

1968 Chevrolet Camaro Z/28

2dr Sport Coupe • 8-cyl. 302cid/290hp 4bbl

#1 Concours condition

\$127,000

▲ +5.8%

#2 Excellent condition

\$91,900

▼ -0.5%

#3 Good condition

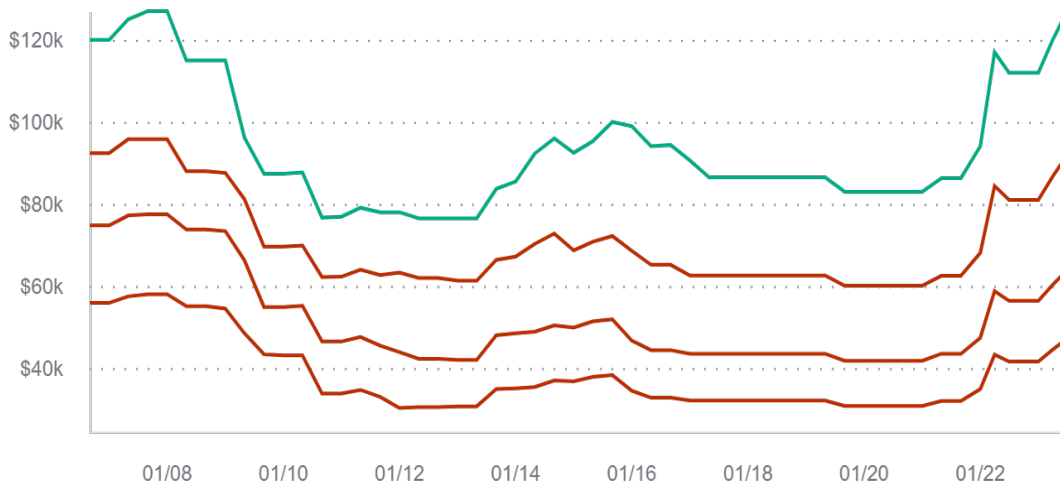
\$63,900*

▼ -14.6%

#4 Fair condition

\$47,200

▼ -15.6%



Value adjustments

+20% for RS pkg.	+25% for RS pkg on factory SS and Z/28 cars.	+20% for factory 4-spd (exc Z/28 and Yenko).	+10% for JL8 brakes.	-30% for 6-cyl.
-10% for 3-spd.				

Model description

For 1968, Chevrolet could leave well enough alone with its instant hit, the Camaro. It had proven a worthy answer to the Mustang, with sales numbers looking strong and wins racking up on the race track. The changes from 1967 to 1968 were subtle, but thoughtful. For example, the vent windows that framed the A-pillars were eliminated. Since there were no longer the "smoker" windows, Chevy had to do something about getting airflow to the driver. GM installed air vents below the dash; a feature it called "Astro-Ventilation."

1968 Camaro buyers who went for the larger SS engine got chrome inserts on the hood meant to replicate velocity stacks. Under that new hood, the available SS 396 cid V-8 now made 350 horsepower in L34-spec.

*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)® 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.

The Camaro Z/28, previously only available as a track-ready car, was made available for road use in 1968. The Camaro had won 10 of 13 races in the Trans-Am series and GM had started promoting the Z/28 in brochures, so demand and production spiked considerably. Z/28 sales jumped to 7,199 in '68. GM sold 40,977 examples of the RS, and 27,884 of the SS.

In all models, shocks were staggered to get rid of a wheel hop issue. And if you went for the top performance models, multi-leaf rear suspension replaced the single-leaf rear setup.

In 1968, NHTSA mandated that all cars include side marker lights at the front and rear quarters. Aside from the regulatory visual changes, engine displacement emblems were moved to the front of the fenders. Side door mirrors changed from a circular design to a rectangular one. The taillights were also restyled, and non-RS models got a restyled grille.

In the cabin, additional padding was added, specifically to the dash, A-pillars and armrest. Some interior brightwork was changed to brushed aluminum in order to reduce glare for the driver. That last tweak is a perfect microcosm of the types of changes made to the '68 Chevrolet Camaro – evolving the car while putting the driver first.

Body styles

2dr Sport Coupe

Engine types

8-cyl. 302cid/290hp 4bbl

1967-1969 Chevrolet Camaro stats

Number produced **	Highest sale	Most recent sale	Sales
7199	\$1,210,000	\$37,013	8391

** Number produced is specific to this year and configuration.

Equipment

Standard Equipment

- 4-Speed Manual Transmission
- Bucket Seats
- Dual Exhaust
- Heater/Defroster
- Redline Tires
- Seat Belts

Optional Equipment

- Air Conditioning
- Power Brakes
- Power Steering
- Power Windows
- Speed Control
- Tachometer
- White Sidewall Tires

Additional Info

- Shipping Weight: 3050 lbs
- Vehicle Length: 184.7 in
- Wheelbase - Inches: 108 in

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.

#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.

#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.

#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.