



LAST OF THE Z28s

2015 Chevrolet Camaro Z28

#729 of only 1801 produced (2014-2015)

505 HP -7.0 liter naturally aspirated LS7 V8 Engine

Tremec 6-Speed

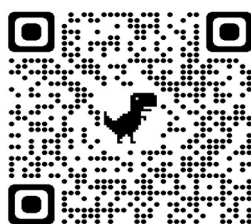
Track-focused to the core, the Camaro Z/28 employed a mesmerizing 505-horsepower, 7.0-liter naturally aspirated LS7 V-8. Previously, this mammoth of a motor had only been used in the U.S. in the C6-generation Corvette Z06. At the time of its launch, the Z/28 was only the second production car to use dynamic spool-valve dampers (struts), made by Multimatic and made famous by dominating Le Mans and Formula One racing. Massive carbon-ceramic brakes were also standard and helped the Z/28 charge deep into corners and brake late. It was offered exclusively with a six-speed manual transmission. Many creature comforts were sacrificed to lower the curb weight. It had no standard stereo, just a single speaker to run warning chimes. Air conditioning wasn't standard either. Chevy left out much of the of Camaro's sound deadening materials. There are 198 GM part numbers unique to the Generation-5 Z/28.

Automotive publications heaped praise on the Z/28. It earned the title of *Motor Trend's* Best Driver's Car for 2014 and was an *Automobile* All-Star for 2015. You couldn't open an enthusiast title without seeing track reviews of the 7.0-liter screamer. Chevrolet announced a Nürburgring lap time of 7:37.47, which at the time beat the Mercedes-Benz SLS AMG, Ferrari 458 Italia, Chevy Corvette ZR1 and Lamborghini Murcielago LP640. Oh, and did we mention that lap time was set with rain on portions of track? Just think of the times had the track been dry.

Nürburgring lap:



Camaro Z/28 Chassis Explained



Test Drive The Z/28

