



A SPECIAL CAMARO

Very few cars really stand out from the pack as being something really special — the 375-horsepower Camaro is just such a car.

It has been said time and time again that no manufacturer will ever produce the perfect car. It's true, because different people look for different things in an auto. But for those who want the ultimate in high performance driving with a fair amount of comfort thrown in — in other words, a true grand touring car — Chevrolet has the answer in the latest version

of the Camaro, the 375-horsepower, 396-cubic-inch engine model. For our purposes, it came to be known by the staff as the "375 Camaro," and that's the way we'll refer to it in this report. The name seems to say it all.

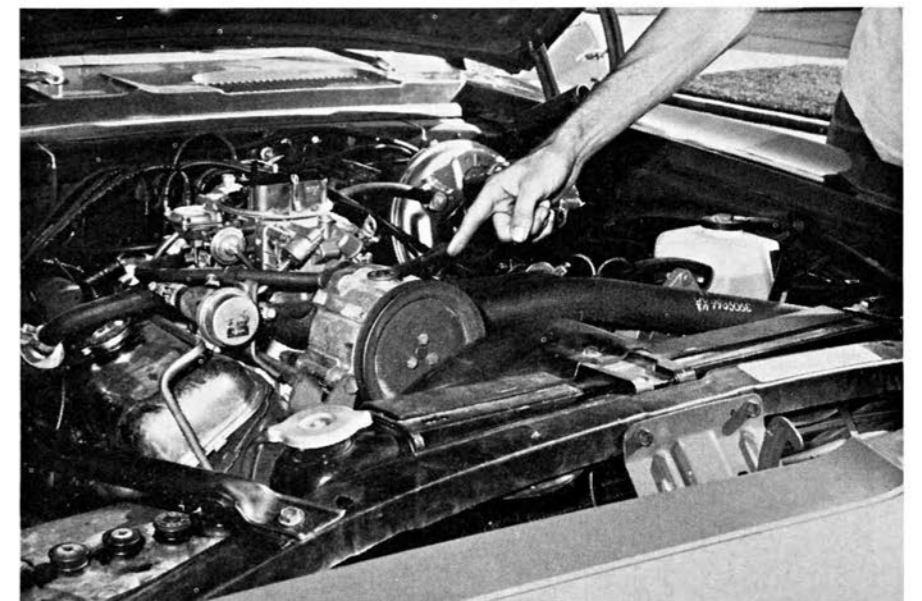
Not that the 375 is the perfect car. It's got some flaws which we'll get into later. But if you like driving fast, or just driving a car that you know is

fast and appreciate the extras that make a car of the type safe at speed, the 375 is right up your alley.

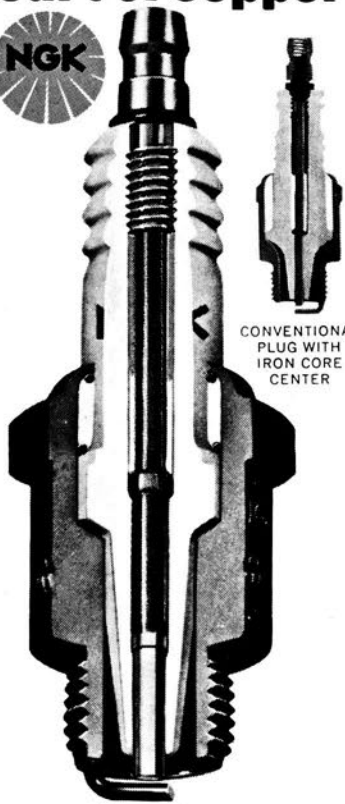
Why were we so impressed? Because extended cruising in Nevada (where there are no speed limits on the highways) proved beyond doubt that the 375 can sustain speeds around 130 mph while letting the driver remain in complete control. This is what the Washington safety boys should be looking for instead of padding. It hugs the road like the proverbial painted stripe. We tried to get the car to understeer and oversteer and we got it to do just that. But it wasn't easy. The

Best drag times were 14.09 at 99 mph in full street trim. Biggest drawback was Muncie linkage which kept car out of 13s and under 100 mph. Tires and suspension aids should put car in mid-13s without trouble.

Lurking under hood was 375-horsepower version of Chevy's 396-inch engine. Power output is fantastic, even with air pump smog device pointed out in photo.



heart of copper



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375 is so nearly neutral and completely predictable that it was a delight to drive.

And lugging around town on stalled, jammed Los Angeles freeways wasn't a problem. The close-ratio four-speed wasn't a problem and the clutch didn't give us any trouble. A slight tendency to overheat at idle and poor trans linkage were the only drawbacks. Driving was meant to be enjoyed and the 375 Camaro will let you do just that.

What about acceleration? With street tires, the air cleaner in place and that confounded air pump smog device *continued on page 82*

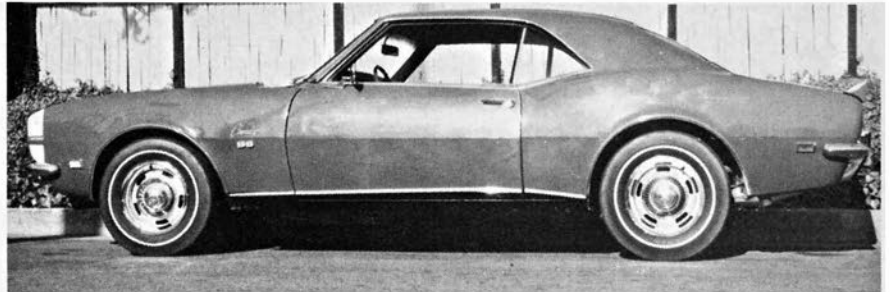
Major changes for '68 are removal of vent windows, side marker lights, new grille and taillights.

'68 CAMARO AS TESTED

Base price — \$2,670
Price as tested — \$4,295.50
Options — 375-hp, 396-c.i. V-8
power steering
power brakes (disc)
positraction
close-ratio four-speed
instrumentation
radio
Rally Sport
spoiler

375 CAMARO AT A GLANCE

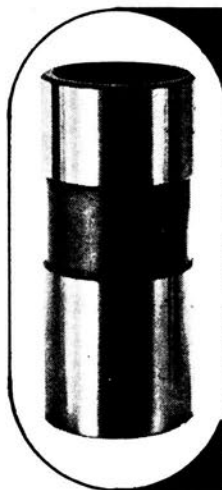
Handling — excellent
Performance — excellent
Comfort — very good (2 people)
 poor (4 people)
Mileage — good (12-13 mpg)
Visibility — good
Sound proofing — excellent
Quality control — fair



Dummy hood trim isn't functional, but is in keeping with sporty look of new Camaro.



Optional for '68 is spoiler. New item really made our test car stand out. It lists for \$32.65, as "auxiliary panel and valance."



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(Act of October 23, 1962, Section 4369, Title 39, United States Code)

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| 2. Mail subscriptions | 15,557 | 15,790 |
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I certify that the statements made by me above are correct and complete.
D. N. Werner and Gordon Behn.

CAMARO

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drawing five to 10 horsepower, we managed a 14.09 ET at almost 100 mph. And that's with Muncie linkage that wouldn't go into second on three out of four tries over 15 attempts. The linkage was horrible, but a switch to something decent would have undoubtedly put the car into the high 13s and over 100 mph in showroom condition. Rear axle ratio was a mild 3.50, ideal for cruising but not for racing.

In detail, the Camaro unfortunately lacked something. While there was little or no engine noise in the car and a complete lack of wind leaks at speeds up to 130 mph, we found that some little things kept bugging us. The ash-tray hides the temperature gauge on the console, for instance. And why Chevy put vital gauges (which cost an extra \$95) on the floor is beyond us in the first place. The body panels didn't fit quite right in several places. There was that shift linkage. And then we had the headlight door problem.

The first night we planned to take the car out for a trial spin we found that the optional Rally Sport headlight cover doors wouldn't open. Consulting the owner's manual for instruction we attempted to open the doors manually and, after a half hour battle, got them open. Permanently. A trip to a local dealer provided the information that he had no service information on the system and had wasted four hours of a mechanic's time trying to fix another wayward system earlier in the week without success.

But the drawbacks were in most part covered by the warranty and if we had owned the car we're sure we could have had most of them straightened out to our satisfaction. The 375-horse Camaro remains one of, if not the best car we have driven out of the '68 crop. If a manufacturer wants to impress us more favorably with an all-around performance vehicle, he has his work cut out for him.



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