

THE BIG "Z" FROM CHEVROLET



by TOM MADIGAN

A Trans-Am machine for the street

Five minutes in the (Big Z) and you think you're Lance Stirling. One short step from the Stingray, this high rev sedan is a "street" Trans-Am machine. The suspension system is stiff but comfortable, with a "mini" price tag of \$15.80 which pays for special front and rear springs (multi-leaf in rear) and heavy duty shock absorbers. Add quick steering (17:1 over all) at \$15.80 and a limited slip differential (\$42.15) and you make cornering an experiment in "G" forces.

To complete the grand touring package just add a four-speed manual transmission (\$184.35), power-assisted disc front brakes (\$100.10) and a fiberglass "spoiler."

The 5-liter engine (302 cubic inches) is a junior fueler's dream. It is a 327-block 4:00 x 3:00 bore and stroke with a 283 crank. Compression ratio is 11.0:1 with bhp 530 @ 6,200 rpms; torque 320 @ 4,200 rpms. With one Holley carburetor, this little engine is a real revver, though a trifle rough on the idle (900 rpm). It's a bit tame up to 4,000 rpm, but after that it comes on like a Swiss watch built for Can-Am racing. Our test car did not have a protective diaper on the bell housing so our shift points were kept to 6,500 rpms, but the 302 still ran strong.

Particulars on the engines include a standard camshaft with a duration of 346 degrees for both intake and exhaust valves and 118 degrees 12' of overlap, and mechanical lifters. With a few special dealer options such as tuned exhaust headers, transistorized ignition and the wilder cam, 7,500 rpms is within easy reach. Even with the standard equipment the Z-28 comes in a fine state of tune.

In the Freeway Grand Prix, our Camaro was quick and agile with 4.10:1 rear end. The Z-28 made passing a relatively easy matter, but that did not tell the whole story. In the backland roads along the California coast the



Camaro's basic kinship to a sports car is shown by its wide stance stability.



The road-hugging suspension gives good road-holding and very little body roll.

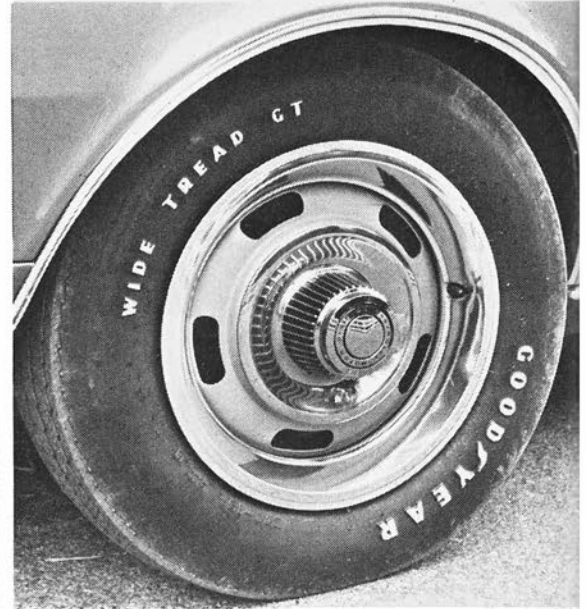
Camaro proved its worth.

With the Goodyear widetread E70 x 15 tires warming to the task, a ride in the Z-28 made you think you were seeing the world through a kaleidoscope.

A lot can be said for the gearbox, all synchromesh (close ratio \$184.35) 2.20:1 first; 1.64:1 second; 1.27:1 third; 1.00:1 fourth; the 10.3-inch clutch and the easy access shifter for smooth up and down shifting.

Interior appointments are tasteful and all gauges are easy to read. Except for some engine noise and transmitted gearbox heat, the Z-28 ride was comfortable.

We'd like to see more of this type of machinery from Chevrolet.

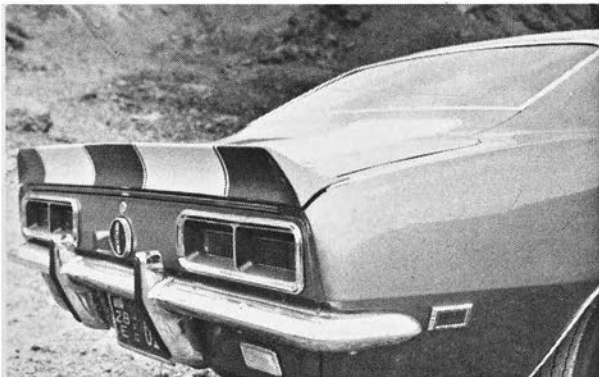


Even subdued, the big Z looks like a sleeping lion.

Disc brakes up front, along with Goodyear wide tread, add to the Z-28's handling.



Sure we're kidding, but the Camaro's performance is outstanding.



*Can-Am spoiler that works shows the folks that you know where it's at.
74/motorcade*



The high rev 302-cubic-inch Chevy features include a Holley four-barrel carburetor, high-winding mechanical lifters, special cam and aluminum inlet manifold.