

PART II

STOCKER TO STROKER

Here's the wrap-up on our '68 A/MP Camaro race car / BY MARTYN L. SCHORR



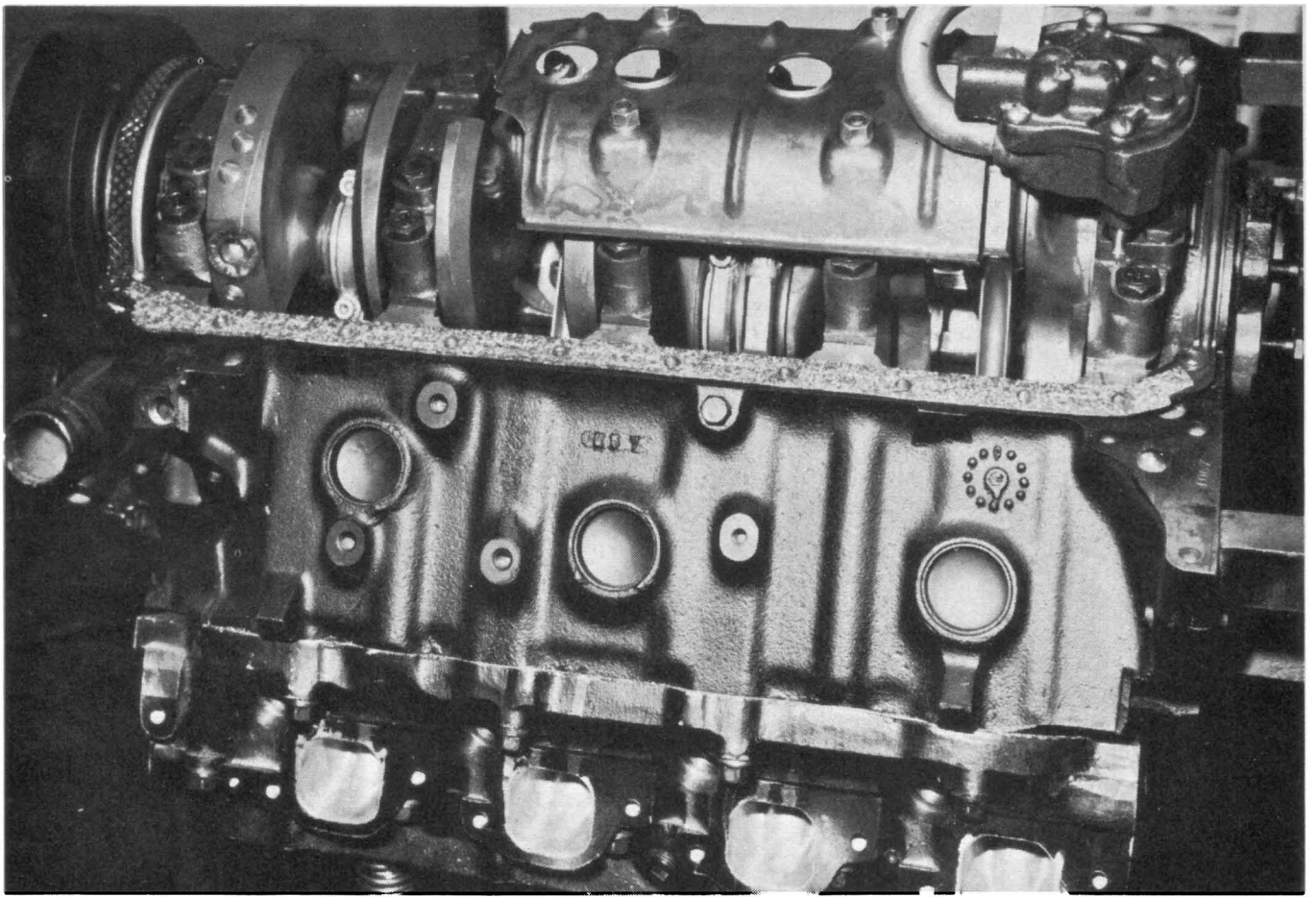
Crankshaft Co. 466-inch L-88 stroker sits ready to be lowered into the immaculate '68 Camaro. Latest compound M&H ripple wall slicks mount on chromed Cragar mags. Camaro will be used for serious record attempts and as a rolling test lab for new speed equipment.

LAST MONTH we discussed the merits of the stroked 466-inch Crankshaft Company motor that will be used to power our entry in the A/Modified Production ranks for the '68 season. We also touched briefly on the super efficient torque transmission system being used, the B&M

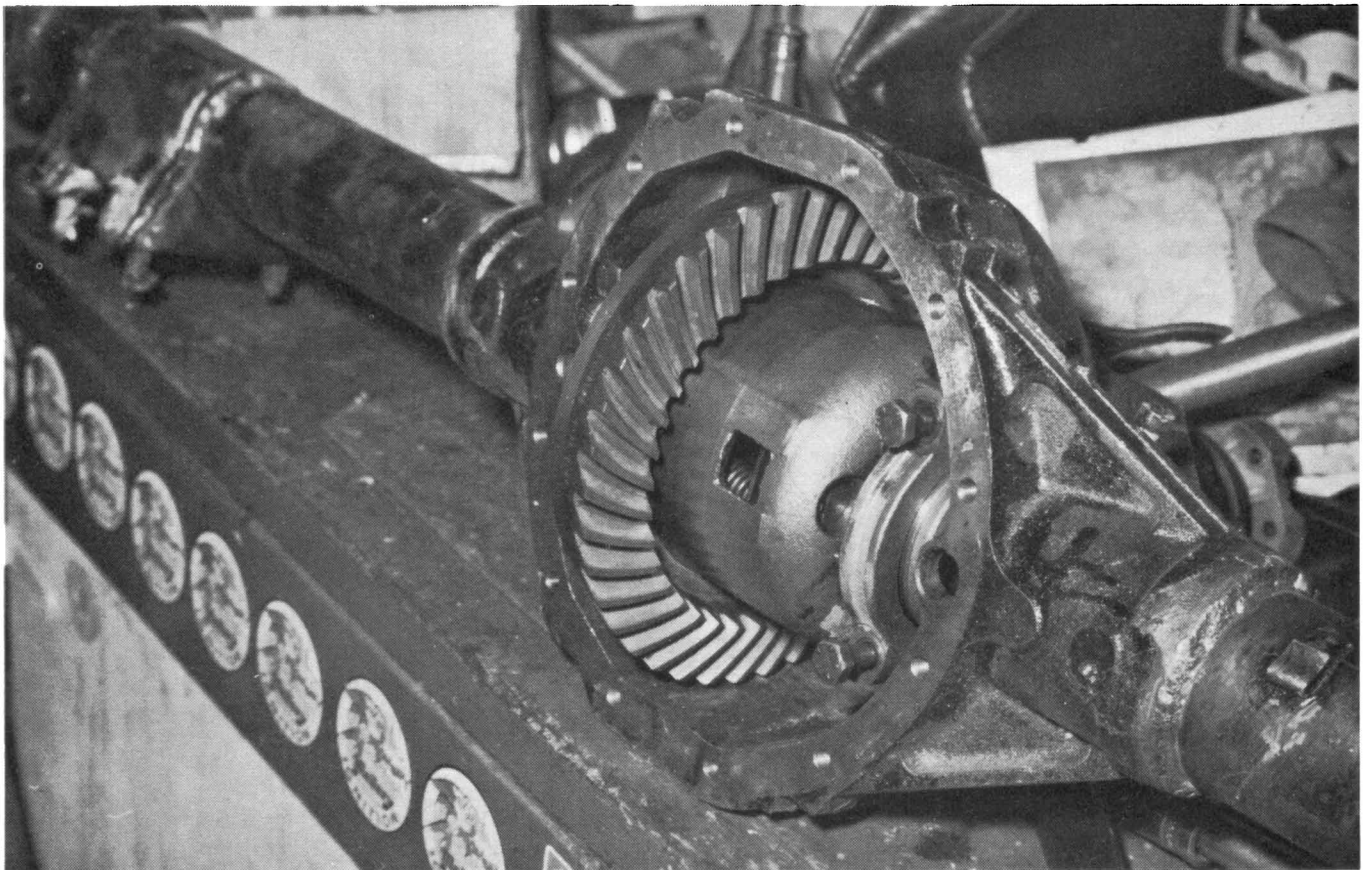
Clutch-Flite. Essentially a Torque-flite transmission with a dry clutch and flywheel (Schiefer) in place of the torque converter, it is slowly but surely becoming the "only way to go." For more details on exactly what's involved in swapping over to *Clutch-Flite* and the many plus-fea-

tures of the unit, see Page 38 in this issue.

Our '68 Camaro race car differs greatly from our '67 entry, even though they look alike. The '67 car was actually a pilot project for us as well as the Baldwin-Motion Performance Combine. We wanted to get



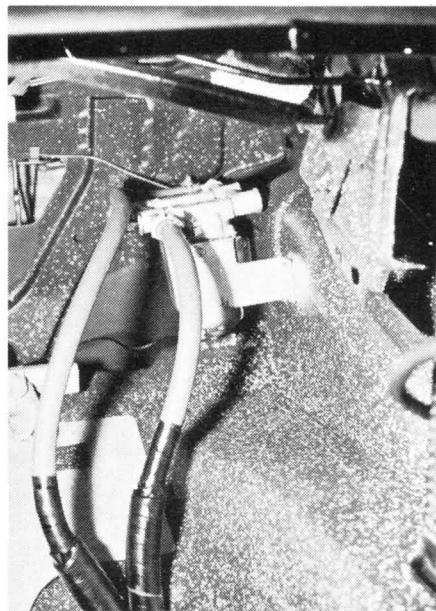
Crankshaft Co. lower end is partially hidden from view by Corvette baffle plate. Pickup and pump are modified for use with super sump.



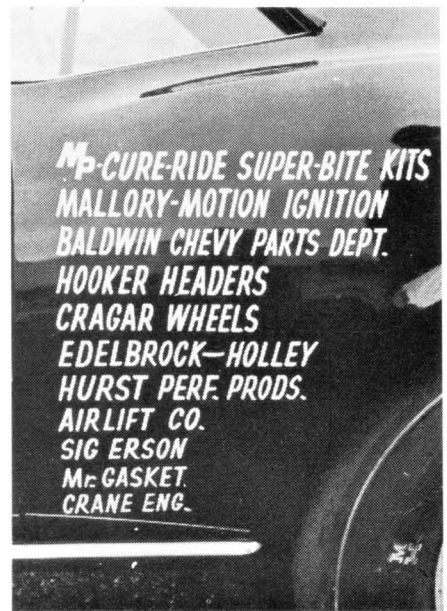
Optional super-beefy rear is fitted with new special Posi and 4.88 gears. Axle tubes are welded to the HD center section for extra beef.



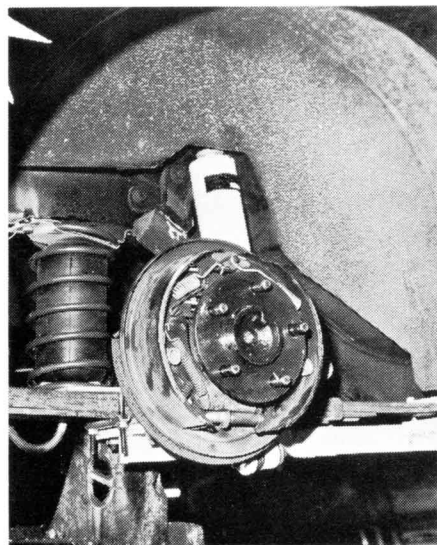
Street battery mounts in trunk over the right wheel. Truck battery will be used for comp.



Trunk-mounted M/P Super Pumper keeps the Three-barrel supplied with 260 Sunoco.



The top names in the speed equipment field have helped get this machine on the track.



Rear end is fitted with complete M/P Super-Bite suspension kit: HD Air Lifts; bolt-on bars; huge comp shocks. Narrow Jere Stahl drag tires are used up front.



Power comes from a Motion-printed 466-inch Phase III aluminum-head mill

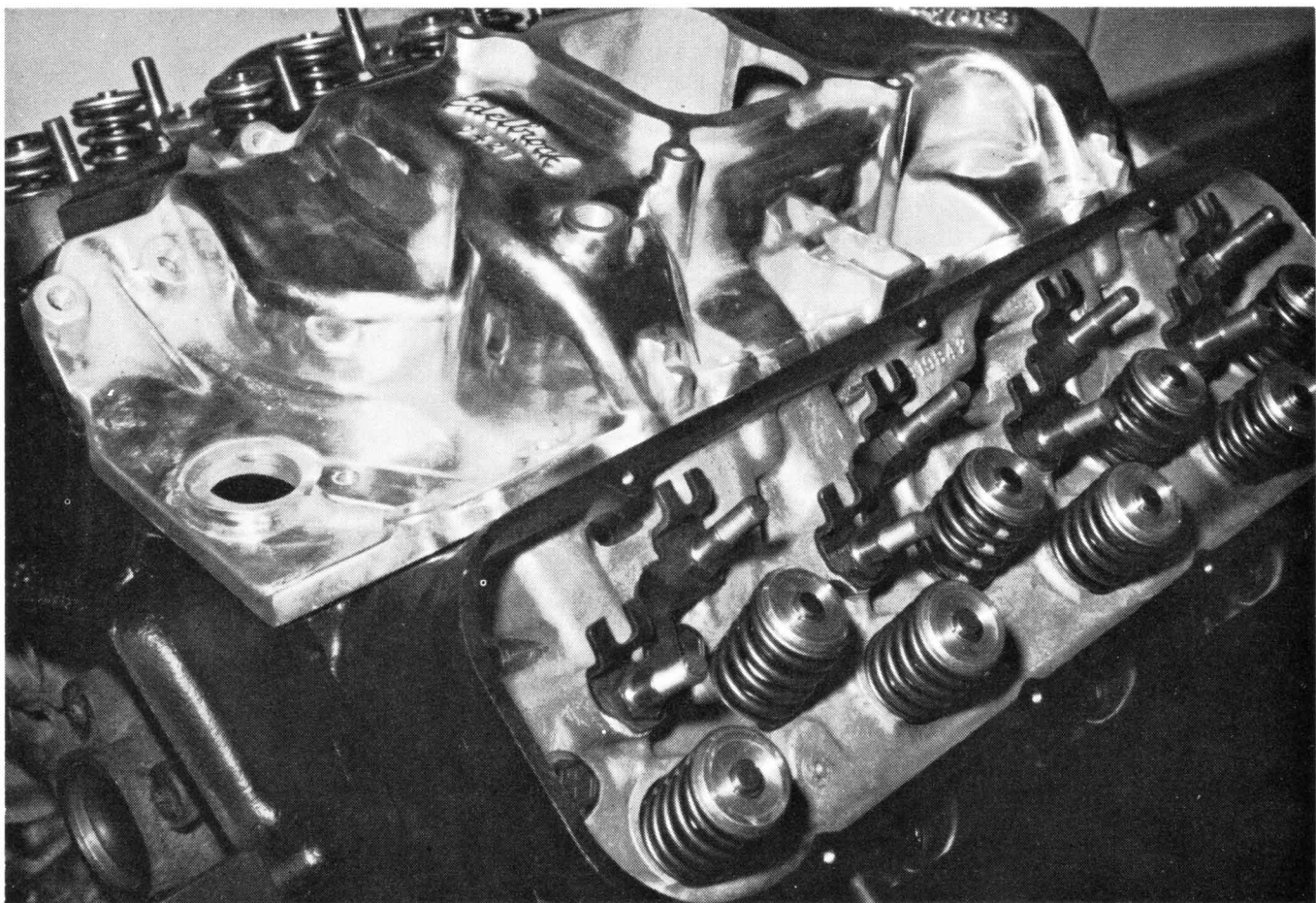
into the down to earth competition class as cheaply as possible, so that we could get a better idea of what the average rodder is up against. This is very important in A/MP as the complete MP class structure was designed to accommodate the average rodder who wants to break out of the stock ranks and into the competition classes. And the Baldwin-Motion crew were genuinely interested in the development of a street-strip race machine that could win at the track and still be streetable. After a few

months experimenting at tracks up and down the eastern seaboard, they came up with what they call the Phase III SS-427 Camaro which is a streetable car guaranteed to turn mid 11's with speeds in the 120 mph range.

The '68 car, on the other hand, is a serious race-only machine designed to go after National records and occasionally to be used as a rolling lab for supercar equipment testing. The engine is a full Motion-printed 466-incher topped off with Crane Super-

Port-Flow aluminum heads, a highly polished Edelbrock manifold (Super secret new L-88 gutted plenum manifold with a new divider configuration is also being evaluated on this engine), a three-barrel Holley and a Phase III competition cam and ultra high rev kit. Schiefer clutch goodies hidden by a Lakewood shield mate the mill to the B&M Clutch-Flite.

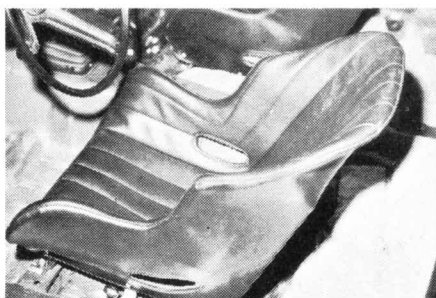
Much work was performed on the car and chassis before the engine was even lowered in place. All sound deadeners and fillers were scraped



Latest Edelbrock and factory L-88 manifolds will be tested on the 466-incher along with Holley three-barrel. Crane heads are used.



Rear seat was removed along with all sound deadeners for a better shot at the record.



The hot seat setup: Latest road racing fiberglass seats as listed in factory catalog.

off from the body panels as well as behind the upholstered interior panels. The rear seat was junked along with the stock front seats. Since Chevrolet lists lightweight road racing fiberglass bucket seats (# 3931548) in its super secret option lists, two were fitted to the race car. These seats, incidentally are made by Berry Plasti-glass in California and are unbelievably expensive.

To handle the big-inch Semi-Hemi, the front and rear suspensions were treated to off-the-shelf Super-Bite kits with the latest model *improved* bolt-on traction bars. This kit includes four-specially-calibrated shocks, front end spacers and the bolt-on bars. The rear end originally supplied with the car was also deleted in favor of the new super strong rear end package (# 3916234) which includes a racing Positraction unit. It's far stronger than any factory-installed Chevy rear. For additional life insurance the axle tubes were welded to the center section and the spring mounting pads were built up via welding to form a super sturdy triangular-shaped section. Gearing is 4.88 to 1 (# 3917972). Competition Air Lifts (special competition

Camaro kit) were screwed and welded to the chassis and bolted to the multi-leaf rear springs. This setup enables the crew to preload the suspension to compensate for horsepower, track conditions and a variety of tire sizes. The biggest M&H ripple wall slicks that will fit in the stock wells will be run on Cragar wheels. Up front Stahl high profile 7.60x15 tires are used on super narrow Cragar mags.

For better weight distribution and added traction the battery is mounted in the trunk over the right rear wheel. Also mounted in the trunk is an electric M/P *Super Pumper*, a dual electric fuel pump with a common fuel pressure regulator. Maximum delivery rate is 75 gph.

Not shown in any of the photos are the Hooker equal-length tuned tube headers and a new M/P universal Ram Air package which will be evaluated on the race car.

As radical changes are made to the car, we'll keep you up to date via small features in this magazine. If you want to really see what's happening look for the Baldwin-Motion crew at National events and other big meets on the East Coast.