

1968 Camaro Z/28 Statistical Update

The National Registry for 1968 Z/28s began in March 2001. As of May 17, 2006, **359** 1968 Z/28s have been located and documented. Listed below are the statistical **highlights**.

Please note that the percentages were generated from the National Registry for 1968 Z/28s, not production data from General Motors. This sampling may or may not be representative of actual production data. It is large enough to garner some estimates.

Plant Production:

Los Angeles Plant: **21%** Norwood Plant: **79%**

Approximately **76%** of the Z/28s in the database were built in the last 5 production months of the year (March 1968 through July 1968). Early production 1968 Z/28s were very rare. Only **5%** of the cars in the database were built in the first 4 months (August 1967 through November 1967).

Exterior Paint Colors:

Tuxedo Black: 2%	Island Teal: <1%	Tripoli Turquoise: <1%	Seafoam Green: 4%
Ermine White: 4%	Ash Gold: 4%	Teal Blue: 2%	Matador Red: 8%
Grotto Blue: 2%	Grecian Green: <1%	Cordovan Maroon: 2%	Lemans Blue: 21%
Fathom Blue: <1%	Rallye Green: 7%	Corvette Bronze: 11%	Sequoia Green: 4%
Palomino Ivory: 0%	Butternut Yellow: 4%	British Green: 21%	Special Order Paint: 3%

(**2 cars** were observed being Special ordered without Stripes)

White Vinyl Top: **3%** Black Vinyl Top: **16%** Convertible: **1 Car**

Interior Colors:

Black: 68%	Blue: 11%	Gold: 5%	Red: 3%	Turquoise: 0%	Ivory: 2%
Ivory Houndstooth: 1%	Black Houndstooth: 7%	Parchment White: 3%			

Standard Interior: **71%** Custom Interior: **29%**
Bench Seat: **1 car** Seat Head Rests: **3%**

Rally sport Z/28s: 30% **Spoilers: 47%** **Console/Gauges: 54%**
(Only **17 cars** so far have a console without the gauges)

Power Steering: 13%

Standard Air Cleaner: 92% **Cowl Plenum: 7%** **Factory Headers: 3%**
(Cowl Plenum option was a much rarer option for the Z/28 in 1968 versus 1967. This lack of popularity may have been one factor that caused GM to go to the new cowl induction hood option in 1969). **7 cars** have been observed having the **cowl plenum** and **factory headers**.

Its very difficult to verify this, but approximately **40%** of the documented cars still have their original engine block and transmission case. I expect this number to decline as more cars are documented.

Transmission:

M21: **88%** M22: **8%** M20: **4%**

Rear Axle Ratio: (all cars have 12 bolt rear axle housings)

3:07 – 1%	4:10 – 27%
3:31 – 2%	4:56 – 6%
3:55 – 5%	4:88 – 2%
3:73 – 57%	3 cars had standard axles

Original Owners of 1968 Z/28s – **3%** **Unrestored cars** – **< 9%** (difficult to verify)

