

1968 Chevrolet Camaro

2dr Sport Coupe · 8-cyl. 327cid/210hp 2bbl LF7

#1 Concours condition

\$37,900

▾ -4.1%

#2 Excellent condition

\$29,300

▾ -3.9%

#3 Good condition

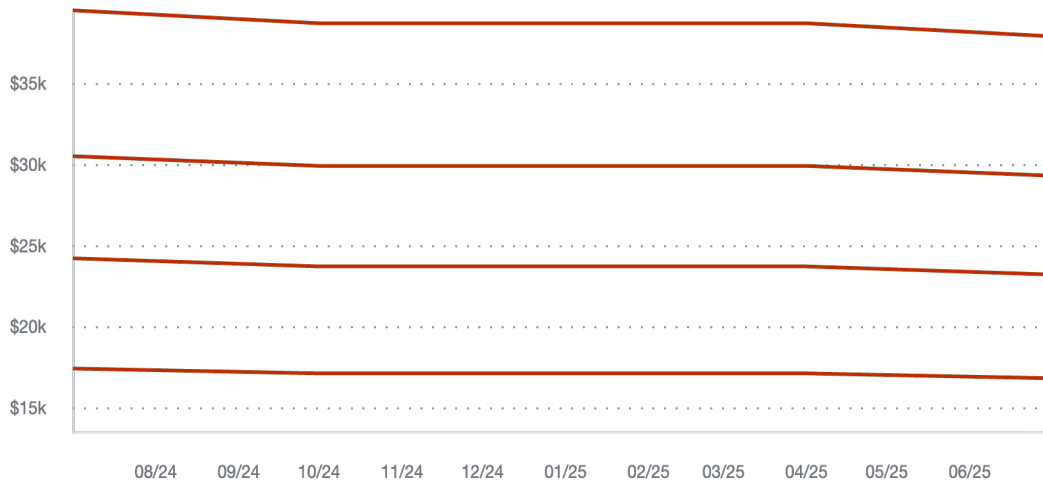
\$23,200*

▾ -4.1%

#4 Fair condition

\$16,800

▾ -3.4%



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

Value adjustments

+20% for RS package.	+20% for 4-speed manual.	-10% for 3-speed manual.	-30% for 6-cyl.
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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.

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.

*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.

