

# CAMARO

*It was worth the wait.*

**W**HEN ALL THE OTHER 1970 cars came out, the Camaro was missing. Wait, we told ourselves, maybe they're just trying to decide how big to make the emblem or something.

But month after month went by until the ones in the showroom were getting awfully old to even be called 69½s (69¾, perchance?).

Anyhow, we really began to build up our hopes for when it finally would appear. An all new body. The LT-1 350-cube engine for the Z/28. Maybe even an independent rear suspension. . . .

And now it's here. It's mostly what we were hoping for. The all new body. The LT-1. Even some suspension improvements, though not i.r.s.

The '70 Camaro is so smooth it

looks like the clay model was parked in a wind tunnel under the high blast until all unsightly bulges had been trimmed off.

The doors have grown 5 in. longer, incorporating side-guard door beams, and making it easier to gain access to the back seats.

The front grille, containing an egg crate style mesh reminiscent of Ferrari, is contained in an inset cavity nestled between two single headlamps, extra-bright units like those used in the Monte Carlo.

A departure for Camaro is the offering of two differently styled front ends for different models. The standard Camaro will have the full width front bumper while the Rally Sport, SS and Z/28 models will have the bumperettes or small partial bumpers and

Lucas-road-lamp styled combination turn and running lights, instead of the under-bumper variety on the regular Camaro.

For those who dig the "no chrome" look, Chevrolet will be offering optional color matched resilient bumpers for both the front and rear of the '70 Camaro. Of the 15 paint choices, there are 11 new for the 1970 model year. Optional, too, will be color matched sport mirrors. The single headlamps, called Power Beams, are like the extra bright ones used in the Monte Carlo, said to be 14% brighter than old-style single headlamps.

The new interior for the Camaro features redesigned bucket seats, foam filled, both front and back. The head restraints are smaller and more conservative.

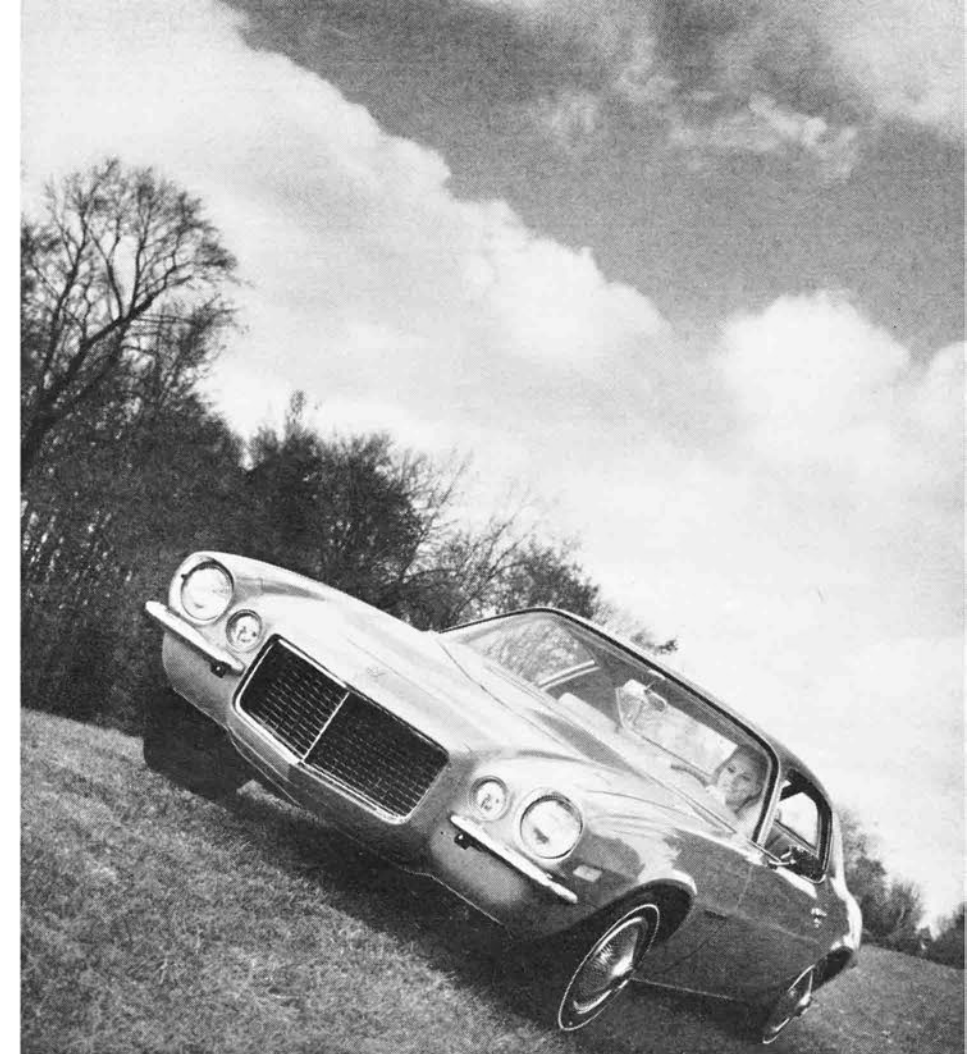
The instrument panel has been entirely re-designed, with smaller, round gauges set into simulated wood. The steering wheel contrasts with a camera-grain texture.

By re-designing the instrument panel, Chevrolet was able to find a place for the optional gauges instead of tacking them on a little panel below the instrument panel, far out of driver's view, as in former years.

The chassis of the '70 Camaro includes a 1-in.-wider tread up front and half an inch wider in the rear. The car itself is 2 in. longer and 1 in. lower.

The suspension has been beefed with multi-leaf rear springs being available with all engines. Disc brakes are also standard on all front wheels.

# 70 PLUS



# CORVETTE

*At last, the LT-1 and a 460-bhp L-88.*

**R**EFINED is a word that pops up in the auto business around new-car time when the manufacturers want to describe a model which hasn't undergone a major change.

Cliché that it is, we'll have to use the word to describe the '70 Corvette, which has been refined in a lot of little ways you can't see all at once.

While the '70 looks indistinguishable from the '69, Vette fans will quickly notice the new egg-crate grille which has squarish parabolic reflectors in their ends instead of the tiny round ones used previously.

The side vent, actually a functional wastegate serving to keep underhood temperatures down, has been dressed up with chrome, with a horizontal motif extending beyond the actual vent.

From the rear, sharp-eyed readers will note new exhaust tips, rectangular and extending beyond the actual vent.

One change that isn't readily seen is the wheel wells, flared over the '69s to allow larger tires to be fitted. This ought to help racers who haven't been able to sneak ZL-1 styled wheel well flares past tech inspections.

Improved, but not visible, features over the '69 are a re-designing of the windshield wiper cover panel operation, hood locking system, door latching system in the convertible and the headlight positioning.

The interior features changes, too, both obvious and subtle. Most noticeable is the new high-back buckets, incorporating the headrests right into the main seat body and passing redesigned shoulder harnesses through built-in slots. Tinted glass is now standard and a new custom interior option features simulated wood on the doors





## CAMARO

continued

though power assist for them is optional.

A rear stabilizer, the feature we liked so much in our Caprice, is at last available on the Camaro, included with the 350 bhp V-8 or available as an option with other V-8s.

Under the hood, a *CAR LIFE* prediction comes true—the 350-cid (once known as the LT-1) Z/28 engine finally appears. Modestly rated at only

## CORVETTE

continued

and console, leather seat trim and cut-pile carpeting. Who says you can't be plush and go fast, too?

The new method of guiding the shoulder harnesses through the seatbacks shows Detroit is genuinely interested in making safety easy to live with. While many of the safety items strike drivers as more trouble than

they're worth, Chevy's designing of the Corvette seats to encourage use of the shoulder belts shows a lot of pre-planning. Bravo!

While the Corvette looks the same size for 1970, the interior head room was increased an inch in the coupe and a bit more in the convertible. More space is always welcome.

Under the hood, there's a choice of five engines listed for '70. Three 350-cid V-8s rated at 300-, 350- and 370-bhp and two gigantic 454 V-8s rated at 390 and 460 bhp. Information on

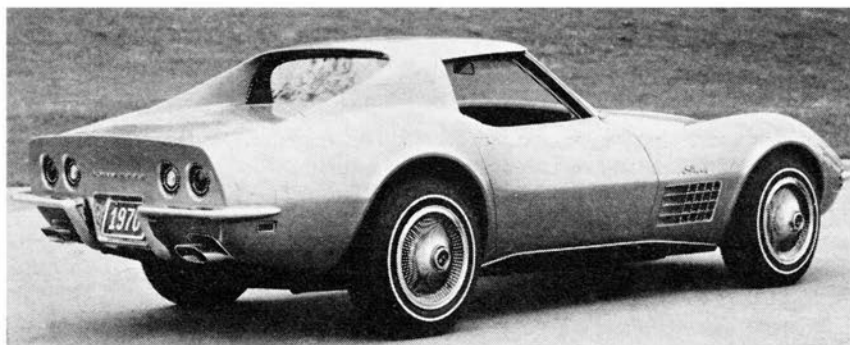
the ZL-1 wasn't available at press time but we'll present it as soon as we get it.

The LT-1 370-bhp engine, almost identical to that in the Z/28 though listed at 10 more horsepower, will feature a Holley four-barrel instead of the standard Rochester Quadrajets, the lightweight manifold, a high-lift cam and an 11.0:1 compression ratio.

The 460 bhp is the '70 L88 with aluminum cylinder heads, a special cam, mechanical lifters and an 11.0:1 compression ratio.

The domed hood, formerly only

**SEATS** have slots for shoulder harness.



360 bhp, the increase in cubic inches will, like the LT-1 Corvette we tested in March, make possible a more versatile role for the Camaro Z/28. It's a more streetable package. The bigger the engine size, the more wild cam overlap you can get away with, and still drive on the street.

This is the engine with impact extruded aluminum instead of cast alloy pistons, forged steel bearings, dual exhausts, an aluminum intake manifold, and a 850-cfm Holley carburetor.

Chevy won't have to strain too hard to squeeze the new Z/28 engine under the Trans-Am's 305-cid limit. The racers can do what the factory did for the old Z/28: Drop in the old 283 crank to de-stroke. Pontiac is going to have to distribute a special service crank to get its entry under the wire.

The 454 engine will be a Camaro option later. Too much? The Chevy engineers say it's the same weight as the 396, and will develop much more power. We'll try the Z/28 first, anyway. More our style.

The standard six is a 155-bhp/350-cid engine while the standard V-8 is the 200-bhp Turbo-Fire 307 V-8. A 250-bhp version of the 350 V-8 is available and with the SS version you can order a 300-bhp version of the 350 V-8. The old Turbo-Jet 396, rated at 350 bhp, is another SS engine option.

Shifters who like to do their own work will be happy with the special

four-speed available in the Z/28 (probably the M-22). Both the special and the regular four-speed come with either wide or close ratios.

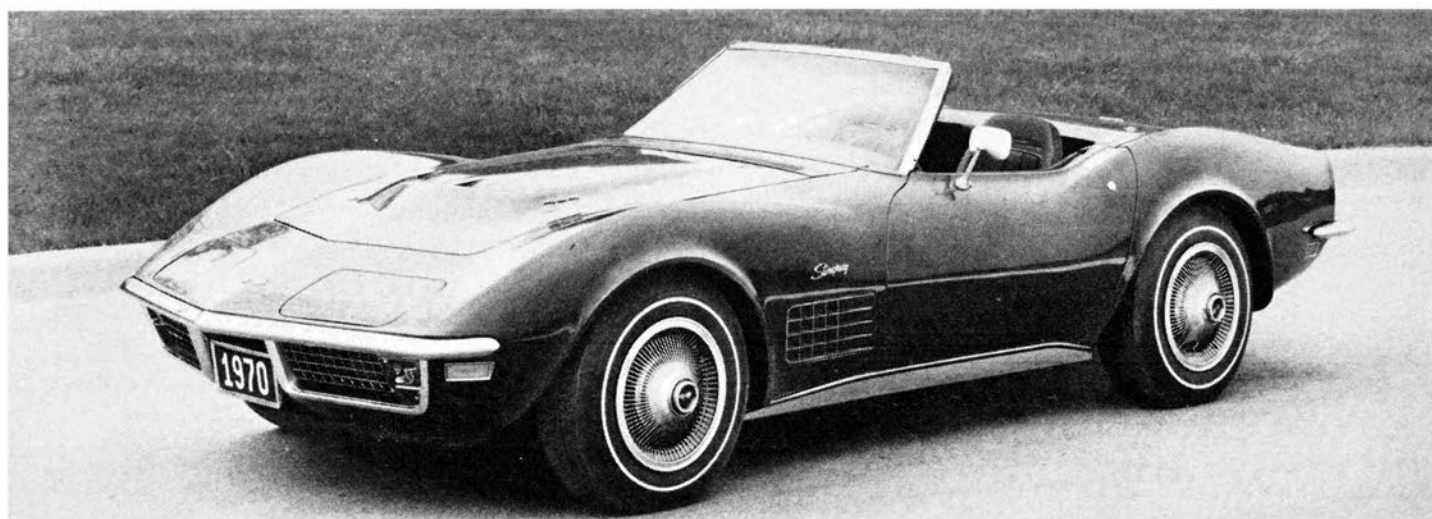
Subtle European-flavor styling touches include flush-mounted Grand Prix-styled door handles, and a hood crest that looks suspiciously like the styled "P" of the Pininfarina coach-building firm.

Add-on spoilers, both for the front

undertray and rear trunk lid, will be available. In addition, special moldings to streamline the wheel wells—already announced for the '70 Firebird—may become a Camaro option.

The '70 Camaro is a whole light year away from last year's. Regardless of how it does on the track this year (with Penske's switching to Javelins), it ought to have a booming record in the showrooms. ■

**ALL-NEW Camaro instrument panel is combination of simulated wood and flat black.**



available with the big-inch engines, is now available with the 370-bhp 350. Its horsepower *alone* permits it to have that status badge.

The excellent three-speed all-synchro manual trans is no longer offered. Virtually nobody, except a dealer who wanted to price advertise a Corvette

and thus ordered a stripped version for his showroom, ordered it. Only 1% of Corvette owners ordered it. Now the four-speed is standard or you can order the optional Turbo Hydra-Matic.

Positraction, a formerly optional feature that distributes the power load to the wheel with the best grip under

icy or muddy conditions, is now standard on all Corvettes.

The four-speed transmission for the 460-bhp Corvette can be bought with a two-plate clutch, to reduce pedal effort and travel. It does both, and makes the four-speed comfortable in traffic, at last. ■