


CLASSIC DRIVER

1968 Chevrolet Camaro

- Lot sold
USD 42 926 - 47 832
GBP 35 000 - 39 000 (listed)
Year of manufacture 1968
- **Chassis number** 124678L3099770
- **Number of seats** 2
- **Drivetrain** 2wd
- **Lot number** 43
- **Drive** LHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
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Description

Left-hand drive
1968 Chevrolet Camaro 'RS/SS' Convertible
Registration no. to be advised
Chassis no. 124678L3099770

Ford having created the 'pony car' class in 1964 with the introduction of the sensational Mustang, it was only going to be a matter of time before all the other major US manufacturers tried to grab a slice of this extremely lucrative new market sector. When Chevrolet climbed aboard the bandwagon, it would be with a car destined to become as iconic as its Dearborn rival the Camaro. Introduced for 1967, the Camaro closely followed the Mustang's successful formula, being almost identical in size though more curvaceously styled. The initial engine options consisted of a 230ci (3.8-litre) inline six or 327ci (5.4-litre) V8. A three-speed manual gearbox was standard, with heavy-duty, four-speed and automatic transmissions the alternatives. Like the Mustang, the Camaro was blessed with an generous options list that enabled customers to personalise their cars, a situation that has resulted in no two being exactly alike. Chevrolet left the Camaro pretty much unchanged for 1968 before engaging in a major re-styling exercise for '69 that saw it re-emerge both longer and lower. As before, the car was available as a coupé or convertible.

Carroll Shelby was already racing modified Ford Mustangs with enormous success and so it was inevitable that Chevrolet would have to follow suit with the Camaro. The SCCA's Trans-Am was the most prestigious sedan-racing series in North America and Chevrolet worked with Roger Penske's (unofficially) factory-backed team, winning the Trans-Am championship in 1968 and '69 with Mark Donohue.

An automatic transmission model, the Camaro we offer has been extensively rebuilt recently to

'Restored/Modified, RS/SS' specification, incorporating chassis stiffening; modern tubular front wishbones; adjustable gas shock absorbers; a Positraction 12-bolt limited-slip differential; Boyd Coddington 17" wheels; and high-performance four-wheel disc brakes to cope with the power output from the high-performance 350ci 300 horsepower V8 engine, the latter part of the 'SS-350' options package. Recently driven to Germany to be shown at a concours event, the car is described as being in very good condition and is offered with current MoT. This sensibly upgraded Camaro is currently undergoing the UK registration process and is expected to possess a V5C document by time of sale.

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