

# 1971 Chevrolet Camaro Z/28

2dr Sport Coupe . 8-cyl. 350cid/330hp 4bbl LT1

#1 Concours condition

**\$92,700**

↗ +90.3%

#2 Excellent condition

**\$62,500**

↗ +57.8%

#3 Good condition

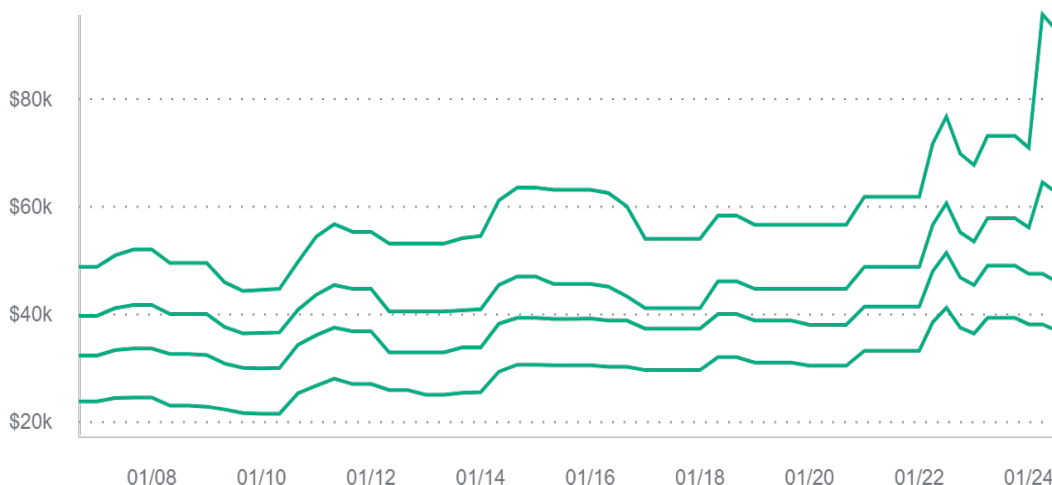
**\$46,000\***

↗ +42.9%

#4 Fair condition

**\$36,900**

↗ +55.7%



## Value adjustments

**+15%**  
for RS pkg.

**+20%**  
for RS on Z/28 and  
SS models.

**+10%**  
for 4-spd (exc Z/28).

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

**-15%**  
for 3-spd.

## Model description

Chevrolet was hit by a two-month strike in the fall of 1970 and the Norwood, Ohio plant where the Camaro was built was badly affected. As a result, sales fell to 114,630 units, most of which (103,452) were V-8 models. The number of six-cylinder cars also dropped to 11,178. The six-cylinder base car cost \$2,758, while the V-8 listed for \$2,848.

Horsepower ratings changed from gross to net, but compression was reduced in preparation for lead-free fuel, so there was a real loss as well. For example the 396 cid (402 really) big-block Chevy V-8 was only available with 300 bhp, down from 350 or 375 in 1970, but the net figure was 260 bhp, which sounded even worse. The 250 cid six-cylinder dropped to 145 bhp and the 307 cid V-8 stayed at 200 bhp, but the 350 cid V-8 dropped to 245 bhp, while the Z/28 350 dropped to 330 bhp. A new 400 cubic-inch small-block V-8 was cancelled for the 1971 Camaro.

There were few visible changes from 1970. These included wheel covers, high-back bucket seats (from the new Vega) and soft interior surfaces. 12 new colors were added and vinyl roof choices went from three colors to five. The muscle car connection was fading away as more luxury options were ordered.

For example, 77,541 customers spent \$216.50 on the Turbo-Hydramatic automatic transmission, 67,250 buyers paid \$40.05 for soft ray tinted glass, 38,329 ordered a vinyl top, 72,656 asked for a console, 42,537 ordered \$402.35 air conditioning, 93,163 spent \$110.60 for power steering and 41,630 bought power brakes. For the sake of appearance, 38,161 bought the Style Trim Group for \$57.95, 32,411 purchased the Interior Accent Group, 11,643 got the Custom Interior for \$115.90 and 6,489 spent \$79 for front and rear spoilers.

\*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.

At the performance end of the scale, while 54,663 customers bought the base 307 cid V-8, 1,533 buyers stepped up for the 300 bhp 396 cid V-8 and 34,017 ordered the 245 bhp 350 cid engine. The Super Sport package found 8,377 buyers, who got a 270 bhp 350 V-8 for \$313.90, while 4,862 Z/28 customers spent \$786.75 for the 330 bhp 350 V-8. Separate from these packages, 10,975 buyers bought the F41 heavy duty suspension and 11,753 went for Positraction.

Despite the notable drop in performance, <i>Road & Track</i> chose the Camaro SS one of the world's 10 best cars in the August 1971 issue.

The 15 colors available for the 1971 Chevrolet Camaro were Antique White, Nevada Silver, Tuxedo Black, Ascot Blue, Mulsanne Blue, Cottonwood Green, Lime Green, Antique Green, Sunflower Yellow, Placer Gold, Sandalwood, Burnt Orange, Classic Copper, Cranberry red and Rosewood.

### Body styles

2dr Sport Coupe

### Engine types

8-cyl. 350cid/330hp 4bbl LT1

## 1970-1981 Chevrolet Camaro stats

Number produced **	Highest sale	Lowest sale	Most recent sale	Sales
4862	\$704,000	\$661	\$18,500	2495

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

## Equipment

### Standard Equipment

4-Speed Manual Transmission  
Bucket Seats  
Dual Exhaust  
Heater/Defroster  
Tachometer  
White Lettered Tires

### Optional Equipment

Power Brakes  
Power Steering  
Power Windows

### Additional Info

Shipping Weight: 3494 lbs  
Vehicle Length: 188 in  
Wheelbase - Inches: 108 in

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## 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.