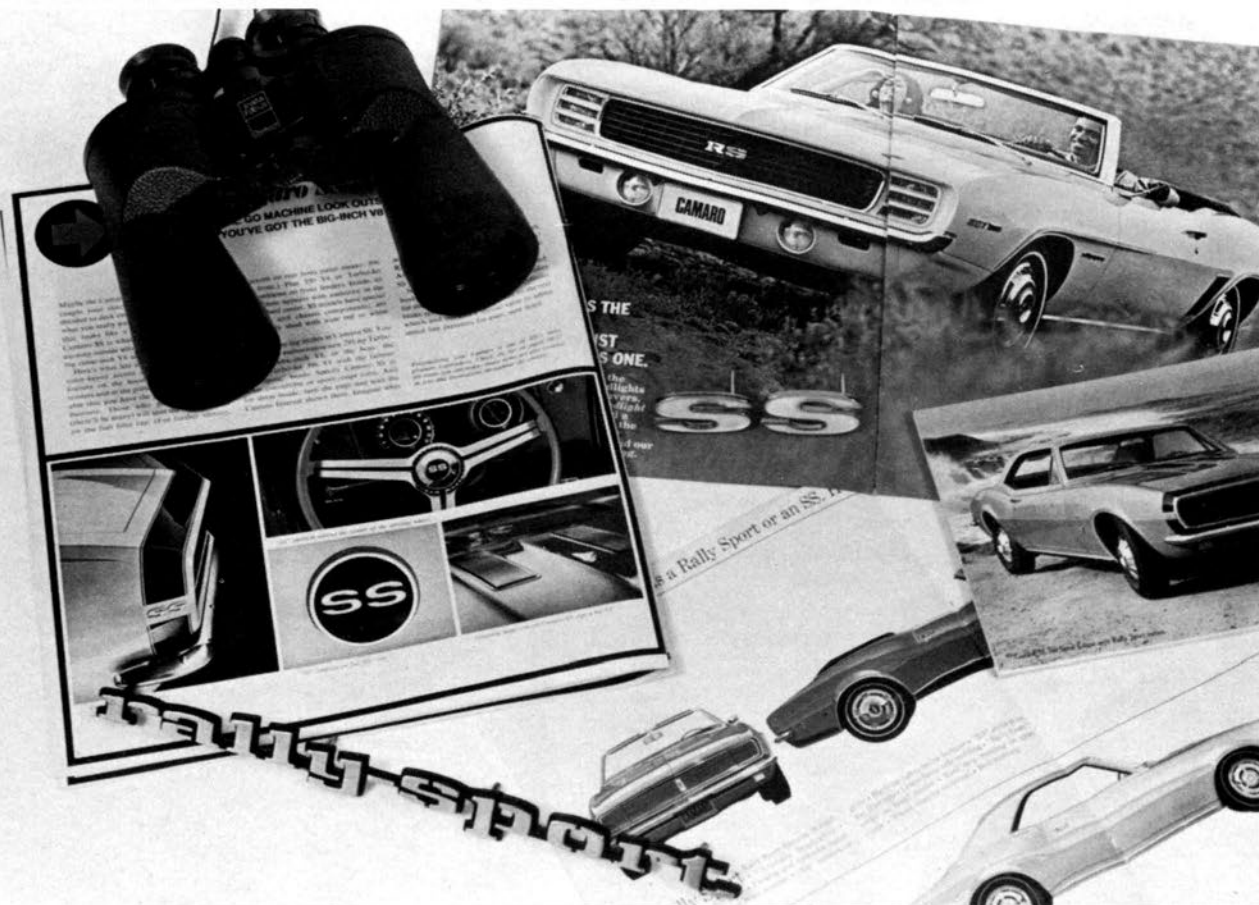


# STALKING THE RS/SS



A Camaro spotter's guide to the RS and SS option packages.

by B.J. Ellis

**F**rom factory furnished performance parts to owner-inspired modifications, the 1967-1969 Rally Sports and Super Sports have become the all time favorites of Camaro lovers. Over the years, the Three Rs of Camaro ownership — racing, rebuilding and restoring — have become an accepted fact.

Besides its obvious competition to the Mustang, Chevrolet's sporty ponycar was purposely designed to be many things to many people. The chameleon-like adaptability of the early Camaros for modification was one of its strong selling points. Regardless of lifestyle or budget, the Camaro was ripe for modifying.

Adaptability rendered the Camaro as a "sports car for the masses," but has created difficulties in restoring the car



A rare combination is this 1967 Rally Sport Camaro with Z/28 option. The only external Z/28 identification is the wide racing stripes. Only 602 Z/28 Camaros were built in 1967.



*When the RS and SS packages were ordered together, SS emblems adorned the grille, front fenders and fuel filler cap. Electrically operated hideaway headlamps were used in 1967 only.*



*ZL2 cowl induction hood with special air cleaner was offered only when the SS or Z/28 options were ordered. It was part of the 1969 Z11 Pace Car package.*



*"Peek-a-boo" covers in 1969 RS and RS/SS models allowed headlamps to be visible in the event the covers failed to retract.*

to its original condition. This adaptability remains a source of confusion for restorers and collectors today as they attempt to find unmodified but fully loaded models. This means plain-Jane six cylinder Camaros are being passed over in favor of the dolled up versions equipped with the Rally Sport (RS) and Super Sport (SS) packages. As one of the ads for the 1967 Camaro suggested, "Go the RS route and dramatically change the appearance of Camaro. Make it a no-nonsense sporting machine with the SS350 package. Or add both of them (SS and RS) and get the best of both worlds."

## Rally Sport

As more collectors are drawn to the early Camaros, it is important to know how to identify these option packages. The Rally Sport package, designated RPO Z22, was offered in 1967 and included the following appearance items: Electrically operated headlamp doors in a full-width blacked-out grille; wider body sill molding to accept the lower beltline; front valance-mounted parking lamps; special identification emblems on grille, fenders and fuel filler cap; bright metal roof drip moldings (Sport Coupe only) and wheel openings; black painted tail lamp bezel treatment; and color-keyed body side accent stripes.

Rally Sport equipped models for 1968 were only slightly changed. Pinstriping was no longer part of the RS group and had to be ordered separately (RPO D-96). Back-up lamps were positioned in the rear valance panel.

Up front, the hidden headlamp portion of the RS package shared the 1967 design, however, operation was controlled by vacuum. The system was like that of the Corvette's, using a vacuum reserve tank with capacity for one and a half cycles without the engine running, a vacuum relay valve and an actuator. A piston-type actuator was used in 1968 rather than a diaphragm design, and moves to the vacuum side of the actuator as directed by the relay valve.

In case the headlamp doors malfunctioned (a frequent irritation), the doors could be manually opened and closed. In fact, Chevrolet recommended that the headlamp doors be set in the open position in inclement weather to avoid the doors freezing shut. That problem was skirted in 1969 with the addition of "peek-a-boo" headlamp covers with three glass windows in them. If the doors refused

to retract, oncoming drivers would still see the headlamps through the covers.

Other 1969 Rally Sport items for 1969 included blacked-out grille; fender stripe treatment (deleted in place of Sport striping or Z28 package); bright wheel opening moldings and roof drip moldings (Sport Coupe only); simulated louvers on quarter panels; black body sill treatment; Rally Sport nameplate on front fenders; RS emblems on grille, rear panel and steering wheel; and back-up lamps in the rear valance panel.

## Super Sport

For the performance oriented customer, the Super Sport (SS) was the only way to go. In this case, what's under the hood counted most — not emblems screwed to the grille and fenders. On the 1967 Camaro, the SS options included the following special features in addition to or replacing standard Camaro equipment: Special hood raised center area and twin bright simulated air intakes; underhood insulation; color-keyed accent band and striping around front header panel; SS emblems on front grille and fuel filler cap; SS front fender emblems; special nylon red stripe tires with 14x6-inch wheels; and special suspension and engine components.

The SS package was initially offered with only the L48 350 engine. In November of 1966, Chevrolet added two 396 equipped versions, the 325-horse L35 and the COPO L78 with 375 horses. Additionally, Camaro models could also be ordered with the Rally Sport option in combination with the SS package to include the special features of all and replacing the RS emblems with SS identification.

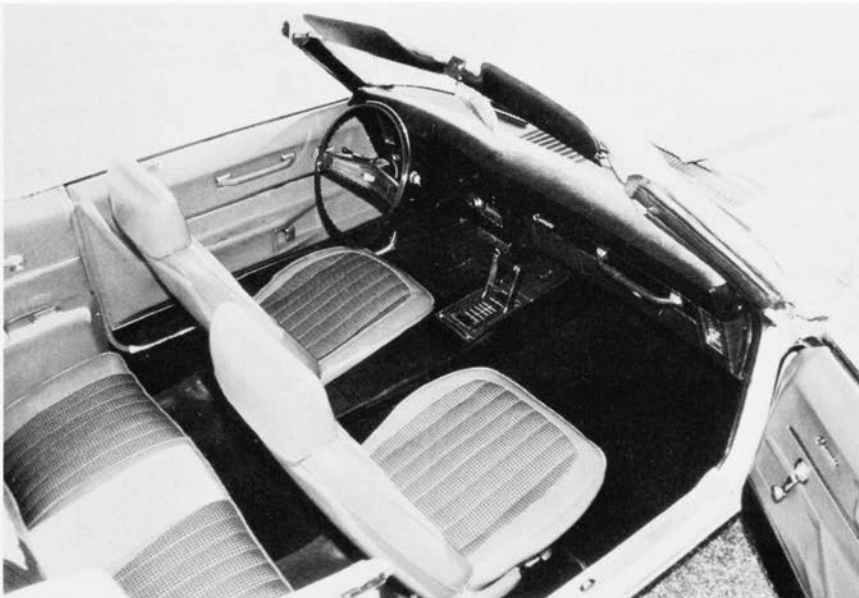
The most visible change to the 1968 SS was the hood. When equipped with the 396 engine, the hood featured two inserts with simulated "carburetor stacks." The SS350 hood was carried over from 1967. Other standard features for 1968 SS models were finned front brake drums and chrome dress up accents for the engines. Five SS engine packages were offered: L34 350-horse 396, L35 325-horse 396, L48 295-horse 350, L78 375-horse 396 and the grossly underrated L89 375-horse 396, a COPO version with aluminum heads, larger valves and special Holley carburetor.

The 1969 Camaro Super Sport (RPO Z27) came with the L48 300-horse 350, power front disc brakes, special hood, sport striping, hood insulation, F70x14 wide oval tires on 14x7-inch wheels, special suspension, special three-speed



*Z11 Indy Pace Car package required Camaro SS option. Hugger Orange stripes were applied over Dover White exterior. D80 spoiler was optional. 1967 L35 SS396 Camaro Pace Car convertible is in background.*

*1969 Pace Car interiors featured orange houndstooth cloth upholstery and Z87 custom interior with woodgrained accents.*



manual transmission with floor mount shifter, black painted body sill, bright accents on simulated rear fender louvers, bright engine accents, and SS emblems on blacked out grille, front fenders and rear panel. The package also included a number of interior features, such as black accents and SS emblem on the steering wheel.

As in 1968, the L34 396, L35 396, L78 396, and L89 396 performance engines required the SS package.

The Super Sport/Rally Sport combination was available by ordering the Z22 RS and Z27 SS packages. SS emblems again superseded the RS emblems for exterior trim.

To promote the Camaro's second appearance as the Indy 500 pacecar, the Z11 appearance option was offered through dealers. Starting with an SS convertible, the Z11 added Hugger Orange paint stripes to the code 911 Dover White paint, along with white body sills and rear panel in place of the usual SS black trim. Also required was the Custom Interior with orange houndstooth check cloth inserts on front and rear seats and RPO ZL2 cowl induction hood. The 1969 Camaro Pace Car is considered the definitive RS/SS combination, and is highly collectable today.

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