

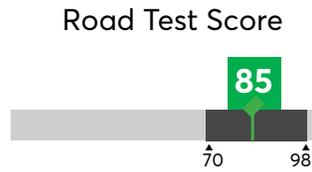
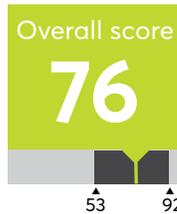
2017 Chevrolet Camaro

Recommended

CR Overall 20 MPG

Ranked # 5 of 7

Sports/sporty cars over \$40,000



THE FOLLOWING TEST RESULTS ARE BASED ON THE: SS SPORTS CAR RWD, 6.2-LITER V8, 6-SPEED MANUAL

Safety

Frontal Crash Prevention		
Forward Collision Warning (FCW)		N.A.
Automatic Emergency Braking (AEB) City		N.A.
Automatic Emergency Braking (AEB) Hwy		N.A.
NHTSA Overall Crash Tests	★★★★★	Excellent
CR Accident Avoidance	★★★★★	Excellent
Braking	★★★★★	Excellent
60 mph Dry		112 ft.
60 mph Wet		119 ft.
Emergency handling	★★★★★	Excellent
Avoidance maneuver, max. speed		56 mph

Performance

Acceleration	★★★★★	Excellent
0-60 mph		4.43 sec.
Routine Handling	★★★★★	Excellent
Transmission	★★★★★	Excellent
Fuel economy	★★★☆☆	Fair
Overall mileage		20 mpg
City mileage		13 mpg
Highway mileage		28 mpg

Comfort/Convenience

Ride	★★★☆☆	Good
Noise	★★★☆☆	Good
Front seat comfort	★★★★★	Very Good
Rear seat comfort	★☆☆☆☆	Poor
Interior fit and finish	★★★★★	Very Good
Controls and display	★★★★★	Very Good
Trunk/Cargo area	★★★☆☆	Fair
Cargo volume		-- cu. ft.

Road Test

With a profile that harkens back to the 1967 original, the all-new sixth-generation Camaro looks pleasingly familiar, marking a subtle styling evolution over the previous model. But don't let that fool you. The new Camaro is a delight to drive, with dynamic prowess that can give even snooty European sportsters a run for their money. But as a daily driver, you might want to think twice because outward visibility is atrocious.

Pros

- Strong performance with any engine
- V8's thrilling sound and thrust
- Very capable handling — feels smaller than it is
- Amazingly short braking distances
- Rides like a decent sports sedan
- Available in a convertible
- Wide selection of engines and manual transmission availability
- Eye-catching styling might be just your thing

Cons

- Horrendous driver visibility
- Cramped interior with restricted head room
- Front seats don't please everyone, with no adjustable lower-back support
- Four-cylinder sounds wheezy and unfitting for the car
- No forward collision warning and automatic emergency braking available — surprising for a newly-designed car
- Image might not fit your persona

Best version/options to get:

We'd go full hog and opt for the SS with the V8. Also, get the optional Magnetic Ride Control, as it provides a remarkably civilized ride in this rough-and-tumble muscle car. While the standard four-cylinder engine delivers plenty of power, it sounds wheezy, which seems totally inappropriate for this kind of car.

Note that if you plan to take your Camaro to the track, there are multiple performance options that will help, including heavy-duty cooling, a limited-slip differential, and upgraded Brembo brakes. (Smartly, both SS trims come with all of these.)

Notable changes: The 2016 redesign moves the Camaro to the same platform as the Cadillac ATS sports sedan. Smaller and lighter, this sixth generation Camaro feels much lighter and more nimble than the car it replaced. A turbocharged four-cylinder joined the lineup as the base engine.

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