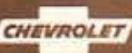




1969 CAMARO

PUTTING YOU FIRST KEEPS US FIRST





**WHO NEEDS TO SAY
"NEW" OR "BETTER"
OR "ANNOUNCING"?**

Camaro... Chevrolet's incomparable Hugger with the wide-stance grip. Longer, wider, tougher, even quieter for 1969. Decide on a Convertible or Sport Coupe and personalize it from a long list of options and packages. A starter: New Astro Bumper that looks like it's part of the car, yet shrugs off nicks and bumps. But put it all together the way *you* want it, then watch the ordinary pass by.

On the cover: Camaro SS Sport Coupe with Rally Sport equipment. Above: Camaro Sport Coupe with vinyl top and new Astro Bumper you can order. Some of the equipment illustrated is optional at extra cost.

**TO COME THIS CLOSE TO A
CORVETTE, WE PICKED THE
BEST SPORTS CAR BRAINS
AROUND (OUR OWN).**

Is it really necessary to say that the competition is no longer competitive? Not when you consider what we call standard, other cars call optional. Full door-glass styling. Astro Ventilation. 140-hp Six or big 210-hp V8. Bucket seats. Carpeting. If you want more car, you'll have to go to Corvette. Or maybe Indianapolis.

Camaro Sport Coupe with vinyl top and Style Trim Group you can order. Some of the equipment illustrated is optional at extra cost.



Camaro Convertible with Rally Sport equipment.
Some of the equipment illustrated is optional at extra cost.

RALLY SPORT: THIS IS THE SPIRITED WAY TO CHALLENGE A ROAD. JUST ASK THE ONE WHO OWNS ONE.

One look and you can see what all the hullabaloo's about. Concealed headlights and a special grille. Rear fender louvers. Headlight washers (that's right, *headlight* washers). You can see why we added a maximum security locking system on the steering column that makes it awfully tough to steal your car. Think we outdid our competition with this one? Good thinking.



SS: ALL-MUSCLE, ALL-CAR, WITHOUT A TACKY PIECE OF GINGERBREAD ANYWHERE.

Nobody else can come close to Camaro SS. Fat tires. Power disc brakes. Special Hood. Sport striping. Special suspension. Big power. Special 3-Speed transmission with floor shifter. Camaro SS: what the *younger* generation is coming to because it's about as close as you can come to a pure sports car and still get a back seat and trunk in the deal. We have only one more thing to say: drive it!

Camaro SS Sport Coupe.

Some of the equipment illustrated is optional at extra cost.



Camaro, from the rear.

New grille and parking lights.

The Rally Sport's rear trim.

Concealed headlights, open. Concealed headlights, closed.

Body side trim on SS.

CAMARO

If Camaro looks longer and wider this year, that's because it is. Result: a steadier stance than anything else for this kind of money. There are bucket seats, carpeting, an improved Astro Ventilation system that admits outside air through new rectangular

instrument panel vent ports, a wide range of Magic-Mirror colors, 25 power team combinations and a new larger tire design. Other refinements you can't see make Camaro so quiet that other sportsters wish they had our secret.

INTERIORS

Look. That's the only way to appreciate Camaro's new interiors. You'd think that this is a luxury car, not a lithe and lean sportster. Those tough bucket seats are even more comfortable, and included this year are color-keyed head restraints. The new instrument panel is easy to read and functional (for even more dials to keep track of things, order the special instrumentation package). Our interior choices for '69: STANDARD INTERIOR. All-vinyl

bucket seats, matching door and sidewall panels and deep-twist carpeting. Colors: black, ivory-black, blue, red, medium green and dark green. CUSTOM INTERIOR. In addition to the features listed, you get bright pedal trim, glove compartment light, the look of wood on instrument panel and steering wheel, special body insulation, luggage compartment mat, built-in armrests, carpeted lower door panels, and an assist handle on the

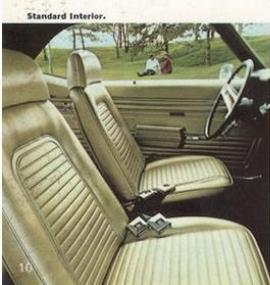
RALLY SPORT

Order a Rally Sport and you'll get features like a unique grille with concealed headlights, bright accented simulated rear fender louvers, fender striping, RS emblems all around, wheel opening moldings, black body sill, steering wheel with RS emblem, chrome-accented tail and

instrument panel.

Colors: black, blue, medium green, dark green, red or a luxury fabric option in black and white hounds-tooth pattern with black or ivory vinyl.

SPECIAL INTERIOR GROUP. Available as an extra-cost addition to Standard Interior. Includes wood-accented instrument panel and steering wheel, plus an assist handle on the dash and bright pedal trim.



SS

Camaro SS. The one with a name like the hiss of a snake. Get big power: a 300-hp Turbo-Fire 350 V8. Then, the rest comes easy because it all comes with the car. Special 3-Speed transmission. Sport striping. Special heavily insulated hood. New white lettered wide-oval

Included in Rally Sport and Style Trim Groups. Not available with "SS" or Sport Striping.

SPORT STRIPING. Tapered striping along each front fender. Included with Camaro SS.

FRONT ACCENT STRIPING. This wide band and stripe extends across the nose and down the centre of the hood. Available with fender striping.

STYLE TRIM GROUP. Fender striping, simulated rear fender louvers, front and rear wheel opening moldings, black body sill, taillight accents and roof drip molding on Sport Coupe. These items are included with Rally Sport.

FLOOR-MOUNTED SHIFT. Available with standard 3-Speed transmission. Standard with Special 3-Speed and 3-Speed.

POWER STEERING. New variable ratio power steering option provides more responsive maneuverability while turning or parking. Does not affect straight-ahead road feel. Special Steering Option, for even faster response, is also available. Included with Camaro SS.

POWER BRAKES. Large vacuum master cylinder option. Two power disc brake options also available.

The front wheel disc option, included with Camaro SS, provides sure braking power and cools faster, reduces fading and shrugs off dampening. Just like Corvette, you can get discs on all 4 wheels. Performance?



THIS IS HOW YOU CAN MAKE YOUR CAMARO A SPORTING PROPOSITION.

You can build your Camaro from an economical family car all the way to a high performance sportster with a name to match: Z/28. Read over our power team choices and pick the one that matches your idea of a car. We'll start with our strongest, *Z/28 Camaro*. This is our mean streak. A tough car to catch, a hard car to beat. *Z/28* is a high-performance option package for the Camaro Sport Coupe. Includes a special 290-hp Turbo-Fire 302 V8, quick-ratio steering, special suspension, F70 x 15 high-performance tires, special rally striping, *Z/28* emblems and more. Also included are power disc brakes and 4-Speed transmission with Hurst linkage floor-mounted shifter.

1969 STANDARD SAFETY FEATURES

- Energy absorbing steering column • Seat belts with pushbutton buckles for all passenger positions
- Driver and right front passenger shoulder belts with pushbutton buckles and special storage provision (except convertibles) • Two front seat head restraints • Passenger guard door locks—with forward mounted lock buttons • Four-way hazard warning flasher • Dual master cylinder brake system with warning light and corrosion resistant brake lines • Folding seat back latches • Dual speed windshield wipers and washers • Dual action safety hood latch • Outside rear view mirror • Backup lights • Side marker lights and parking lamps that illuminate with headlamps • Energy absorbing instrument panel • Padded sun visors • Reduced glare instrument panel top, inside windshield moldings, horn buttons, steering wheel hub, and windshield wiper arms and blades • Wide inside day-night mirror with deflecting base • Lane change feature in direction signal control • Safety arm rests • Thick laminate windshield • Soft, low-profile window control knobs, coat hooks, dome lamp • Padded front seat back tops • Smooth contoured door and window regulator handles • Anti-theft ignition key warning buzzer • Anti-theft ignition, steering and transmission lock • Starter safety switch on all transmissions • Tire safety rim • Safety door latches and hinges • Uniform shift quadrant.

SPECIFICATIONS

| Body Styles | Sport Coupe | Convertible | Chassis | Coupe | Convertible | |
|--------------------------|------------------------------|-----------------------------|------------------------------|-----------------------|--------------------------|-------------------------|
| Engines | | | | | | |
| Std Six | 230 | | Suspension | | Coil | |
| V8 | 327 | | Front | | Mono Leaf | |
| Optional | | | Rear | | Single Leaf | |
| Six | 250 | | Frame | | Unitized with | |
| V8 | 350 | | Wheelbase | | Partial Frame | |
| | 350 | | Length O/All (in.) | 108.0 | | |
| | 396 | | Height (in.) | 186.0 | | |
| | | | Width (in.) | 51.6 | 51.5 | |
| | | | Curb Weight | 74.0 | | |
| | | | Six lbs. | 3005 | 3255 | |
| | | | V8 lbs. | 3145 | 3395 | |
| Transmissions | | | Tread Front (in.) | | | |
| Std. | 3-spd. | | Front | 59.6 | | |
| Opt. | (L6 & Base V8 only) | | Rear | 59.5 | | |
| | H.D. 3 spd. | | | | | |
| | 4-spd. | | | | | |
| | *Torque Drive | | | E 78 x 14* | | |
| | Powerglide | | | 14 x 6 | | |
| | Turbo Hydramatic | | | | | |
| *Six cyl. only. | | | Headroom | 5.1 | 5.1 | |
| Brakes | | | Front | 37.0 | 37.5 | |
| Drum Size | | | Rear | 36.7 | 36.8 | |
| Front (in.) | 9.5 x 2.5 | | | | | |
| Rear (in.) | 9.5 x 2.0 | | | | | |
| Lining Area | | | Legroom | | | |
| Total sq. in. | 168.9 | | Front | 42.5 | | |
| | | | Rear | 29.2 | 29.5 | |
| Steering Gear Ratios | | | Hiproom | | | |
| Manual Std. O/All | 28.3:1 | | Front | 56.3 | | |
| Power Std. | NA | | Rear | 54.6 | 47.5 | |
| Power variable-ratio | 15.5:1/11.8:1 | | Shoulder Room | | | |
| Turning Circle | | | Front | 56.5 | | |
| Wall to Wall | 38.8 | | Rear | 53.6 | 47.3 | |
| Curb to Curb | 37.4 | | Fuel Tank Cap. Gal. | 15 | | |
| | | | Usable Luggage Space cu. ft. | 8.5 | 6.1 | |
| Energizer | | | | | | |
| Std. Six | 12 v 45 amp. hr. | | | | | |
| Std. V8 | 12 v 45 amp. hr. | | | | | |
| Optional V8 s | 12 v 61 amp. hr. | | | | | |
| | | | | | | |
| | *140 hp Turbo-Thrift 230 Six | 155 hp Turbo-Thrift 250 Six | *210 hp Turbo-Fire 327 V8 | 255 hp Turbo-Fire 350 | 300 hp Turbo-Fire 350 V8 | 325 hp Turbo-Jet 396 V8 |
| Engines | | | | | | |
| Displ. cu. in. | 230 | 250 | 327 | 350 | 350 | 396 |
| HP @ RPM | 140 @ 4400 | 155 @ 4200 | 210 @ 4600 | 255 @ 4800 | 300 @ 4800 | 325 @ 4800 |
| Torque @ RPM ft./lbs. | 220 @ 1600 | 235 @ 1600 | 320 @ 2400 | 365 @ 3200 | 380 @ 3200 | 410 @ 3200 |
| Comp. Ratio | 8.5:1 | 8.5:1 | 9.0:1 | 9.0:1 | 10.25:1 | 10.25:1 |
| Carburetion | 1-bbl. | 1-bbl. | 2-bbl. | 4-bbl. | 4-bbl. | 4-bbl. |
| Bore and Stroke (in.) | 3.875 x 3.25 | 3.875 x 3.53 | 4.00 x 3.25 | 4.00 x 3.48 | 4.0 x 3.48 | 4.094 x 3.76 |
| Fuel | Reg. | Reg. | Reg. | Reg. | Prem. | Prem. |
| Oil System Capacity | 3.3 | 3.3 | 3.3 | 3.3 | 3.3 | 3.3 |
| Ots. (Less Filter) | | | | | | |
| Cooling System Cap. Qts. | 10.8 | 10.8 | 14.2 | 13.3 | 13.3 | 19.2 |
| Exhaust System | Single | Single | Single | Single | Dual | Dual |
| Valve Lifters | Hyd. | Hyd. | Hyd. | Hyd. | Hyd. | Hyd. |
| Clutch Dia. (in.) | 9.12 | 9.12 | 10.34 | 10.34 | 11.0 | 11.0 |
| *Standard engines. | | | | | | |
| Base Axle Ratios | | | | | | |
| Std. 3 speed | 3.08 | 3.08 | 3.08 | NA | NA | NA |
| HD 3 speed | NA | NA | NA | 3.31 | 3.31 | 3.07 |
| 4 speed | 3.08 | 3.08 | 3.08 | 3.31 | 3.31 | 3.07 |
| *Torque Dr. | 2.73 | 2.73 | NA | NA | NA | NA |
| Powerglide | 2.73 | 2.73 | 2.73 | 3.08 | 3.08 | NA |
| Turbo Hydramatic | 2.73 | 2.73 | 2.73 | 3.08 | 3.08 | 3.07 |

Positraction required for 3.73, 4.10 (special ratios), optional all others

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Every Camaro has to make it before we make it.

