

Camaro



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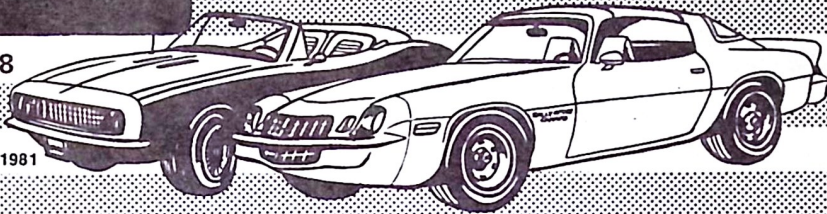
THE OFFICIAL PUBLICATION OF THE
CAMARO OWNERS OF AMERICA™

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OF AMERICA
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COLLECTORS ITEM

\$1.00

VOL. 1 NO. 1

Dear Camaro Enthusiast:

As your president I wholeheartedly welcome you to the Camaro Owners of America. I think you'll enjoy this first edition of "CAMARO AMERICA" the name of our newsletter and hope that you will help to expand our bi-monthly publication by sending in your ideas. Let us know what you would like to see in the newsletter and what you would like to talk about. I am not even going to pretend to say that I am a great "know-it-all" about Camaros. Everything that I know came from reading books and magazines and listening to other people. We are looking for help in many areas from people like yourself that have gone through experiences with Camaros.

We're looking for helpful tips from people who have restored Camaro convertibles to the guy who knows the best manifold to use on a big block Chevy. We need stories on rebuilding, painting, and customizing Camaros. You don't have to be an expert writer or have graduated with an A in English Literature. All you have to know is how to spell "CAMARO" and the willingness to tell other Camaro owners that you've come across some information that's sure to help. As our incentive a Camaro Connection Gift Certificate will be sent to anyone who contributes. Let's all work to make this the best club newsletter anywhere!

Regards,

Bob Kowaleski

WE PICK THE MOST COLLECTABLE CAMARO!

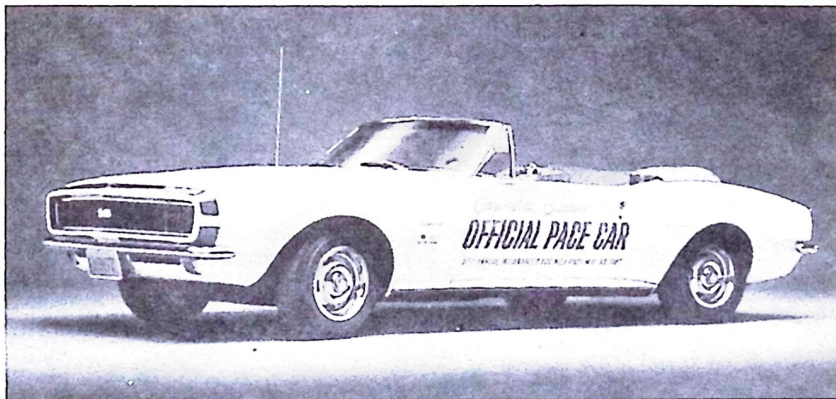
When the Camaro was first revealed to the public on September 12, 1966 it seemed that Chevrolet's parameters were simple. It was to go into head-to-head competition with Ford's already successful Mustang. The basic 1967 Camaro Sport Coupe sold for \$2466. Little did Chevy realize the war between Ford would lead to a battle of the options which would literally spark life and looks into the great car it is today. The fact is, you could have ordered more options for a Camaro than a Cadillac, and by the time the '69 model year came around you could literally order a street stock Z28 ready to drag race direct from Detroit!

In its first year Chevrolet sold over 220,000 Camaros — over ten times the number of Corvettes; and from this point on up to and including the '81 model year, close to 2.7 million Camaros have been sold.

1982 CAMARO CHOSEN AS THE OFFICIAL PACE CAR AT INDIANAPOLIS 500!

You heard it here first! 1982 will be the third time that the official pace car at the Indianapolis 500 will be a Camaro. That's right, I said third time. I'm sure most of us recognize those beautiful white and orange '69 Camaro convertibles (of which 3,675 were built) that catch our eye for a good half-mile before they go by. But how many remember that a Camaro was the Official Pace Car at the 51st Indianapolis 500 held on May 30, 1967?

The car itself was a custom convertible SS, white with blue custom interior and a blue front header panel stripe. Chevrolet can't or won't confirm it but it is believed that about 100 of these were made. For this reason I think the 1967 Cam-



aro Pace Car is probably the best Keeper. However, other models of Camaros produced in small numbers should also be sought after.

In 1969 Chevrolet built 69 Camaro ZL-1's to QUALIFY FOR NHRA DRAG RACING. THEY ALL HAD ALUMINUM 427 ENGINES WITH TRIPLE 2-BARREL CARBS. Most were tweaked to over 425 HP. Don Yenko, a well known road racer out of the '60's built up and sold a total of 350 '69 model Camaros with 427 engines, 140 MPH speedometer and 4-speed transmissions. Also in 1969 fifty "BERGER 427" Camaros were built with pretty much the same parts as the Yenko car. If we go back to Chevrolet's total production figures we find to no one's surprise that the rarest Z28 is the 1967 model where only 602 were built. But if I told you that the second lowest amount of Z's made was in 1972 you probably wouldn't believe me. But the fact is in 1972, Chevrolet only produced 2,575 Z28's. That's a far cry from the 19,014 they built in '69 and '70 and the 11,574 that rolled off the line in 1973. The problem with the low number of '72's is that on April 7, 1972 the UAW started a 174 day strike at GM assembly plant in Norwood, Ohio, the only plant then building Camaros & Firebirds. GM estimates that 39,000 F body cars didn't get built that year, which makes the '72 Camaro a good collectible, car also.

1969 FORD MUSTANG AUCTIONED OFF FOR \$11,500.

In a May '81 issue of Old Cars Weekly Magazine I read an article where at an Oklahoma auction an unidentified car collector from Louisiana purchased a 1967 Ford Mustang for \$11,500! What's even more incredible is that the car wasn't a Shelby GT, a fast back or really loaded with options! So what! Why all the stink about Mustangs? Because, my fellow Camaro lovers, that with the coming of the all new 1982's and the Camaro going into its third major body change in fifteen years, the 1967-68 and 69's just have to go up in value!

When I read Hemmings Motor News* and see nice low-mileage '69 Z's going for \$3,400, '67 convertibles for \$1,800 and '69 pace cars at \$4,500, while in the same issue the Mustangs are selling for 6,7, and 8,000 dollars, there just ain't no justice.

Some people keep reminding me that the reason the Camaro isn't up there in price is that it never was the kind of happening car the Corvette

was (is??). OK I'll agree to that. 1967 Corvettes should sell for \$12,000; or that Mustangs were on the market for a full 2½ years before the Camaro was introduced. But where were the Corvettes when the most competitive road racing series in the country was the Trans Am Series. In 1968 & 69 Camaro flattened the factory Ford Mustang cars and the Corvettes weren't even close! Just look back into drag racing history and you'll see names like Grumpy Jenkins. Take my word for it. Early model Camaros are going to go up in price. Our job as the Camaro Owners voice worldwide will be to continue to talk Camaro to anyone who's interested and learn as much about these cars as we can. In order to do this we need your help. Local clubs and chapters must be formed in order to better organize regional activities. We can list your events like rallies, flea markets, car shows, auto crosses or going to a race in this newsletter so all the Camaro Owners of America will know what you are doing?

All this is doing is helping ourselves to protect our investments and driving the price of Camaros up where it belongs. In the next few issues we'll start into some rebuilding and restoration tips. Facts and figures for this editorial came from two very informative books *THE GREAT CAMARO* by Michael Lamm and *CAMARO! CHEVY'S CLASSY CHASSIS*.

*HEMMINGS MOTOR NEWS — the world's largest antique, vintage, and special interest monthly classified auto magazine with approximately 200,000 paid subscribers.

NOTE:

There has been a short delay with production of the patch, decal & membership card but you will receive them before you get your next newsletter