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The 1969 Chevrolet Chevelle SS

By Jason Tarasi

It was 1969. And what an amazing year it was! The Beatles' world renowned hit Come Together

was at the top of the music charts along with Johnny Cash's A Boy Named Sue, Neil Armstrong set foot on the moon, and the 1969 Chevy Chevelle SS, now a classic muscle car, was born. The Chevy Chevelle SS met the demands of muscle car enthusiasts for small cars with powerful motors. Its sporty fast-back body style which was first concocted in the redesign of the 1968 models gave it a touch of class as did the new design of the tail lights. Chevelles are mid-sized cars meeting the median between small sports cars and large family cars.

The 1969 Chevrolet Chevelle line was the first to have the SS 396 option available but it wasn't perfect as it resulted the 396 became known for poor handling as it required stiffer springs and shocks than earlier models. Later in the year, the 396 option was replaced with a 402 cubic engine, supposedly due to emission standards. Even in light of the minor imperfections in its initial release, the Chevy Chevelle SS was an incredibly popular muscle car in its time and became one of the very best sellers of all times.

Limited edition Chevelles were a favorite amongst drag racers due to the powerful engine options, 427s, that could be special ordered. Limited edition Chevelles are few and far between in this day and age, but if you find one, they are worth a pretty penny. Classic car enthusiasts and speed demons alike admire these beauties.

Chevelles were first released in 1963 with a standard 327 cubic-inch V8, 300 horsepower engine. However, at that time the Pontiac GTO has a 389 that was unmatched. Chevrolet responded to the competition over the years by gradually increasing the power of their motors. Chevy continued to produce Chevelles until 1973.

If you go to car shows where muscle cars are featured, you are sure to see 1969 Chevrolet Chevelle SS models because collectors absolutely love them. They are fast, high-performing cars as well as being practical size-wise which makes them pretty unique. The 1969 Chevrolet Chevelle SS is a car that is appealing to both classic car collectors and racers. Its got style, its got speed and its incredibly durable making it a muscle car classic that just about anyone would be honored to own.

The 1969 Chevrolet Chevelle SS

Jason Tarasi is a muscle car enthusiast who runs the Muscle Car Monster Website, where members can buy and sell muscle cars for free through the site's online classifieds.

<http://www.musclecarmonster.com/>

Chevrolet Camaro – The Definitive Muscle Car

By Ryan Larson

The Chevrolet Camaro was a "pony car" introduced by General Motors in 1967 to compete with the Ford Mustang, which by the way was conceived to compete with the Chevrolet Corvair Monza. There are four distinctive generations of Camaro's, 1967–1970, 1970 1/2 – 1980, 1982–1992, and the fourth and final generation was 1993–2002.

The first generation Camaro featured a unibody construction from the windshield to the firewall back and a separate steel frame for everything upfront. The first Chevrolet Camaro was available in both convertible and hardtop styles. There were eighty factory options and 40 dealer options available for the Camaro. The Camaro was offered with engines ranging from a 230 cubic inch six cylinder to a 327 V8.

The first generation SS package was the most popular. It offered a modified 350 cid V8 with an available 396 big block producing 325 hp.

In December of 1966 the famous Z–28 option was introduced. The Z–28 was a base Camaro that came with front disc brakes and power assist and a Muncie 4 speed transmission. The Z–28 also came with broad racing stripes on the hood and trunklid and a competition suspension.

There were minor changes made in the 1968 Camaro such as multi–leaf rear springs. In 1969 the Camaro was redesigned inside as well as outside. The Camaro received a make over including fenders, door skins, grille and taillights to mention only a few. There was a new dash and more comfortable seats. A V8 427 cid was also available.

The second generation of Camaro lost some of it's power due to the tightening emission regulations and a fuel crisis. The 155 hp 250 cubic inch V6 was the standard engine offering. The largest engine available was on the SS mode, a 350 or 375 hp 396 big block V8.

The third generation of Camaro saw the introduction of the IROC–Z, named after the International Race of Champions. Along with unique graphics the IROC featured a Tuned Port Injection that produced 215 hp.

The last year of production for the Camaro was 2002.

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