

# SSpecialized By Joe Sage

**C**amaro covers quite a range. Start with the six-cylinder 1LS and 1LT models, run up through the 1LT and 2LT six-cylinders, to the 1SS and 2SS V8s, but don't stop there. The high-performance ZL1 has topped the pack, and a return of the track-tempered Z/28 should be in place by the time you read this. The differences between LS and LT, and between models one and two (1LS-2LS, 1LT-2LT, 1SS-2SS) are details—wheels, heads-up displays, audio upgrades.

Moving from LS (or LT) to SS is significant, however: taking you from a 323-hp 3.6L V6 to a 426-hp 6.2L V8. An LS coupe starts at \$24,050, and our 2SS convertible at \$42,950 (with destination). This appears to equal 32 percent more horsepower for 79 percent more cost, but horsepower is not the whole story. An LT convertible starts at \$31,550, so the 2SS ratio is just 36 percent for that 32 percent power jump, in that case (each jump adds a

few other features and style points, too).

For a ZL1 convertible, you'll pay \$61,250 and up for its 580 hp, and the Z/28 is likely to cost about \$75,000 with its track-ready 500-hp lightweight LS7 engine (as also used in the Corvette Z06).

The Z/28 will be coupe only, manual only, and will emphasize dynamics over sheer power.

Pricewise, the SS is in a sweet spot, once you consider the Z models. The Z/28 intrigues us, though. We found the 2SS really overpowered for most street driving, and any Camaro's convertible top storage makes distance driving (with luggage) difficult. The Z/28 is intended for track use, so its more generous coupe trunk is a paradox.

Ultimately, the choice between form and function includes tradeoffs for most daily users—so drive and choose carefully. ■

## SPECIFICATIONS

ENGINE.....426-hp 6.2L V8 w/SFI  
 TRANSMISSION.....6-speed manual  
 STEERING.....power, electric assist  
 BRAKES.....Brembo ABS 4-wheel disc  
 ZERO-TO-60 MPH.....est. low 4.x seconds  
 MPG.....16/24/19 (city/hwy/comb)  
**INCLUDED:** Limited slip diff, Stabilitrac traction control, rear camera, rear park assist, sealant/inflator in lieu of spare, theft deterrent, rear spoiler, fog lamps, power mirrors w/dimming, power top and tonneau, remote keyless entry, 6-way power seats, heated leather-surface seats, leather wrap shifter and wheel, heads-up display, lots more.

**BASE PRICE.....\$41,955**

**OPTIONS:** RS package: 20" painted aluminum wheels (20x8 front, 20x9 rear), rear spoiler, HID headlamps w LED halo, separate DRLs, LED taillamps, body-color molding and shark-fin antenna, dual mode quad-outlet exhaust.....895  
 Navigation.....795  
 Black stripe package.....470

**DESTINATION CHARGE:.....995**

**TOTAL.....\$46,460**



## LOGBOOK NOTES

New taillights (upper) are a huge departure from the prior trademark style (lower, above). A narrower grille is a more subtle update.

The heads-up display is a winner, with vivid speed and a circular tach projection.

Launch Control, standard on any V8 Camaro with manual shift, manages wheel spin for maximized off-the-line acceleration.

Sound effects are strong, maybe overdone; at times the clutch seemed mismatched, especially starting in first on the slightest incline; overall, the power and driveline seem best suited to fairly extreme driving.

*Everything's fine in the front seats. Under the hood, you'll want to make sure this much power is what you want. From the rear seats back, things get crowded, especially as a convertible.*