


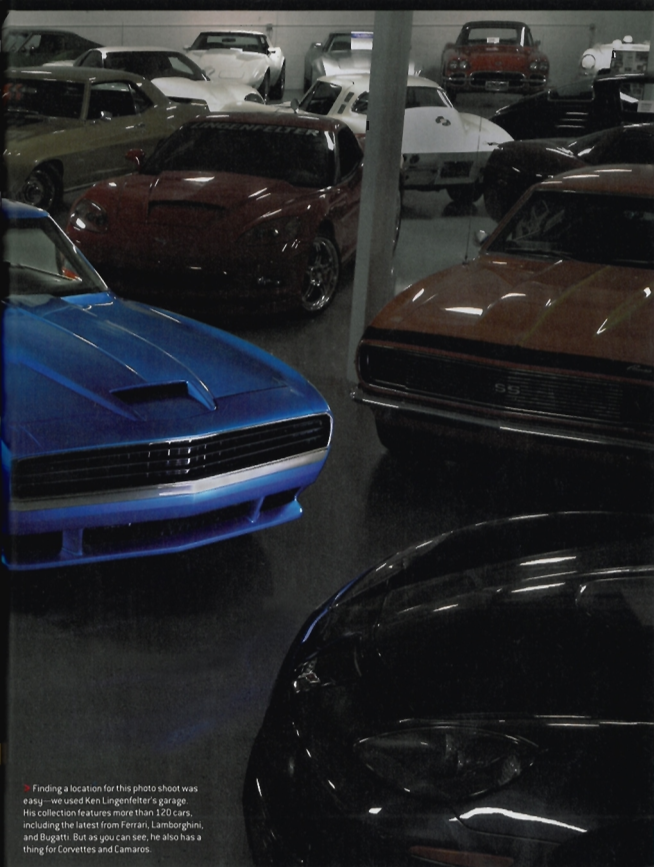
HOT RODS



**GENERATIONAL
SHIFT**

Here's Our Kind of Hybrid:
Equal Parts First-Gen Camaro
and C5 and C6 Corvette

By Bill McGuire
Photography: David Freers



➤ Finding a location for this photo shoot was easy—we used Ken Lingenfelter's garage. His collection features more than 120 cars, including the latest from Ferrari, Lamborghini, and Bugatti. But as you can see, he also has a thing for Corvettes and Camaros.

GENERATIONAL SHIFT



Except for the MOMO wheel, Pioneer audio, and Corbeau racing belts, the cabin is C6 Corvette. The dash had to be widened about an inch at the front to match the F-body's cowl contour.



> Corsa Performance of Berea, Ohio, built the Corvette-esque exhaust system in stainless tubing with quad outlets through a unique fiberglass valance. The torque tube was lengthened 3.5 inches.



> Baer calipers and rotors ride on all four corners. The Corvette front and rear cradles were narrowed 3 inches each to keep the tires inside the Camaro fenders.

We've all been there. Often, a car build starts with a clear objective in mind, but by the time the project nears completion, the plan has headed off in a new direction. That's just what happened here. Ken Lingenfelter commissioned Kustom Creations of Sterling Heights, Michigan, to build this '68 Camaro as his personal killer road machine. But just as the finish line was coming into view, a new set of priorities took hold.

In August 2008, Ken bought Lingenfelter Performance Engineering (LPE), the company founded by legendary engine guy John Lingenfelter. Tragically, the automotive world lost John on Christmas Day in 2003, the result of injuries suffered in a racing crash the year before. While Ken and John share the same last name, "I consider myself a friend, a customer, and a distant cousin, in that order," Ken says. His goal is to keep Lingenfelter Performance on the cutting edge of the street performance market.

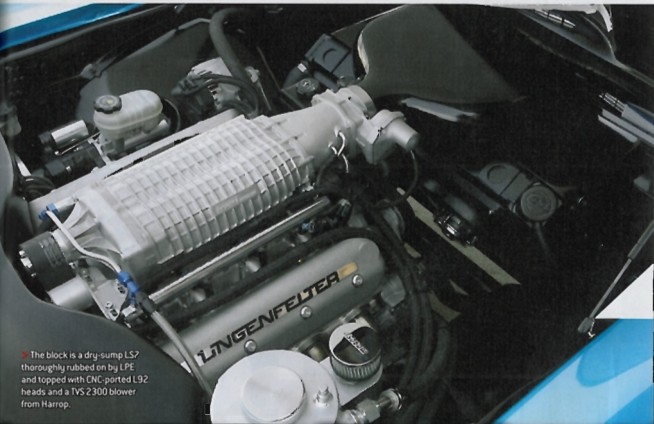
LPE made its bones offering extreme performance upgrades for Corvettes and other late-model GM products, including F-bodies, GTOs, and Cadillac CTS-Vs.

However, Ken would like to expand that perception. He wants you to think of Lingenfelter Performance for your go-fast needs no matter what generation of vehicle you drive. What better marketing device for putting that message across than the car you see here? It's '68 Camaro on the outside; C6 Corvette running gear underneath, and inside, a transplanted C6 Corvette cabin. The Camaro is a rolling bullet point.

Dave Ross of Busta Design performed the design work, integrating late-model Corvette styling details into the early Camaro's body lines, while Harvey Ledesma and Don Roberts of Kustom Creations performed the build. The engine is, of course, a Lingenfelter LS7 with the full deluxe treatment, including a Harrop blower and a custom-grind LPE camshaft. Earlier in the process, the Camaro was given the name RS06, and Z06-style fender and interior badges were designed to signify 640 hp. However, once Lingenfelter Performance became part of the program, that number started moving up to somewhere around 700 hp at last report. Looks like they need to mill up a new set of badges. But that's how it goes as a build project evolves. It's always something.



► The petite spoiler and shaved rear bumper and tail panel are all the work of Kustom Creations. The Rushforth wheels wear P245/40ZR18 and P285/35ZR19 Goodyears. The unique side-mirror treatment is a signature of Dave Ross. Note the Corvette-style coves and door handles.



► The block is a dry-sump LS7 thoroughly rubbed on by LPE and topped with CNC-ported L92 heads and a TVS 2300 blower from Harrop.