

1ST LOVE



by Louie Mayall

We all remember our first automotive love. Not our first car, but the one you wanted so badly before you even had a car. Yeah, the reason we all conned our parents to buy us that first automotive mag. When I was in Junior High (before a mid-teenage infatuation with A-bones), that ride was a First Gen Camaro a lot like Mike Plunk's. Interestingly enough, that's not what we're talking about here. We don't know what ride was Mike Plunk's first love, but he certainly has a love affair going on with First Generation Camaros. In addition to the unbelievably fine pro-touring styled '69 you see here, Mike also drives a Pro Mod '68 and a sweet '67. Mike has had the '69 for about 10 years, and had Green's Rod Shop go through it over the last couple of years to get it to this condition.

The most important part of the build for Green's Rod Shop to keep in mind was Mike likes to go fast. Green's started behind the grille with a full front clip from Chris Alston's Chassis Works running tubular A-arms, rack and pinion steering, coilovers, and Wilwood six-piston stoppers squeezed by electric power brakes (another 'electric works great' from the owner/builder). The rear suspension is based around a fab 9-inch Ford rear with an aluminum center section that's hanging on a Detroit Speed and Engineering Quadra-Link rear suspension system. Everything is tied together with sub-frame connectors and ultra stiff bushings. Now that the chassis was ready to go fast, Green's slipped in a 600ci big-block Chevy with a Dart block, Dart heads, a Dart intake, a big Holley carburetor and a 300hp NOS fogger kit. A 4L80E by

our friends at Phoenix Transmission reins in and tames the 750-horse gas-guzzler for touring runs.

Mike knew exactly what he wanted in the looks department, but once they got into the body it turned out it would take awhile to get there. Most of the sheetmetal ended up being replaced and the hood was switched out to the 4-inch exaggerated cowl induction unit, the front grille was changed out to a SS hidden headlight package (no SS badge), and the front bumper was plain old round canned. Green's straightened everything out and laid down the Standox hugger-orange paint with white Rally stripes. The finishing touch for the exterior is the sweet white vinyl top (I never thought I'd say sweet vinyl top

'67, '68 AND '69 WERE GOOD YEARS

The super-sano engine compartment is filled with an all aluminum Dart big-block Chevy displacing 600ci, running Lemon headers with a 3-inch stainless exhaust, 3 miles of braided stainless and a direct port nitrous system from NOS.





and mean it, but it looks bitchin'!).

We really dig Mike's, the Green's Rod Shop's and Howard Krusey's vision on the interior. Everything is basically in the stock spot, but that's where the similarities end. The stock gauge cluster and HVAC controls are replaced with a custom ostrich-covered panel with Autometer gauges and billet A/C controls. Custom door panels were fabricated, power windows were installed, billet controls slipped into place, a custom center console was built, and just about everything else covered in soft earth-tone leather and suede (and we mean everything including the A-pillars). The seats of

We applaud Howard Krusey's job on the interior. Green's Rod Shop fab'd most of the framework (center console, modified dash, HVAC) and Howard liberally applied the leather. We really dig the suede headliner and A-pillars.

Those massive rear meats [335/35/20] come from the minds at Michelin and are wrapped around custom Billet Specialties wheels. Mike Plunk out of Callahan, Florida, is the lucky guy behind the wheel.

choice came from Procar in front and custom seats were fab'd to match in the rear.

A lot of people would say three cars are too many, let alone three that are basically the same in their eyes, but we all know better. It starts out like anything, you like First Gen Camaros and you finally get one. Then you get a good deal on another and before you know it another one falls into your garage, now you're a collector or obsessed. The difference is all you can do is stare at some collections, but Mike can climb into whichever of his that fit his mood and have a great day. That's sounds a lot more like sanity than obsession to us and we definitely approve. 🚗

