

# 1985 Chevrolet Camaro IROC-Z

2dr Sport Coupe . 8-cyl. 305cid/215hp TPI

#1 Concours condition

**\$44,400**

↘ -2.2%

#2 Excellent condition

**\$31,200**

↘ -9%

#3 Good condition

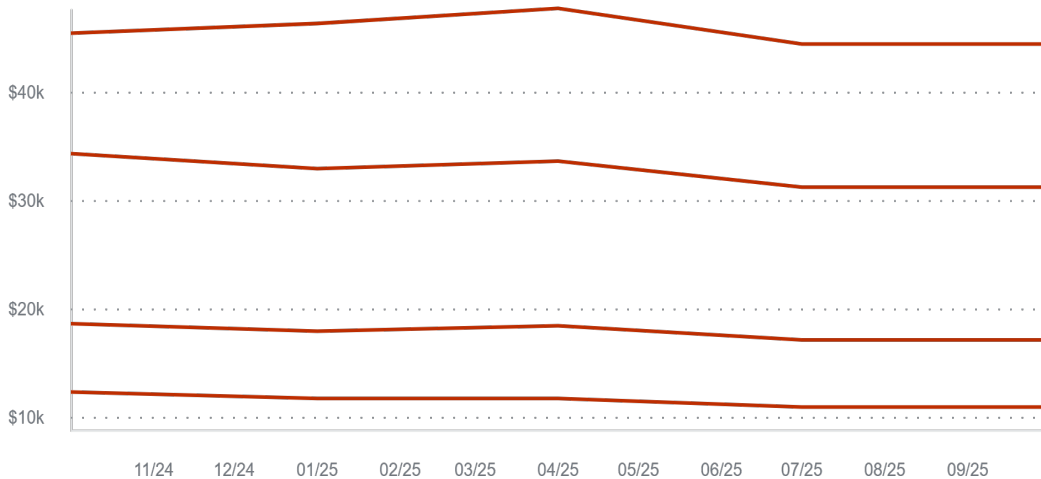
**\$17,100\***

↘ -8.1%

#4 Fair condition

**\$10,900**

↘ -11.4%



NOTE: The chart displays price changes for the last year.

## Value adjustments

**+10%**  
for t-tops.

**-30%**  
for 6-cyl.

**-50%**  
for 4-cyl.

## Model description

The Camaro IROC-Z Sport Equipment package arrived for the 1985 model year as an option added to the Z28. The model was named for the International Race of Champions, in which the Camaro was the official car used by every driver. For the IROC-Z road car, the Camaro was lowered and fitted with sport suspension, stiffer steering, fog lights and unique graphics. The RPO B4Z improved handling package delivered .92g, and 0-60 mph came up in 7 seconds.

A total of 180,018 Chevrolet Camaros were sold in 1985, with 3,318 four-cylinder models, 78,315 V-6s and 98,385 V-8s. The base 88hp, 151 cid four-cylinder Sport Coupe started at \$8,363. The 135hp, 173 cid V-6 Berlinetta Coupe started at \$11,060. The 165hp, 305 cid V-8 Z28 also at \$11,060. The Z28 was offered with two optional engines as well. The 190hp carbureted V-8 was offered with a 5-speed manual gearbox in the IROC package for about half the year, while a 215hp fuel-injected V-8 was available for the full year in both Z28 and IROC-Z configuration, but only with a 4-speed automatic transmission.

In all, 78,315 buyers paid \$335 extra for the V-6 engine, 63,052 bought a 165hp V-8 (standard on the Z28), while among Z28 buyers only 2,497 shelled out \$680 for the 190hp carbureted V-8 and a 5-speed. 32,836 buyers opted for the 215hp fuel-injected engine with the automatic transmission, for the same \$680.

\*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)<sup>®</sup> on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

Horsepower was creeping up again, but the focus was still on luxury options like tinted windows (166,966 cars), automatic transmission (152,600), air conditioning (146,381), tilt steering wheel (133,457), rear defroster (119,137), intermittent wipers (79,051), power hatch, (93,467), sport mirrors, (93,235), Rally wheels (90,925), power windows (88,361), cruise control (84,884), power locks (70,658) and T-Tops (63,543 – for a whopping \$821).

Performance options were limited but 4-wheel disc brakes were a deal at \$179 (19,871), with sport suspension for \$49 (19,231) and Positraction (15,327) for only \$95. In all, 20,675 buyers ordered the full instrument package, which cost \$149. It was not available on the Berlinetta with its digital dash, but was standard on the Z28.

Out of 12 colors the previous year, 10 were changed for the 1984 Chevrolet Camaro. Red was the favorite (31,473) followed by Black (28,438), White (18,822), Bright Blue (17,635), Medium Gray (17,545), Dark Blue (14,986), Maroon (14,903), Copper (11,406), Light Yellow (5,437), Yellow (4,599) and Light Brown (3,093).

**Body styles**

2dr Sport Coupe

**Engine types**

8-cyl. 305cid/155hp 4bbl

8-cyl. 305cid/190hp 4bbl HO

8-cyl. 305cid/215hp TPI

**1982-1992 Chevrolet Camaro stats**

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$104,500</b>	<b>\$519</b>	<b>\$58,800</b>	<b>1424</b>

**Vehicle's condition classification**

**#1. Concours**

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

**#2. Excellent**

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

**#3. Good**

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

**#4. Fair**

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.