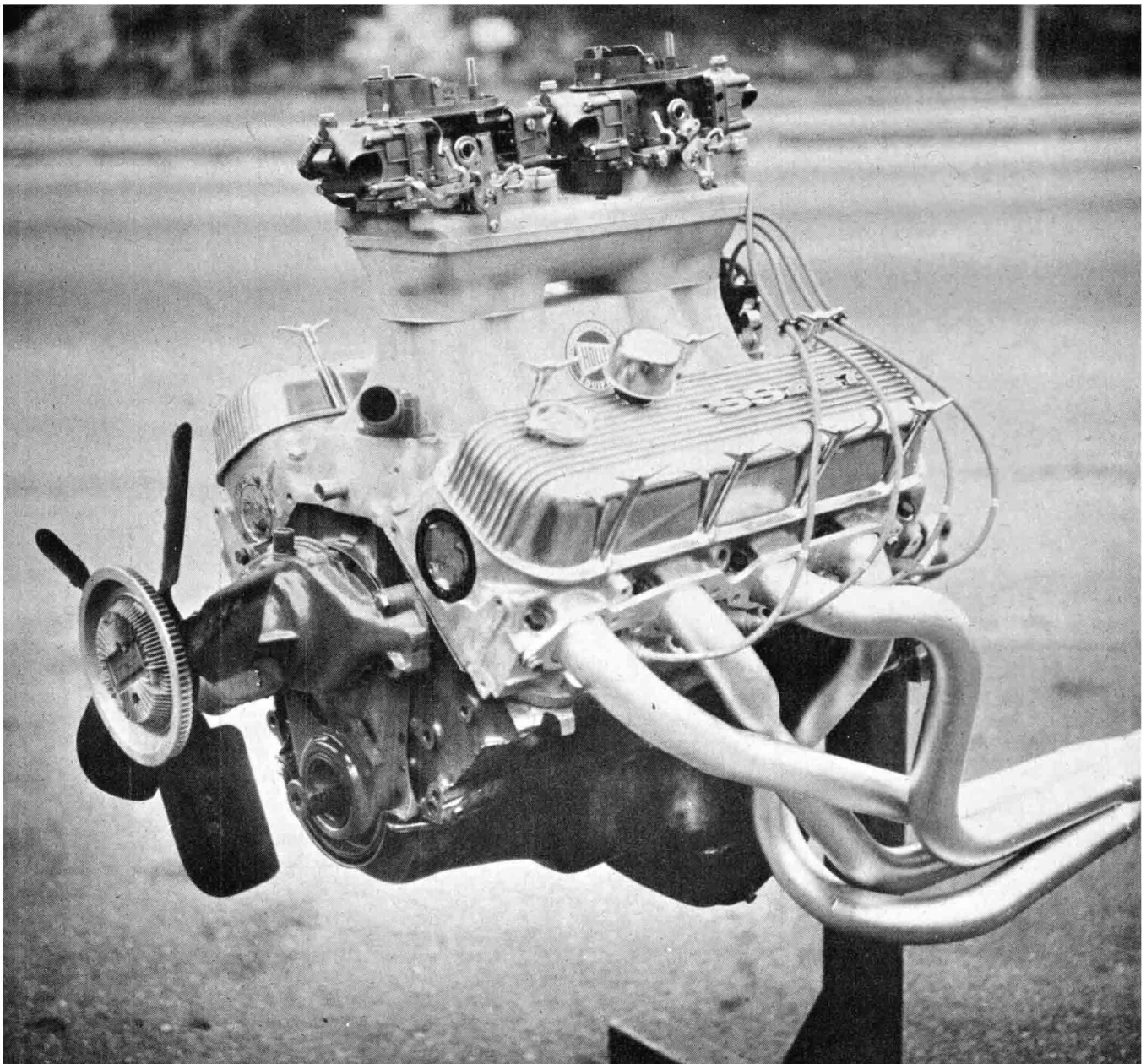
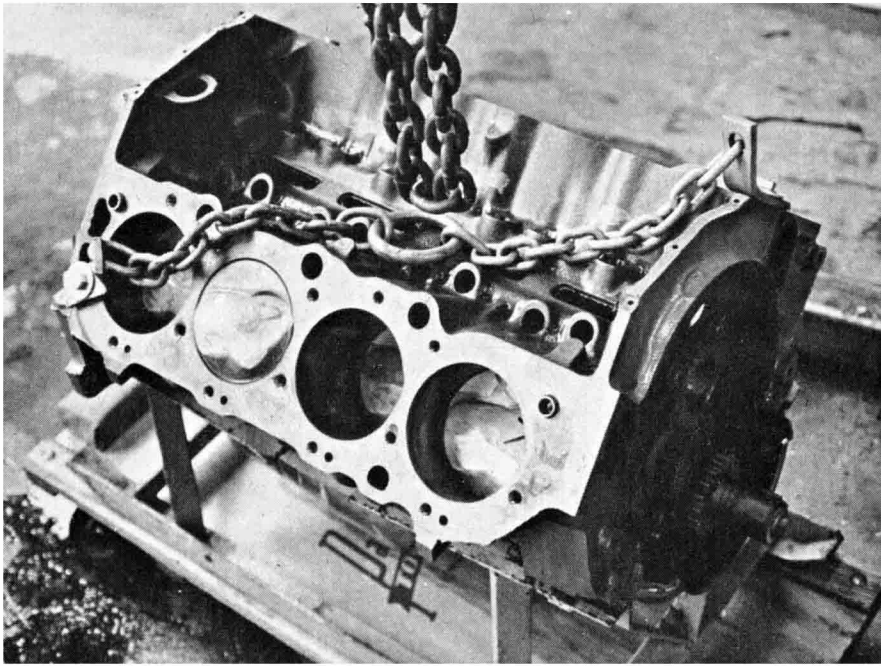


# CAMARO POWER

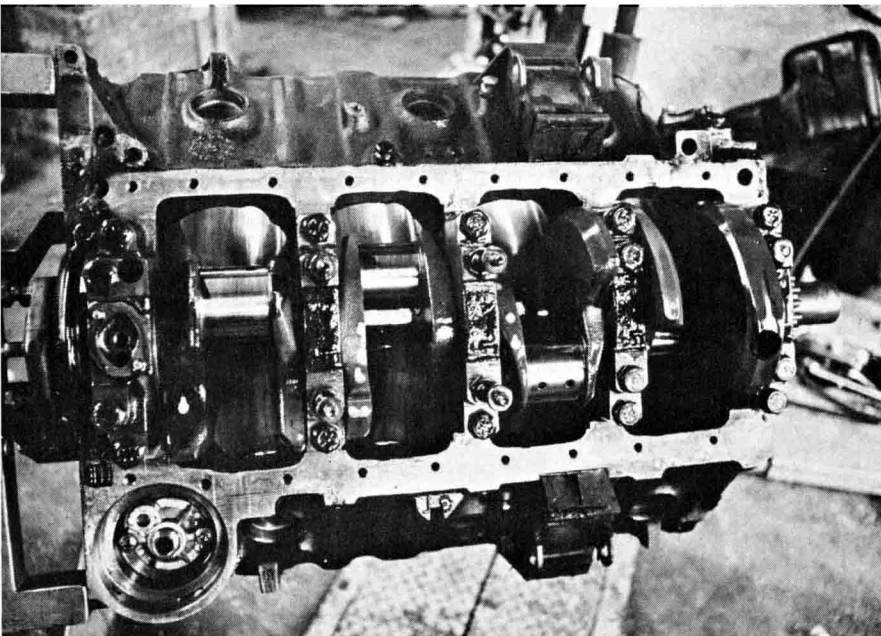
CARS Magazine's rolling test lab gets two new engines for the '69 drag season. One's a new L-88 (steel block, aluminum ZL-1 heads) and the other is a ZL-X (cast-iron block and open chamber cast heads)



Topping off the 427 open chamber L-88 race engine is a pair of Holley 660-cfm quads mounted on an exotic Weiand "Breather".



Both engines make use of completely blueprinted blocks with open chamber pistons.

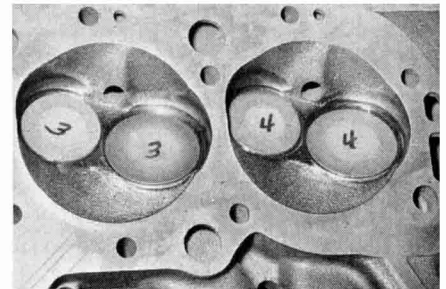


Lower ends are clearanced and fitted with the latest factory and California goodies.

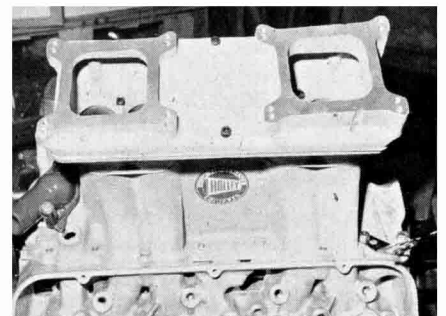
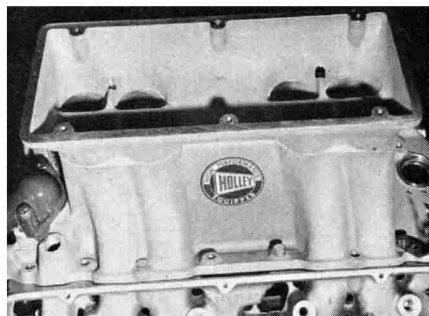
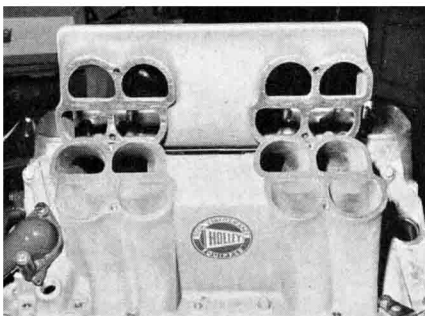
**F**or the '69 drag season the CARS Magazine Racing Team will again be running a Camaro in the Modified Production ranks. Only this year, we'll be running two engines—one at a time, of course—so that we will be better able to evaluate a greater variety of speed equipment. Both engines will be blueprinted from top to bottom and will sport the latest in good stuff.

One engine is the all-new L-88 (427) which now comes with a cast-iron block and open chamber ZL-1 alloy heads with big valves (1.88/2.19-inch). The backup motor is a custom ZL-X (427) which utilizes the basic L-88 cast-iron block and lower end, but sports cast-iron duplicates of the open chamber alloy heads. Heads for both engines are of the ultimate performance variety, re-manufactured by Warren Brownfield at Air Flow Research. Basic camming and internal engine components are the same for both motors. Hooker headers with 2-1/8x36-inch primary tubes and 3-1/2x18-inch tapered collectors are used exclusively.

In the induction department we are experimenting with Edelbrock's Tunnel Ram and C-427-X high-riser single quad manifolds and the all-new revolutionary Weiland "Breather" tuned tunnel ram with a pair of 660  
*(Continued on Page 76)*



Closeup of open chambers with big valves. ZL-X head is cast-iron dupe of alloy job.



Weiland "Breather" is a well-tuned three-piece tunnel ram design manifold which looks like direct port injection when top is removed.

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## CAMARO continued

cfm Holley Centra-Flow fuel feeders. Backing up both motors are B&M Clutch-Turbo units chosen for design strength and consistency. As soon as the snow clears we'll let you know how they work out!

## HEAD continued

and are the keys to the unequalled flow of these heads. The valves are reshaped and the heads flow-calibrated. The average time spent on a set of "Velocitor" heads is approximately 35 hours. Chevrolet heads cost \$320.

Anyone interested in going this route should contact Warren Brownfield directly at Air Flow Research, 8217 Lankershim Unit 32-MLS, North Hollywood, California 91605

## MERCURY continued

Orange monster. The hood pins, hood scoop, decal lettering, white-lettered Goodyear tires mounted on the styled steel wheels and the Mach I mirrors is all the gilding the basic model needs to give it instant status. The Electric Orange paint is definitely out of sight,

but basic black is the color to go with if you're looking for a dynamite street racer.

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