

1967 Chevrolet El Camino “Kristyn”

History

The El Camino was bought from the original owner and neighbor on his passing in 1970. This car started with a 327 engine with 2 speed power glide with four wheel drum brakes and factory air conditioning. It has been in our family since 1970. My wife drove this car to High School in the 70's and then her mother drove it to work for many years. The original 327 C.I. motor was replaced with a 350 Goodwrench short block in 1995 and shortly after was parked in the shed and remained there for many years. Fast forward into the year 2012 when my Father-in-Law wanted my Daughter to have the El Camino as her first car and that started the beginning of the restoration. Unfortunately, this project had many starts and stops due to me taking on a new career position that consumed every bit of my spare time. The car lived in Selma, California its entire life until I retired and moved to Reno, Nevada in 2021 where I finally finished the project! Unfortunately, my daughter has owned three other cars and didn't drive this car until 2021. The car has 445 miles on it since restored and my daughter drove it Zero miles this past year, which is why we have decided to sell it.

The car went through a frame up restoration and most everything was rebuilt, replaced, re-chromed and improved. The car has a 350 Goodwrench motor with many improvements from the Goodwrench Quest in Chevy High performance magazine (October, 1999). The two speed power glide Transmission was removed and replaced with TCI Street fighter 4 speed 700r automatic transmission with 2400 stall converter and control with Bowtie transmission EZ tv system on Edelbrock performer Carburetor. Billet specialties Tru Trac system was installed with all new accessories. Much more in the list.

Body of car was stripped to bare metal and 2 inch metal cowl hood was installed and Sherwin Williams Ultra 7000 Tri Coat “Red Matador Mica” color was sprayed. Bumpers where re-chromed and new bed molding was installed. Smooth firewall was placed and factory A/C was changed to a newer Vintage A/C (R-134A) with electronic controls to have a cleaner looking engine compartment. Battery was relocated to smugglers bin for the same purpose.

Steering, Suspension and brakes were all replaced with Classic Performance Products (CPP) . Big brake kit with four wheel disc brakes and power booster and cylinder was installed. Front suspension parts were replaced including tubular control arms with 2” drop spindles and QA1 coil overs. Also, Rear tubular trailing arms with 4 “ lower springs

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and shocks. New Power Steering box w/14:1 ratio. Rear differential was stripped and powder coated and rebuilt with all new parts for Posi-traction, 3:73 gears, axles, bearing, seals.

Interior Received a new seat from Glide with center armrest and finished with black vinyl and cloth inserts. Dakota digital dash with controllers for Gear selection and dual Fan temperature controls. New A/C vent balls, Headliner, Trim pieces, Visors, electric windows, TMI door panels, Fesler Billet armrest, Seat belts, carpet, too many to list all. New Windshield and rear glass

The car is beautiful and runs and drives better than its stock condition. We will be sad to see it go, but it needs to be driven. I have all receipts, documents, manuals and instructions for the improvements made in the restoration. Over \$50K has been invested in the customization with many high end quality parts!

Body

- Sherwin Williams Ultra 7000 Tri Coat “Red Matador Mica” Body color
- 2” steel Cowl hood w/ Ring Brothers Billet Aluminum Hinges & Hood Adjusters
- Bumpers re-chromed and new bed molding set.
- Eddie Motorsports Billet Door Handles
- Billet Rides Aluminum side Mirrors
- LED Halo Delta Headlights
- Smoothie Firewall Steel
- Smuggler bin with battery relocation. Optima battery Aug. 2025.
- New windshield and rear glass.

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Performance

- Gm GoodWrench 350
 - ProComp Aluminum Angle Plug 58cc heads
 - 2.02 Intake / 1.60 Exhaust
 - Comp Cam Dur 270/278; Lift 480/498
 - 1.5 Ratio Scorpions Roller racing Arms
- Edelbrock Performer Carb w/ Edelbrock RPM Air Gap Intake
- Billet Specialties TRU TRAC Serpentine System with all new p/s pump, a/c compressor, alternator, water pump.
- New engine and headlight wiring harness
- Russell ProClassic II hoses and AN fittings
- Ron Davis Aluminum 2 row Radiator w/dual SPAL fans
- TCI Street Fighter 700R4 w/2400 Stall converter
- 2.5” Hand Fabricated custom Stainless Steel Exhaust w/ Hand Crafted Mufflers.
- CPP Front & Rear Big Brake w/ 13” cross drilled front rotors & 12” Rear
- Posi Rear End w/ 3:73 ratio; All new gears, axles, bearings, all newly rebuilt.
- CPP Front Tubular Control Arms w/ 2” drop spindles and QA1 coil overs
- CPP Rear Tubular Trailing Arms w/ 4” drop springs

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- CPP Front & Rear Sway Bars
- CPP 500 Series Steering Box w/ 14:1 ratio
- Foose Legend wheels 17x 8
- Nitto 555 tires Fronts 225/45/17 & Rear 275/ 40/ 17

Interior

- Black Vinyl Interior w/ Glide split back seat w/ fold down arm rest.
- TMI Sport R Door panels w/ Fesler Billet polished Armrest
- New Headliner and visors with trim.
- Billet Specialties Aluminum door handles
- Billet Specialties Street Lite 14” Black Anodized steering wheel
- Lokar Billet Black Pedals
- New Carpet and floor mats
- Dakota Digital Gauges w/ Gear selector and Dual Fan controller
- A-1 Electric Power Windows w/ Billet Black switches
- Vintage Air A/C (R-134A) with electronic control panel.

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Audio

- Retro Sound Headunit w/ Soundbot bluetooth
- Rockford Fosgate Punch 6x9 4-way Rear Speakers
- Kicker Amplifier