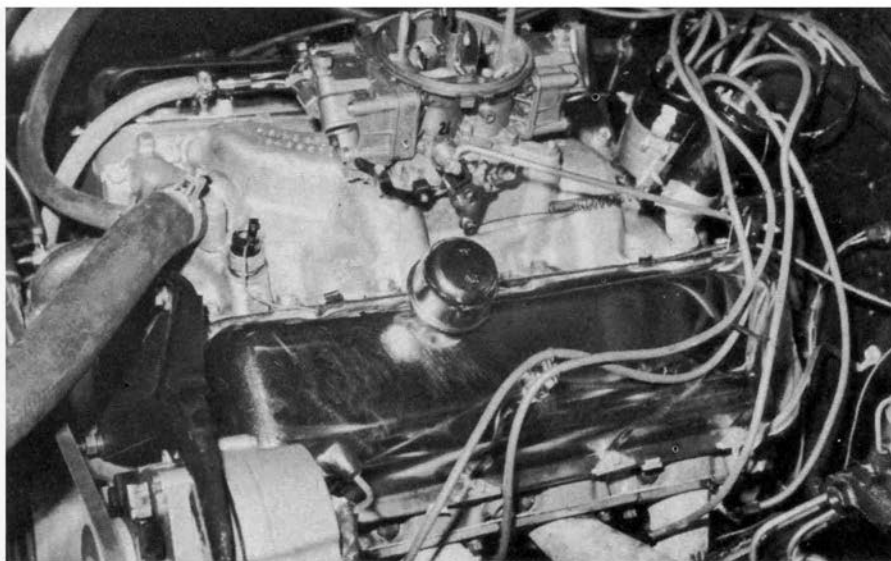


EVEN THOUGH most GM supercar makers are supporting the street enthusiast in his quest for the hot setup, Chevrolet has passed the ball to a limited amount of specialty dealers scattered across the country. Chevrolet has far more good stuff than all the other GM divisions combined, but they prefer to let the dealers blow their own horns and keep the customers happy. In fact, Chevrolet won't even admit that there's a 375-hp 396-cube engine (old 425-hp '65 Corvette Z-16 engine) available in Camaros and Chevelles. Chevrolet would rather have performance centers like Baldwin Chevrolet and its High Performance Division, Motion Performance Inc., handle the sales and servicing of the real hot numbers. It's so much cleaner that way.

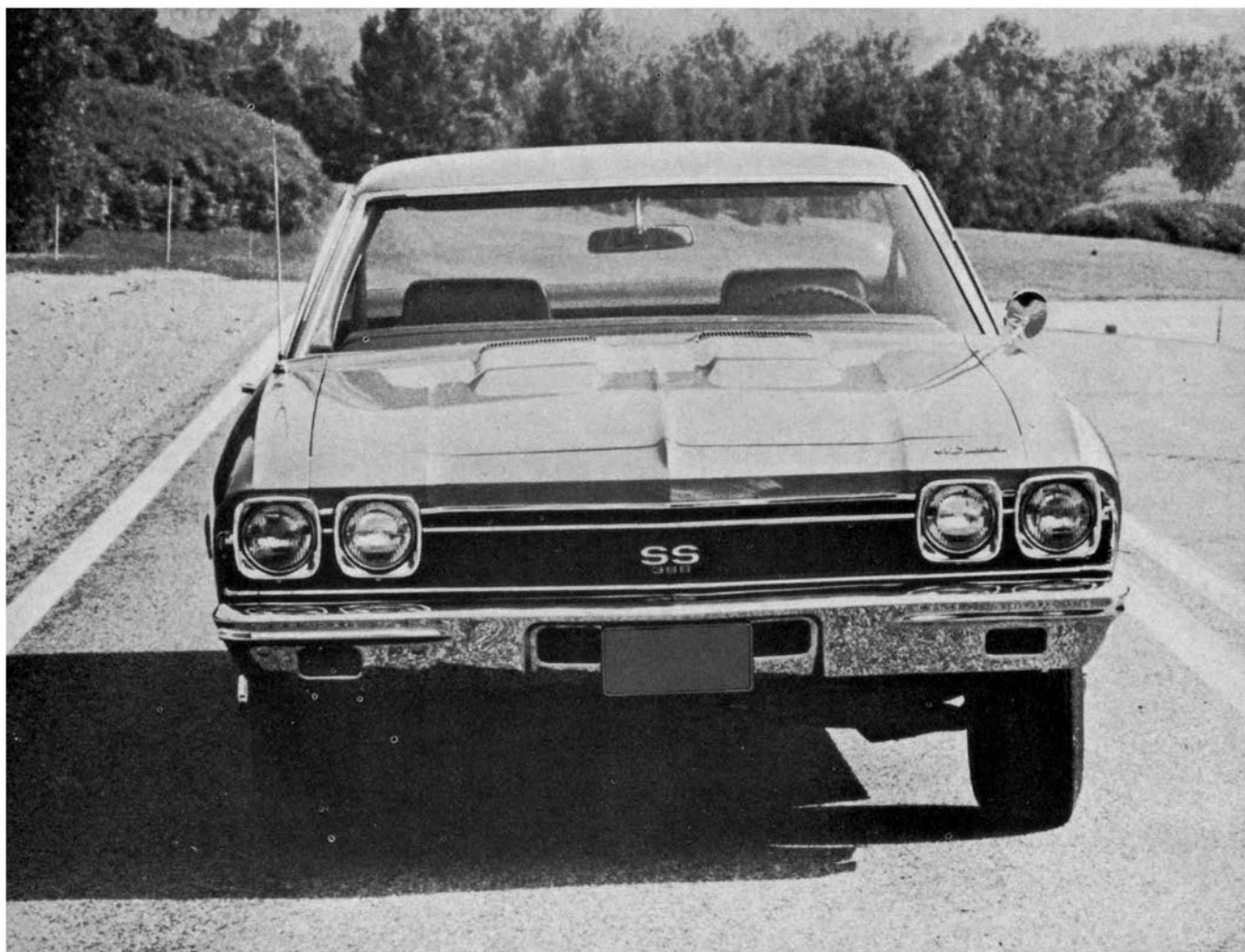
Last year the Baldwin-Motion combine shocked the industry with its ultimate supercar, the SS-427 L-88 Camaro—unquestionably, the quickest and fastest street stocker built in this country. And they followed through with a complete line of SS-427 Camaros which are now seeing service from coast to coast. In fact, Baldwin-Motion is the

IT'S UNREAL !

That's the only way to describe Baldwin Chevrolet's '68 aluminum-head L-88 Super Street 427 Chevelle



Extra-cost options on test car's mill include three-barrel, headers, Mallory sparker.

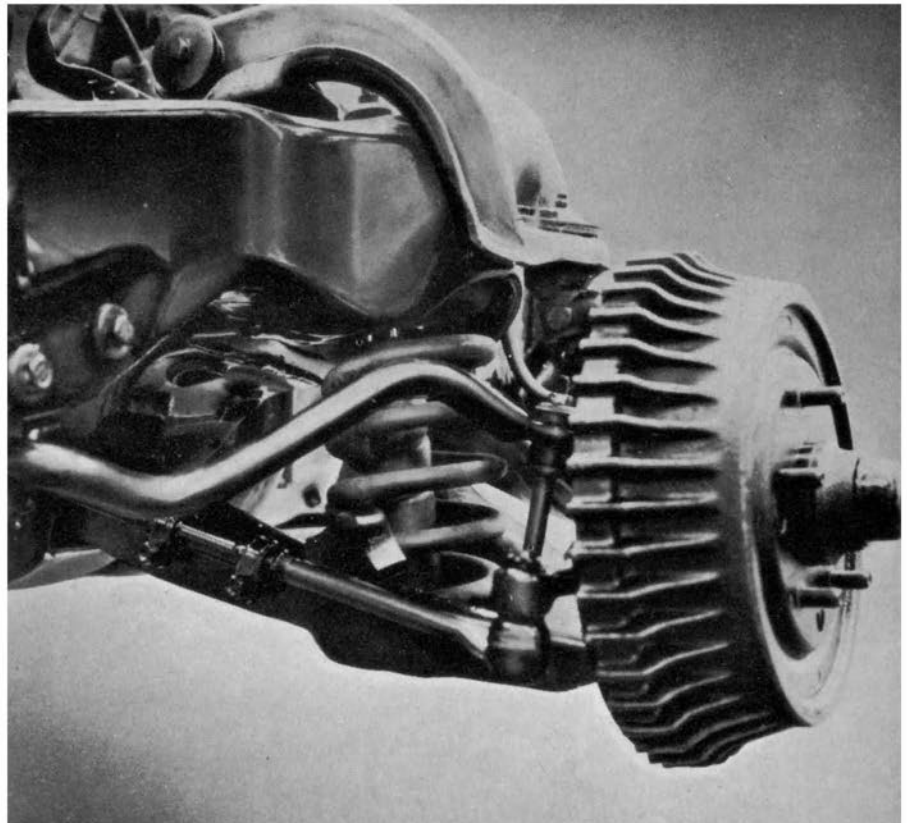


Super Sleeper sports 396 emblems, 427 punch. New headlight treatment, hood bubbles and roofline liven up the Chevelle SS.

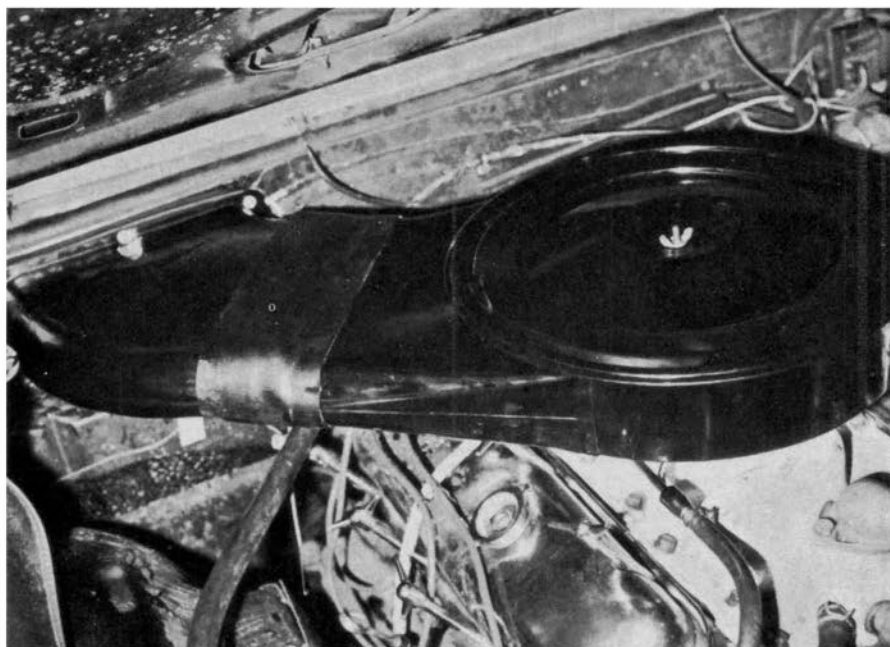
When quicker and faster supercars are built, Baldwin-Motion will build



Prototype SS-427 El Camino sports basic 425-hp mill with factory fresh-air induction package. It's the end tow car! Optional Sun SuperTach on Baldwin-Motion supercars are redlined at 6800 rpm. Automatic ignition shutoff is recommended if serious drag racing is planned. Drum-braked Chevelles stop better this year thanks to big finned brake drums. Disc Front binders are optional. H D suspension is stock on all 427 models.



them. Hottest to date is L-88 three-barrel SS-427



SS-427 Chevelles are available with steel or aluminum-head engines with single four-barrel, single three-barrel, or triple two-barrel carburetion.

BALDWIN-MOTION

1968 CHEVELLE SS-427

STANDARD EQUIPMENT: 425-HP, 427 ENGINE, CLOSE-RATIO FOUR-SPEED, POSI REAR, HD SUSPENSION, HD RADIATOR, REDLINE WIDE OVALS, CHROME VALVE COVERS, DISTINCTIVE EMBLEMS, DYNO-TUNE, CUSTOM-CURVED DISTRIBUTOR

PERFORMANCE OPTIONS

L-88 ALUMINUM-HEAD ENGINE	\$500
HEADERS.....	\$175
CD MALLORY IGNITION.....	\$100
SUN SUPER TACH.....	\$ 50
SCHIEFER ALUMINUM CLUTCH- FLYWHEEL KIT INCLUDING SCATTERSHIELD	\$200
WOOD STEERING WHEEL	\$ 45
FOUR MAG WHEELS	\$135
L-88 HIGH-RISE MANIFOLD AND HOLLEY THREE-BARREL	\$165
OPTIONAL SHOCK PACKAGE.....	\$100

only operation of its kind on both coasts, and the only Chevrolet agency that builds, sells, and services a full line of SS-427 vehicles.

To start the '68 model year off with a bang, Baldwin's Ed Simonin, Dave Bean and John Mahler had a meeting of the minds with Motion's Joel Rosen. The results are a full line of warranted steel and aluminum head 425, 435, 450 and 500-hp SS-427 Camaros, Chevelles, Corvettes and Impalas. We had the pleasure of taking their first prototype out for a spin and words alone can't describe its performance. It's unreal! The buff who buys this prototype off the floor will get a machine that'll blow the doors off anything Detroit has to offer. And it looks as stock as any factory supercar. The super supercar: an aluminum-head L-88 427 Chevelle with 4.56 gears, four-speed, Mallory ignition, three-barrel Holley, Motion four-tube headers and some dress-up items. You gotta drive one to believe it!

Besides the Chevelle SS-427, Baldwin-Motion also set up a duplicate-type rig based on a '68 El Camino pickup. This rig, which was set up for race car towing, utilizes a stock 425-hp 427 with stock four-barrel carburetion and a factory fresh-air-induction package. We didn't have time to drive it around, but it should prove without a doubt that trucking can be fun.

Since the Chevelle SS-427 hardtop was built strictly for demo and showroom display use, we didn't have much time to do any serious testing. We did, however, manage to pull a few stopwatch tests and almost snap a couple of necks off. Average 0-to-60 mph standing start blasts netted us with times ranging from 4.5 to 5.5 seconds. Getting off the line with that torque-laden engine took some getting used to and we managed to tame it before we burned through a pair of Prowler Eliminator cheaters.

We also managed to make a few passes through the traps before Baldwin's John Mahler stole the car back for the showroom. With cheaters and the Motion four-port headers open, we ran an 11.80-113 and an 11.84-114.40. Considering that the engine had almost no mileage and absolutely no internal work, all parties concerned were super happy.

On the street, the SS-427 provided reasonably tractable transportation. The headers and L-88 bumpstick don't exactly help in the noise and rough idle departments respectively, and the newfound power does require some

(Continued on Page 75)

