



## 1969 Chevrolet Camaro

Bought in Sept 2003 from John Thill of John's Auto Body Shop, a fellow Camaro lover in Santa Rosa. We met through Matt's Classic Bowties. John had painted several of Matt's cars over the years, some of which John Harris and I had helped build. I had a 69 Camaro at the time that we had just finished building. It had a built 396 with a TH400. It was pretty radical and fast!

Two months after that Camaro was released from paint prison, it experienced a fire caused by a wiring short. I was able to get it out of the garage before the fire spread, but did minimal paint damage but totally burned though the wiring and into the interior and headliner.

John's repair quote was \$30,000 dollars. I had regular AAA insurance on the car, but had a classic specialist as my adjuster. When I gave him the estimate, AAA wrote a check and did NOT total the car so it kept a clean title. Really cool, huh? As an aside, the car won first place at a national Chevy show and was in their magazine so that really helped with the insurance company. It was also appraised for \$38k which helped too.

Anyway, I wasn't looking to put that kind of money back onto that car and wait for the year it would take to do it so John and I made a deal He had a 69 Camaro that he sort of used to advertise his work. I ended up buying his car, giving him my burnt car and had \$10k in my pocket. I thought that was a good deal.

Fast forward to now. I still have that Camaro but the only thing that is the same is the body and paint and wheels. It's over 20 years old and still looks good. The equipment now: Engine is a Chevy Crate motor; ZZ430. 350 cu. in. 430 HP and torque.

TREMEC 5-sp and suspension (Ride Tech tubular A arms, coil over springs/shocks) have been redone a few times. Lee Engineering close ratio power steering, 12 bolt pose w/3.55 gears; air conditioning and power windows, w/power leather seats from a 2002 Z28. The ride is stiff but handles well. It is built to drive and gets 20 mpg with overdrive at 75 mph, with 335 hp to the wheels on the dyno. John Harris was and is my partner in car building for this and his 69 Camaro convertible.