

Chapter 1 : 12 Bolt Trivia | NastyZcom

Enter your mobile number or email address below and we'll send you a link to download the free Kindle App. Then you can start reading Kindle books on your smartphone, tablet, or computer - no Kindle device required.

And we do mean rare. Few people back in the mid s knew about the Super Duty program at all; just Trans Ams were ordered with the special engine. He was one of 43 who bought the more understated Firebird Formula with the SD powerplant. He put about 13, miles on the car before selling it in the mid s. By the time Steve found it on eBay in , it had accrued just 5, more, spending most of its time in storage. The Firebird was the only car among the group being judged to earn the top-tier Time Capsule Certification. Steve immediately reprinted the certificate and then presented Rick with the new certificate along with a Vintage Certification Official Judge T-shirt. Can you think of any other year-old who can recall the VIN of a car they bought 43 years earlier? At the time it was an 11,original-mile car. Greg got the car when he was in high school as a reward for his good grades. When it arrived at his local Plymouth dealer in December , he noticed that it had wheel-lip moldings on just one side of the car. Oh, and the antacids in the center console? And this one is documented as the last of the Documents that came with the GTO show it was sold to a Dr. Lane in Philadelphia in early Letters from Pontiac informed him of the special nature of the car; and a hand-written note at the end of such a letter, from J. Price in Pontiac Customer Relations, advised Dr. How does that happen? During that time it was featured in M. So Roy plans to keep it like it is. The round thing on the driver-side fenderwell? Vaughn found date-coded tires to replace the dry-rotted originals, and updated the belts, hoses, plugs and wires. Otherwise, he plans to leave it alone. A restoration would be a horrible thing to do to a car like this. Still, when there are only 26, miles on the odometer, putting any more on is as much an act of faith as bravery. This car was really well preserved. You know, there is just no substitute for originality. Ryan even has a complete owner history, with all the names and years of ownership. The super-documented Superbird has been in his care since He drove it some, and put Scott off when he made offers on the car. The car now has about 56, miles on it. He did have to replace the fuel tank and the fuel lines, rebuild the carburetors, and go through the brakes. Someone wanted it that way. Apparently he liked to look at them more than drive them. Even the original Uniroyal Tiger Paws are still with the car. College Car In , a young man from Toronto showed up at his local Chevrolet dealer with the money he had saved for a car to drive to college. He ordered a big-block Camaro, then waited. Frustrated, the young man crossed the street to Paul Willison Chrysler Plymouth and told the salesman that if he could order a Hemi GTX and have it in time for school, he would order it on the spot. He could, and he did, equipping the GTX with a four-speed, 4. The young man put some 13, miles on the GTX before the need for a more fuel- and insurance- friendly car caused him to park it.

Chapter 2 : Camaro Fact Book (June edition) | Open Library

"the definitive camaro z/28 fact book" brand new 4th edition available may , a tremendous amount of new information, and the most up to date.

Intake Irony Received an email last week from Vorshlag race shop owner Terry Fair, about a possible problem with the Camaro. I do love getting these sorts of mails, seriously! We showed him your build thread, which he loved, but he noted one glaring missing item underhood within 15 seconds It then pointed to this photo: Apparently this is only on the Z28s. I had never heard of this but we did a google search on " Z28 cowl" images, and sure enough He said these were cut at the factory with an air chisel, but that is accurate. You can see the edge of the hole in the first link above with the dual-quad air cleaner removed. Somebody will notice that missing. You might already know about this, just wanted to pass that along. Keep up the good work - love this blog!!! Some of this information is available here in a compiled list of first-generation Camaro options: If factory ordered, the air cleaner was shipped in the trunk with installation instructions that showed where to cut the firewall hole. The method for cutting the hole was left up to the installer. Jerry even includes a full-page image of "Instruction Sheet Identification No. C", which details the placement and what size holes to drill for the attachment screws. An interesting observation in researching alternative cold air intake CAI solutions for the car, is how little attention people seem to have paid to this aspect of performance in these cars. You can find 10, different chrome air cleaner lids for these cars, but practically nothing built for performance, short of some tall intake stuff designed to work with monster hood scoops. One thing I have found is this, made by Spectre Performance: Installed in a classic Mustang, from an article at MustangsAndFords. This sort of intake looks a little bit funny on a carbureted car, but should work. They have a kit now for the first-gen Camaro with a little blockoff plate, where the filter goes in the front passenger corner, the original home for the battery. Carburetors are a bit like MAF Mass Air Flow sensors, in that they expect the air they ingest to come from certain paths and angles. Not sure how this sort of kit would affect things. That sort of device should be legal in ST, since it operates before the carburetor inlet. The old world of small-block-Chevy engine tuning seems lacking in some of the basic A-B scientific part tests we expect to see on modern platforms. They could be junk. Many thanks to Terry, Ed, and the Vorshlag crew for their thoughtful message.

Less widely popular reprints are available from most classic Camaro part resellers. And out-of-print items are often available from used book stores (especially on-line) or the on-line auction houses like e-Bay.

Background[edit] Before any official announcement, reports began running during April within the automotive press that Chevrolet was preparing a competitor to the Ford Mustang , code-named Panther. Hope you can be on hand to help scratch a cat. It was the first time that 14 cities were connected in real time for a press conference via telephone lines. Estes then announced a new car line, project designation XP, with a name that Chevrolet chose in keeping with other car names beginning with the letter C such as the Corvaire , Chevelle , Chevy II , and Corvette. He claimed the name, suggests the comradeship of good friends as a personal car should be to its owner and that to us, the name means just what we think the car will do The Camaro name was then unveiled. Payen-Payne printed in Rollett found the word camaro in the French-English dictionary was slang , to mean friend, pal, or comrade. Public introduction of the new model was on September 26, Therefore, the Camaro was touted as having the same conventional rear-drive, front-engine configuration as the Mustang and Chevy II Nova. In addition, the Camaro was designed to fit a variety of power plants in the engine bay. The first-generation Camaro lasted until the model year and eventually inspired the design of the new retro fifth-generation Camaro. The first-generation offered a standard, Super Sport, and Rally Sport editions. Second generation - [edit] Second-generation Camaro SS model shown Introduced in February , the second-generation Camaro was produced through the model year, with cosmetic changes made in and model years. The car was heavily restyled and became somewhat larger and wider with the new styling. Still based on the F-body platform , the new Camaro was similar to its predecessor, with a unibody structure, front subframe, an A-arm front suspension, and leaf springs to control the solid rear axle. RS shown to the right , SS package was dropped in and reintroduced in The and Z28 models included an air induction hood scoop with an intake door that opened under full throttle. These were the first Camaros to offer modern fuel injection, Turbo-Hydramatic R4 four-speed automatic transmissions , five-speed manual transmissions , or inch wheels, a standard OHV 4-cylinder engine, [13] and hatchback bodies. For , the new brake light was located on the exterior of the upper center area of the back hatch glass. For and later, the CHMSL was either mounted inside the upper hatch glass, or integrated into a rear spoiler if equipped. The convertible body style returned in absent since and all came with a special "20th Anniversary Commemorative Edition" leather map pocket. Beginning in , the 1LE performance package was introduced, optional on street models and for showroom stock racing in the U. The B4C or "police" package was made available beginning in This created a Z28 in more subtle RS styling. It retained the same characteristics since its introduction in The standard powerplant from was a 3. Optional equipment included all-speed traction control and a new six-speed T manual transmission; the 4L60E 4-speed automatic transmission was standard on the Z28, yet optional on the V6 models which came with a 5-speed manual as standard. Anti-lock brakes were standard equipment on all Camaros. In , the 5. Chevrolet offered a 35th anniversary edition for the model year. Based on the Camaro Concept [17] and Camaro Convertible Concept , production of the fifth-generation Camaro was approved on August 10, The Oshawa Car Assembly plant in the city of Oshawa, Ontario, Canada, began producing the new Camaro [18] which went on sale in spring of as a model year vehicle. The SS is powered by the 6. The RS appearance package is available on both the LT and SS and features inch wheels with a darker gray tone, halo rings around xenon headlamps, a unique spoiler, and red RS or SS badges. In addition to the original Camaro LS model. Chevrolet has manufactured the 2LS model. The 2LS model uses a slightly different rear axle ratio than the original LS. The model allows drivers to reach rpm which higher than before for the V6; delivering an overall boost in the power and performance of the car. Almost all 2LS models have been released with various styles of a rear spoiler on the back as well. The Camaro convertible added an aluminium brace over the engine assembly, and under the transmission. Due to the Fukushima earthquake , certain pigments were not available to make certain colors. On November , the export version excluding Japanese version of the Camaro was introduced after a two-year delay. The delay

was due to the unexpected domestic demand. The export version included different tail lamps with integrated reverse and amber turn signal lamps, larger external rear view mirrors with integrated side turn signal repeaters, a rear bumper without reverse light inserts, and other changes as to comply with ECE regulations. This edition Camaro also included a unique stripe package, red, white, and blue interior stitching and 45th edition exclusive inch wheels. The V6 was updated to a 3. The SS model received an upgrade to the suspension system. All models received the RS spoiler and taillight details, steering wheel-mounted volume and radio controls, and Bluetooth connectivity controls as standard. The ZL1 Camaro included a 6. Other features included a 2-stage exhaust, the addition of suede seats, steering wheel, and shift knob, as well as ZL1-exclusive inch aluminum wheels. On December 19, , GM announced that Camaro production would return to the United States at the Lansing Grand River Assembly Plant in Michigan , citing "lower capital investment and improved production efficiencies" as "key factors" in the move. However, only one of their phone brands at any one time can be used. The package builds off the success of the previous-generation 1LE, offering increased handling and track performance. In response to customer demand, Chevrolet offers two distinct 1LE packages, for both V6 and V8 models, each visually distinguished with a satin black hood, specific wheels and more.

Find great deals on eBay for camaro fact book. Shop with confidence.

The base engine for a SS was the For 67, the engine was a Camaro exclusive and was rated at hp; it was not available in other carlines until The 68 SS kept the hp rating but for 69 it was rated at hp. Several engines were optional: The L89 aluminum head option was also available on the L78 in and The hp engine power rating was conservative, and in racing trim made in excess of HP. Front and rear springs were specially matched, and the package included larger inch wheels and rear bumper guards. Power front disc brakes were required but priced separately. Positraction was recommended but not required. The Z28 was not available with air conditioning, automatic transmission, or in the convertible body style, although one Z convertible was built via special order for a GM executive. That car still exists today. The first year, Z28 had no external badging at all to distinguish it from a base L6-engined car, just the stripes on the hood and decklid. The cowl plenum air cleaner and the plastic duct were placed in separate boxes in the trunk. If headers were ordered, they were in the trunk as well, along with the trim rings and hub caps for the rally wheels, which made for a pretty full trunk, to say the least! For 69, neither the cowl plenum option nor the header option was available, but in the middle of the model year, the cowl hood became available as did the JL8 four-wheel disc brakes. But both powertrains received upgraded drivetrains: But there are some key features to check: Related to this, the Saginaw transmission speedometer cable exited the case on the side opposite the Muncie, and therefore pierced the firewall on the drivers side of the steering column. The Muncie speedometer cable passes through the firewall on the passenger side of the steering column. The LM1 can be more difficult to ascertain, since this model shared many of the same features as the SS, including two fuel lines, a bolt axle and, if ordered with a 4-speed, a Muncie transmission. The SS package included disc brakes and dual exhausts. Lack of either of these features means it originally was a LM1, but, since both were optional on the LM1, the presence of them is inconclusive. In both years, two Camaros were special-built to serve as the actual Pace Car for the race the second was a back-up. There were a number of other Pace Cars replicas that were used in the festival parade and by VIP and visiting press at the race. Along with the two literal Pace Cars and the other Pace Cars in attendance at the race, Chevy offered Pace Car replicas to dealers for sale to the public. Los Angeles-built cars do not have a special code on the cowl tag, but have the unique build combination of A exterior and interior codes. There are no production records but the most current estimate is between and of the Z10 cars were built at the Norwood plant between 3rd week of April 04C and 1st week of May 05A. All known Z10 cars have a Z10 code on the cowl tag. This is the process used by Chevrolet and other divisions of GM for internal orders for limited production of non-standard cars. But in 68 and 69, the process was used to order high-performance Camaros that were otherwise not available from the factory. The ZL-1 used an aluminum block and only 69 of these cars were built. It could be had as either an automatic or a manual. Additional options could be ordered. Other dealers got wind of the order and the total build ended up being 69 cars. The original order of 50 was built identically except for exterior paint and transmission. Here is a complete list of the options ordered with each of the sixty-nine COPO vehicles. There were many more blocks eventually sold as service parts. Many dealers found out about this COPO and ordered it. Records were not kept on these as they were for the ZL-1s, but it is believed that anywhere from iron cars were built at the factory. It was not ordered in combination with any other COPO in GM realized it would have a problem selling more s, which were no-option race cars with a healthy price tag. The COPO proposal was dreamed up as a response. Vince Piggins and his GM design staff hand-built 2 of these prototypes. The was intended to be a more streetable car, running Both prototypes were Tuxedo Black Rally Sports with special gold striping. While most of the s were plain-jane cars, the s had options like RS, gauges, spoilers, special steering wheel, racing mirrors, gold-lettered tires, etc. The location of either prototype is not known. Unfortunately for posterity, this COPO never made it to production. The following are some of the major distinguishing characteristics of the performance options. There are many other clues, both positive and negative. The complete list of identifying features is shown on the following pages:

Chapter 5 : CRG Bibliography

As one of the premier rare book sites on the Internet, Alibris has thousands of rare books, first editions, and signed books available. With one of the largest book inventories in the world, find the book you are looking for. To help, we provided some of our favorites. With an active marketplace of.

Chapter 6 : Camaro Fact Book | Open Library

First-generation Camaro Z28 The Z28 option was created to compete with the Mustang in the Trans-Am road-racing series. All first-generation Z28's were coupes with a ci/HP V8 engine (to keep within the ci maximum for the Trans-Am series), a 4-speed manual Muncie transmission, and bolt rear axle.

Chapter 7 : Chevrolet Camaro - Wikipedia

Find great deals on eBay for camaro books. Shop with confidence.

Chapter 8 : Camaro, fact book () by M. F Dobbins

The Chevrolet Camaro is an American automobile manufactured by Chevrolet, classified as a pony car and some versions also as a muscle car. It went on sale on September 29, , for the model year and was designed as a competing model to the Ford Mustang.

Chapter 9 : Lifestyle | Books, Manuals, & DVD | Fact Book | Search

Note: Citations are based on reference standards. However, formatting rules can vary widely between applications and fields of interest or study. The specific requirements or preferences of your reviewing publisher, classroom teacher, institution or organization should be applied.