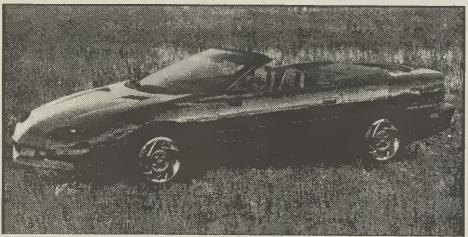
# Camaro needs bandage for top



'96 Chevrolet Camero RS

WINFRED CROSS



what pens to all those convertibles during the winter months?

Most people simple stick them in a garage and drive a second car if they are lucky enough to have another.

But if they don't, they drive them with the top up. Most convertibles are air-tight and leak-proof, so the elements aren't a problem.

Unfortunately, Chevy's new Camaro RS convertible isn't as weatherproof as it should be. Nice car, but you might get rained on, even with the top

The RS differs from other Camaro convertibles by being distinguished by a tacky ground effects package. It looks like a bad after market job. It's also very flimsy. The front air didn't fare very well when it barely brushed a

Otherwise, the RS isn't bad looking. I'm not crazy about the Camaro's redone body, but it's growing on me. It's quite a looker with the top lowered and not bad with the expensive feeling top raised. I still don't understand the recessed headlights.

The interior is well done, but tight. The drop top takes up most the trunk space and much of the rear seat area as well. Head room is lacking, but you solve that by opening the

The instrumentation is well done. The gauges are easy to read and can be accessed at a The controls feel a bit cheap due to a low-grade plasused. The disc/radio unit was placed low, enabling the driver to fiddle with it without taking his eyes off the road. Unfortunately the player didn't work very well. It skipped like mad and refused to work at times.

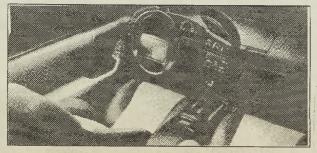


But Camaros are know for driving, not music systems. The RS gets the venerable 3800 V6 which GM puts in everything but a Cavalier. The engine has been massaged to deliver 200 horsepower, only 15 short of rival Ford's lusty 4.6 V8 used in the Mustang

smooth in operation. It doesn't

in the dead of winter. There was a nice spring thaw which took the temperature into the 70s. I got in a couple of hours of top-down driving before the rain set in. It's a pleasant car with the top down, though the wind does whip around in the cabin a bit.

Speaking of rain, this is not the car I would want to get caught in a heavy downpour. The top leaked on both sides where it attached to the windshield. A fair amount of water was dumped in my lap and in the front passenger's seat, which was empty. This may have been a problem with only The 3800 is relatively this car. I've driven Camaro convertibles that didn't leak.



have snap, but it moves the car around quickly. It nearly sneaks up on you. Press the gas pedal and the car pulls cleanly to 60 in about 7.0 seconds. Not startling, but quick enough for a V6.

The convertible's road manners are good. Handling is nearly as nice as the hard top. The car corners without a lot

The car is sprung a little too tight, however. The ride is jittery, especially on bad pavement. Hit a bump and the car gets antsy.

There was also a fair amount of cowl shake with the top down. Yes, I put the top down

The RS is still a good value despite the few flaws. The base price was \$22,720. A preferred equipment package which included fog lamps, power windows and door locks, keyless remote, cruise control and remote truck release was \$1,231. Other options included auto transmission (\$790), leather seats (\$499), power driver's seat (\$270), CD player (\$226), body side moldings (\$60) and rear floor mats (\$15).

With destination charges, the as-tested price came to \$26,316. That means the Z28 version may top \$30,000. That makes the V6 version look even better.

The 1950 Cadillac Deville Cost A Mere \$3,654

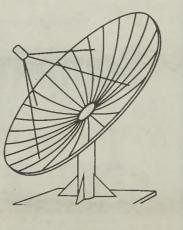
The First Gasoline **Powered Car Was Sold In** The U.S. 100 Years Ago - February 1896.

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