

ONE-MONTH WONDER

A Killer Camaro That Took 33 Days to Build



It's hard to beat the styling of a first-generation Camaro, and Bobby Arnold's is no exception. Only minor modifications were performed on the '67, which features a simple design.

IF YOU THINK ABOUT IT, 33 DAYS IS A SHORT PERIOD OF TIME, ESPECIALLY WHEN IT COMES TO BUILDING A HIGH-QUALITY CAR. BOBBY ARNOLD FOUND OUT FIRSTHAND THAT IT IS POSSIBLE, BUT IT TAKES A LOT OF WORK AND DETERMINATION. ARNOLD BOUGHT A '67 CAMARO FROM TOM SOBASKI WITH PLANS TO RESTORE AND UPDATE THE CLASSIC CHEVY. AFTER A FEW WEEKS, ARNOLD KNEW WHAT HE WANT-

ED THE CAMAROTO LOOK LIKE AND MADE A TRIP TO HIS FRIEND'S SHOP. HE JOKINGLY ASKED DERICK SAMSON OF SAMSON DESIGN IF HE THOUGHT IT WOULD BE FEASIBLE TO COMPLETE THE CAR IN TIME FOR THE GOODGUYS SHOW IN DES MOINES, IOWA, WHICH WAS ONLY 33 DAYS AWAY. ARNOLD DIDN'T EXPECT TO BE TAKEN SERIOUSLY, BUT DERICK SAID IT COULD BE DONE, AND HE PUT

ALL OF HIS OTHER PROJECTS ON HOLD TO MAKE SURE ARNOLD'S GOAL WAS ACCOMPLISHED. The availability of parts for a first-generation Camaro is something that helped the car get finished a little more quickly. Numerous replacement parts are obtainable and speed the build process, but it still takes a major effort to finish the car in little over a month. It also helped that Arnold and

Samson Design both reside in Marshall, Missouri, which allowed Arnold to help out as much as possible. As the days rolled on, progress was made, but you can't be sure of anything until the car is complete. Modifications were made to the suspension and body to give the car a better ride height and smoother lines. Arnold had previously viewed Samson's awesome creations

and trusted the guys at Samson Design to do quality work at a fast pace.

In an effort to keep things simple, the stock Camaro sub-frame was retained but was completely rebuilt with new bushings and fresh paint. Samson Design installed the coil springs that lower the Camaro's ride height by 3 inches. McGough dropped the spindles to lower the car another 2

inches, giving the car a ground-scraping stance. Monroe shocks damp the suspension and a stock sway bar helps keep the car level in the corners. Disc brakes with custom Samson Design calipers slow the Camaro and are clearly visible behind the American Racing Torq-Thrust II wheels. Wrapping the 18x7 Americans is a pair of 215/40 Falken tires. A healthy GM 12-bolt rearend

houses 3.73 gears and a Positraction unit to supply power to both rear wheels. Custom leaf springs lower the Camaro's ride height and keep the rearend stable. Assisting the front brakes is a pair of discs in the rear that also feature custom Samson calipers. Extra-sticky Falken tires mounted to the huge 20-inch Torq-Thrust wheels provide traction for the Camaro and

look great, too.

When the crew at Samson Design completed the chassis and suspension, they focused on getting the Camaro's body ready for paint. With the car already disassembled, every piece was stripped to bare metal to ensure perfectly straight panels and proper adhesion of the materials applied. Rust was not a major issue, but there were some



Bob Allfrey wrapped the original bucket seats with new black vinyl and also re-covered the door panels. The console between the seats was handmade by Derick Samson and painted Iron Gray to match the exterior. A '57 Chevy steering wheel replaces the stocker and has a custom horn button that features a "Stealthed" emblem. The dash and gauges are in their original configuration, and a Sony CD player is in place.

parts that received repairs. After the metalwork was complete, the body was straightened out with filler and finishing putty. Bodywork is messy and takes years of experience to master, but it is one of the most important aspects of the build process. Not only did the crew at Samson straighten the car, but they also smoothed all the seams and removed the Camaro emblems.

Applying multiple layers of primer allowed the crew at Samson's to remove any sand scratches or minor imperfections to give the Camaro a smooth surface. Samson sprayed the DuPont Iron Gray basecoat and followed that with several coats of clear, providing plenty of material when it came time to color-sand and buff. Under the cowl induction hood, you'll find a slick firewall and inner fenders that



Beneath the cowl induction hood is a power-packed 355ci engine surrounded by a super-slick engine compartment. The firewall and inner fenders have been smoothed and share the same color as the exterior.

clean up the engine compartment nicely. After reinstalling the body panels, new bumpers and headlights were bolted up. A slick and straight body is essential with a super rod, and this Camaro displays that in flawless form.

Powering the slick '67 is a powerful small-block Chevy, displacing 355 ci. It started life as a 350, but increasing the bore by 0.030 inch gave the engine those 5 extra cubic inch-

es. A compression ratio of 11:1 is created by the use of forged TRW dome pistons, giving the small block more horsepower. Moving the larger-than-stock valves and providing an aggressive idle is a GM Performance Z28 camshaft driven by a double-roller timing chain. A 650 Edelbrock carburetor supplies the engine with a mixture of air and fuel, while a Mallory ignition combusts the mixture after it enters the heads. Full-

length Hedman headers and a mandrel-bent exhaust system relieve the engine of its used gases. Slick color-matched valve covers and a handmade steel air cleaner give the Camaro class without being too flashy. The potent small block is backed by a TH350 transmission, controlled by a 2,000-rpm stall converter.

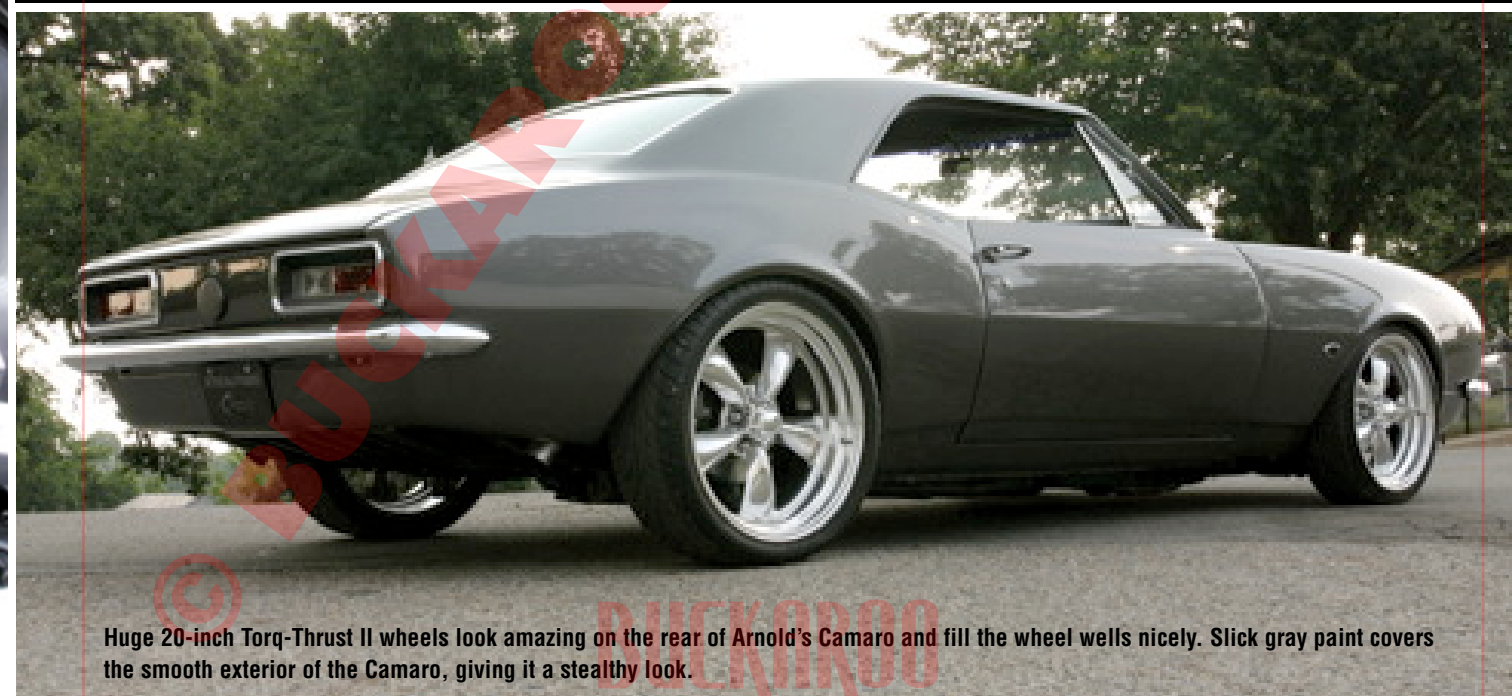
In an effort to stay with the stealth theme, the interior received simple black vinyl material, stitched by Bob Allfrey from Marshall, Missouri. The only modification on the interior is the Samson Design steel console. A stock shifter placed between the bucket seats in the console allows Arnold to select the gears in his transmission. A '57 Chevy steering wheel with a custom "Stealthed" emblem in the horn button replaces the stock wheel, and the original dash houses a Sony CD player just in case Arnold gets tired of

the roaring small block under the hood.

Building a Camaro is no easy task, but it always helps when you can find one in fair condition with minimal rust. It also helps when you have friends that build cars for a living and have years of experience in performing quality work. Samson Design builds many awesome cars, and Arnold made a good choice to have Samson build his Camaro. Minor modifications give this car an updated look, but it still retains the original lines that are so popular among Chevy enthusiasts. Arnold's Camaro is noticeable, but the plain gray paint and basically stock interior inspired them to create the "Stealthed" emblems that are placed on the car. If you see the car sitting still, you might say the Camaro is stealthy, but when you hear the rumble coming from the exhaust, you'll think twice. **SR**



Up front, American Racing Torq-Thrust II wheels with Falken tires fill the fenders nicely. Custom "Stealthed" badges also find a home on the front fenders of Arnold's slick '67 Camaro.



Huge 20-inch Torq-Thrust II wheels look amazing on the rear of Arnold's Camaro and fill the wheel wells nicely. Slick gray paint covers the smooth exterior of the Camaro, giving it a stealthy look.