

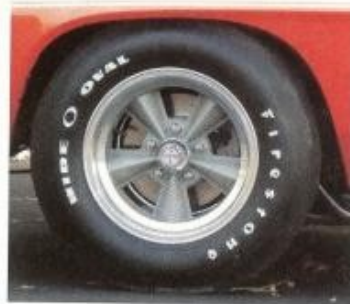
What better way to pierce the tranquility of the North Carolina countryside than with a free-revving Yenko Camaro? Number 202 has seen a few road miles during the shakedown process. Jim Barber says that the car may be "the best-built '69 Camaro ever."



With the exception of Yenko callouts on the head restraints and the SW gauges, the standard Camaro RS interior trim remains untouched. All of the original 201 '69 Yenkos were finished in black interior trim; the new cars will be, as well. All of the Yenko cars in 1969 were delivered with the standard Camaro interior trim. The only other additions to the mix are the Stewart Warner Green-Line tach and the three-spoke steering wheel, which is available from Classic Industries.



This is the important part: The official General Motors MSO plate riveted to the firewall behind the power-brake booster establishes this car as an official licensed item—a "real" '69 Camaro.



American Racing tooled up to recreate the Rocket five-spoke mag wheels especially for the Yenko continuation project. Coker Tire provides the Firestone Wide Ovals. Brakes are 11-inch solid discs. The car's ride height is an inch taller than small-block F-Bodies due to heavier springs used in big-block cars. *MCR*