3rd to 4th ()	
2nd to 3rd (4200)	62
1st to 2nd (4200)	36

ACCELERATION

0-30 mph, sec.	4.8
0-40 mph	6.2
0-50 mph	8.7
0-60 mph	11.4
0-70 mph	15.6
0-80 mph	21.7
0-90 mph	31.0
0-100 mph	
Standing 1/4-mile, sec.	18.5
speed at end, mph	75
Passing, 30-70 mph, sec.	10.8

BRAKING

(Maximum deceleration rate achieved from 80 mph)	
1st stop, ft./sec./sec.	21
fade evident?	no
2nd stop, ft./sec./sec.	22
fade evident?	slight

FUEL CONSUMPTION

Test conditions, mpg	19.2
Normal cond., mpg	19-22
Cruising range, miles	351-407

GRADABILITY

4th, % grade @ mph	
3rd	12 @ 52
2nd	20 @ 43
1st	26 @ 32

DRAG FACTOR

Total drag @ 60 mph, lb.	136
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ENGINE COMPARTMENT of SS 350 is filled by engine, though there's enough space left for power accessories, air conditioning.

tional tread-to-wheelbase ratio. And, before stylists finished with the contours, the clay model was put through wind tunnel tests to prove the curves were aerodynamically slippery. Though this caused a few minor changes in a few odd corners of the sheet metal, it also established the functionality of body styling.

The Camaro carries the same 9.5-in. brake drums as do Corvair, Chevy II, and Chevelle. They are not much more than adequate on the Camaro, just as they were on other Chevrolet products CL has tested. Fortunately for the enthusiast driver, Chevrolet now has two interesting, and superior, options: Disc front brakes and sintered metallic-lined shoes in the standard-sized drums. Both can be power assisted. The disc/drum system costs \$79, the metallic linings \$37; the power booster, which should be a must for the metallics, adds another \$42. CL's recommendations are: The disc system, power assisted or not, for everyday driving, and the boosted metallics for dragstrip type of competition. For even tougher usage, Chevrolet includes a special combination in the Z-28 option: Disc front brakes with heavy-duty front pads, and metallic linings in the rear drums, all power assisted.

fender line, and the tenacious look of big black tires jutting from all corners.

Part of that look, however, resulted from a late change in specifications. The rear tread was widened to 58.9 in.

well after the computer had laid down the ideal dimensions, but the effect, as any hot rodder knows, only enhanced the handling qualities. The completed car stands on an excep-

1967 CHEVROLET CAMARO SS 350



DIMENSIONS

Wheelbase, in.	108.1
Track, f/r, in.	59.0/58.9
Overall length, in.	184.6
width	72.5
height	51.0
Front seat hip room, in.	2 x 20.5
shoulder room	56.7
head room	37.0
pedal-seatback, max.	40.5
Rear seat hip room, in.	54.8
shoulder room	53.8
leg room	30.5
head room	36.7
Door opening width, in.	41.2
Floor to ground height, in.	10.0
Ground clearance, in.	6.3

PRICES

List, FOB factory	\$2572
Equipped as tested	3630
Options included: SS 350, RS pkg., emission controls, power steering and brakes, 4-speed trans., radio and rear antenna, custom interior, in- strument group, Positraction, vinyl roof cover, tinted windshield.	

CAPACITIES

No. of passengers	5
Luggage space, cu. ft.	8.3
Fuel tank, gal.	18.5
Crankcase, qt.	5.0
Transmission/diff., pt.	3.0/4.0
Radiator coolant, qt.	15.0

CHASSIS/SUSPENSION

Frame: Unitized body; front sub- frame.	
Front suspension type: Independent by s.l.a., coil springs, telescopic shock absorbers, ball-joint steering spindles.	
ride rate at wheel, lb./in.	125
anti-roll bar dia., in.	0.6875
Rear suspension type: Live axle, Hotchkiss drive; single-leaf parallel springs, telescopic shock absorbers.	
ride rate at wheel, lb./in.	125
Steering system: Coaxial power as- sisted, semi-reversible recirculating ball nut gear; parallelogram linkage.	
gear ratio	15.6
overall ratio	17.5
turns, lock to lock	3.0
turning circle, ft. curb-curb	37.0
Curb weight, lb.	3210
Test weight	3620
Weight distribution, % f/r.	57.5/42.5

BRAKES

Type: 2-circuit hydraulic with tandem master cylinders; self-adjusting dup-servo shoes in composite drums.	
Front drum, dia. x width, in.	9.5 x 2.5
Rear drum, dia. x width	9.5 x 2.0
total swept area, sq. in.	268.6
Power assist: Integral, vacuum.	
line psi @ 100 lb. pedal.	n.s.

WHEELS/TIRES

Wheel size	14 x 6JK
optional size available	14 x 5J
bolt no./circle dia., in.	5/4.75
Tires: U.S. Royal High Performance size	7.35-14
recommended inflation, psi.	26
capacity rating, total lb.	4840

ENGINE

Type, no. cyl.	ohv, 90° V-8
Bore x stroke, in.	4.00 x 3.48
Displacement, cu. in.	349.670
Compression ratio	10.5
Rated bhp @ rpm	295 @ 4800
equivalent mph	111
Rated torque @ rpm	380 @ 3200
equivalent mph	74
Carburetion	Rochester, 1x4
barrel dia., pri./sec.	1.38/2.25
Valve operation: Hydraulic lifters, pushrods, overhead rockers.	
valve dia., int./exh.	1.94/1.50
lift, int./exh.	0.390/0.410
timing, deg.	36-94, 86-54
duration, int./exh.	310/320
opening overlap	90
Exhaust system: Dual, with resonators.	
pipe dia., exh./tail.	2.50/2.00
Lubrication pump type	gear
normal press. @ rpm.	30-45 @ 1500
Electrical supply	alternator
ampere rating	37 @ 12 V.
Battery, plates/amp. rating.	66/61

DRIVE TRAIN

Clutch type: Diaphragm; semi-centri- fugal disc.	
dia., in.	11.0
Transmission type: Manual 4-speed.	
Gear ratio 4th (1.00) overall.	3.55
3rd (1.47)	5.17
2nd (1.88)	6.62
1st (2.52)	8.87
synchronous meshing?	4 forward
Shift lever location	floor console
Differential type: Hypoid; overhung pinion.	
axle ratio	3.55

Suspension stiffnesses vary with the engine specification, though all are definitely firm. The basic Six has ride rates of 124 lb./in. in front and 121 lb./in. at rear, while the SS 350 has 125 and 131, front and rear. All Camaros carry a 0.687-in. front antiroll stabilizer, and the overall roll resistance is notably firm. The Camaro corners in a relatively flat attitude, without that annoying front-end tucking that is so apparent in other cars. The feeling, despite a quick but quite insensitive power steering, is that the car is inordinately nimble.

Inspection of the two test vehicles revealed little to really carp about. Exterior panels were slightly wavy and their paint finish had a few areas of "orange peel." But the panels fit together well in their intended pattern. The interiors appeared made well enough, though the plain model looked better than the chrome-splotted SS 350. Reflections bounced irritatingly off the SS's steering wheel and A pillars when driven in the bright sunshine. Two other specific, if minor, points of complaint were: Odd refraction by cone-shaped plastic instrument covers, and sharp edges on the 4-speed's shift lever which gouged the driver's hand during gear-changing.

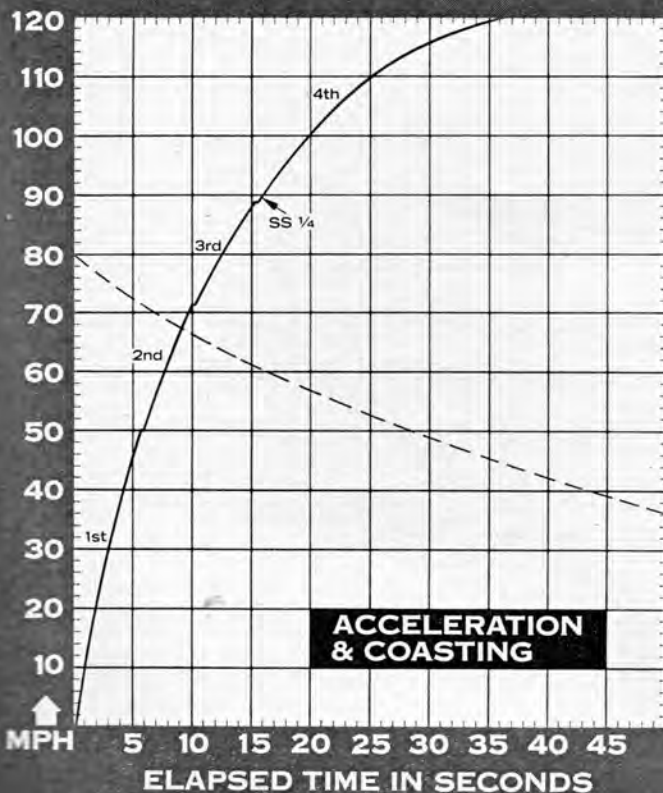


BIG SIX engine takes up less space, has greater access for servicing. Performance of this engine is surprisingly good for only 250 cu. in.

"Fun-to-drive" keynotes the Camaro. *CL* testers can't remember when they've had cars with such a high Fun Factor. Evidently it works that way for others, too. The editor of another

automotive magazine, which gave its yearly award to another car, bought an SS 350 for his own personal use. The reason? "Because it's fun to drive," he said.

CAR LIFE ROAD TEST



CALCULATED DATA

Lb./bhp (test weight)	12.3
Cu. ft./ton mile	146
Mph/1000 rpm (high gear)	23.2
Engine revs/mile (60 mph)	2590
Piston travel, ft./mile	1500
Car Life wear index	38.9
Frontal area, sq. ft.	20.5
Box volume, cu. ft.	395

SPEEDOMETER ERROR

30 mph, actual	30.6
40 mph	44.3
50 mph	52.3
60 mph	61.6
70 mph	72.0
80 mph	81.8
90 mph	92.7

MAINTENANCE INTERVALS

Oil change, engine, miles	6000
trans./dlt.	as req.
Oil filter change	6000
Air cleaner service, mo.	6
Chassis lubrication	6000
Wheelbearing re-packing	as req.
Universal joint service	none
Coolant change, mo.	24

TUNE-UP DATA

Spark plugs	AC 44
gap, in.	0.033-0.038
Spark setting, deg./idle rpm	8/500
cent. max. adv., deg./rpm	26/4100
vac. max. adv., deg./in. Hg.	15/15.5
Breaker gap, in.	0.019
cam dwell angle	28-32
arm tension, oz.	19-23
Tappet clearance, int./exh.	0/0
Fuel pump pressure, psi	5.25-6.50
Radiator cap relief press., psi	15

PERFORMANCE

Top speed (5200), mph	120
Shifts (rpm) @ mph, manual	
3rd to 4th (5500)	89
2nd to 3rd (5500)	71
1st to 2nd (5500)	50

ACCELERATION

0-30 mph, sec.	2.9
0-40 mph	4.2
0-50 mph	5.8
0-60 mph	7.8
0-70 mph	10.0
0-80 mph	12.8
0-90 mph	16.1
0-100 mph	19.8
Standing 1/4-mile, sec.	15.8
speed at end, mph	89
Passing, 30-70 mph, sec.	7.1

BRAKING

(Maximum deceleration rate achieved from 80 mph)	
1st stop, ft./sec./sec.	21
fade evident?	slight
2nd stop, ft./sec./sec.	22
fade evident?	yes

FUEL CONSUMPTION

Test conditions, mpg	16.6
Normal cond., mpg	16-19
Cruising range, miles	296-352

GRADABILITY

4th, % grade @ mph	19 @ 74
3rd	25 @ 63
2nd	32 @ 53
1st	41 @ 36

DRAG FACTOR

Total drag @ 60 mph, lb.	128
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