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## Gen 2 camaro

Not to be confused with Bertone Ramarro. Chevrolet Chevrolet CamaroOverviewManufacturer muscle car typeGeneral MotorsProduction1966-20022009-presentModel years1967-20022010-presentBody and chassisClassPonyLoTest 2-door coupe2-door coupe2-door convertible LayoutPlat The Chevrolet Camaro is a mid-size,<sup>[1][2]</sup> Chevrolet-produced American car,<sup>[3][4]</sup> and some variants are also classified as muscle cars. <sup>[5]</sup> It went on sale on September 29, 1966, for the 1967 model year and was designed as a competing model of the Ford Mustang. Camaro shared its platform and major components with Pontiac Firebird, which was also unveiled in 1967. Four different generations of Camaro were developed before production ended in 2002. The nameplat was armed with a concept car that evolved into the fifth generation Camaro; It started on March 16, 2009. <sup>[7]</sup> More than 5 million Camaros were sold. BACKGROUND Before making any official announcement, reports began to run in April 1965 in the automotive press that Chevrolet was preparing a competitor for the Ford Mustang, code-called Panther. On June 21, 1966, about 200 automotive journalists received a telegram from General Motors claiming: ... please save at noon june 28 important SEPAW meeting. I hope you can have your hands to help scratch a cat. The details follow... (signed) John L. Cutter – Chevrolet PR – SEPAW Secretary. The next day, the same journalists received another General Motors telegram stating: Society for the Anesthec of Panthers from the Automotive World will hold its first and final meeting on June 28... (signed) John L. Cutter – Chevrolet PR SEPAW Secretary. These telegrams baffles motoring journalists. On June 28, 1966, General Motors held a live press conference at the Stalter-Hilton Hotel in Detroit. It was the first time 14 cities had been connected in real time to a press conference over a telephone line. <sup>[8]</sup> Chevrolet CEO Pete Estes launched the press conference, which said that all participants in the conference were founding members of the Panthers from the automotive world and that this would be sepaw's first and final meeting. Estes then announced the new car line, the XP-836 project name, which chevrolet has chosen in line with other car names starting with the letter C, such as Corvaír, Chevelle, Chevy II and Corvette. He claimed the name, suggests the camaraderie of good friends as a personal car should be the owner, and that to us, the name means what we think the car will do ... Go. The name Camaro was then debunked. <sup>[8]</sup> The automotive press asked Chevrolet's product managers what a Camaro was? and they said it was a little, evil Mustang. <sup>[9]</sup> According to the full book Camaro: All Models Since 1967, the name Camaro was invented by chevrolet merchandising manager Bob Lund and General Motors Vice President Ed Rollett while reading James Boielle Heath's French and English dictionary and de V. Payen-Payne in 1936. The Complete Book of Camaro states that Mr. Lund and Mr. Rollett found the word camarade in the French-English dictionary as slang, which means friend, friend, or comrade. The article further reiterated Estes' statement on what the word camarade means, that the car's name suggests the camaraderie of good friends as a personal car to its owner. <sup>[10]</sup> In fact, the true French word means comrade, from which the word English comrade comes,<sup>[11]</sup> and not camaro; Camaro is not a recognized word in French. It premiered at a preview in Detroit on September 12, 1966, and was presented on September 12, 1966. The public launch of the new model on September 29, 1966 was officially sold at Camaro dealerships for the 1967 model year. <sup>[14]</sup> First generation (1967–1969) Main article: Chevrolet Camaro (first generation) First generation Camaro The first-generation Camaro debuted in September 1966 in the 1967 model year, until 1969 on a new rear-wheel-drive GM F-body platform and was available as a two-door coupe or 2+2-seat convertible, and the choice of 230 cu in (3.8 L), 250 cu in (4.1 L) inline-6 or 302 cu in (4.9 L), 307 cu in (5.0 L), 327 cu in (5.4 L), 350 cu in (5.7 L), and 396 cu in (6.5 L) V8 powerplants. Concerned about the runaway success of the Ford Mustang, Chevrolet drivers realized that the compact sporty car, the Corvaír, would not be able to generate sales volume for the Mustang due to its rear engine design, as well as declining sales, in part due to the negative publicity of Ralph Nader's book, unsafe at any speed. That's why the Camaro was touted as having the same traditional rear-drive, front engine configuration as the Mustang and Chevy II Nova. In addition, the Camaro is designed to fit different power plants in the engine compartment. The first-generation Camaro lasted until the 1969 model year and eventually inspired the design of the new retro fifth-generation Camaro. The first generation offered standard, Super Sport, and Rally Sports editions. In 1967, the Z/28 model was incorporated into feature stripes of bonnet and trunk, style rally road wheels, and a 302 cu in (4.9 L) V8 engine. In the Rally Sport edition, it was more the style of the car itself. Placed in the hideout headlights, sash windows, and rounded rear fender. After the year 1968 was brought out, the use of side traffic lights was introduced. A Camaro shut down the ventilation windows in 1967, as it was on the doors. Second generation (1970-1981) Main article: Chevrolet Camaro (second generation) Second generation Camaro (1971 SS model shown) In February 1970, the second generation Camaro was produced in the 1981 model year, cosmetic changes in 1974 and 1978 model year. The car was heavily redesigned and became slightly larger and wider in the new style. Still based on the F-arm platform, the new Camaro was similar to its predecessor, with a unibody structure, front subframe, A-arm front suspension and leaf springs for controlling a solid rear axle. The 1980s and 1981 Z28 models included an air intake blade with a full throttle intake door. The RS SS package was dropped in 1972 and reintroduced in 1996. Road & Track was one of the top 10 cars in the world in August 1971. Third generation (1982-1992) Main article: Chevrolet Camaro (third generation) Third generation

Camaro (1983 Z/28-E model shown) The third generation Camaro was made from 1981 (model year 1982) to 1992. These were the first Camaros to offer modern fuel injection, Turbo-Hydrumatic 700R4 four-speed automatic transmission, five-speed manual transmission, 14.15 or 16-inch wheels, a standard OHV 4-cylinder engine[15] and hatchback bodies. The cars were nearly 500 pounds (227 kg) lighter than the second-generation model. IROC-Z was introduced in 1985 and continued in 1990. National Highway Traffic Safety Administration (NHTSA) regulations required CHMSL (Center High Mounted Stop Lamp) starting in the 1986 model year. In 1986, the new stop lamp was located on the outside of the upper central area of the rear door glass. Furthermore, the 2.5 L Iron Duke pushrod 4-cylinder engine dropped, and all base models just came with the 2.8 L V6 (OHV). In 1987 and later, the CHMSL was either mounted inside the upper hatch glass or integrated into a rear spoiler (if fitted). In 1985, a 305 cu in (5.0 L) small block of V8 was available for indirect injection called tuned powder injection (TPI). In 1987, the L98 350 cu in (5.7 L) V8 engine on the IROC-Z became a regular option, paired only with an automatic transmission. The convertible body style was autographed in 1987 (missing since 1969) and each came with a special 20th Anniversary Commemorative Edition leather map pocket. In 1992, starting with a 25th in 1988, the 1LE performance package was introduced, with optional street models, and showroom stock racing in the United States and Canada. The B4C or police package has been available since 1991. It created a Z28 with a finer RS style. Fourth generation (1993-2002) Main article: Chevrolet Camaro (fourth generation) Camaro (1997 Z/28 model shown) The fourth generation Camaro debuted on an updated F-body platform in 1993. Since its introduction in 1967, it has had the same characteristics: coupe body style with 2+2 seats (optional T-top roof) or convertible (re-introduced in 1994), rear-wheel drive, 6-cylinder sliding rod and V8 engine. The standard engine from 1993 to 1995 was the 3.4 L V6, and then a 3.8 L V6 was introduced in 1995. The 350 MPFI (LT1) Small Block V-8 engine, introduced in the Corvette in 1992, was the standard of the Z28. Optional equipment included a full-speed traction control and a new six-speed T-56 manual transmission; The 4L60E 4-speed automatic transmission was the standard for the Z28, but optional for V6 models that came with a 5-speed manual standard. Lock brakes are standard on all Camaros. The limited amount of the SS version (1996-1997) came with the Corvette 330 HP LT4's small block engine, although most were equipped with the 275 hp LT1. It was a revised interior in the 1997 model year, the 1998 models included an external style change, and a switch to the aluminum block of the Gm LS1, which was used in the Corvette C5. In 1998, the 5.7 LS1 was the first fully aluminum engine to be offered in the Camaro since the 1969 ZL-1 and was certified 305 hp. [16] The SS variants (1998-2002) have slightly improved exhaust and intake systems, larger wheels and tyres, slightly modified suspension for improved handling and traction, while retaining ride satisfaction, an arc-shaped rear wing for downforce, and different gear ratios for faster acceleration compared to the Z28 models. Chevrolet offered a 35-year release for the 2002 model year. Production of the F-Body platform was discontinued due to a slowdown in sales, a deteriorating market for sports cups and an excess of operating capacity, but a brand new platform was sold in 2009. The B4C special service package for police departments was moved to the 3rd generation & sold between 1993 and 2002. [17] [18] Fifth Generation (2010-2015) Main article: Chevrolet Camaro (fifth generation) Fifth Generation Camaro Camaro 2009 received a complete redesign and new platform for the 2010 model year and fifth generation. Based on the 2006 Camaro Concept[19] and the 2007 Camaro Convertible Concept, the fifth-generation Camaro was manufactured on May 15, 2006. The Oshawa Car Assembly plant in the city of Oshawa, Ontario, Canada, began its new Camaro[20], which went on sale in spring 2009 as a 2010 model year vehicle. [21] [22] Following the development of the Zeta architecture and as GM's global hub for RWD development, GM Holden led the final design, design and development of the Camaro in Australia. Coupe production 2009. [23] [24] LS and LT models 3.6 l (220 cu in) V6 producing 312 le (233 kW) of 2010 and 2011 models mated or a 6-speed manual shift. The SS is paired with the 6.2 l (376 cu in) LS3 V8 426 HP (318 kW) and a 6-speed manual control. The automatic SS is the L99 V8 400 le (300 kW). The RS look package is available on both LT and SS and features 20-inch wheels, darker grey tones, halo rings around xenon headlights, custom spoilers and a red RS or SS badge. In addition to the original 2012 Camaro LS model. Chevrolet manufactured the 2LS model. The 2LS model uses a slightly different rear axle ratio than the original LS. After the 2.92 rear axle ratio increased fuel economy by about 19/30 miles per gallon. The 2012 model allowed drivers to reach the 7200 rpm, which is higher than before for the V6; overall increase in car performance and performance. Almost all 2LS models have been released in different styles from the rear spoiler to the rear as well. The 2LS is made from a better fuel mileage than the Camaro LS. On April 1, 2010, the Camaro was voted Car Of the Year's Car Of The Year Awards. [26] Production of camaro convertibles began at the end of January 2011. The first goes to Rick Hendrick via Barret-Jackson Car Auction. Convertibles had the same options as coupes (engines, RS, SS, etc.). The Camaro convertible provided an aluminum brace for the engine assembly and under the gearbox. Since the 2011 Fukushima earthquake, certain pigments have not been available to certain colors. An export version of the Camaro was introduced in November 2011 (except for the Japanese version). The delay was due to unexpected domestic demand. The export version included different rear lamps with integrated reversing and amber direction indicator lamps, larger exterior rear-view mirrors with built-in side direction indicator repeaters, rear bumpers without reversing lamps inserted, and other changes that comply with ECE. [27] Although the 2012 model year is the Camaro 45. This edition Camaro also included a custom striped package with red, white and blue interior stitching, as well as a 45th edition of exclusive 20-inch wheels. The V6 was upgraded to a 3.6 l LFX engine, which produced 323 horsepower (241 kW). The SS model has received an update to the suspension system. All models received rs spoiler and tail light details, steering wheel-gearred volume and radio controls, and Bluetooth connection controls as standard. The 2012 ZL1 Camaro included a 6.2 l LSA compressor V8 that produced 580 horsepower (430 kW). This engine was first used in the Cadillac CTS-V in the 2009 model year. Other It included a 2-speed exhaust, suede seats, steering wheel and toggle button, and ZL1-exclusive 20-inch aluminum wheels. In 2012, Chevrolet introduced production of the 2013 Camaro ZL1 Convertible. The 2014 Camaro was unveiled at the 2013 New York Motor Show, with a refreshed body style and the return of a Z/28 model. [28] Improvements included a slimmer grille, a larger lower fascia and new fog lamps, as well as rear lights that took the style markings of the original first-generation Camaro. The RS release package includes LEDs in both headlights and taillights. The Z/28 has a high-performance 7.0 l l V8 engine that produce 505 horsepower (377 kW),[29] the same engine as the C6 Z06 Corvette. The new Z/28 features upgrades designed to improve lap time, and like the original Z/28, air conditioning is an option. The Z/28 model holds only one speaker for belt chimes, the rear quarter glass has been thinned, the rear seats have been thinned and most of the silencer has been removed in order to reduce the weight of the vehicle. Sixth generation (2016-present) Main article: Chevrolet Camaro (sixth generation) Sixth generation Camaro on May 16, 2015, Chevrolet unveiled its sixth-generation Camaro at belle isle park in Detroit. The launch, complete with the previous-generation Camaros on display, coincided with the vehicle's upcoming 50th [30] Sixth-generation Camaro[31] sales began in late 2015 and will be offered in LT Alpha models built on the GM Alpha platform at the Lansing Grand River Assembly in Michigan. [32] The Alpha platform is currently used by Cadillac ATS. The 2016 Camaro weighs 91kg less than its predecessor. More than 70% of the sixth generation architectural components are unique in the car and are not shared with other current GM products. [33] Motor Trend named the 2016 Camaro car of the year. [34] Early production consists of three engine variants: a 2.0-litre turbocharged serial four, which produces 275 horsepower (205 kW; 279 ps), a new 3.6 l V6 that produces 335 horsepower (250 kW; 340 ps), while the SS model includes the 6.2 L LT1 V8 with 455 ps (339 kW; 461 PS); The ZL1 model will use the 650 HP (485 kW; 659 PS) LT4 based on the Corvette Z06.[35] and the transmissions will either be six-speed manual or eight-speed automatic (the 2017 ZL1 will share the six-speed manual but optional annekical automata). [32] The 2016 Camaro[36] is also equipped with Apple CarPlay and Android Auto Capability. By the 2017 model year, the 1LE performance package will return to the Camaro. The package builds on the success of the previous generation 1LE, offering greater handling and track performance. In response to customer demand, Chevrolet offers two separate 1LE packages for both V6 and V8 models, each visually differentiated from satin hood and wheels. [37] The 2017 ZL1 Camaro has a top speed of 205 km/h and the Nordschleife lap time in Nurburgring is 7:16.4. [38] The 2017 ZL1 edition is one of the first cars with a 10-speed automatic transmission, making it the most unique in its form. For the 2018 model year, Chevrolet has unveiled the ZL1 1LE package for the Camaro. The new package tested to be three seconds faster around General Motors' Milford Road Course than the next fastest ZL1 Camaro. The ZL1 1LE performance package introduces improved aerodynamics, a new race-inspired adjustable suspension and new lightweight forged aluminum wheels with Goodyear Eagle F1 Supercar 3R tyres specially designed for the ZL1 1LE. Overall, the new performance package reduces the car's weight by 60 pounds (27 kg) to the ZL1. The ZL1 1LE shares the ZL1 super compressor 650p (485kW; 659 PS) LT4 engine, paired with the Six-Speed Manual Gearbox with the Active Rev Match. [39] Racing in the Mai Camaro Cup The Camaro was a vehicle in the SCCA-approved Trans-Am series. Chevrolet worked with Roger Penske to run their unofficially supported Trans Am team and won the title with Mark Donohue in 1968 and 1969. Jim Hall Chaparral's team replaced Penske in the 1970 season. Warren Agor of Rochester, NY, was the series's lead Camaro privateer, the orange #13 o, 1993, 1994, and 1998. There was also an SCCA Trans-Am series Camaro that wasn't popular because of racing, but because of body modifications. This Camaro, number 13, was a car builder who worked to reduce the weight of his cars by installing acid-soaring body parts and thinner safety glass. Camaro-style cars also compete in the NASCAR Xfinity series, with all Chevrolet teams using the body since 2013. The Penske/Donohue Camaros also had the front metal plate reduced, all four fenders widened, windshield backwards, front sub-frame Z'd lower in the car, the floor pan up, and even the drip-rails were placed closer to the body. This Camaro has always kept the look of the set and had a 302 engine that was able to produce 482 horsepower. One part that came out of the investigation was the Edellbrock Cross-Sokas. To date, Smokey Yunick's 1968 Camaro owner Vic Edellbrock Jr. Bob Jane has won both the 1971 and 1972 Australian Touring Car Championships at the helm of a Camaro. [40] The Camaro was the official car used in the 1975 International Championship race, which began in 1975 and lasted for 12 years until 1989. It was the first American car in the series to succeed the Porsche Carrera RSR. Camaros is my favorite drag racing, having won many championships and can currently be found in several series with the National Hot Rod Association, International Hot Rod Association, and The United States Hot Rod road racing Camaros can currently be found in the Sports Car Club of America's American Sedan series. Since 1975, this vehicle has been used in the Swedish Camaro Cup series. The Camaro was the Indianapolis 500 Pace Car in 1967, 1969, 1982, 1993, 2009, 2010, 2011, 2014 and 2016. The Camaro also has paced races at Daytona, Watkins Glen, Mosport in Canada, and Charlotte Motor Speedway. Camaro was also a regular in the IMSA GT series. The fifth-generation Camaro entered the grand am road racing championship GT class in 2010. Stevenson Motorsports has announced that it is looking to run a two-car team of Pratt & Miller-built cars based on the same spaceframe as the Pontiac GXP-R. [41] The team also competed in the Grand Sports division of the Grand-Am Continental Tire Challenge with the Camaros. [42] The Camaro ZL1 premiered in the Monster Energy NASCAR Cup Series in 2018, replacing the defunct Chevrolet SS. [43] 2018. 2022-ben a Chevrolet Camaro ZL1 csatlakozik az ausztrál Supercars Bajnoksághoz, hogy felváltsa a Holden Commodore ZB-t. [44] Értékesítési modell év amerikai értékesítés[45] 1967 220 906 1968 235 147 1969 243 085 1970 124,901 1971 114,630 1972 68 651 1973 96,571 1974 151,008 19 75 145 770 1976 182 959 1977 218 853 1978 272 631 1979 282 571 1980 152 005 1981 126 126 139 1982 189 747 1983 154 381 19 84 261 591 1985 180 018 1986 192 219 1987 137 760 1988 96 275 1989 110 739 1990 34 986 1991 100 838 1 992 70 007 1993 39 103 1994 119 799 1995 122 738 1996 61 362 1997 60 202 1998 54 026 026 1999 42 098 2000 45 461 2001 29 009 2002 41 776 Camaro will cease production until 2010 81 299[46] 20118,249[ 46] 2012 84 391[47] 2013 80,567[48] 2014 86,297[49] 2015 77,502[50] 2016 7 7 2.705[51] 2017 67,940[52] 2018 50,963[53] 2019 48,265[54] Total 5,518,140 Bumblebee depicted in popular culture in 1976, and a fifth generation Camaro General Motors product placement, or embedded marketing, deals with chevrolet camaro in many media. [55] In the 2007 film Transformers, the bumblebee character's vehicle mode was first portrayed as a 1976 Camaro and then as a fifth-generation concept version. The modified fifth-generation Camaro reenters the role of Bumblebee in sequels, Transformers: Revenge of the Fallen, and Transformers: Dark of the Moon. [58] Bumblebee takes the form of a modified 1967 Camaro in Transformers: Age of Extinction, and later a sixth-generation concept, The Camaro. He also returns as a modified 2016 Camaro in Transformers: The Last Knight. The final moments of the 2018 Bumblebee reboot film reveal that the Camaro was the third form it took on its arrival on Earth, after a Jeep and a Volkswagen Beetle. Hot Wheels has been making several versions of the Camaro since 1968, with the Custom Camaro the first in the original lineup. Worked with Lego to create a special Lego Speed Champions version of the Camaro. References ^ 2018 depreciation mid-sized sporty car Awards. 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