



Camaro Z/28
1969





We've got a mean streak.

Z/28 Camaro.

The '69 Z/28. So ominous it goes by its code name. Code name: 302. Standard equipment: mechan-

ical lifters, high-performance cam springs and heavy-duty shocks. New for '69 are special white lettered tires on 15 x 7-inch wide wheels and a Hurst shifter

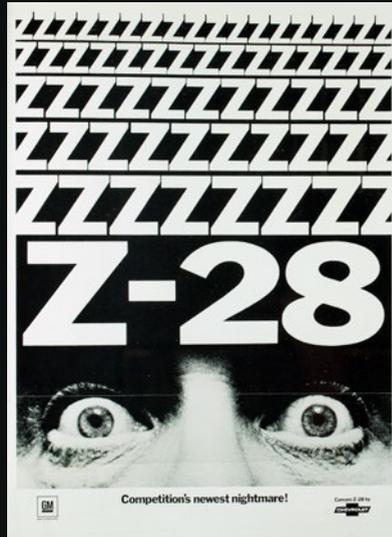
for the 4-speed. To complete the setup, just add the new "Vette-type 4-wheel power disc brakes.

By now you know the mean streak isn't just painted on—it's built in. One more thing. People are

bound to ask what the Z stands for. Tell them "Zaps" Chevrolet. **Putting you first, keeps us first.**

DAS SPORT-COUPÉ

Als die ersten erschwinglichen, sportlichen und stylischen „Pony Cars“ Mitte der 1960er-Jahre herauskamen, stellten sie den Automarkt auf den Kopf. Eine neue, jüngere Generation von Autofahrern fand sofort Gefallen an der schnittigen Karosserie mit langer Motorhaube und den leistungsstarken Motoren. Zwar brachten fast alle Autohersteller eine eigene Version des Pony Cars heraus, doch nur wenige Modelle waren ähnlich erfolgreich wie der legendäre Camaro von Chevrolet.



Competition's newest nightmare!

**The skier's skier
with the Camaro's Camaro.**



There are skiers. And then there are skiers. Jean-Claude Killy is one of the latter.

The Camaro Z/28 is a special breed, too. It comes poised on a beefed-up suspension and special road-grabbing wide oval tires.

Under that striped hood is a tough 302 V8 that inhales through a big Holley 4-barrel and exhales through dual exhausts.

Z/28

Add four-on-the-floor with a Hurst shifter plus 4-wheel power disc brakes and you've got the closest thing to a 'Vette yet. Z/28. In our Sports Department. Almost as much fun as skiing.



Putting you first, keeps us first.

See Olympic Gold Medalist Jean-Claude Killy, Sundays, CBS-TV. Check your local TV listings.

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Ski February
Skiing February
1 page-4 colors
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MIT DRÖHNENDEM MOTOR ZUM ERFOLG

Der Chevrolet Camaro Z28 der zweiten Generation ist noch immer der Inbegriff des Muscle-Cars. Dieses Modell mit der typischen „Cowl Induction“-Motorhaube kam 1969 heraus und bestach mit seiner schnittigen Linienführung, die sich über die Kotflügel und Türen zog. Auf Anleihen bei anderen Automodellen wurde damals bewusst verzichtet. Auch mehr als 50 Jahre später wirkt dieses Auto deshalb immer noch ebenso frisch wie frech.



camaro

Camaro

CAMARO



1967 – 1969

1970 – 1981

1982 – 1992

IKONE DER AUTOWELT

Obwohl seit der Premiere des ersten Chevrolet Camaro bereits 55 Jahre vergangen sind, ist das berühmte Modell immer noch sehr lebendig und relevant. Heute wird bereits die sechste Generation des legendären Autos produziert. Die Marke und der Modellname erreichen noch immer die Fans von Muscle-Cars jeden Alters. Der Camaro ist aus vielen Videospiele, TV-Serien und Kinofilmen nicht mehr wegzudenken und hat längst einen festen Platz in der Popkultur.

CAMARO

CAMARO



1993 - 2002

2010 - 2015

2016 -



ANMERKUNGEN DES DESIGNTEAMS

„Schon als Kind und Jugendlicher hatten es mir Autos angetan und ich blätterte bereits in sehr jungen Jahren durch Hot-Rod-Magazine. Deshalb ist für mich ein Traum wahr geworden, als ich bei diesem LEGO® Modell mit echten Chevrolet-Autodesignern zusammenarbeiten durfte. Wir mussten das Styling und die Ausstrahlung des Autos genau hinbekommen, wollten aber auch unbedingt wichtige Details wie aufklappbare Türen und eine funktionierende Lenkung hinzufügen. Es war toll, dass wir einige Anpassungsoptionen anbieten konnten. Denn schließlich war das damals beim Original-Camaro auch möglich.“

Sven Franic, LEGO® Designer



DEIN MODELL. DEIN DESIGN.

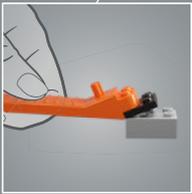
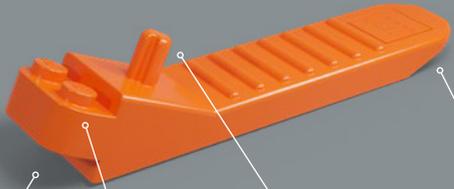
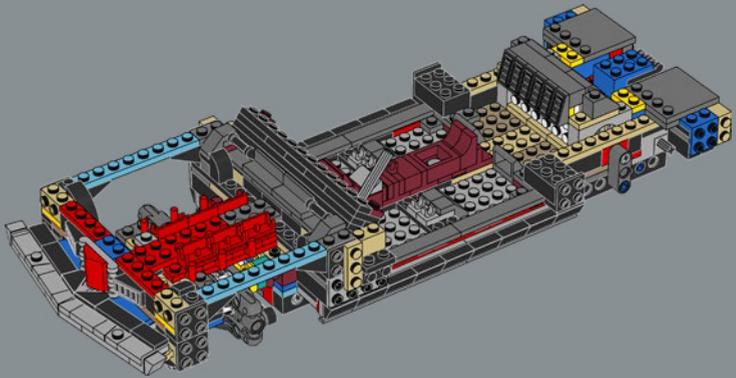
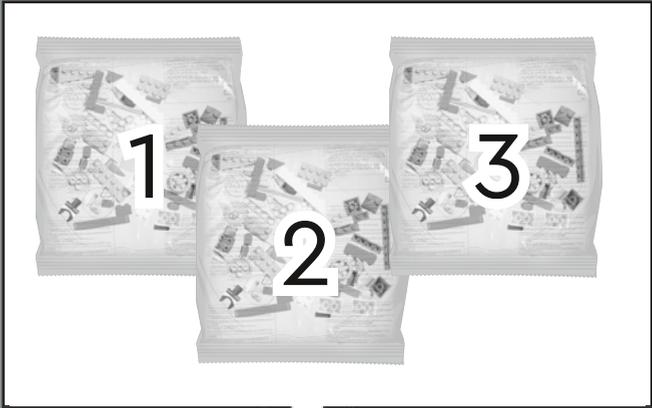
Für den Original-Camaro stand ein breites Spektrum an Konfigurationsoptionen und Hochleistungsmotoren zur Wahl. Vor allem dieser Anpassungsfähigkeit verdankte das Auto seine große Beliebtheit. Und jetzt darfst du deine LEGO® Version des Autos auswählen: Baust du lieber ein Coupé mit festem Dach oder ein cooles Cabrio? Welche Farbe sollen die Streifen bekommen? Klassisches Weiß, elegantes Grau oder markantes Rot? Außerdem gibt es optionale Scheinwerferklappen und zwei Nummernschildsätze.

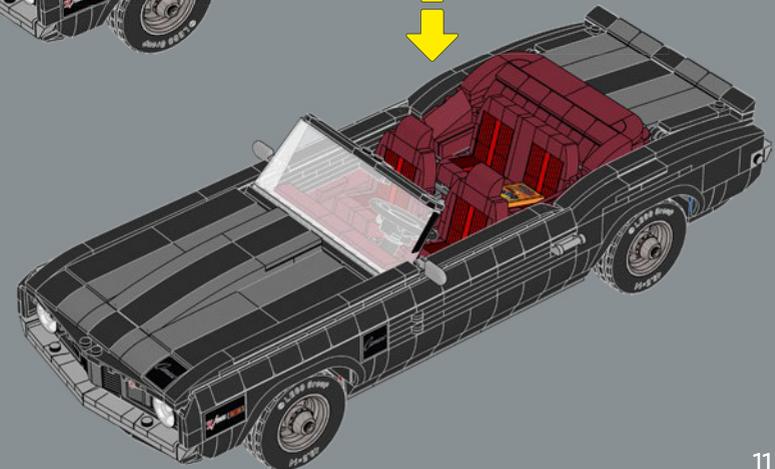
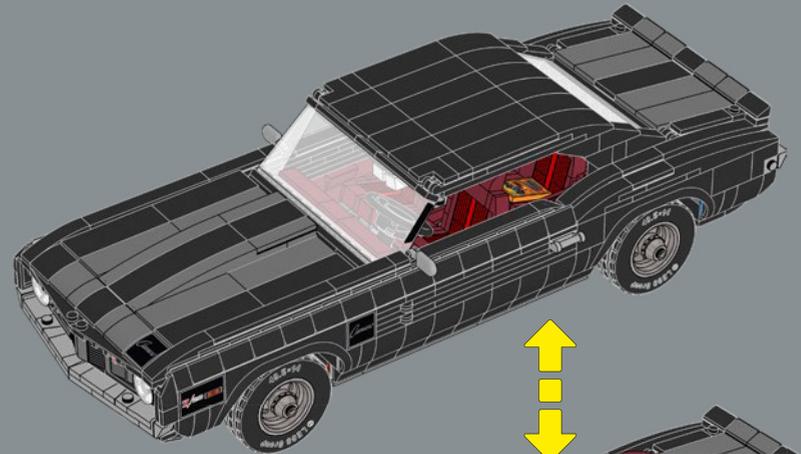
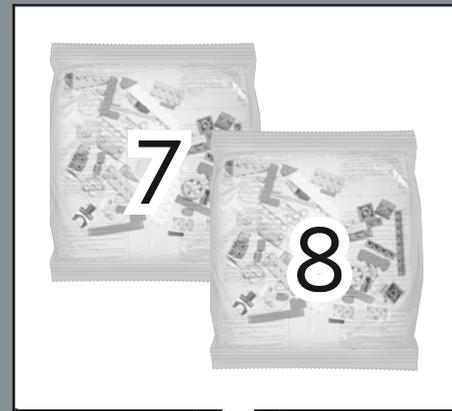
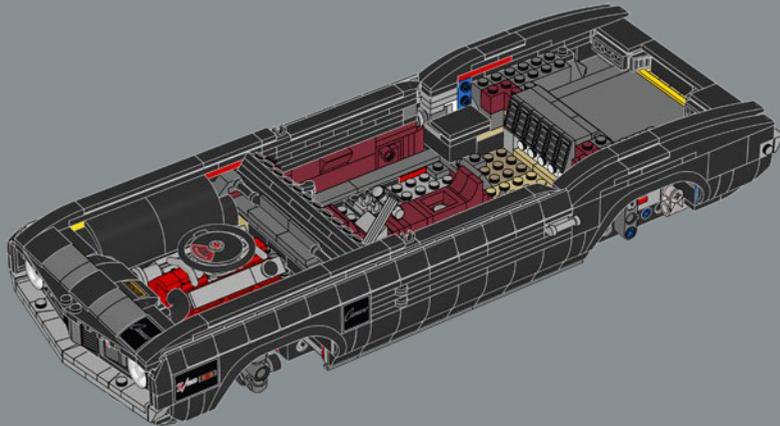
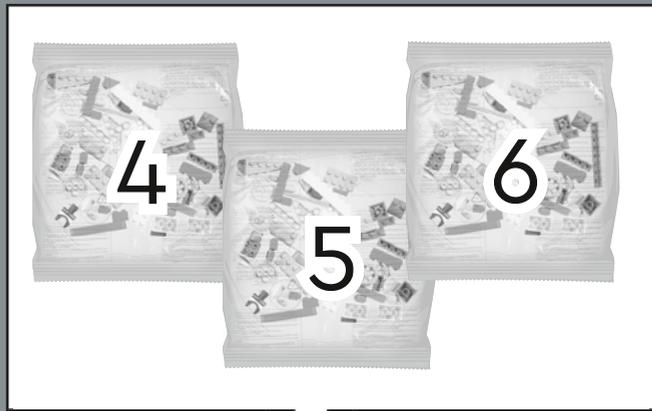


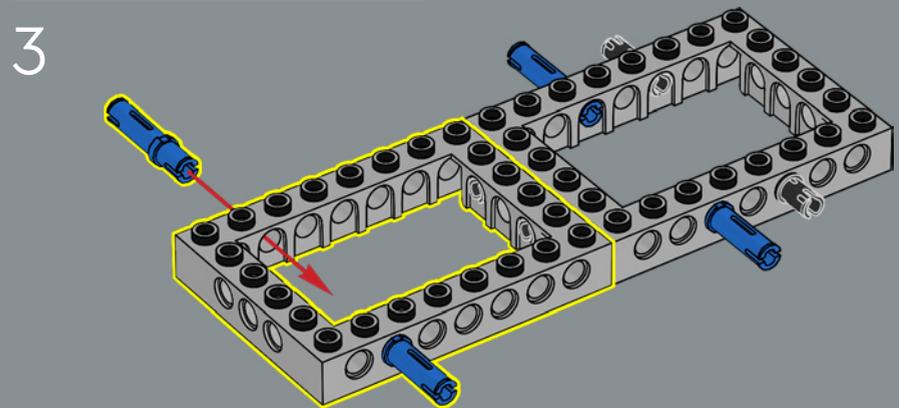
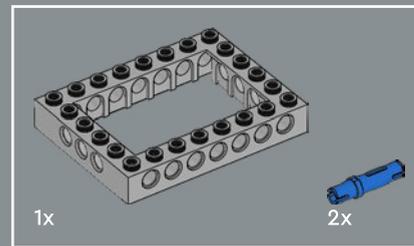
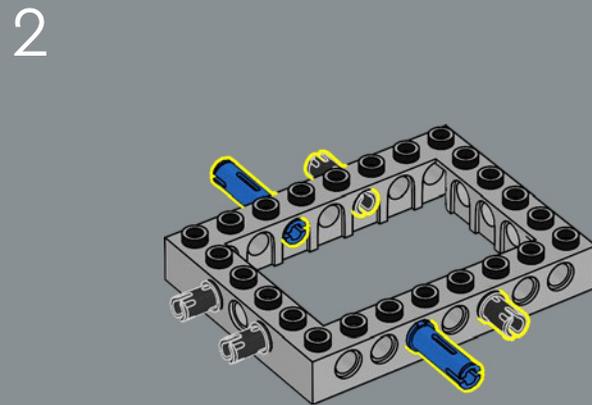
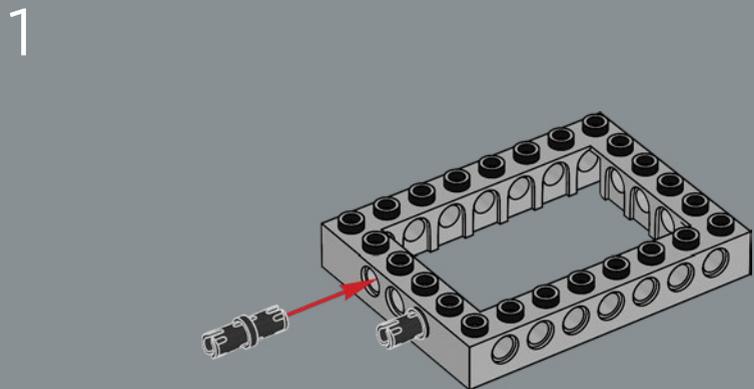
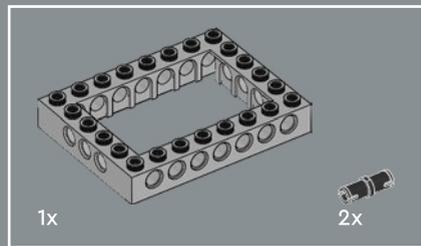
Die drei Modelle lassen sich nicht gleichzeitig bauen.

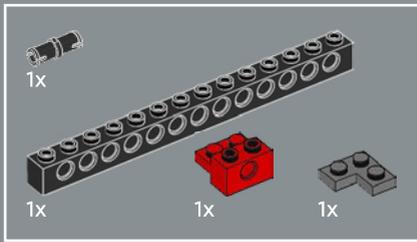
Die Bauanleitungen für diese alternativen Modelle findest du auf:
[LEGO.com/buildinginstructions](https://www.lego.com/buildinginstructions)



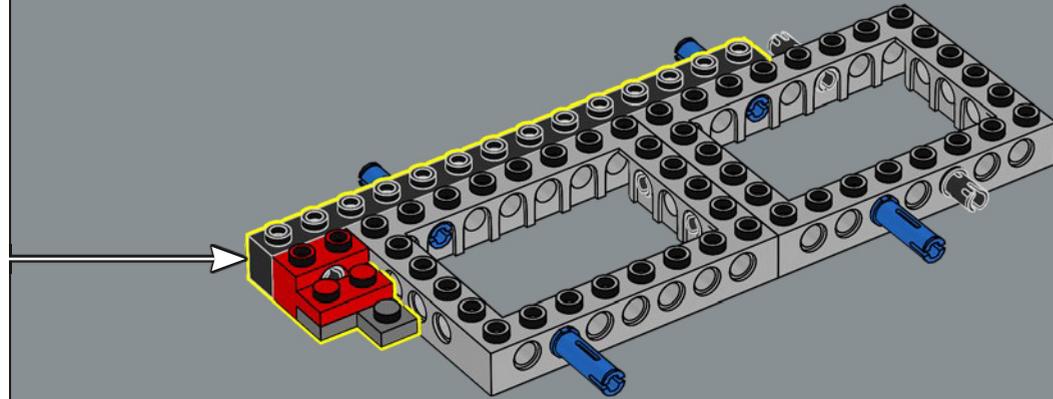
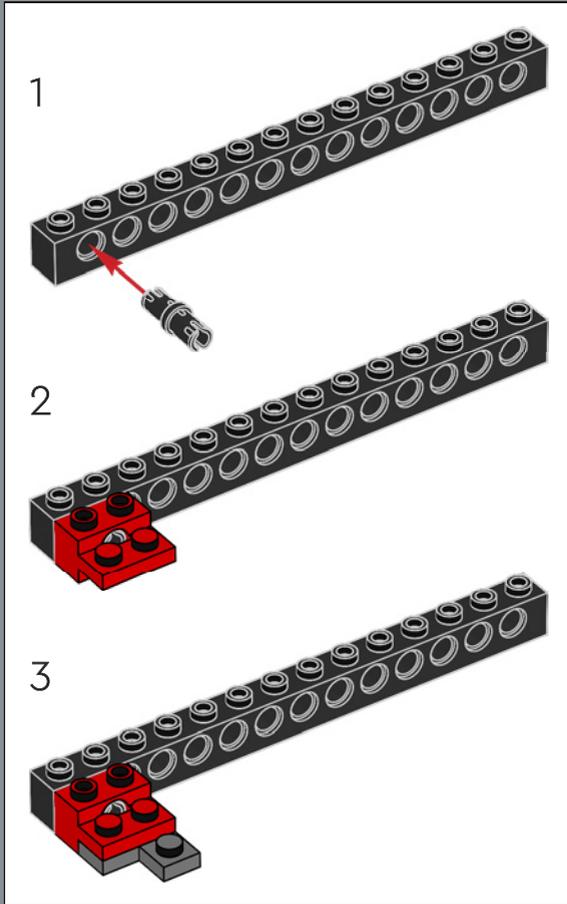




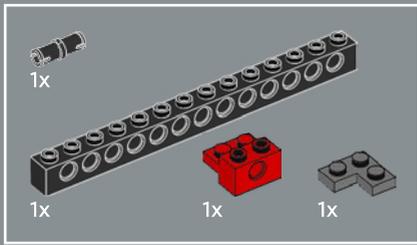




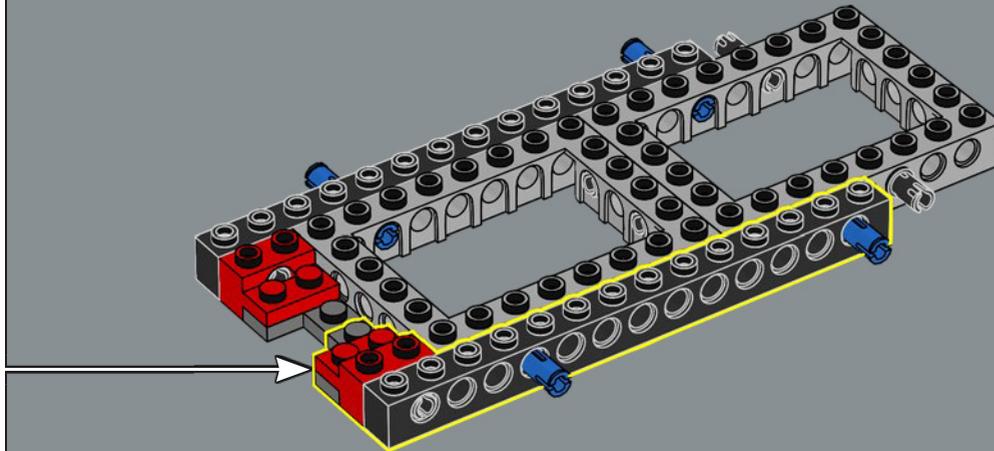
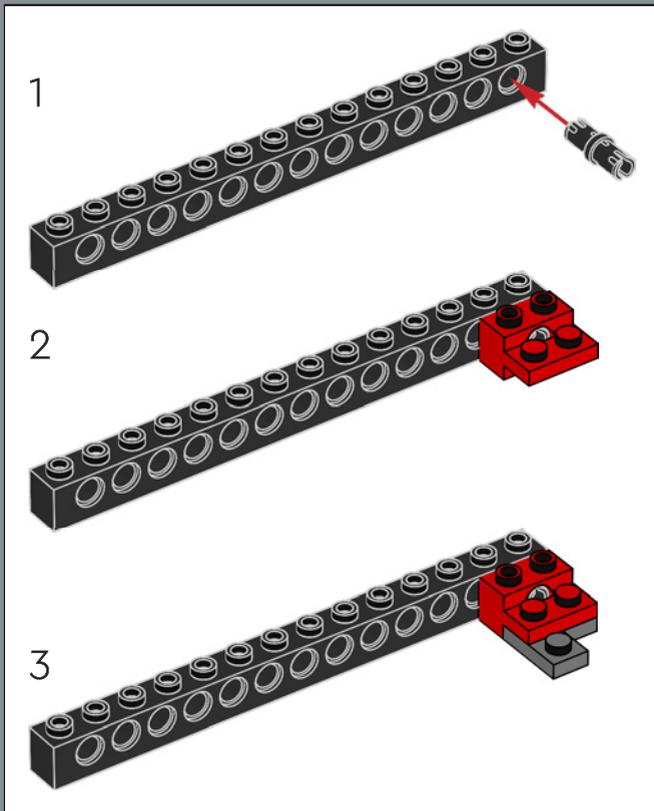
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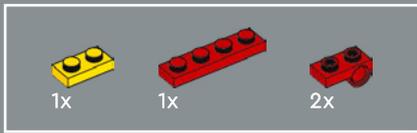


Der Name „Camaro“ setzt eine lange Tradition bei Chevrolet fort, denn die Marke bevorzugt Modellnamen mit dem Anfangsbuchstaben „C“ (Corvaire, Corvette, Chevelle, usw.).

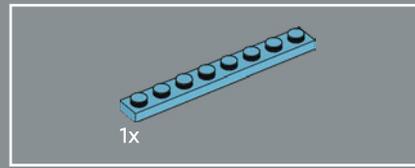
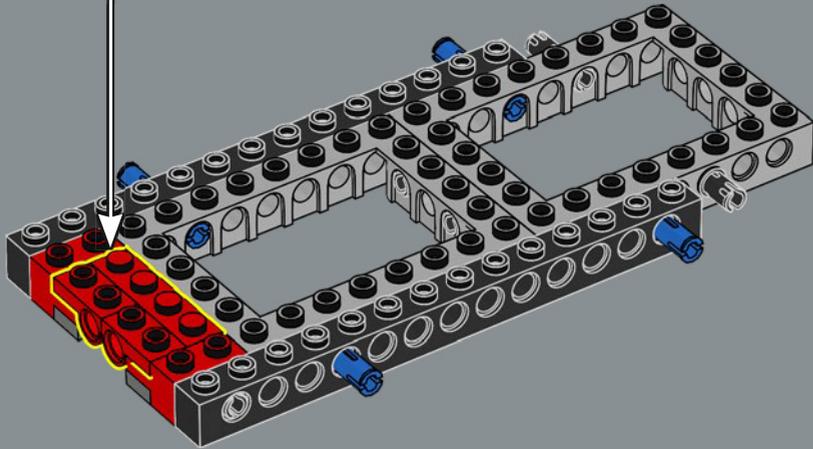
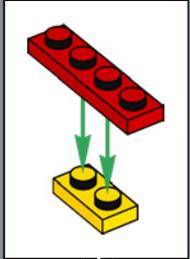


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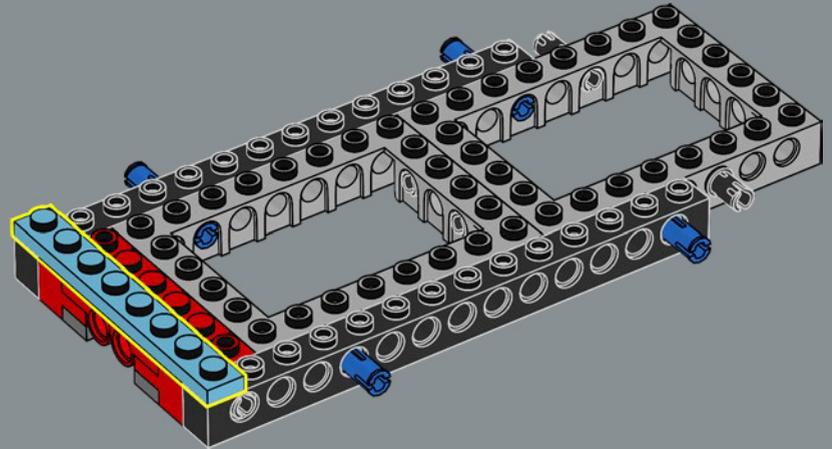


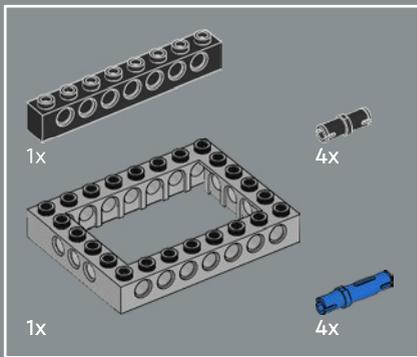


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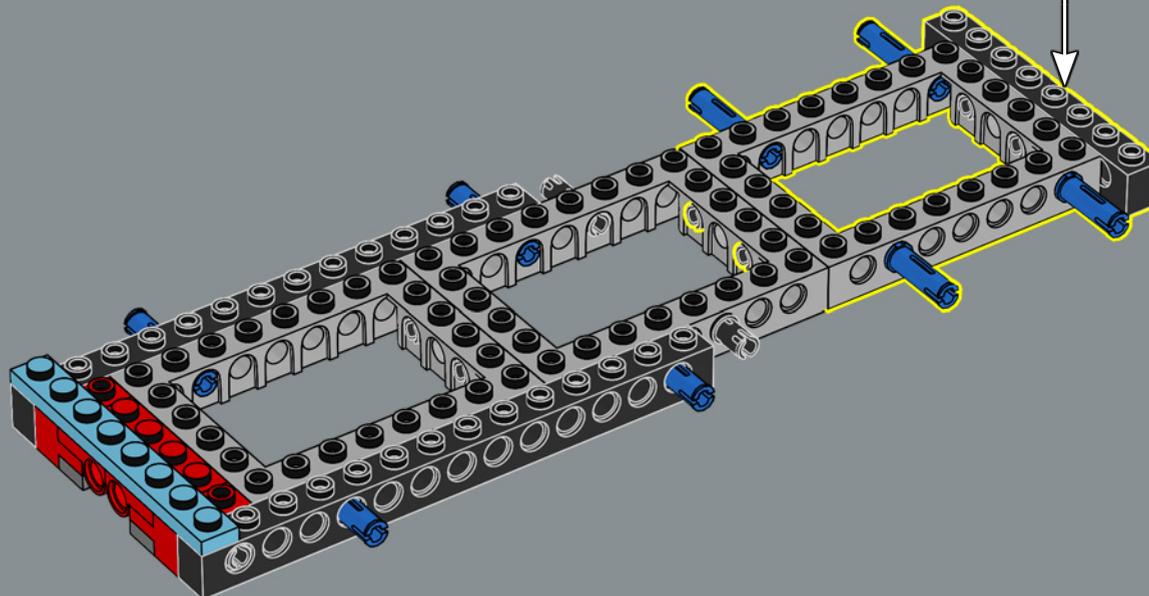
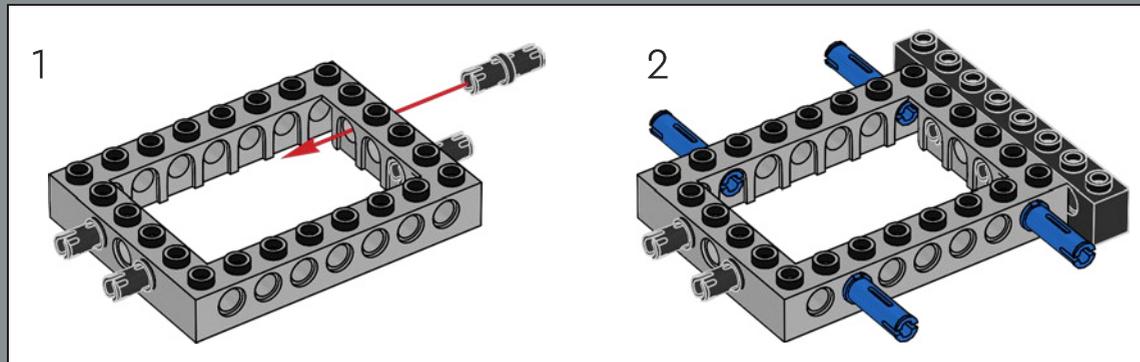


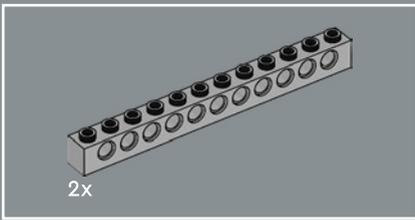
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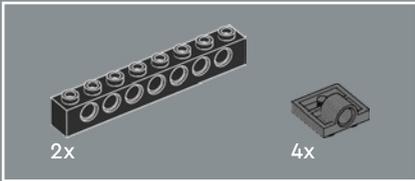
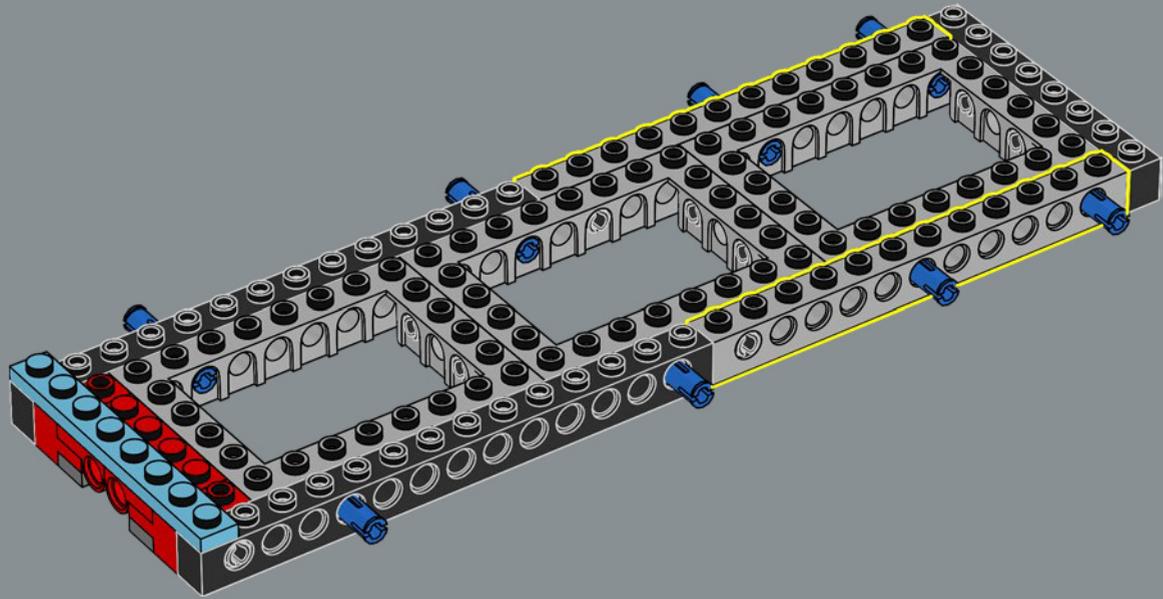


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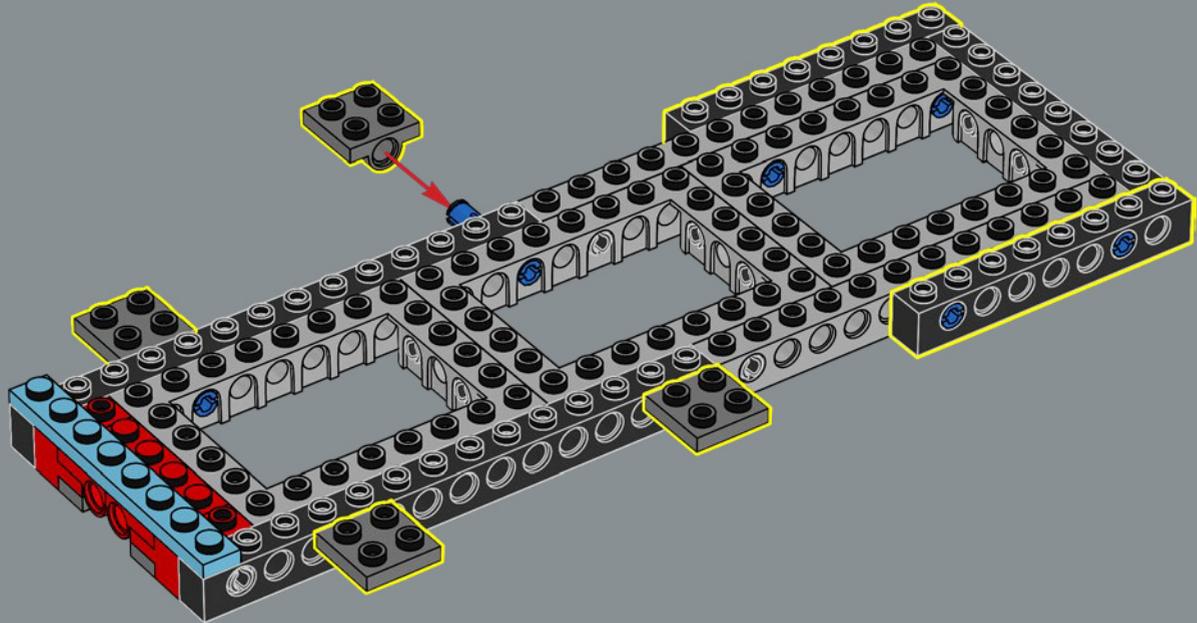


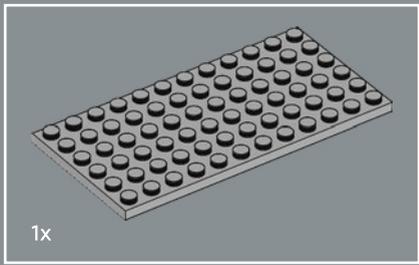


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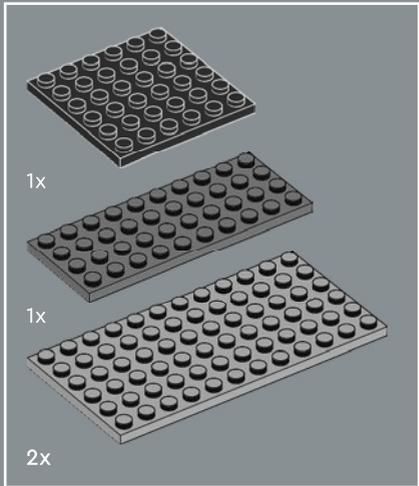
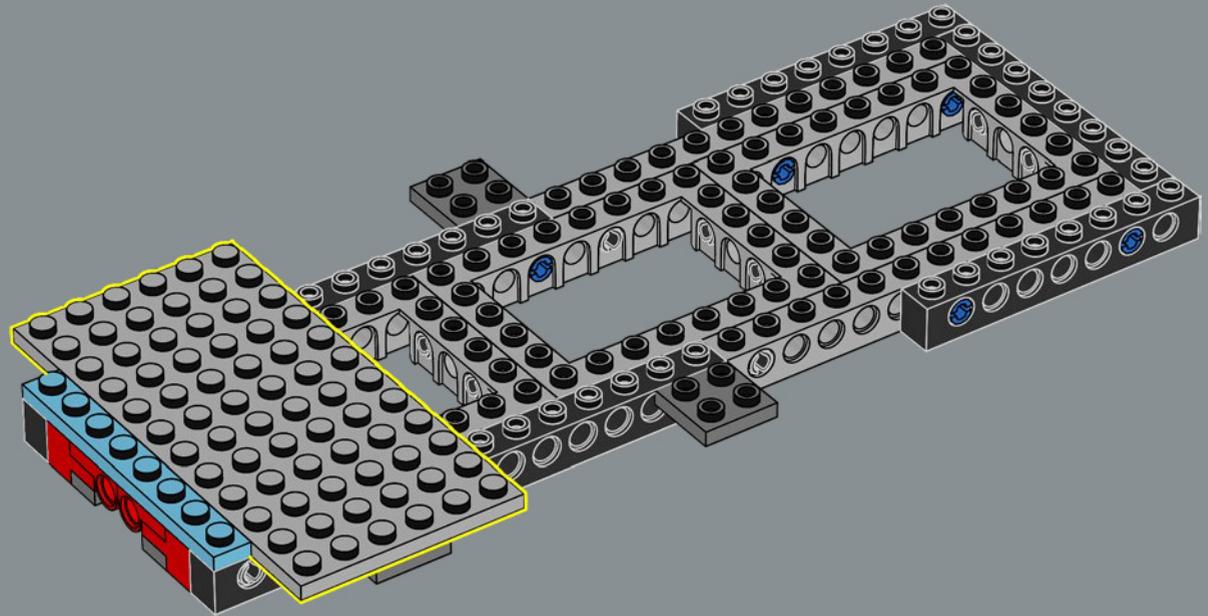


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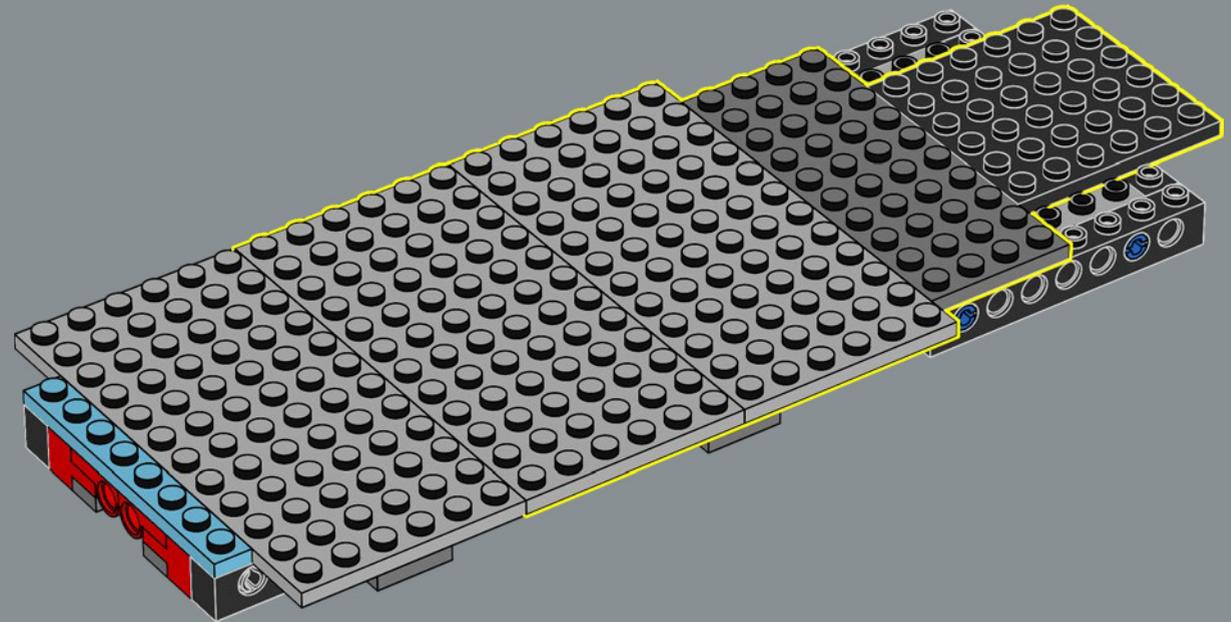




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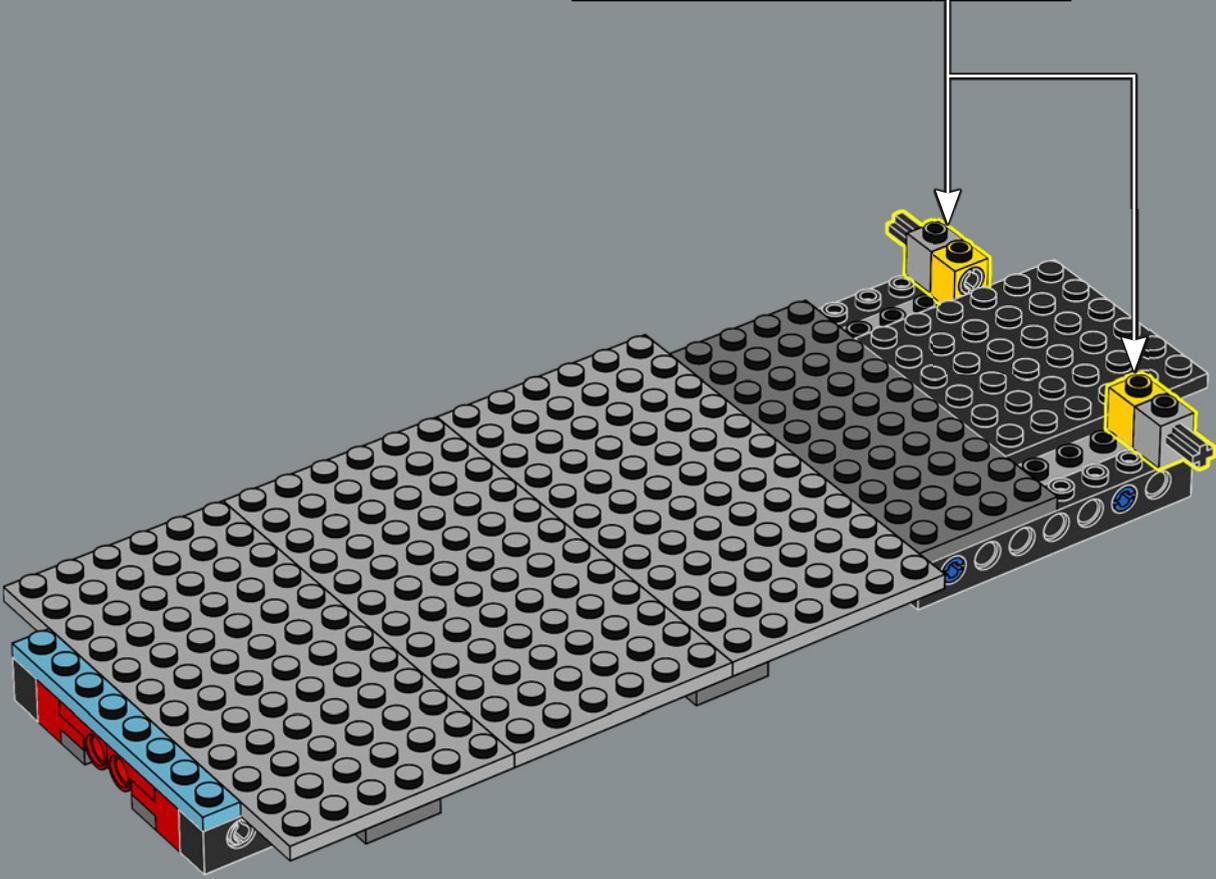
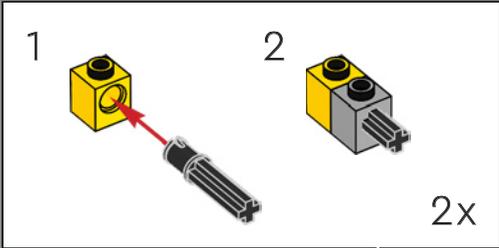


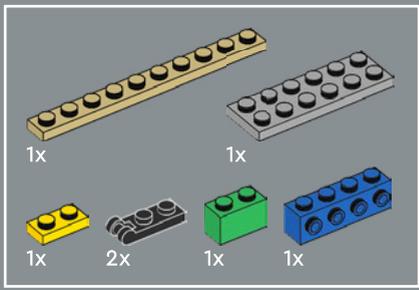
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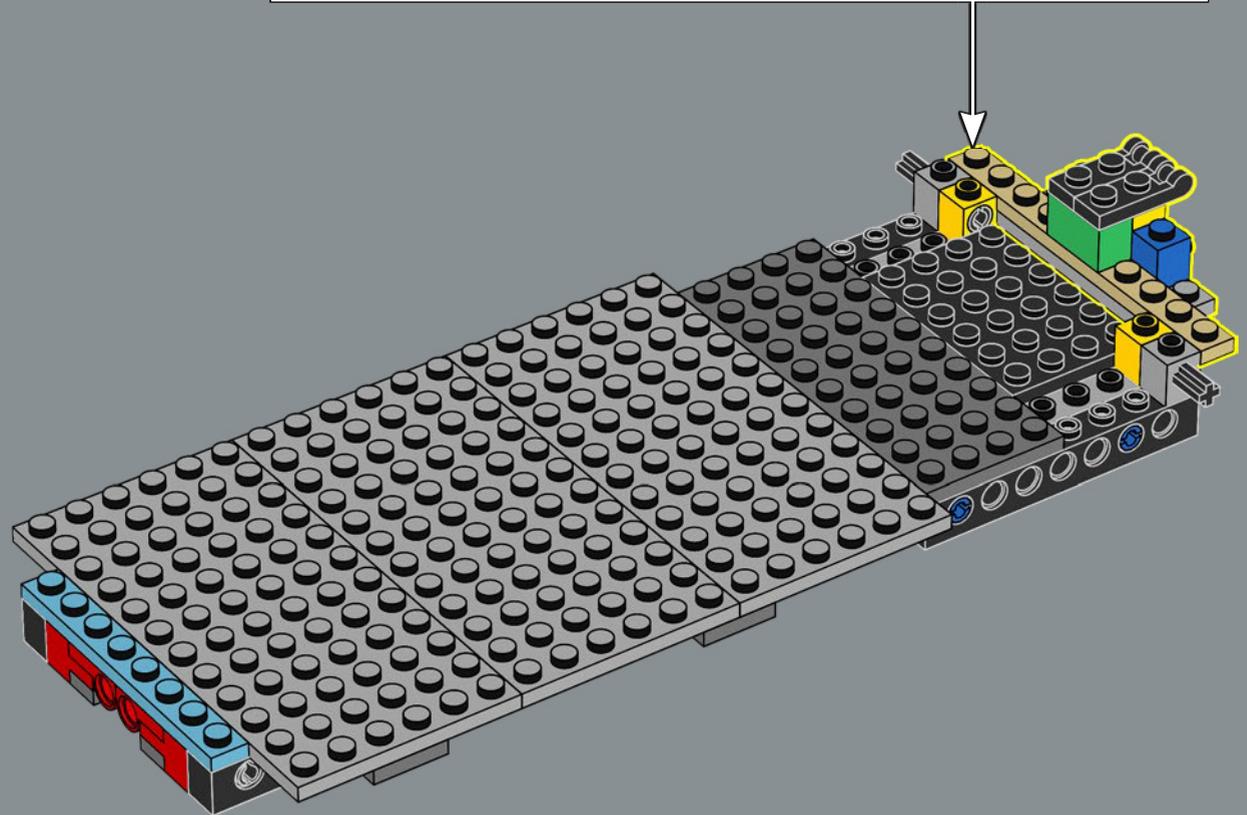
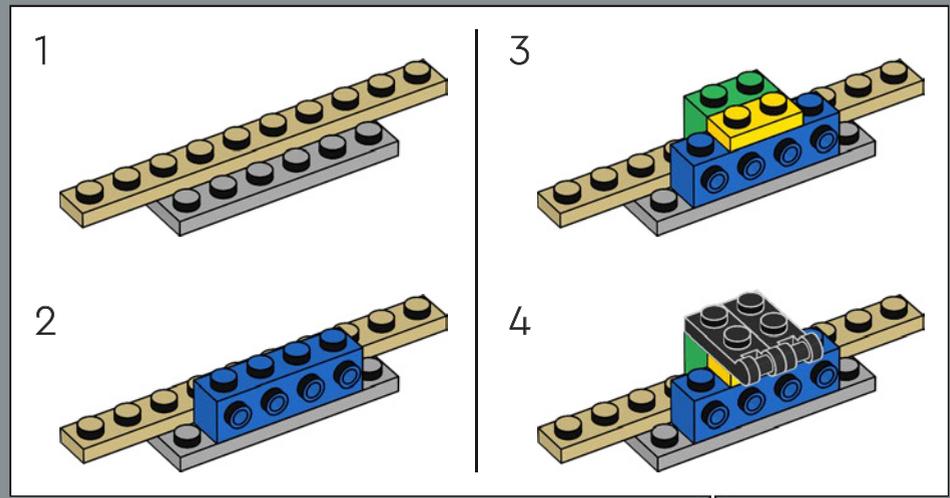


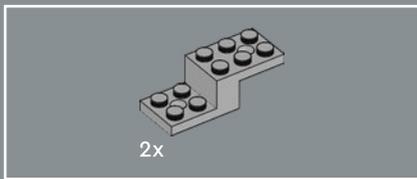
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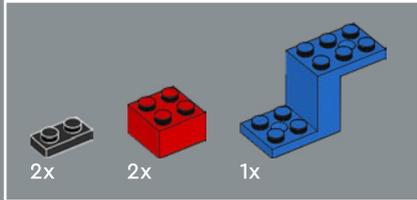
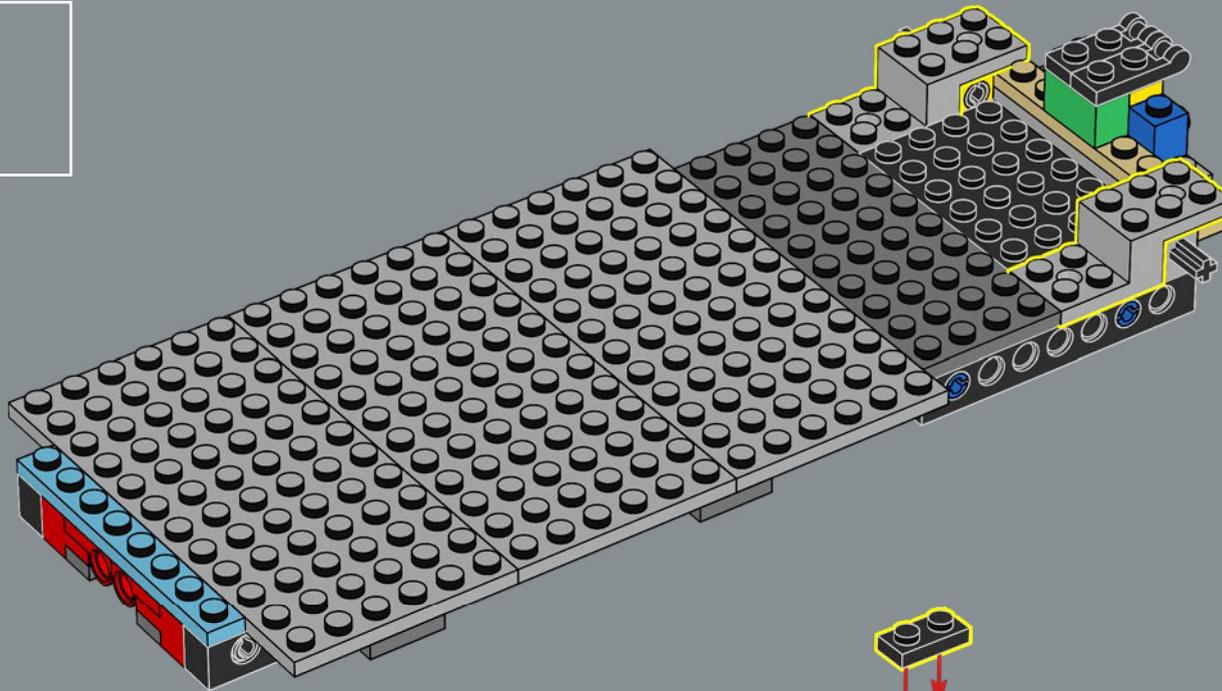


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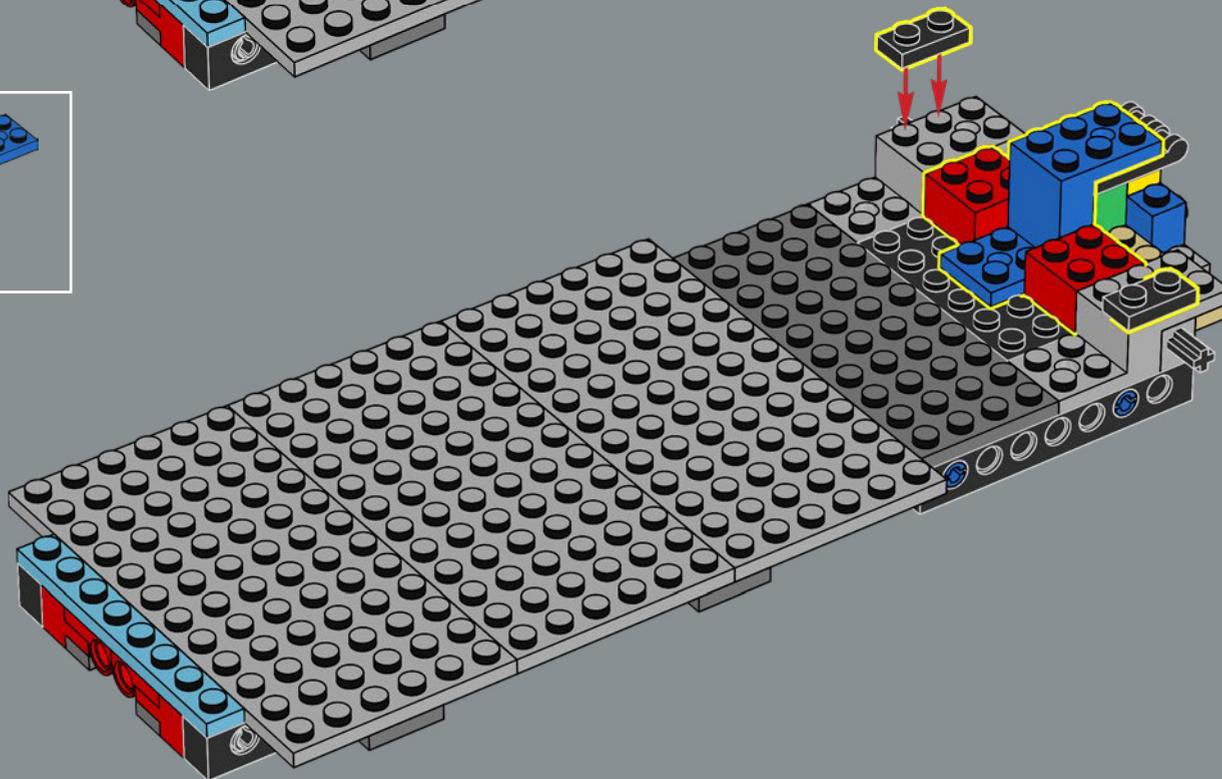


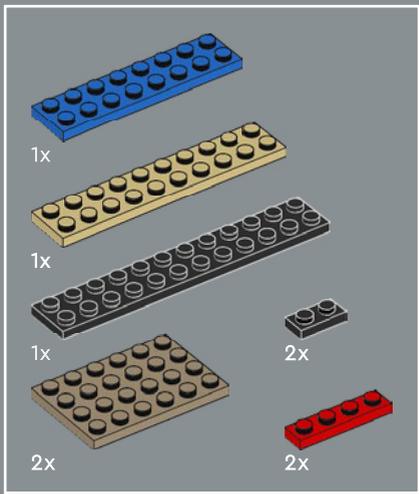


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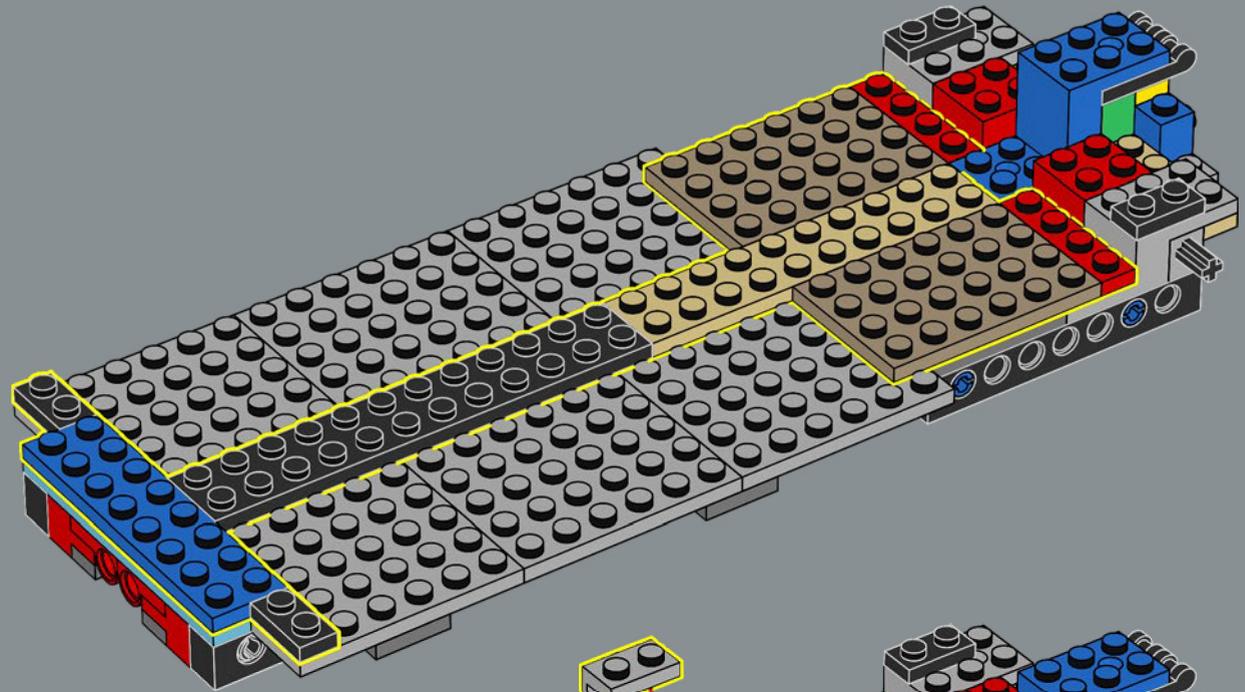


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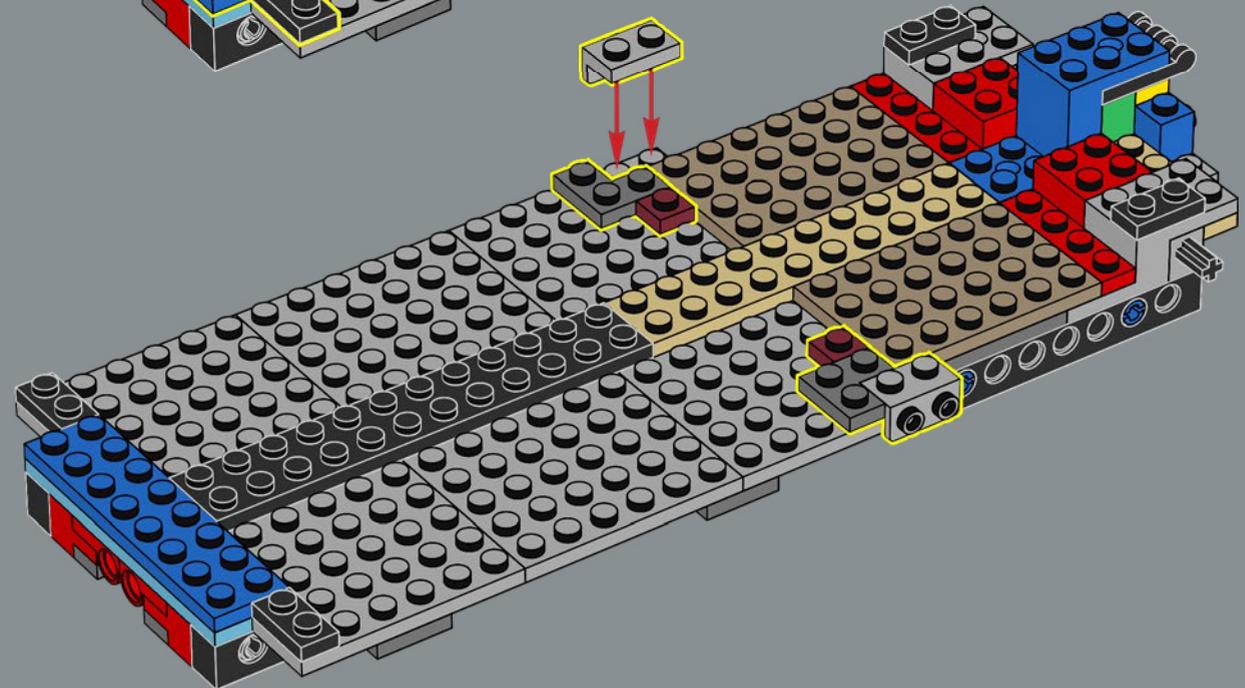


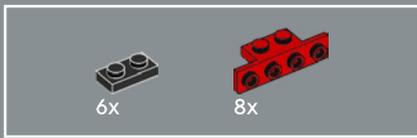


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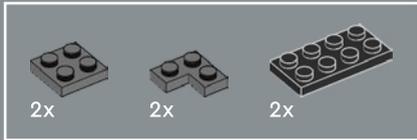
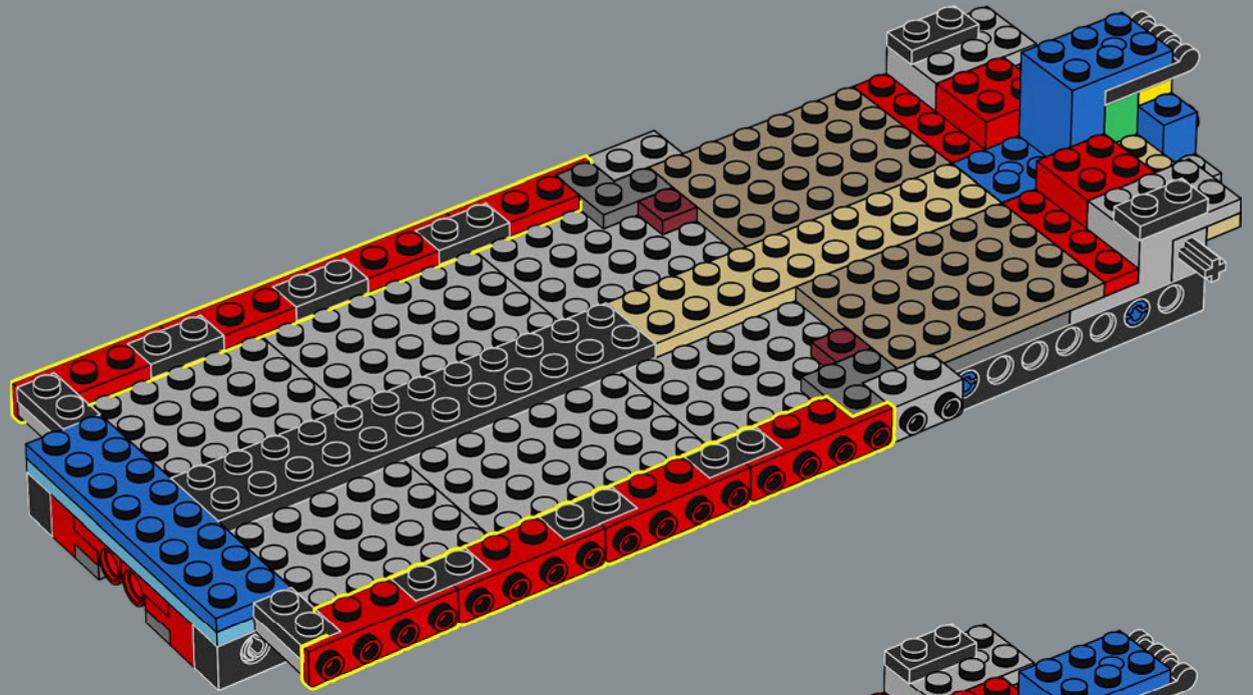


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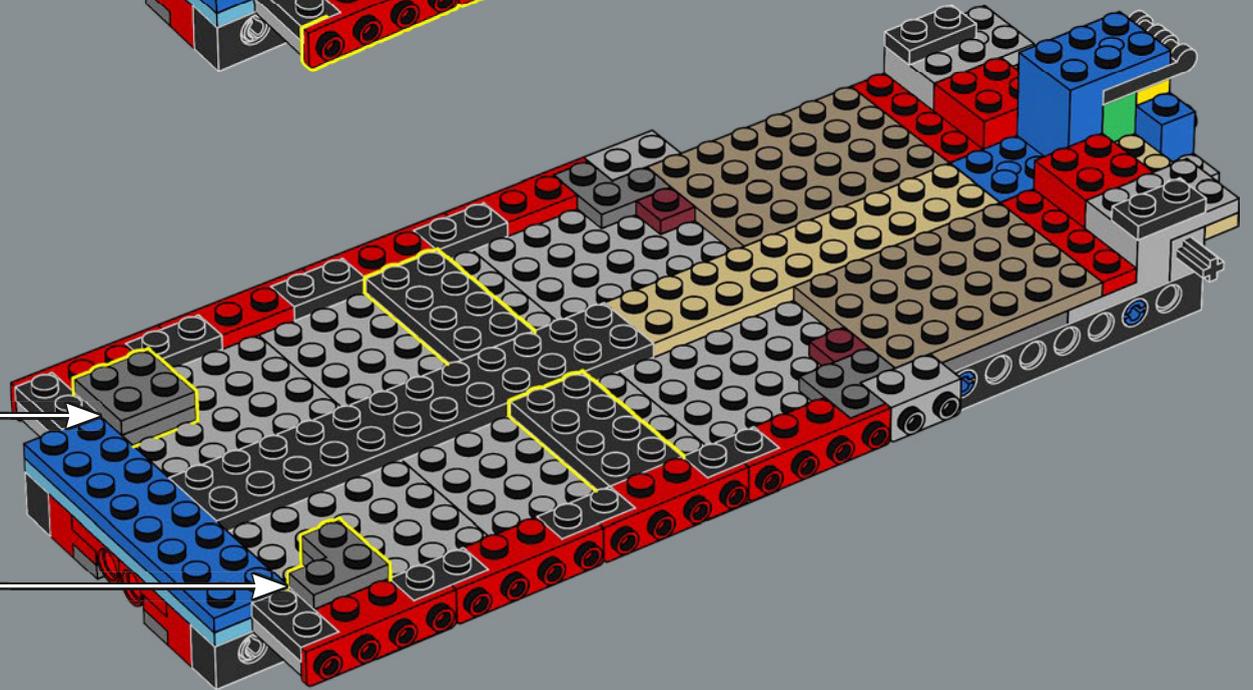
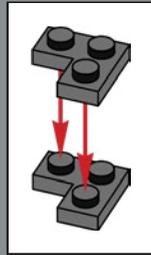
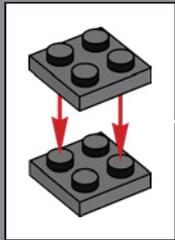


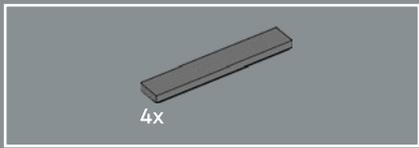


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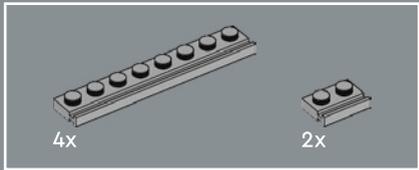
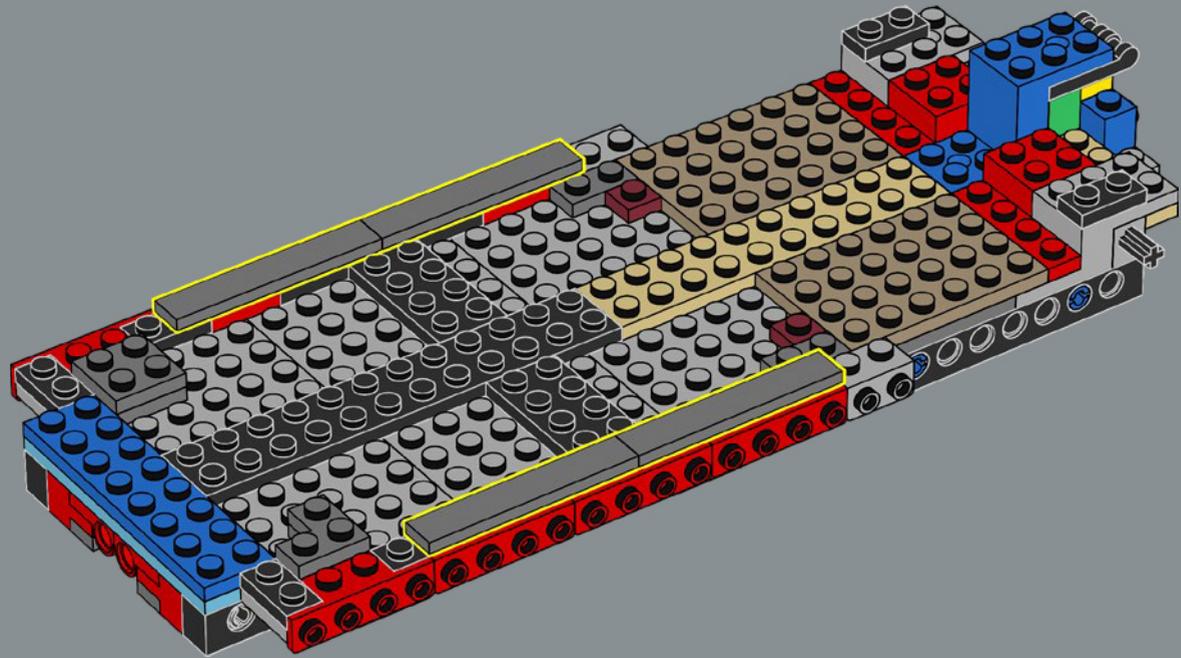


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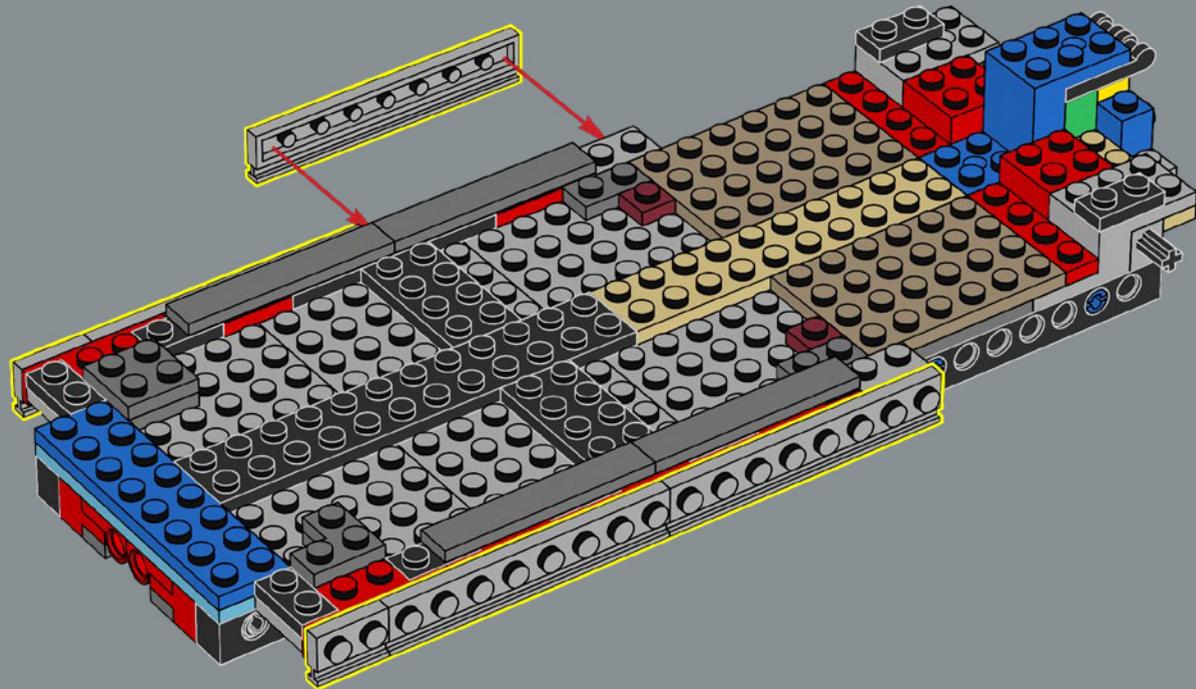




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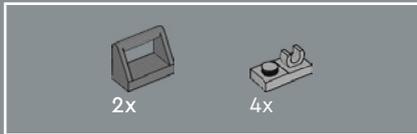
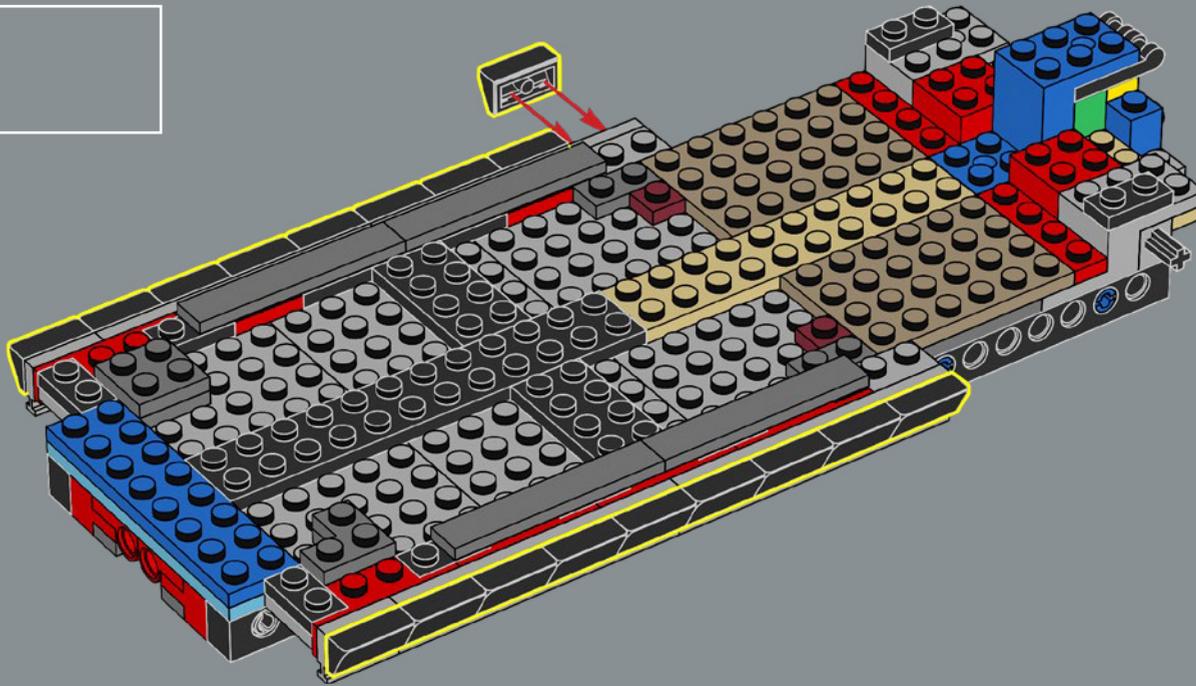


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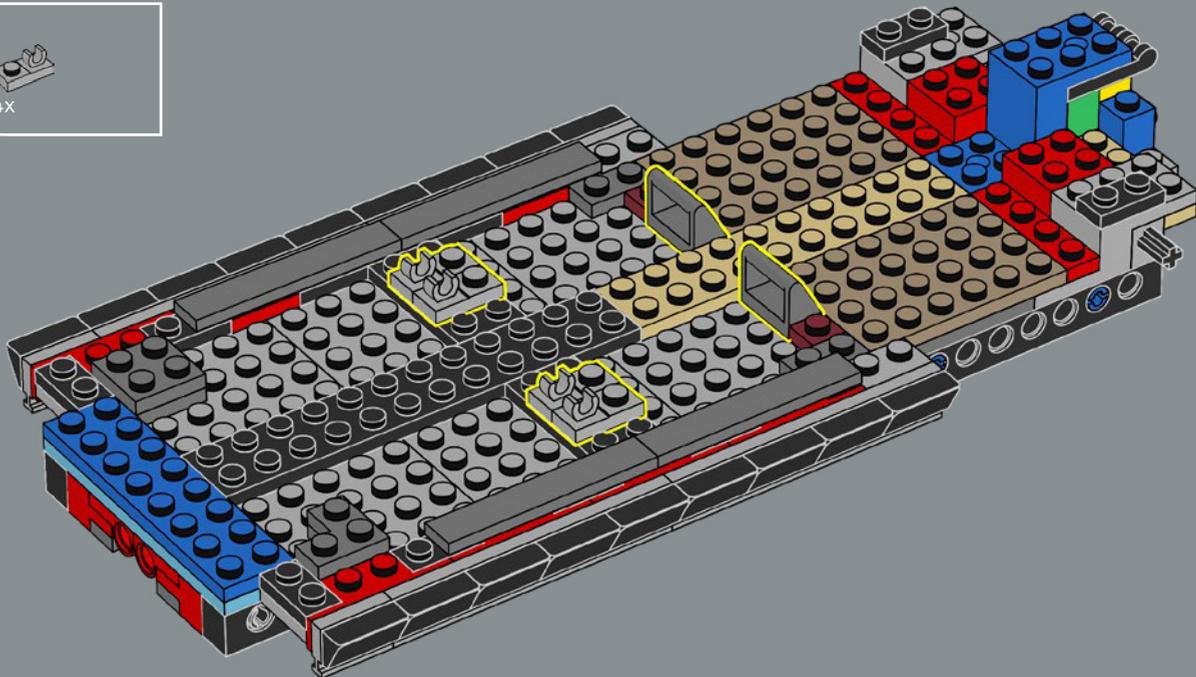




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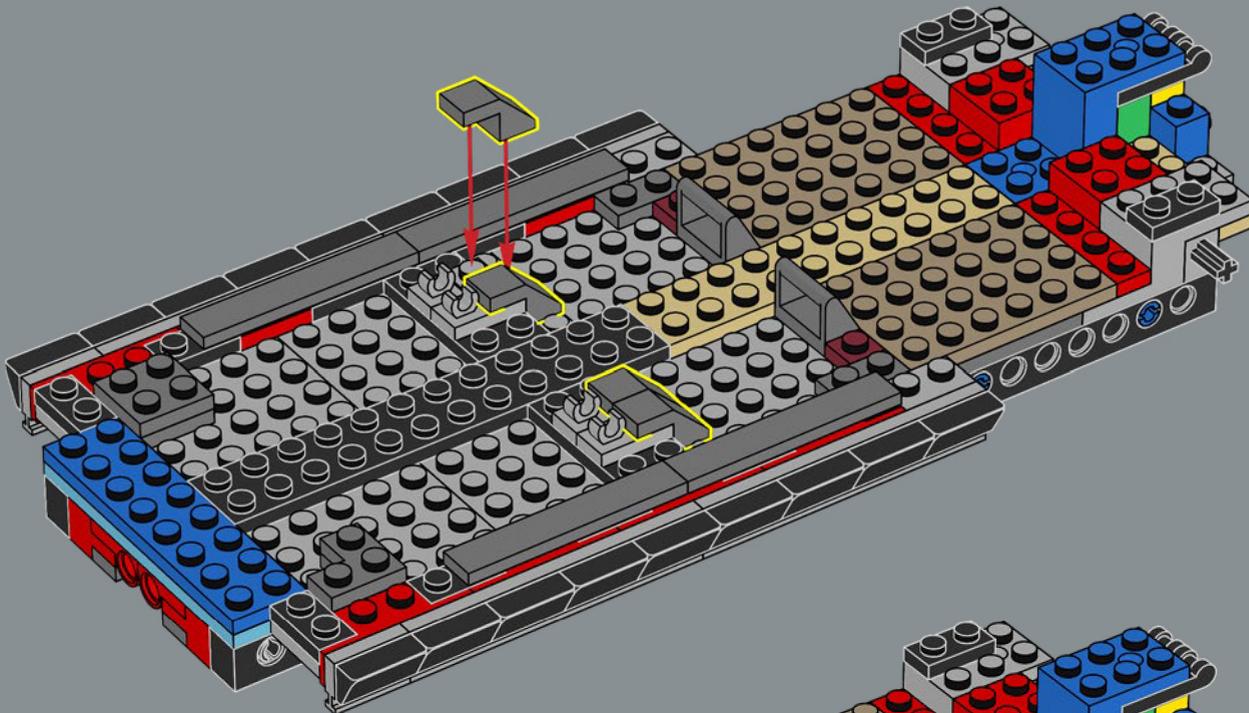
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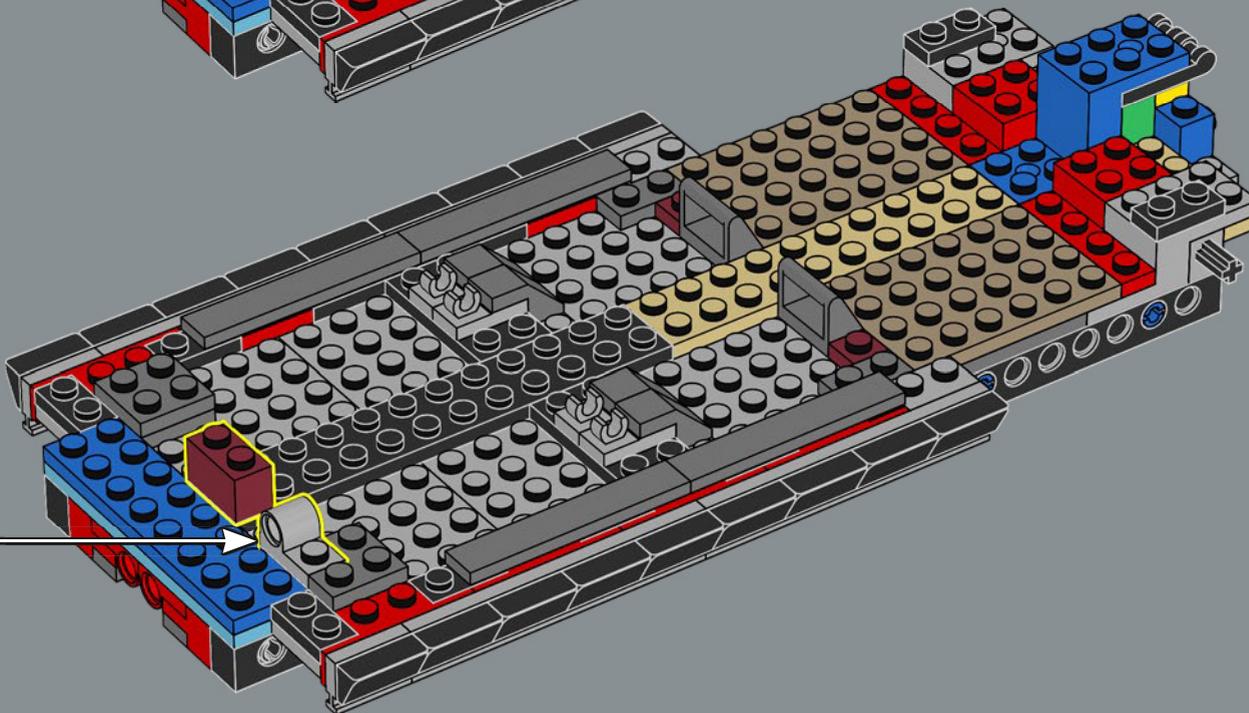


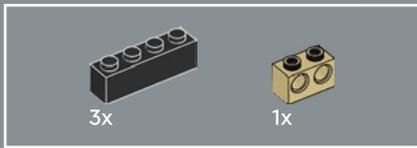
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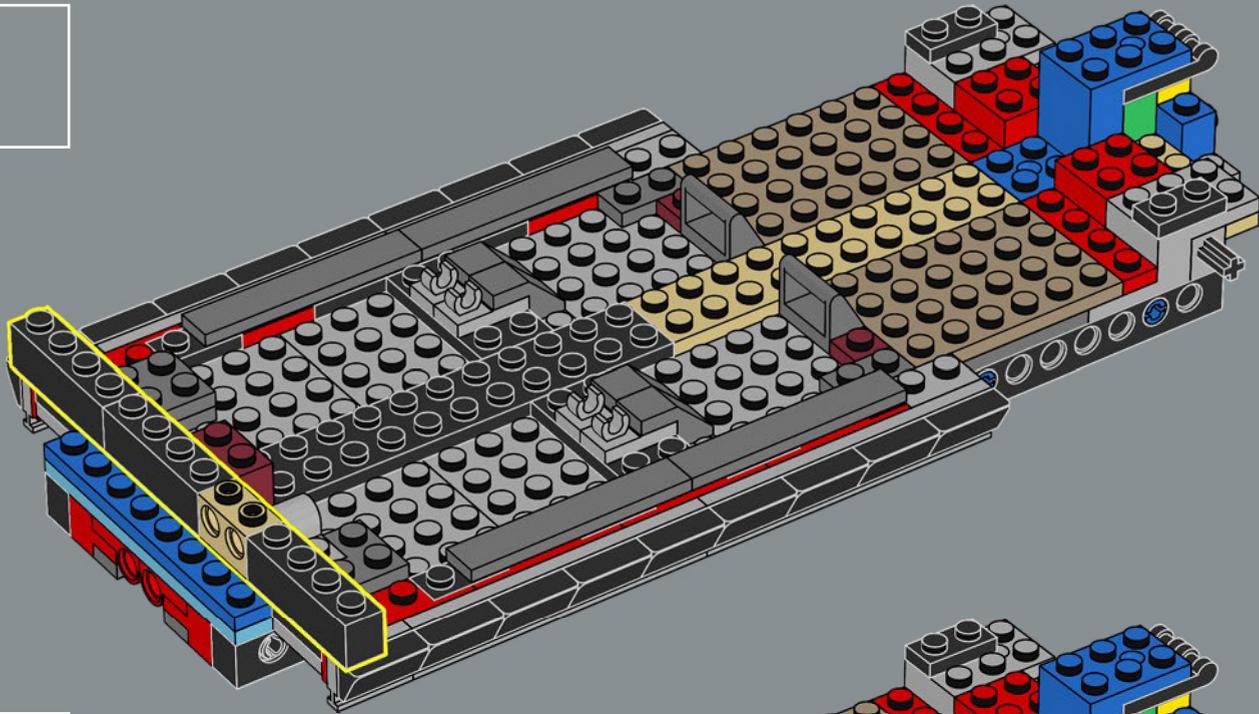
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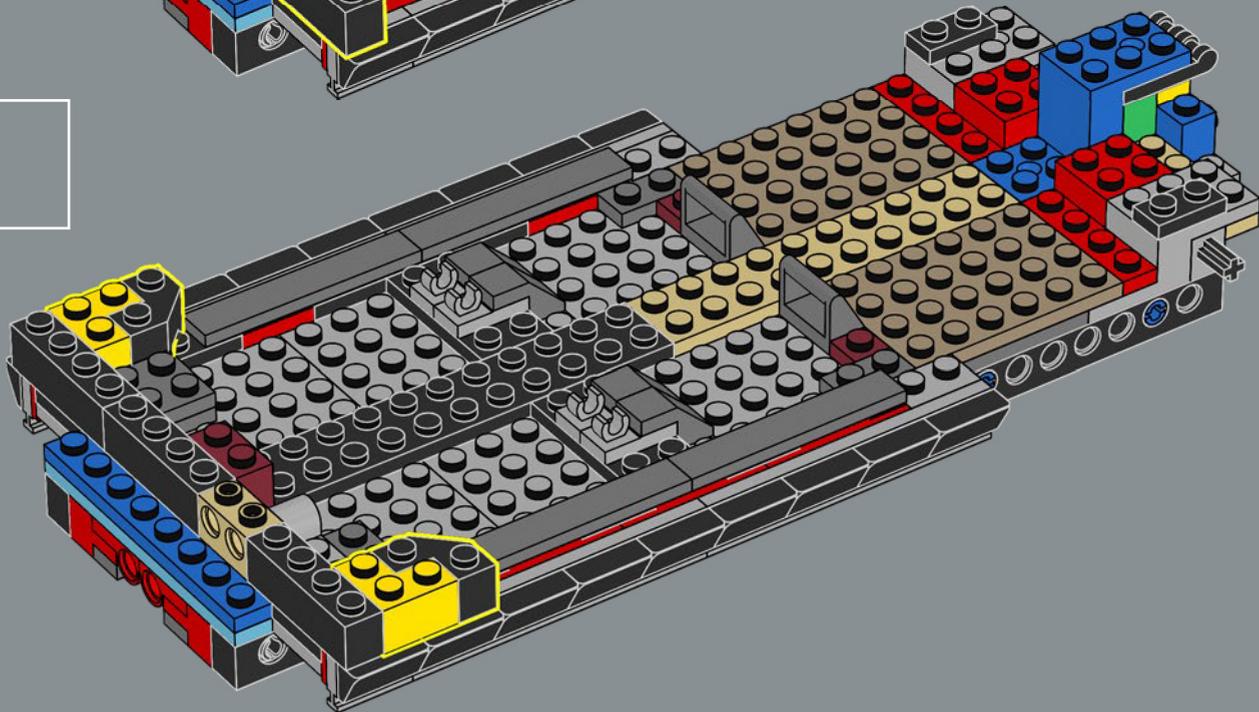




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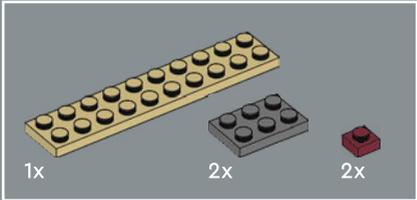
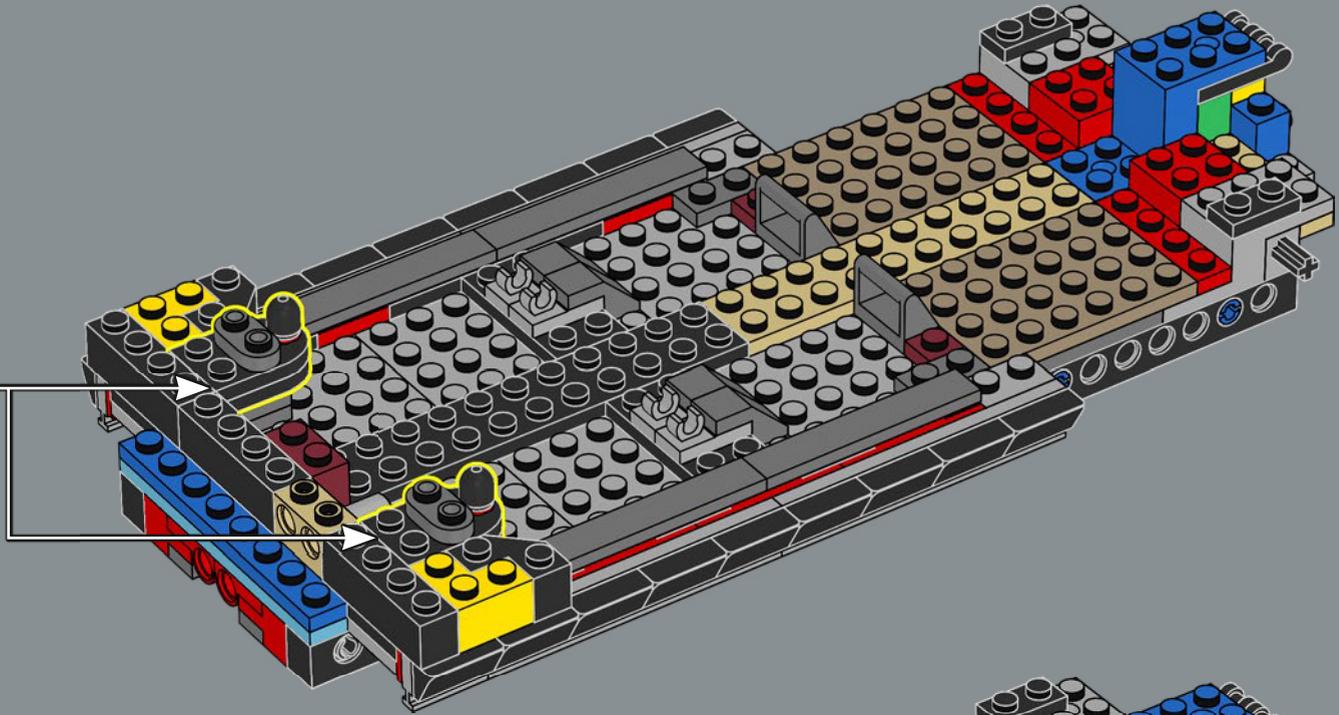
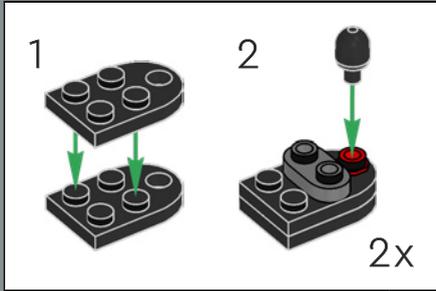


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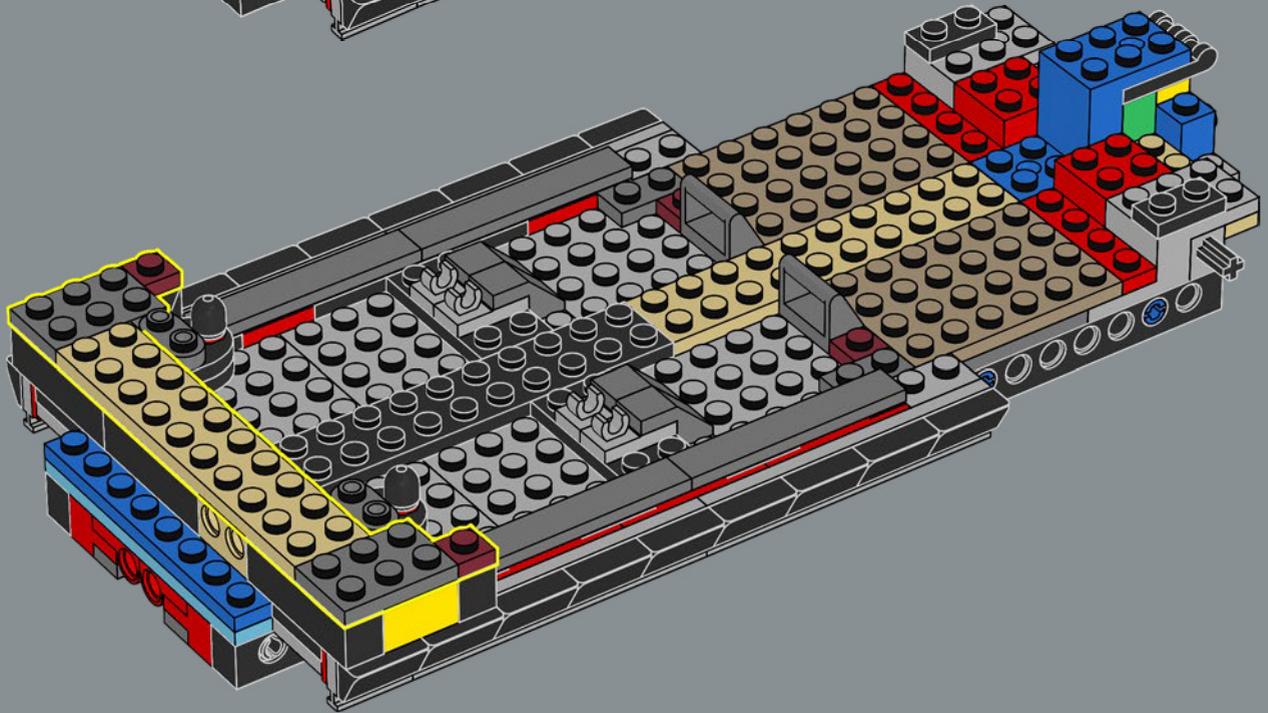


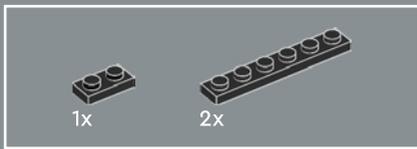


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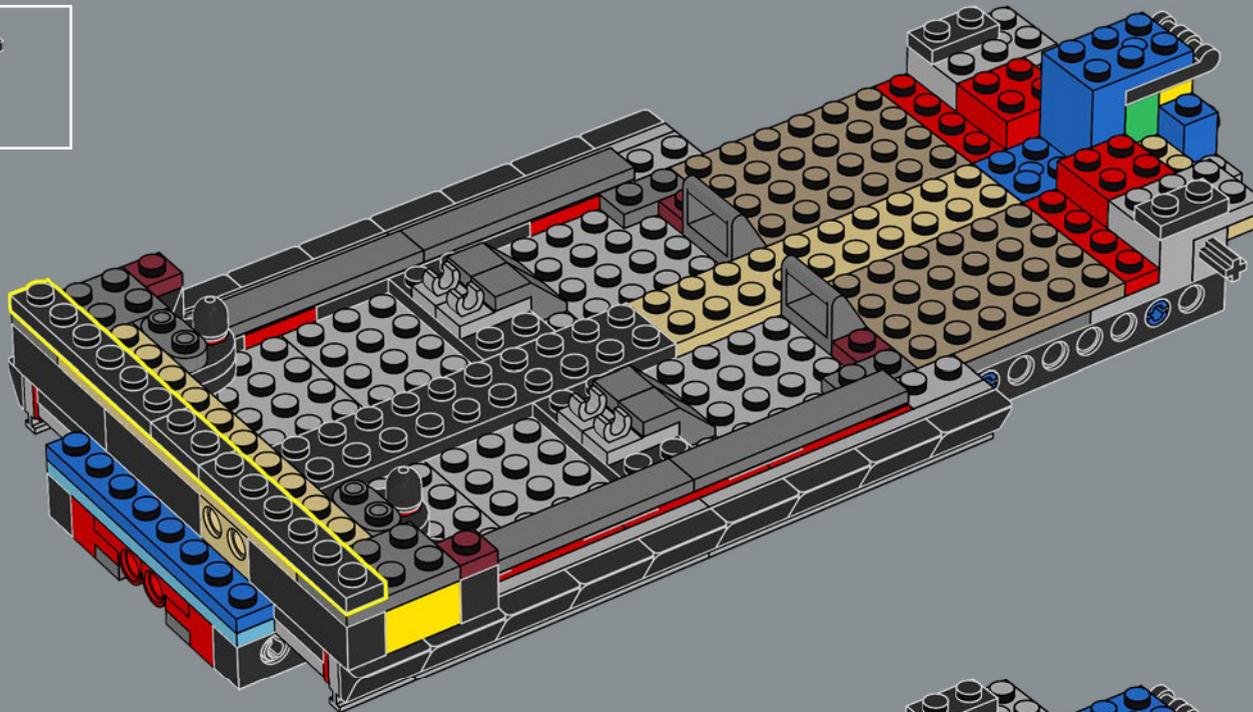


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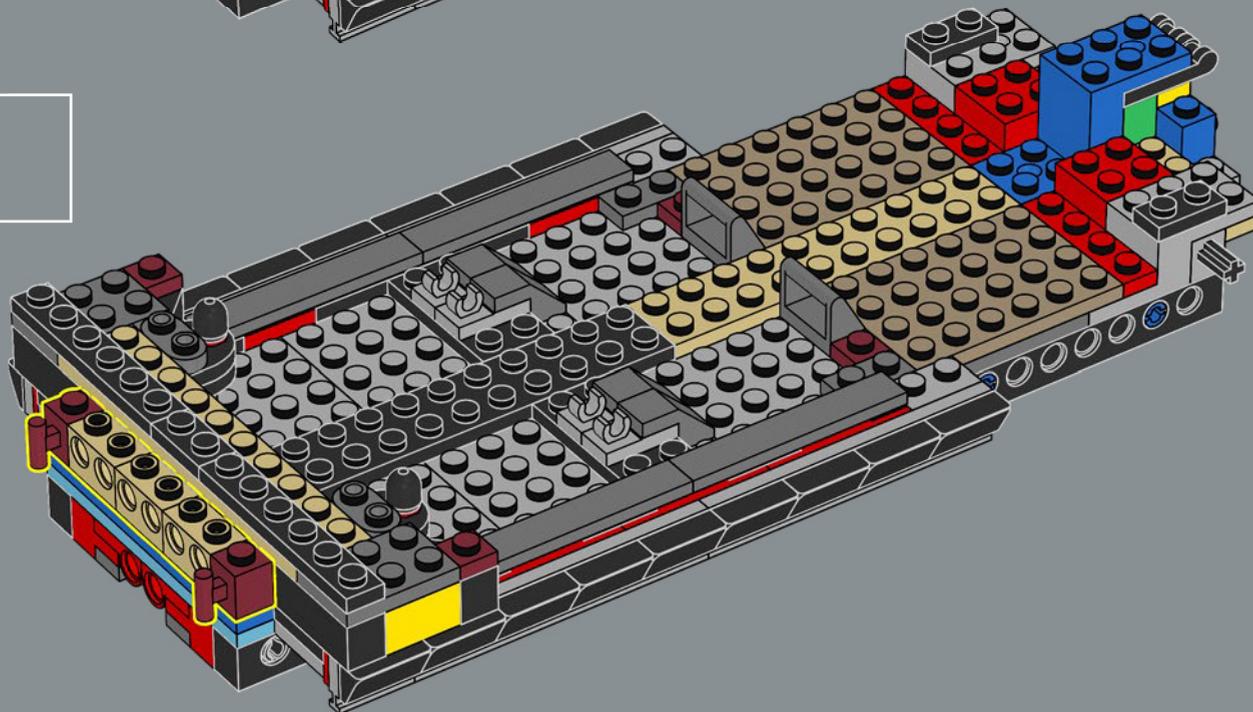


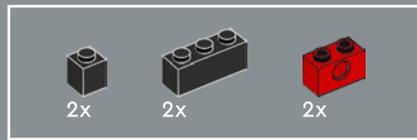


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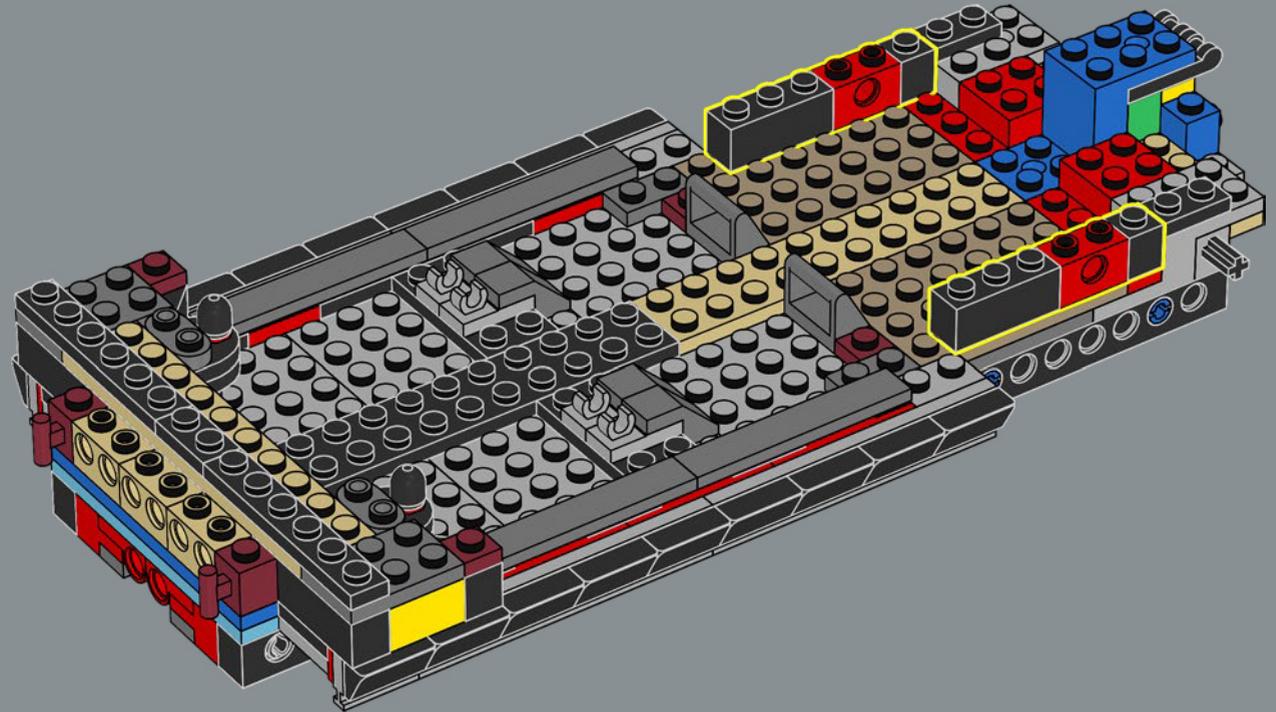


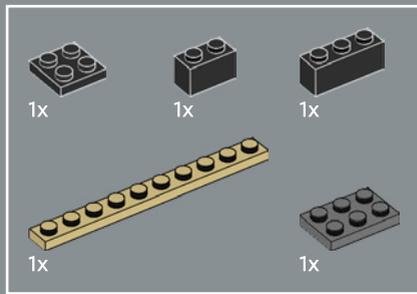
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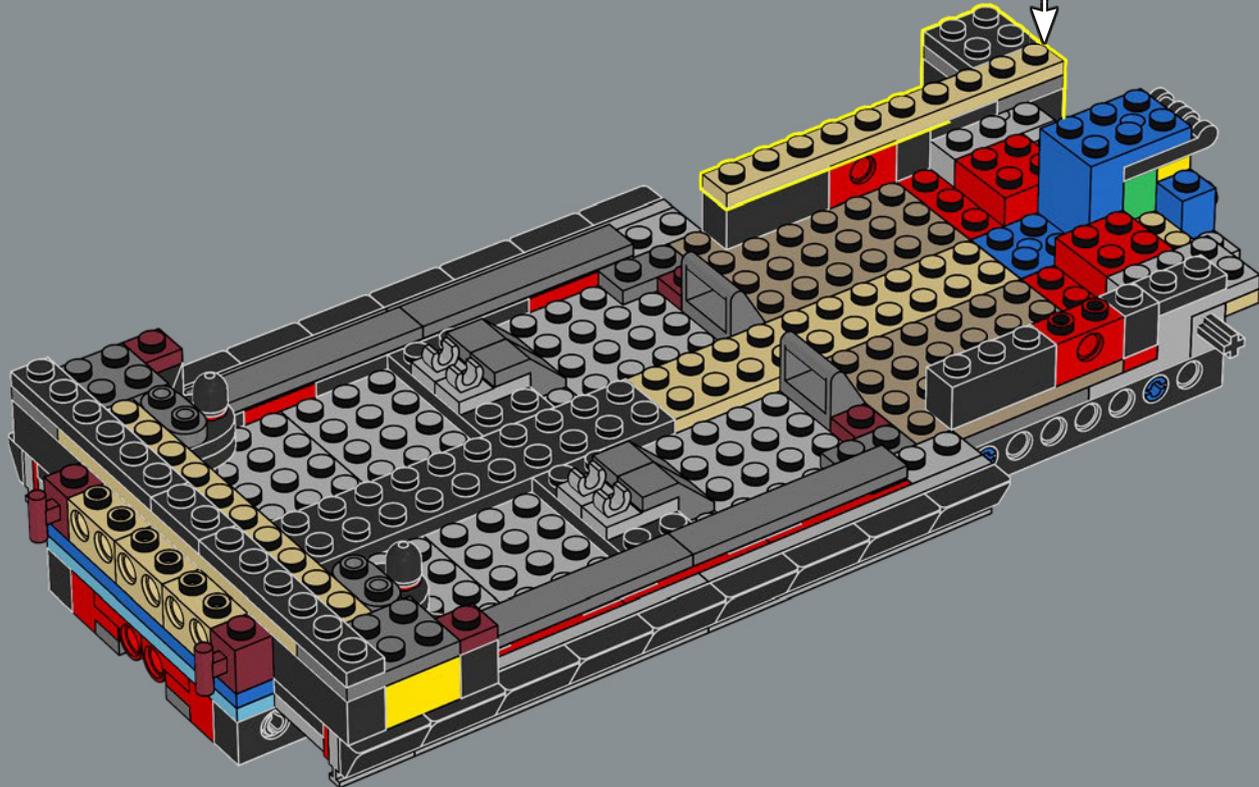
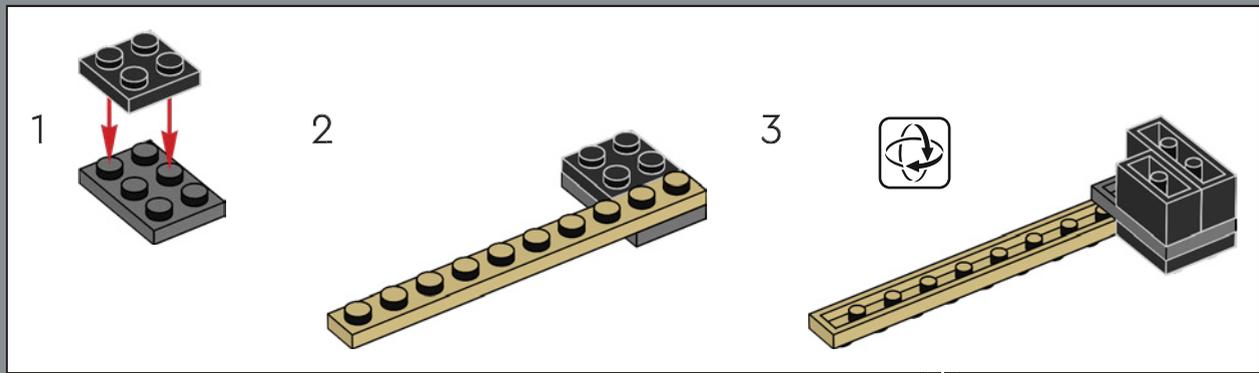


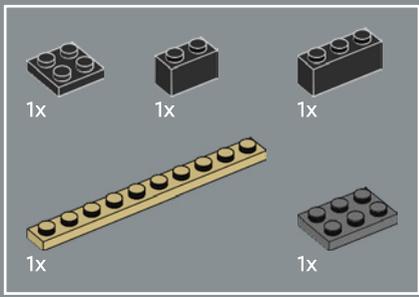
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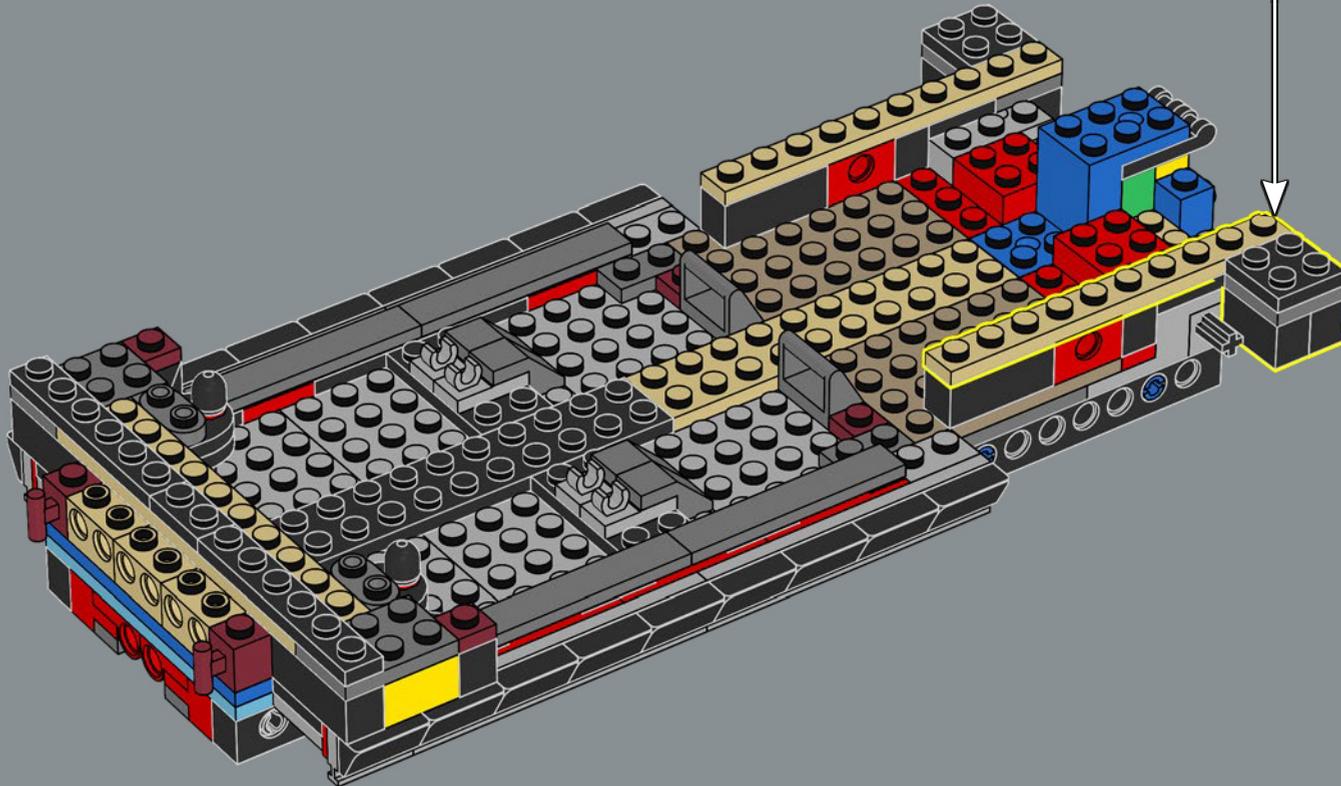
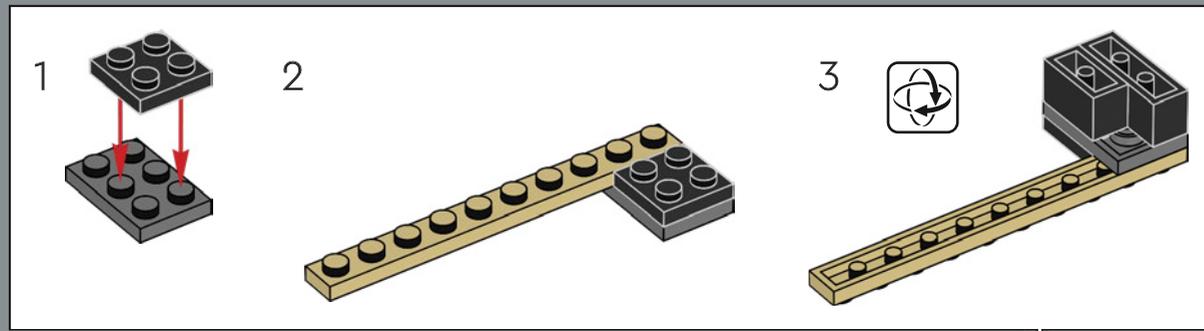


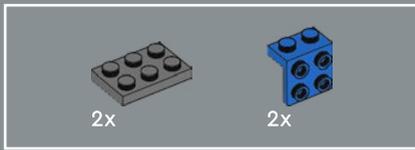
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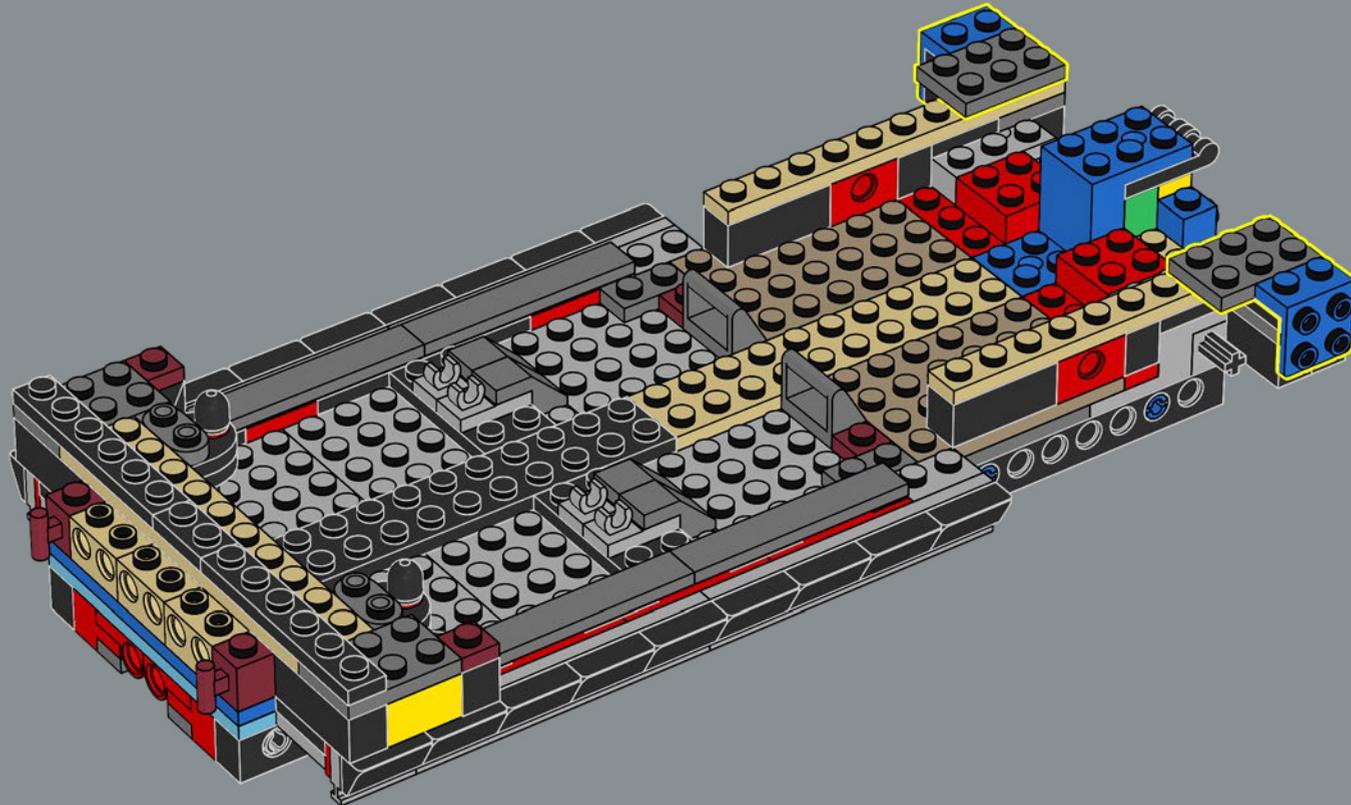


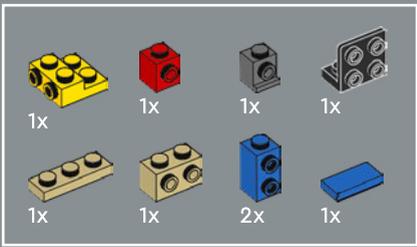
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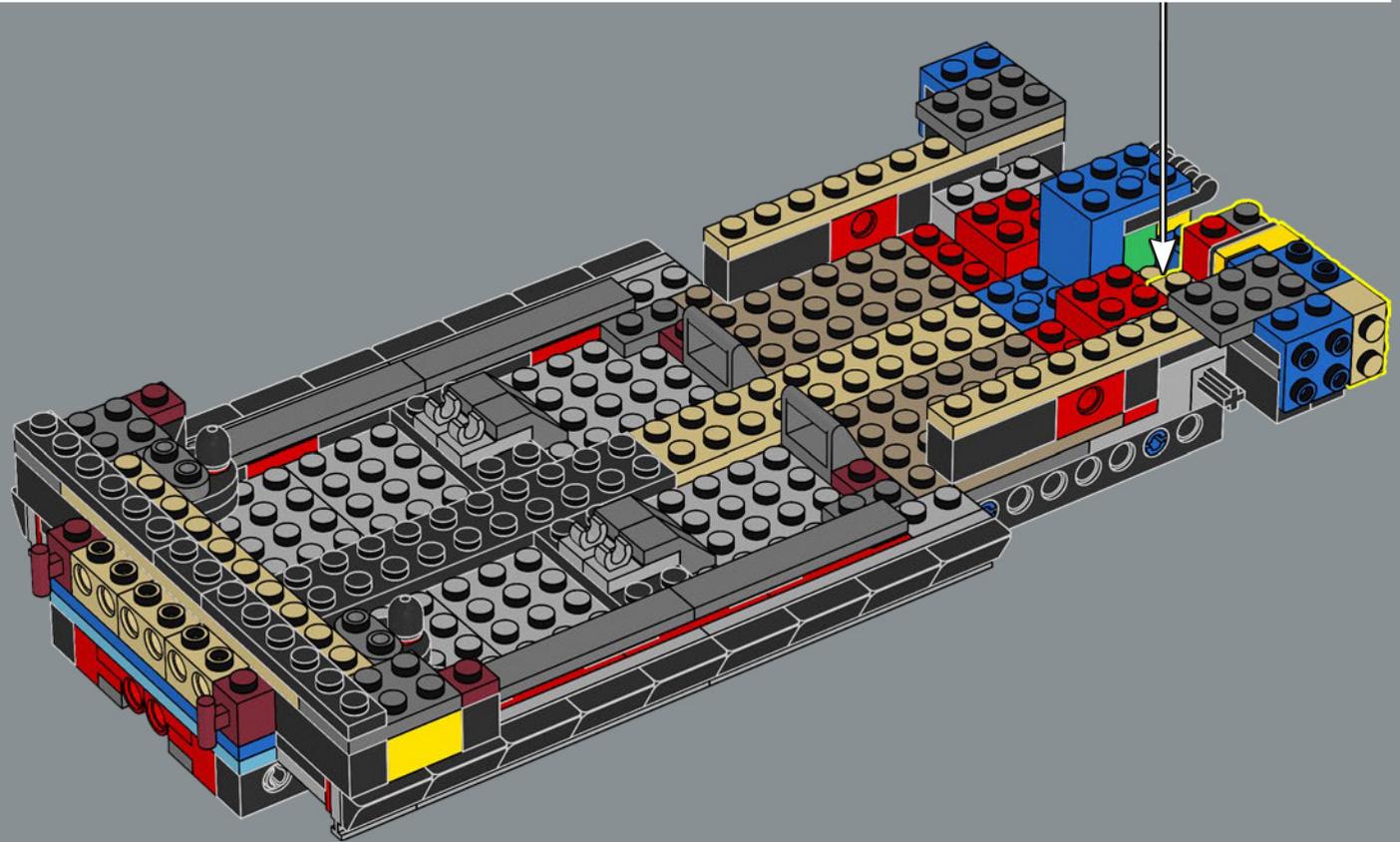
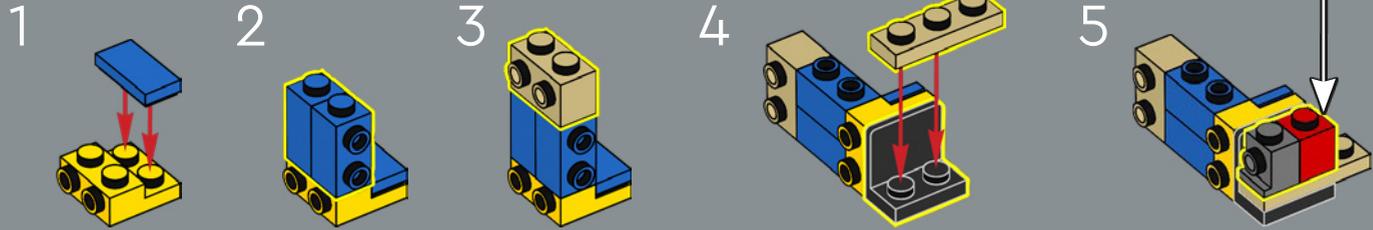


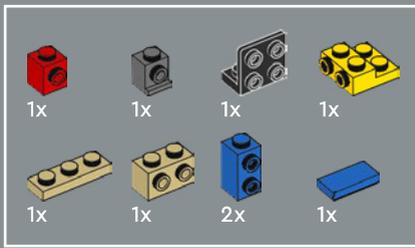
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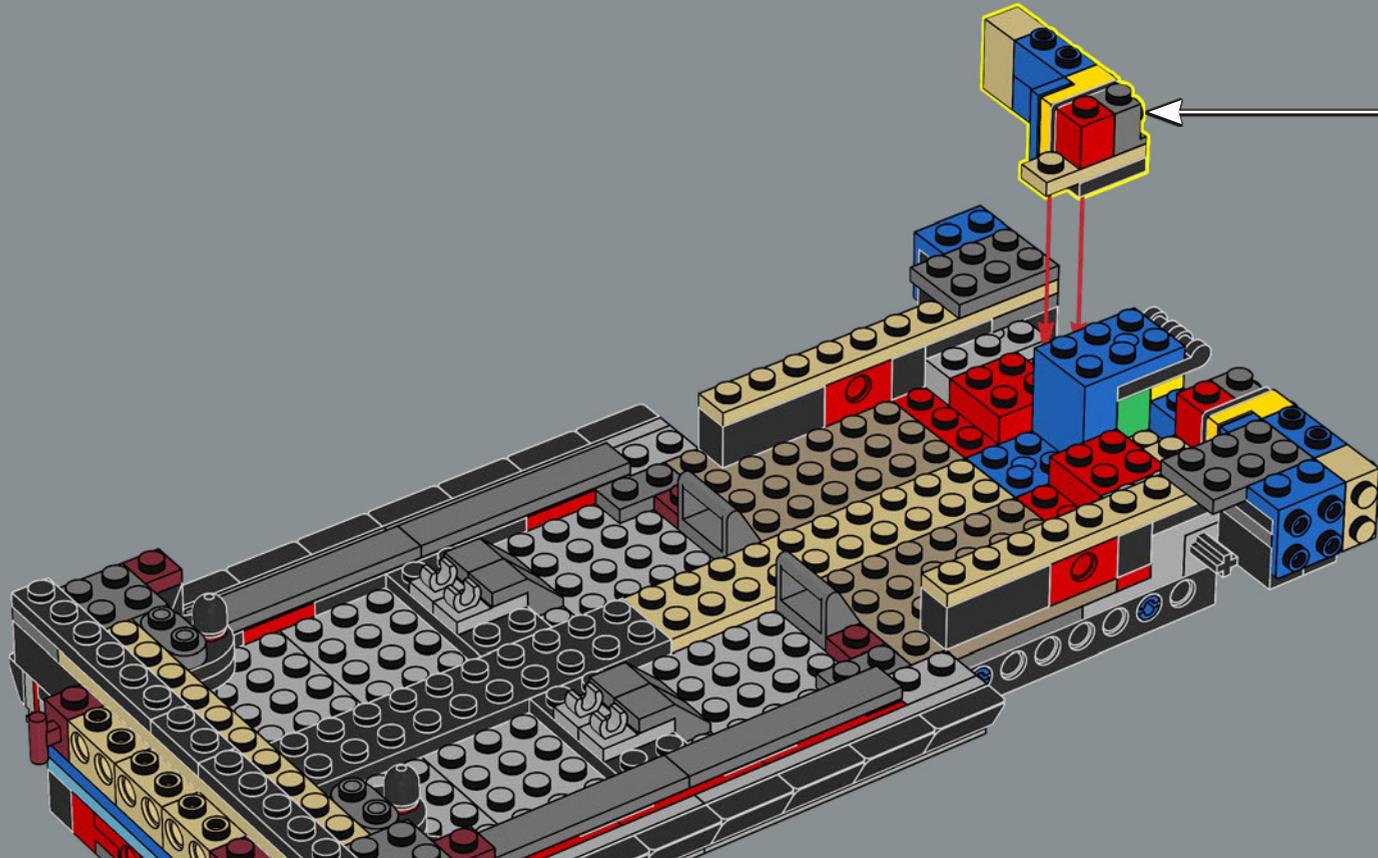
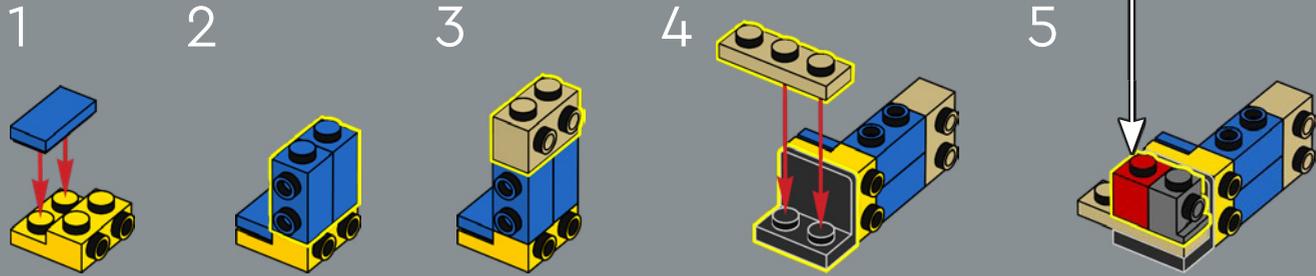


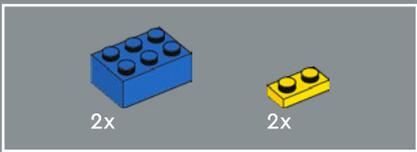
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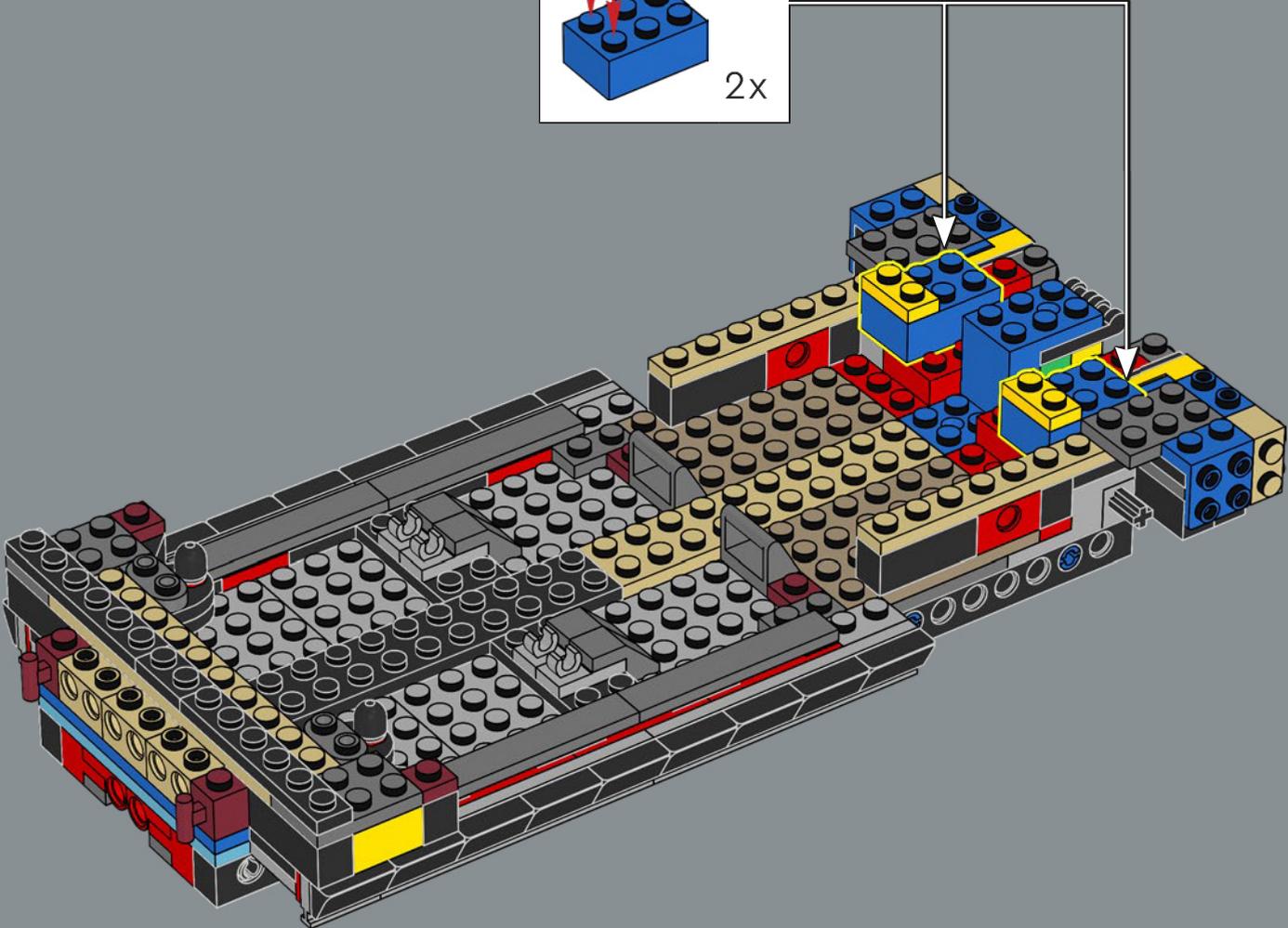
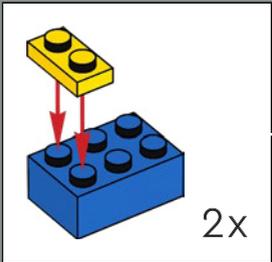


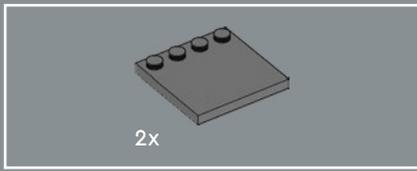
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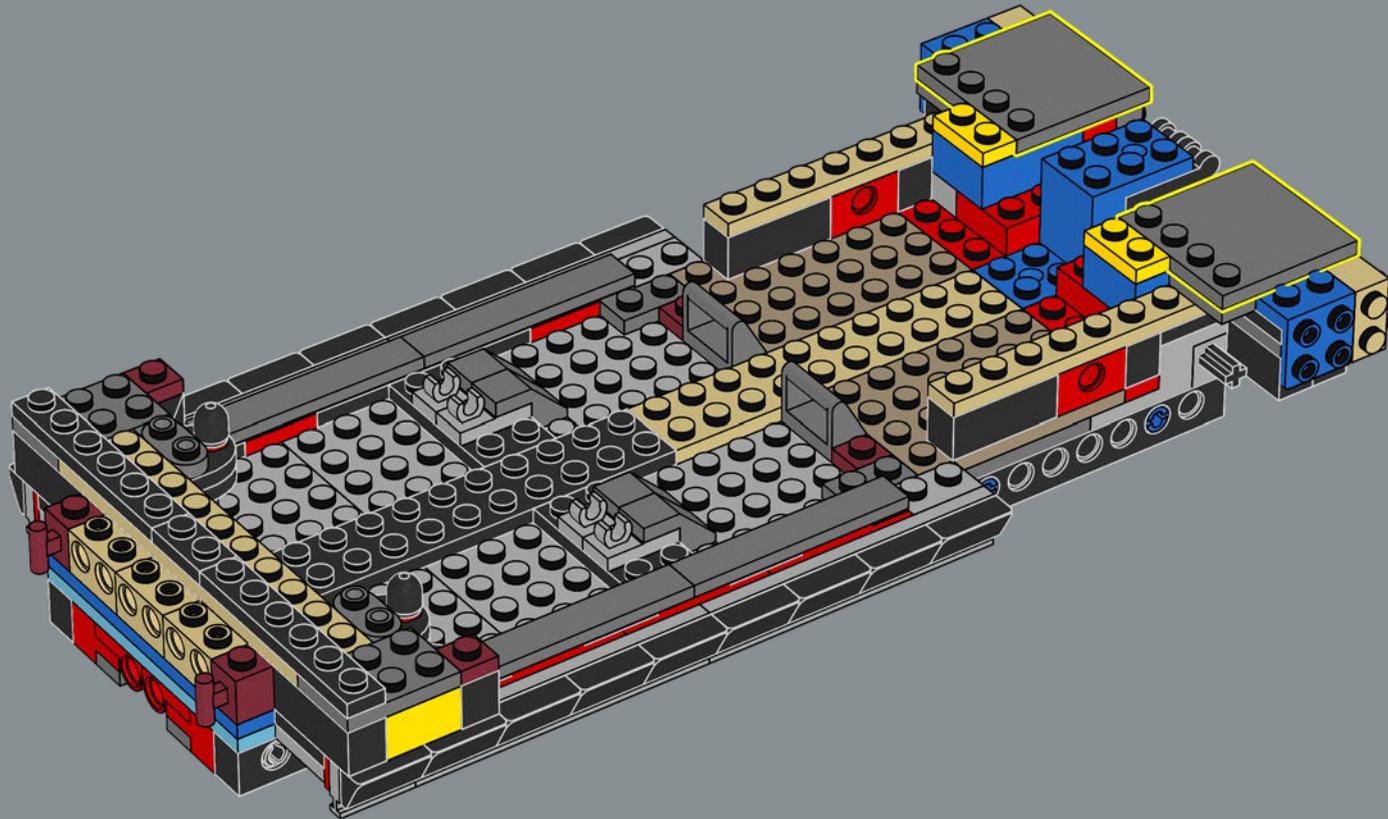


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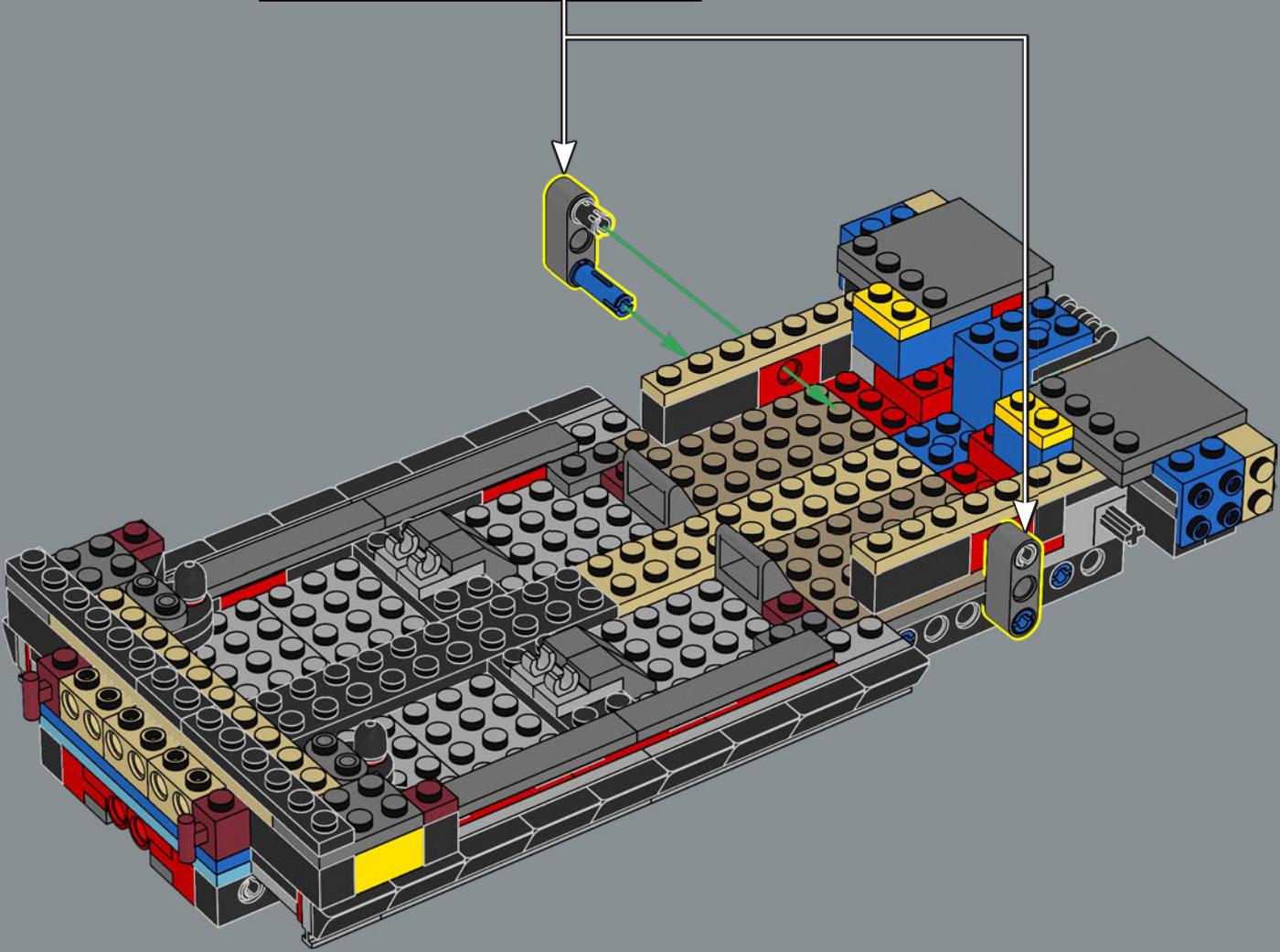
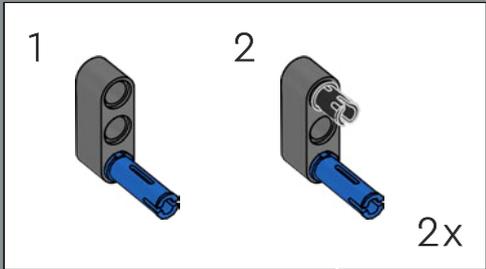


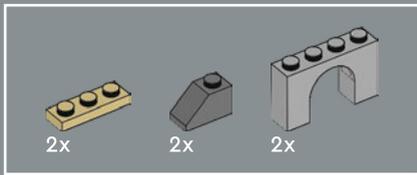
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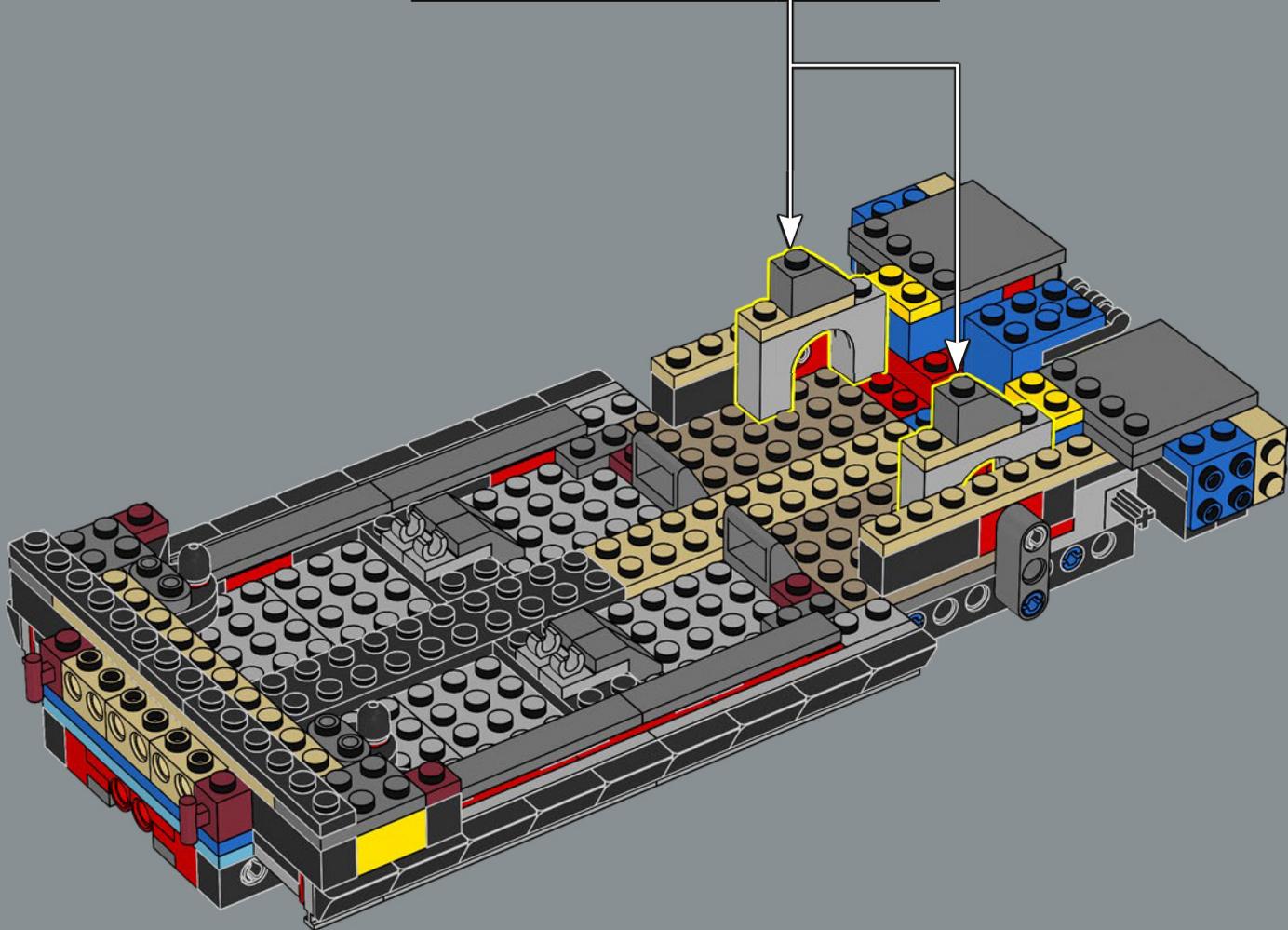
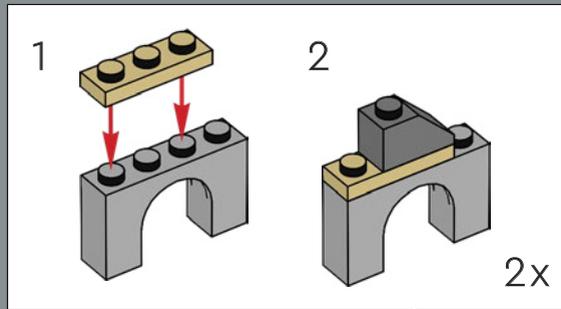


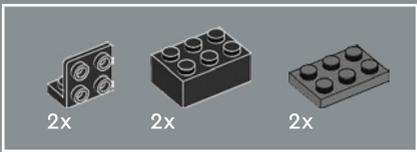
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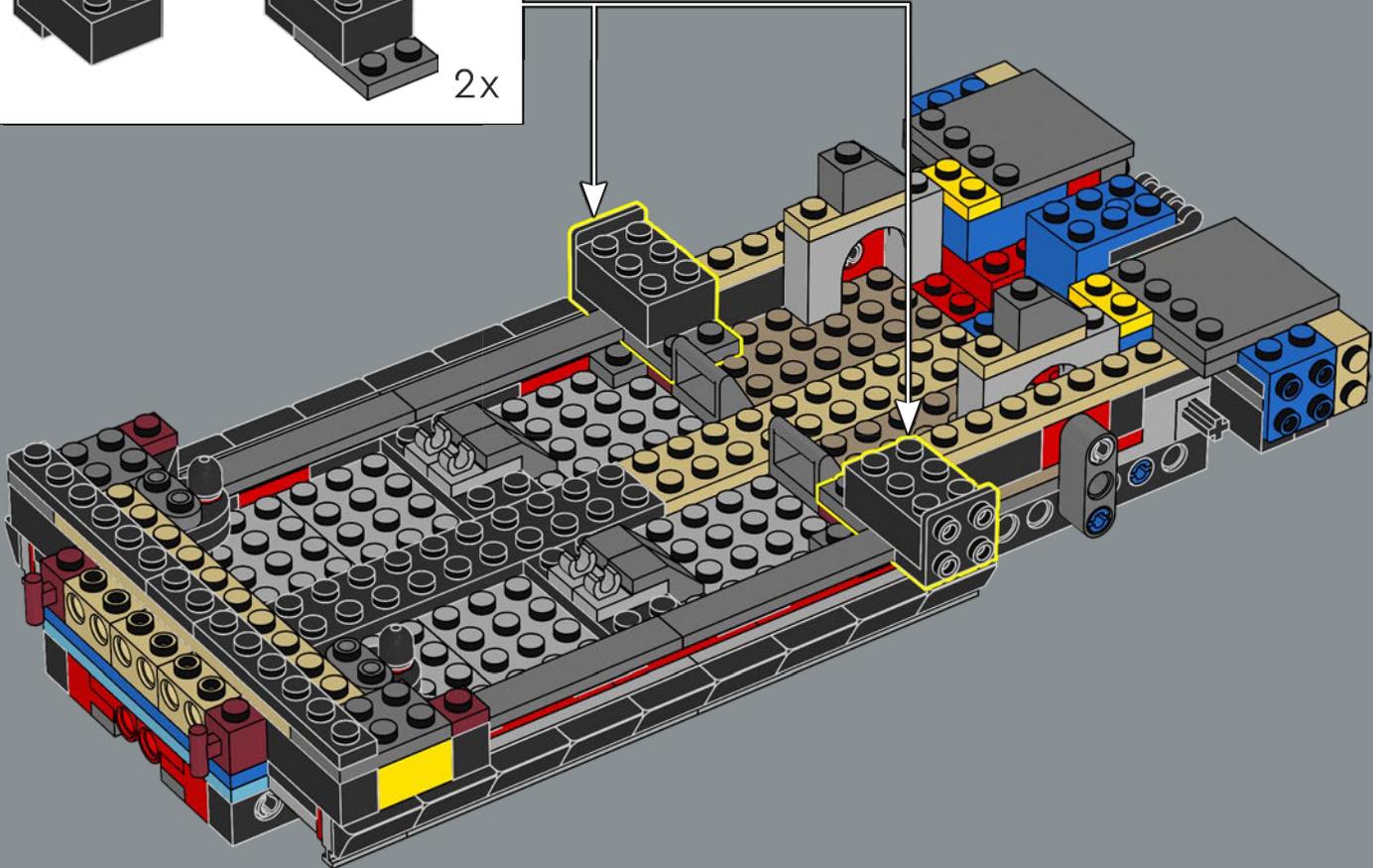
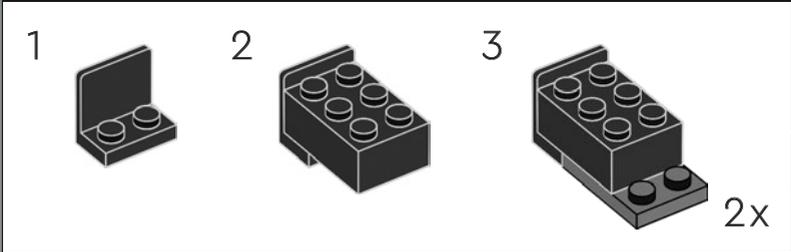


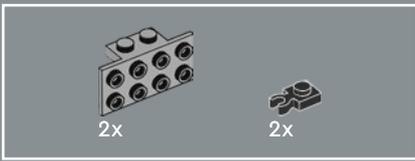
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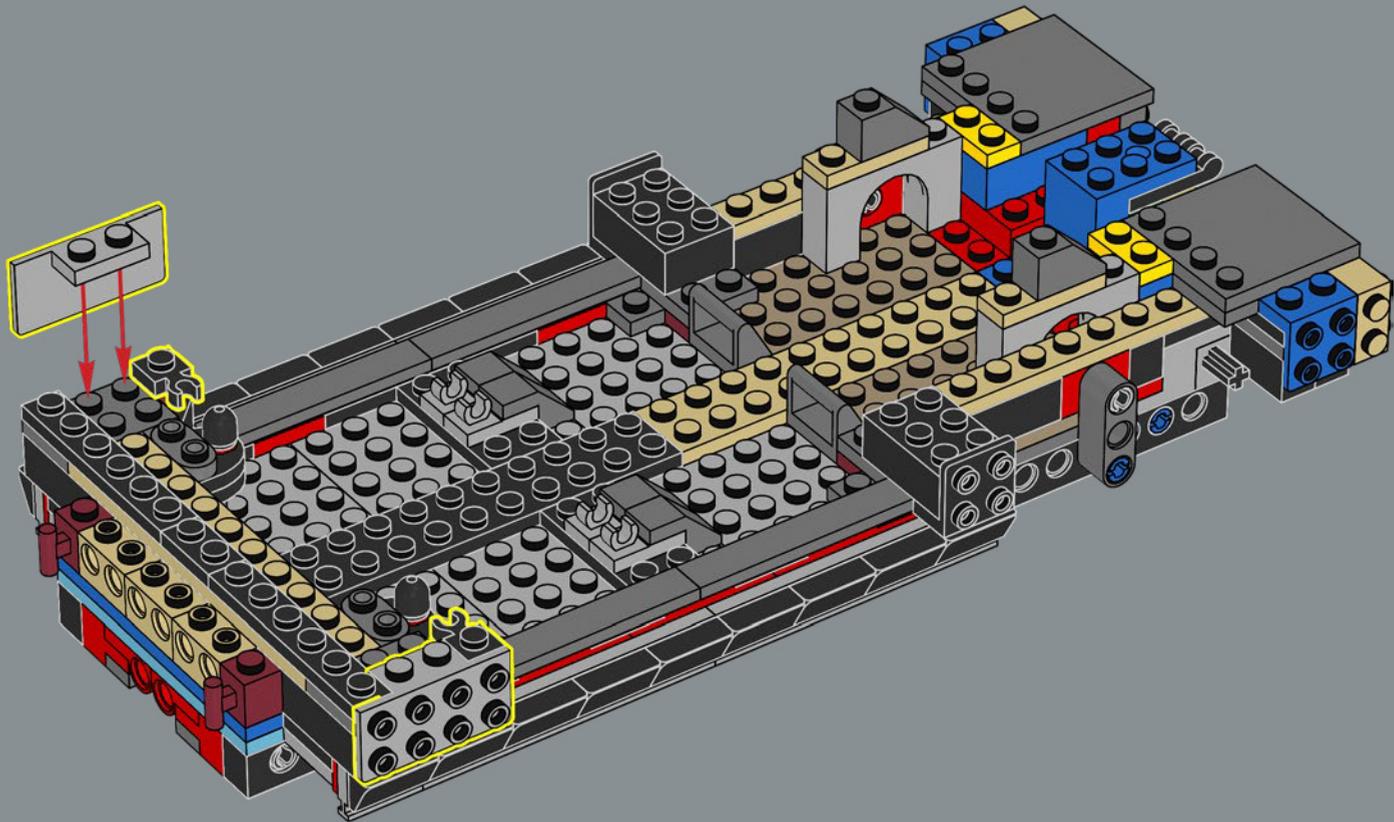


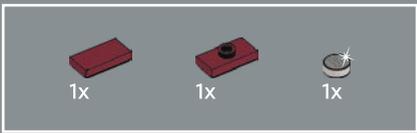
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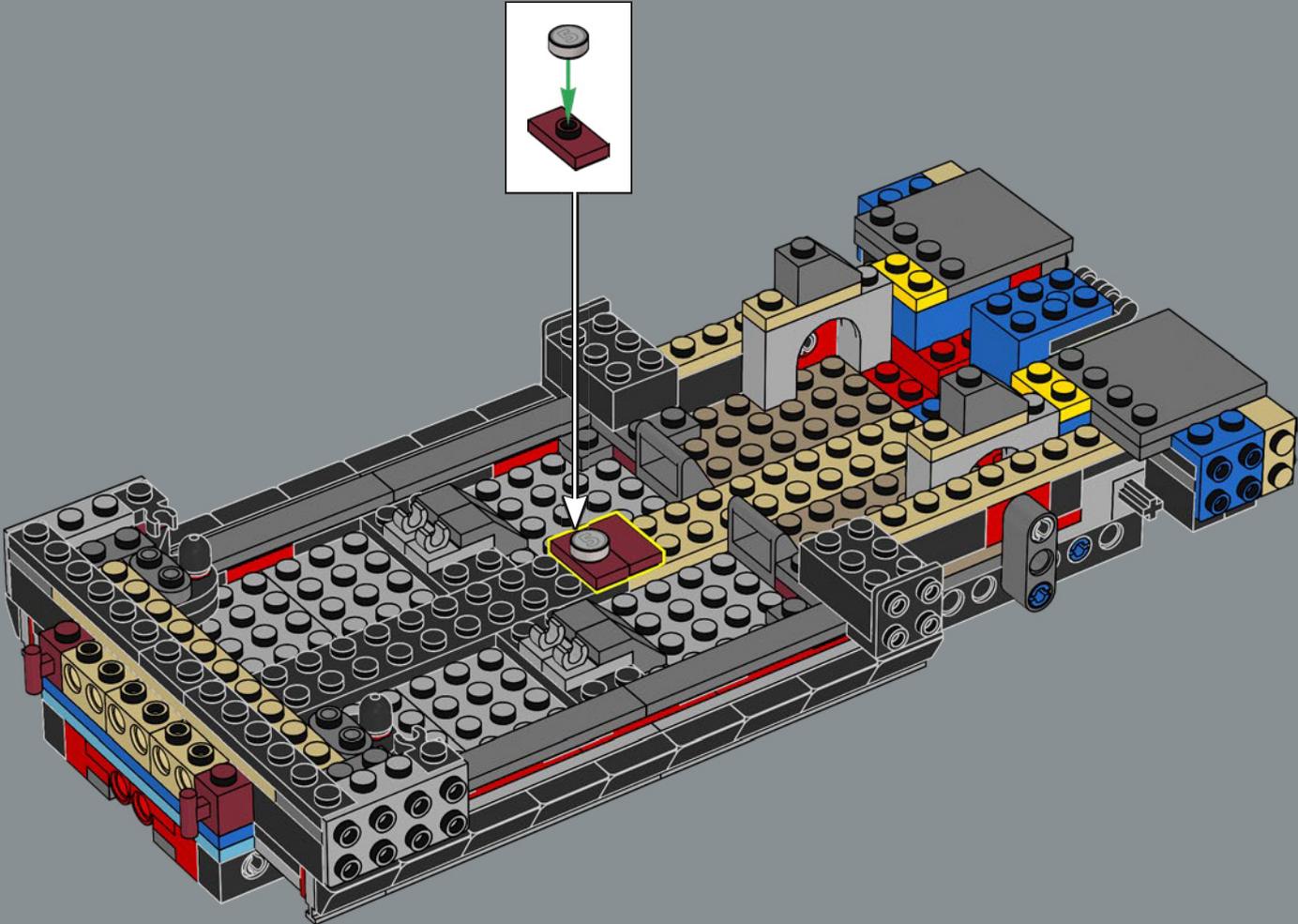


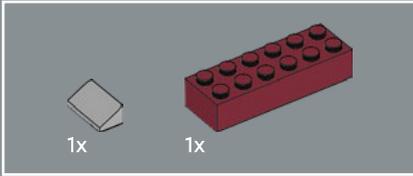
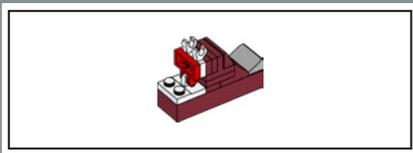
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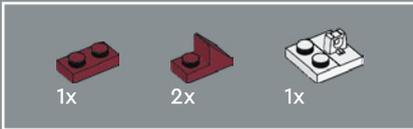
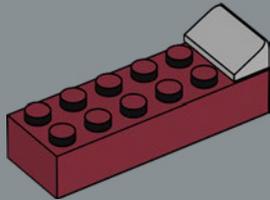


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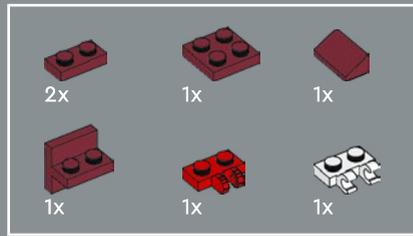
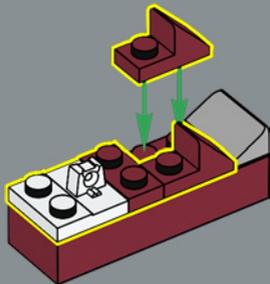




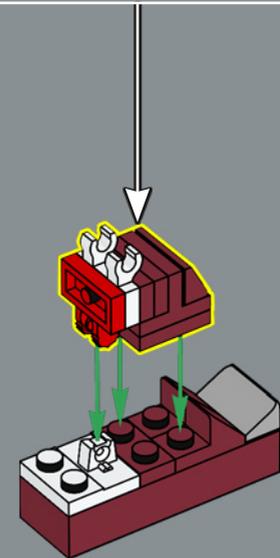
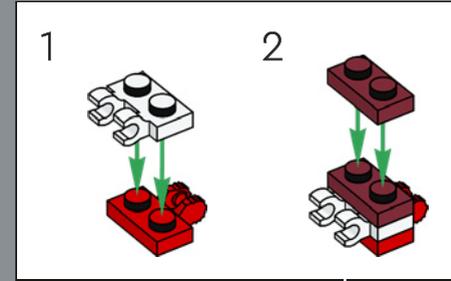
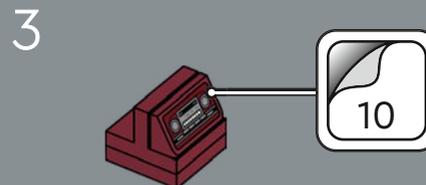
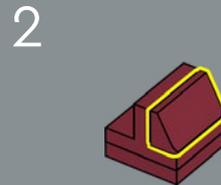
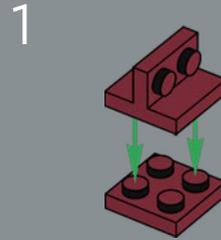
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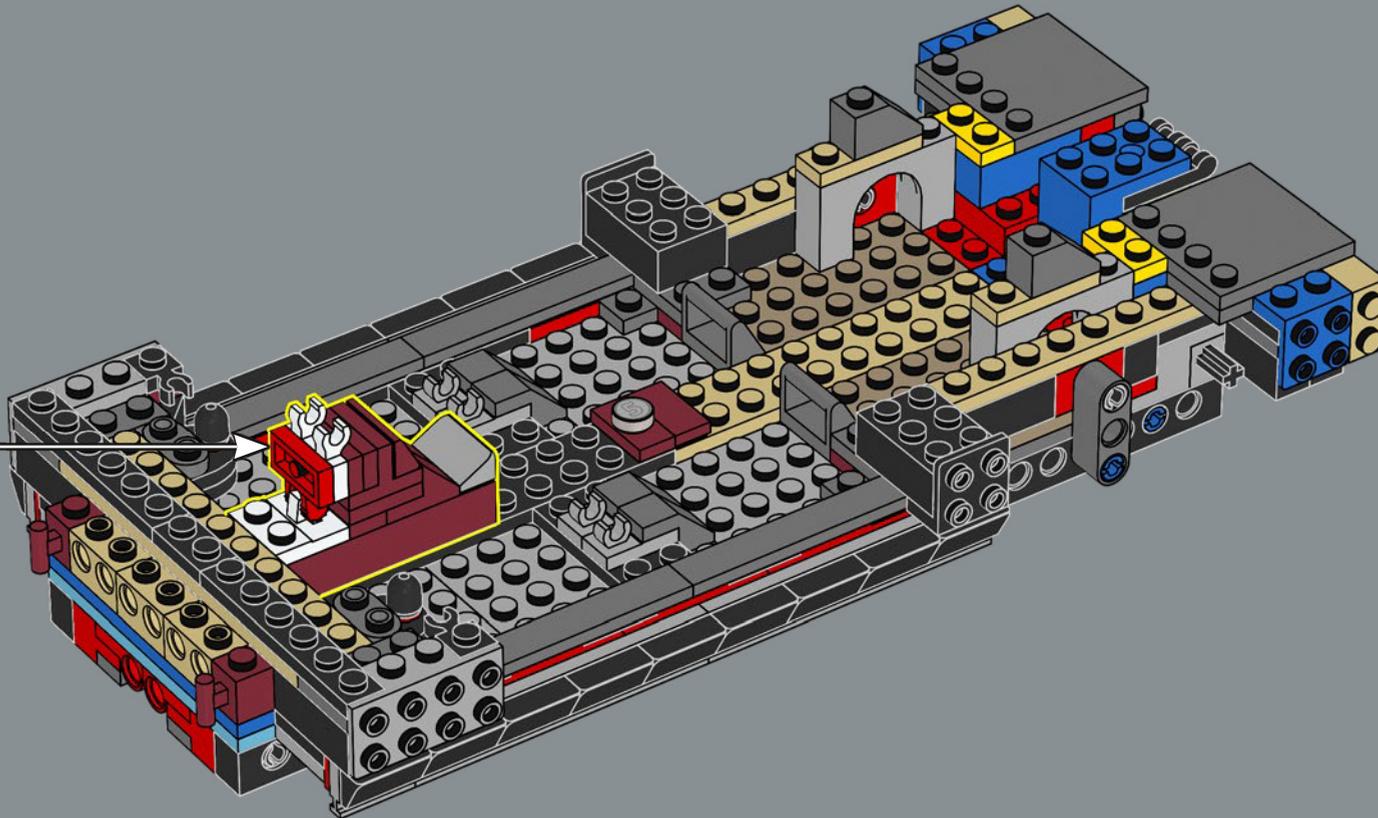


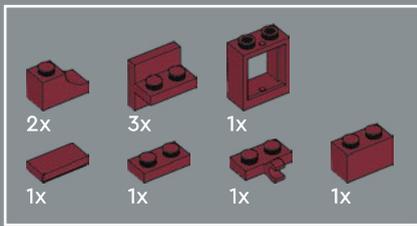
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Der erste jemals gebaute Prototyp des Camaro mit der Fahrgestellnummer 10001 existiert noch immer und ist im National Historic Vehicle Register eingetragen.

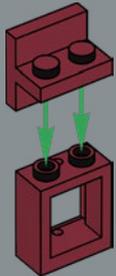
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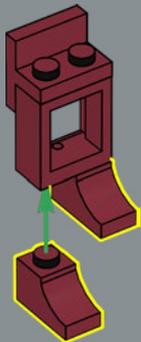


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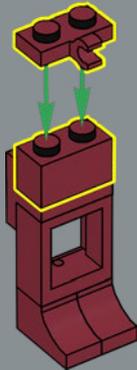
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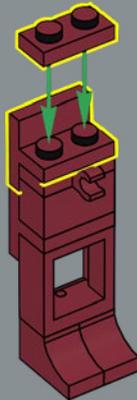
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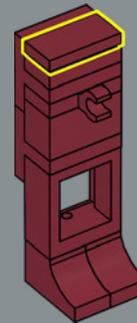
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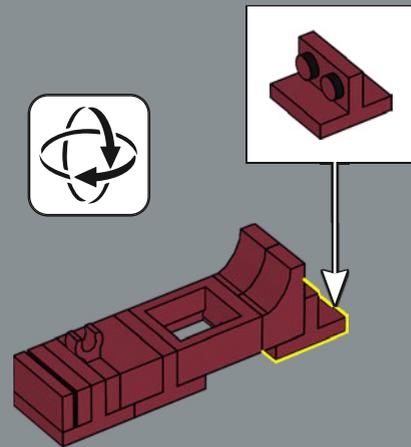
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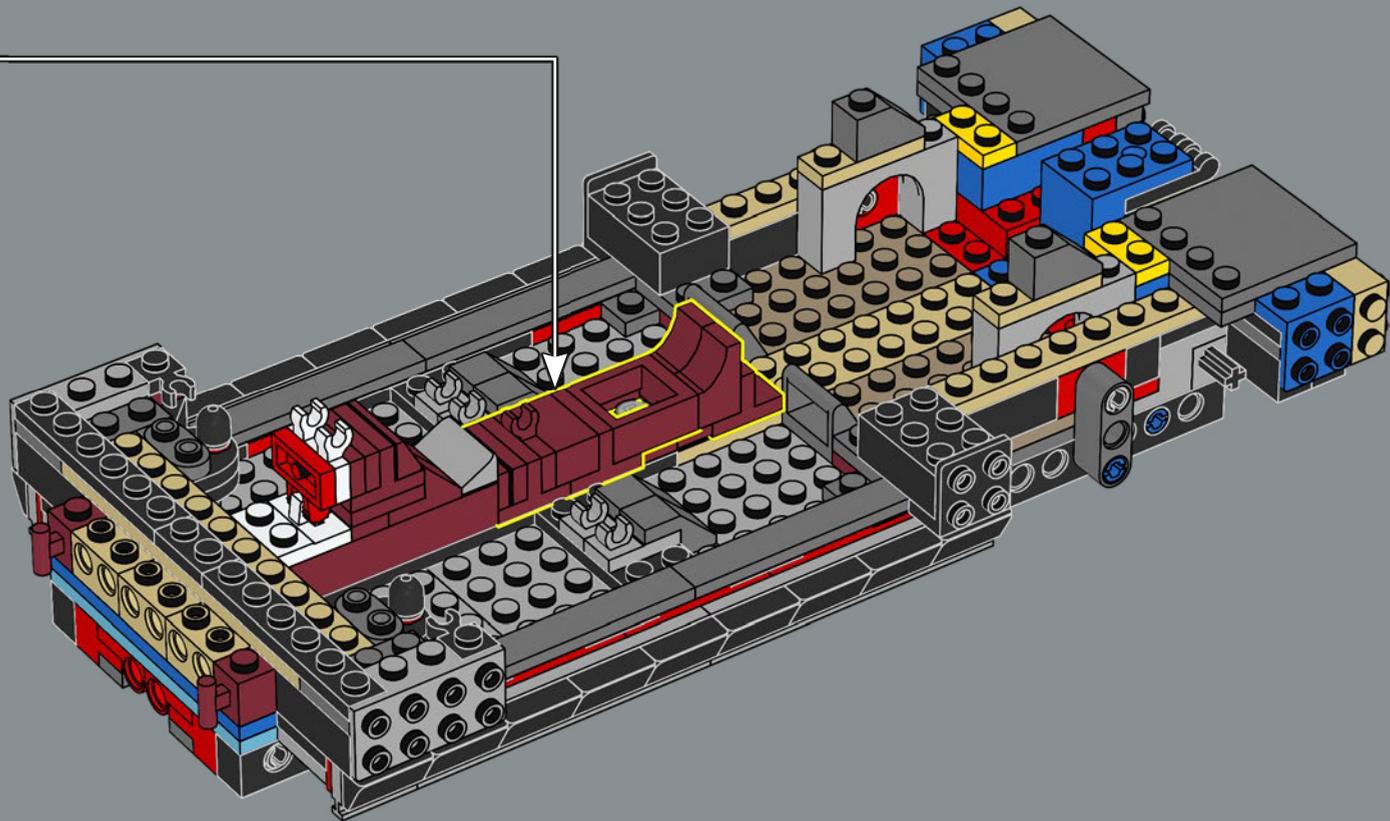


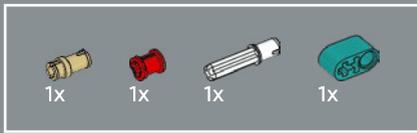
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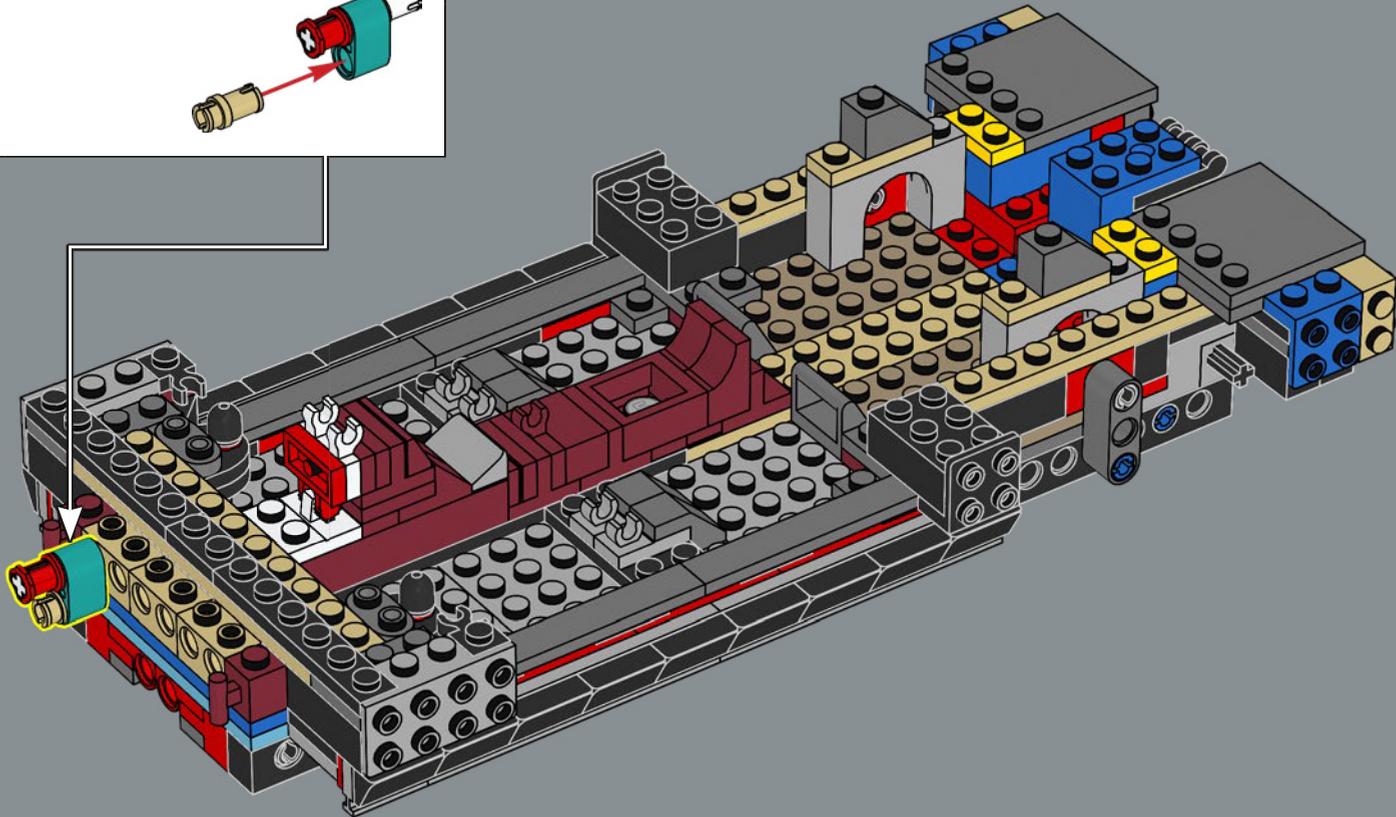
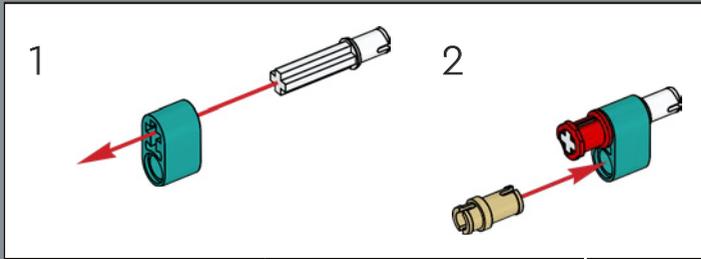
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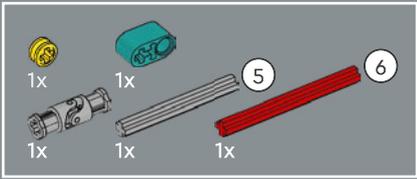




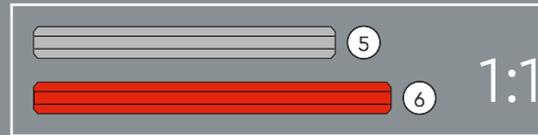
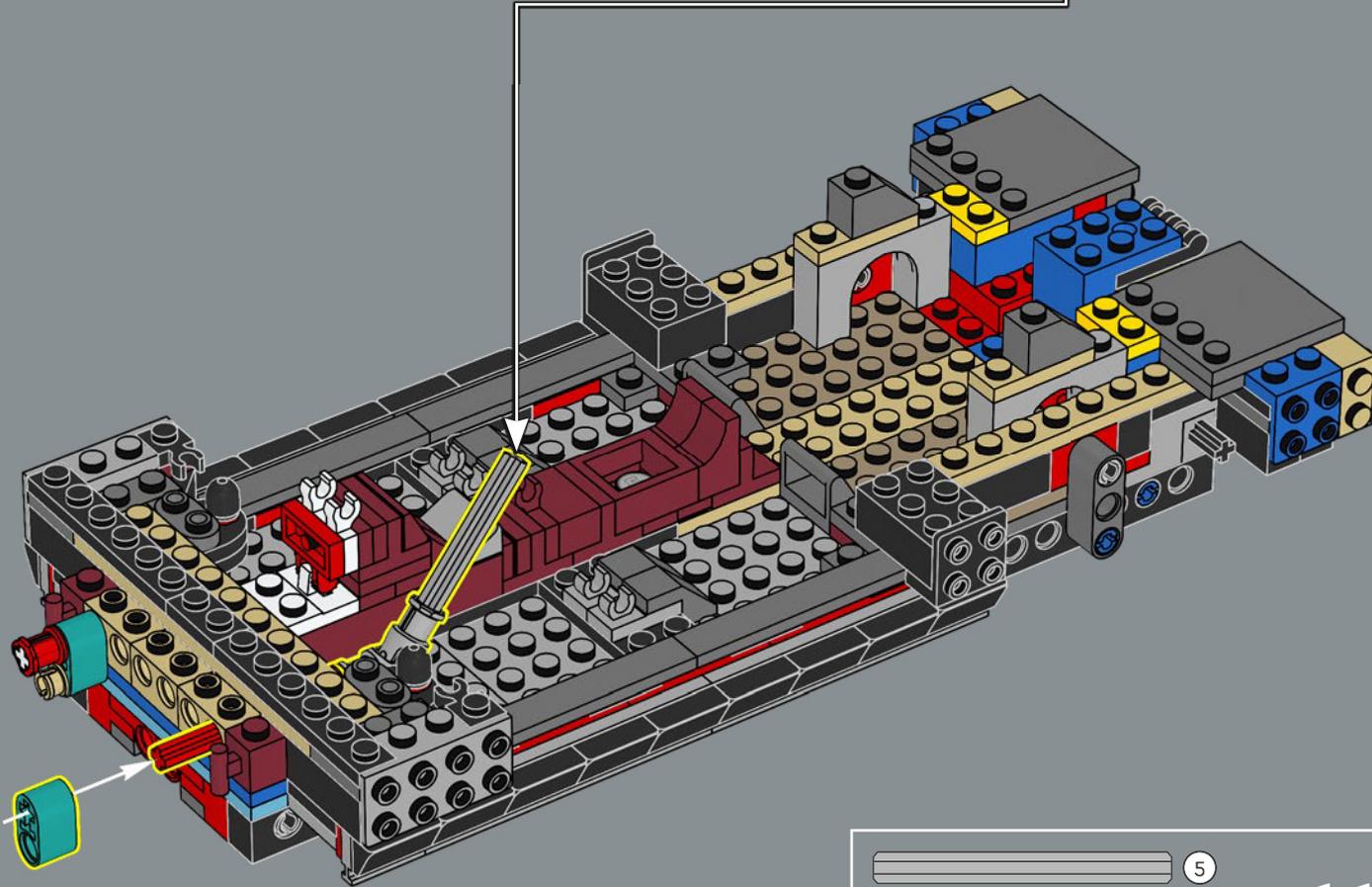
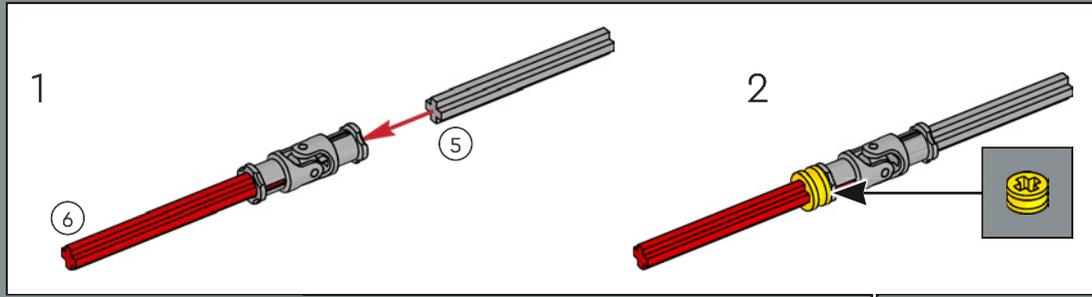


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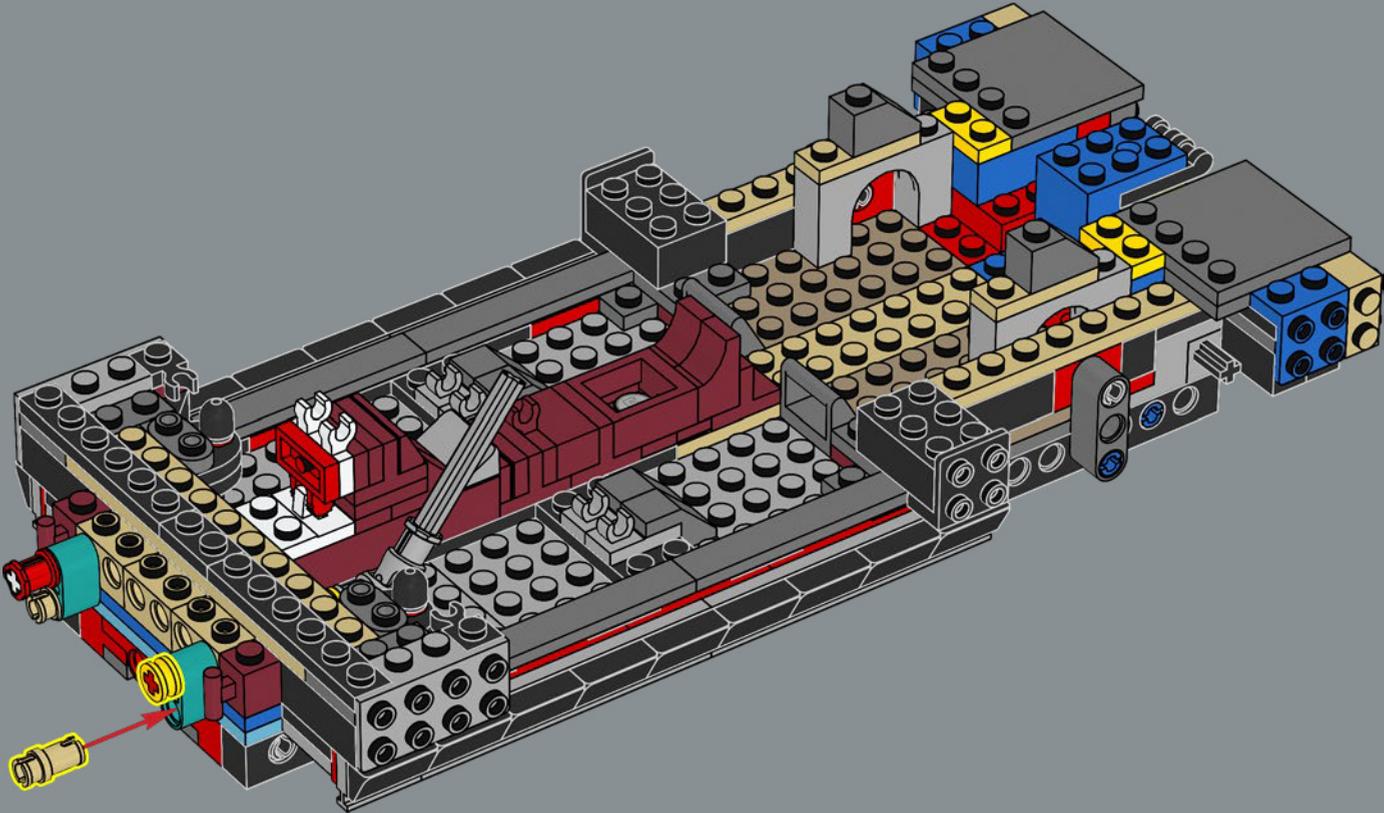


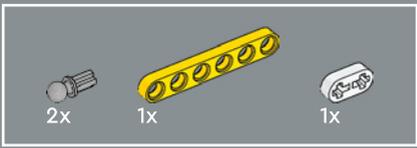
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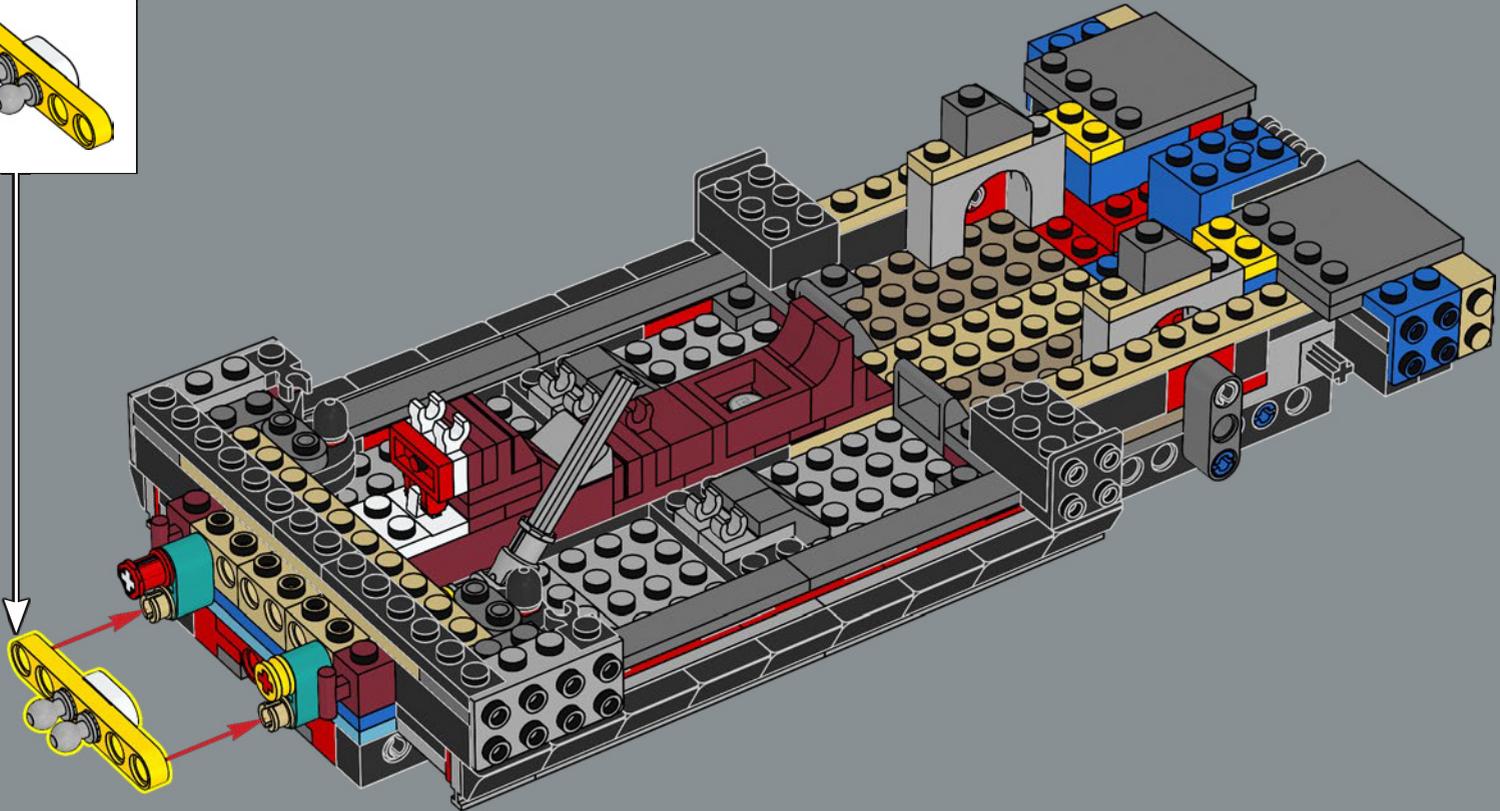
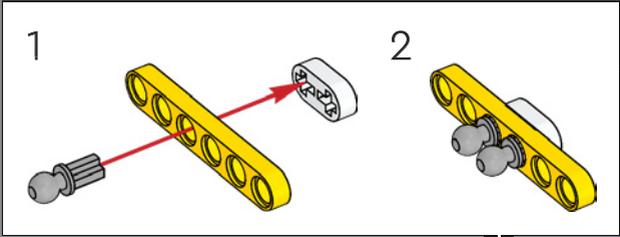


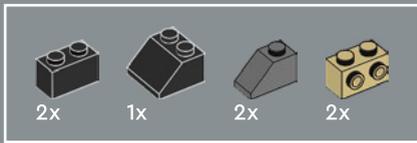
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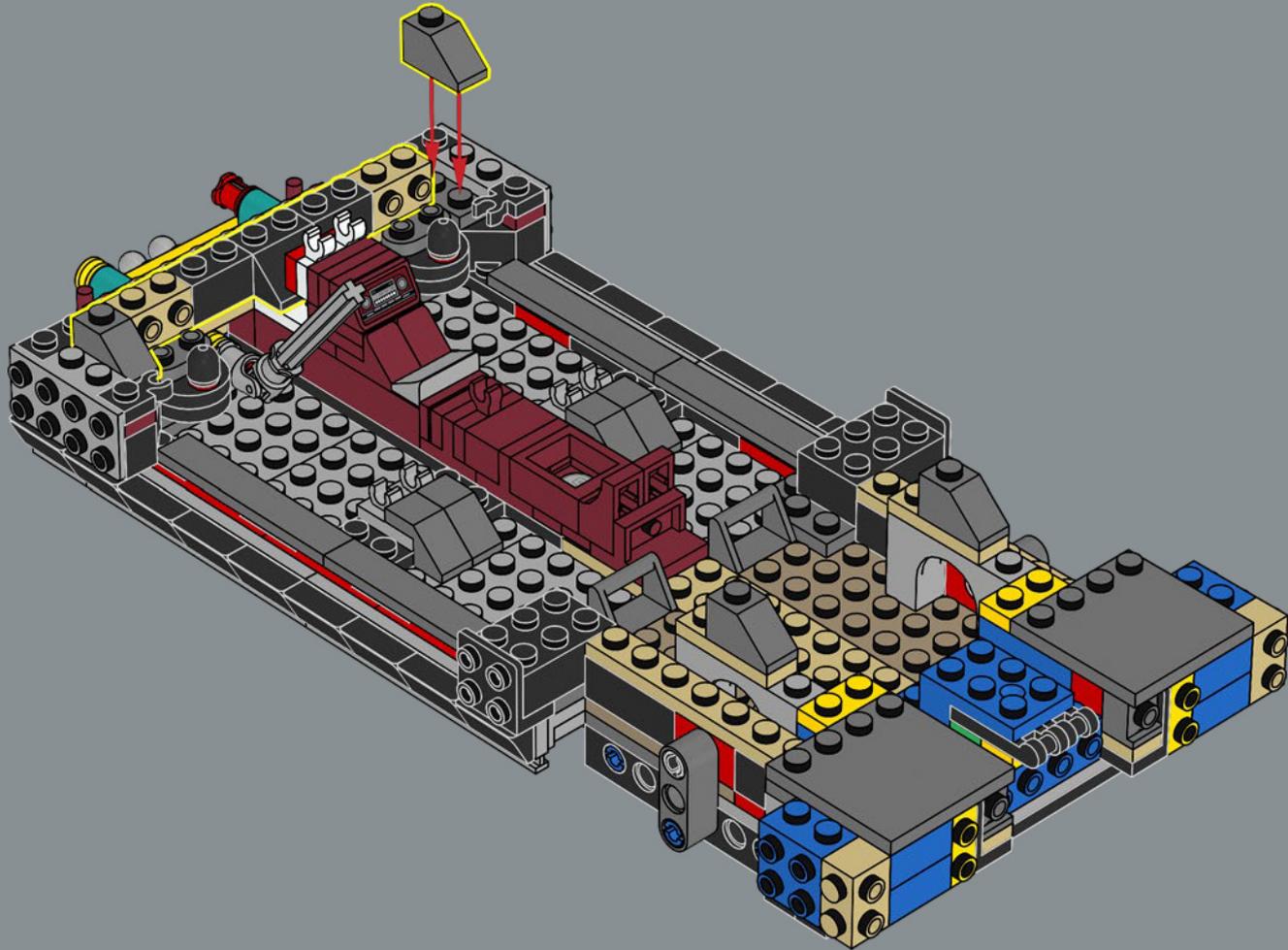


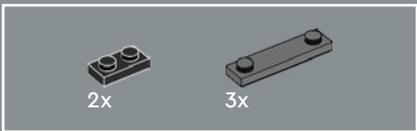
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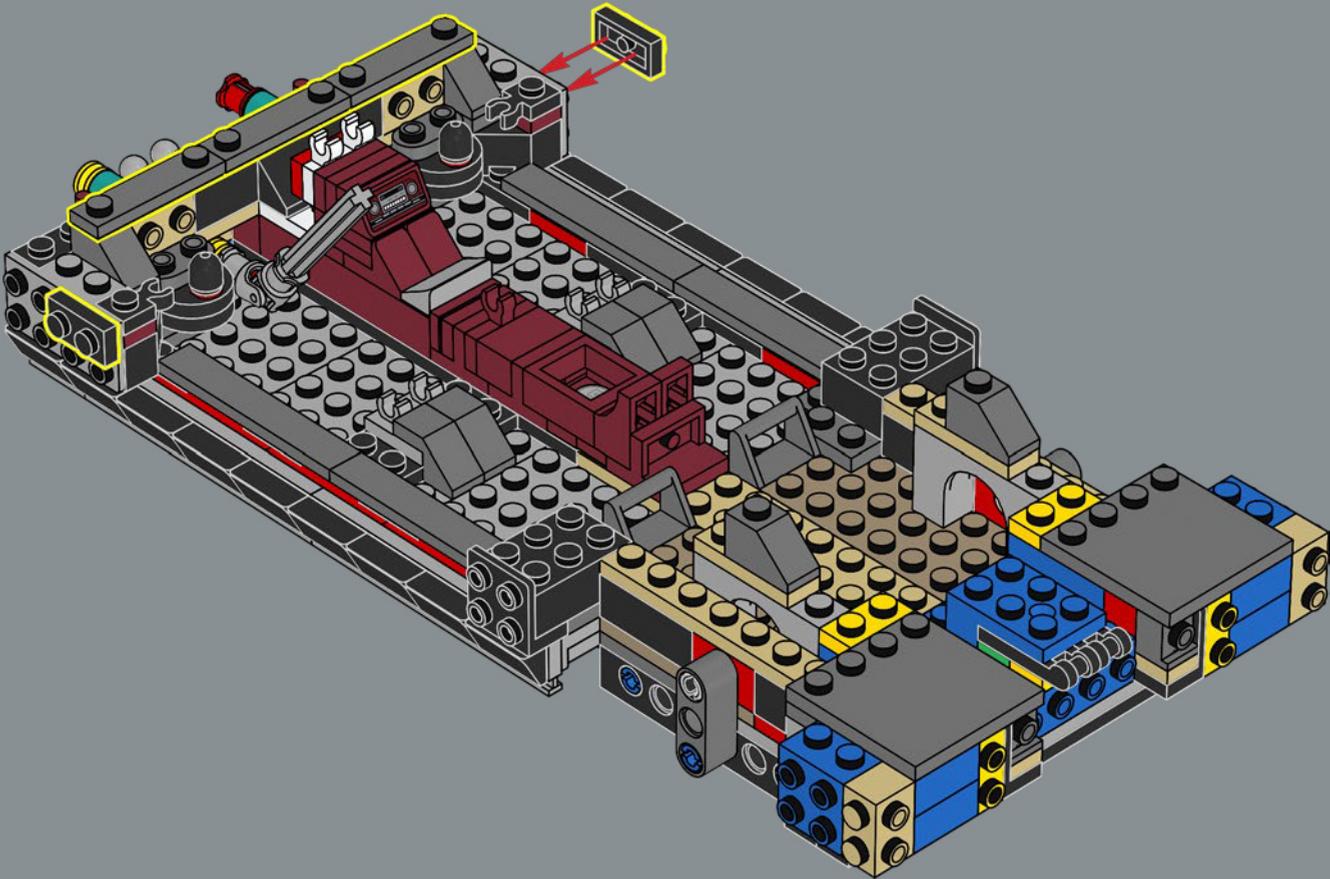


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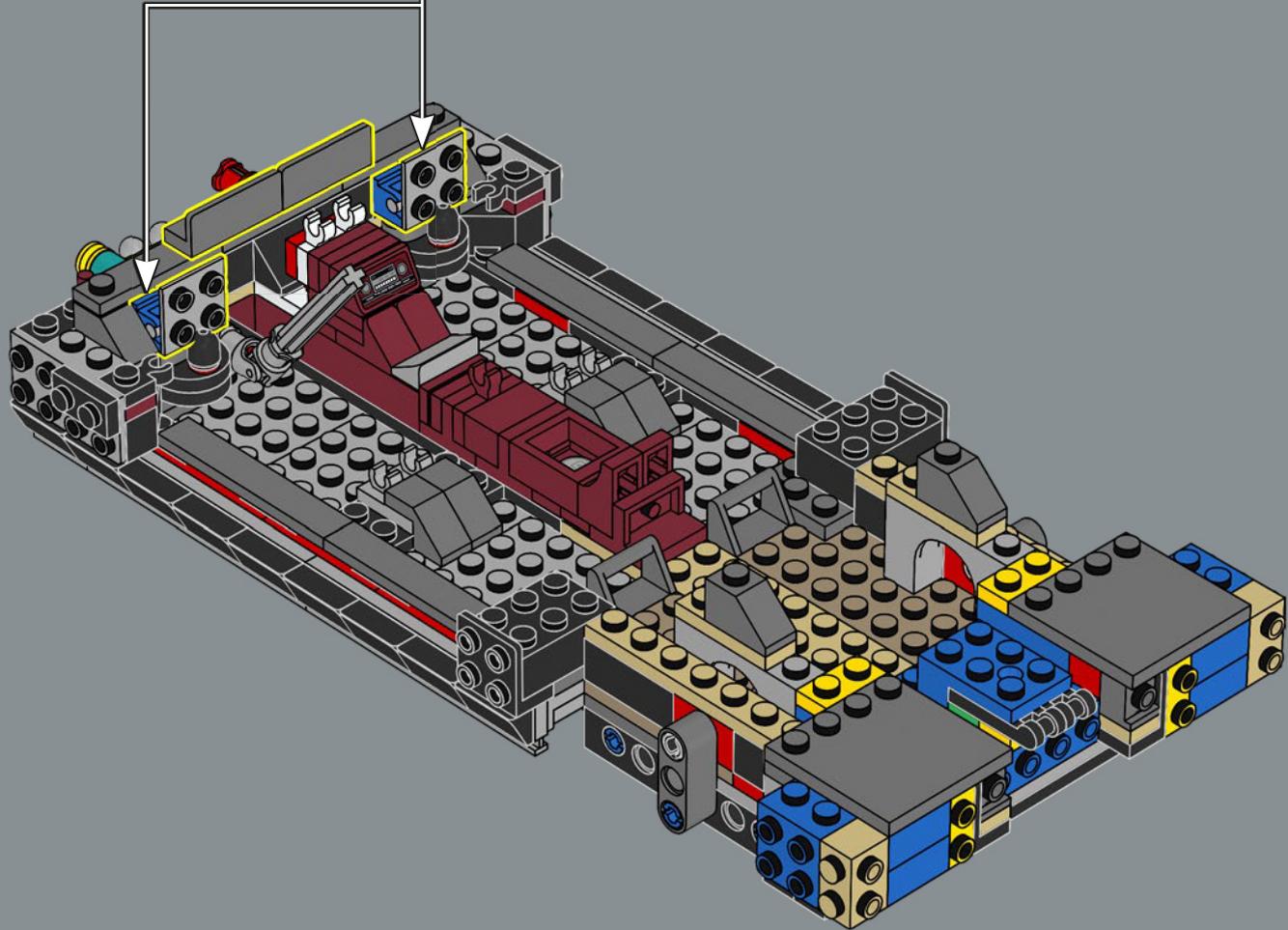
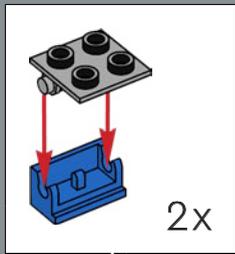


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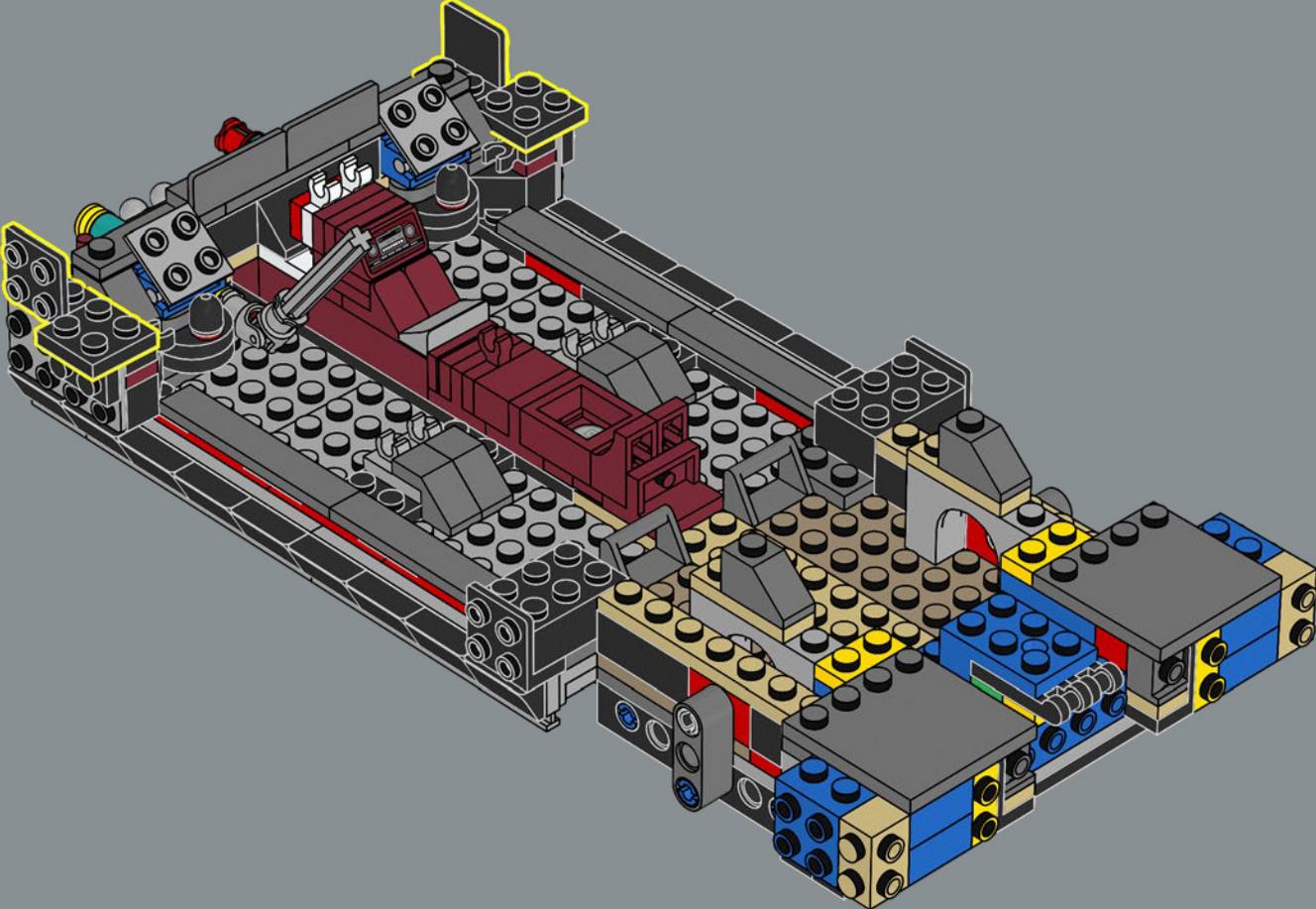


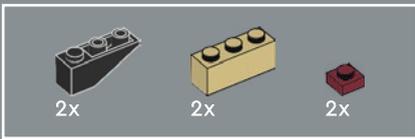
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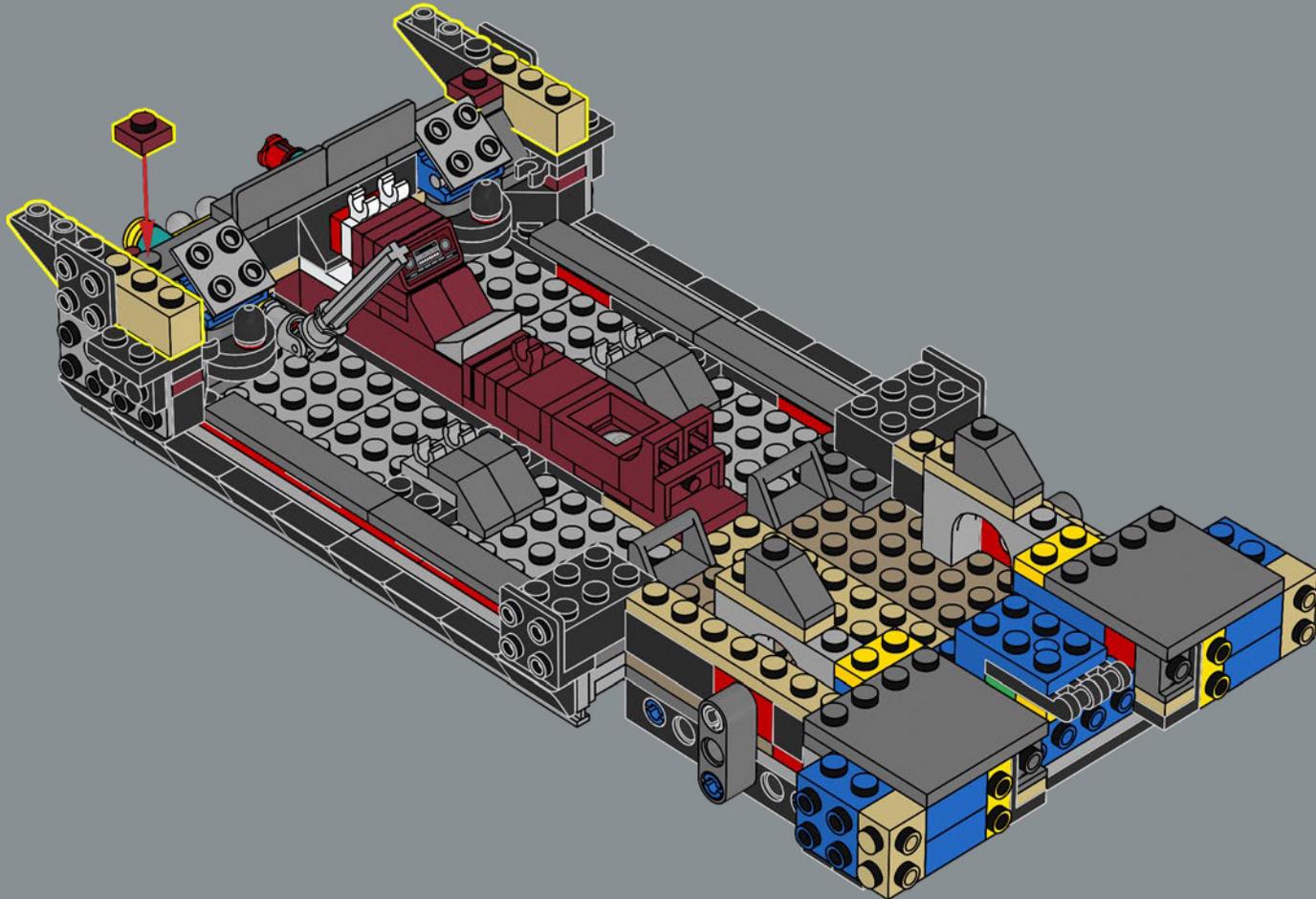


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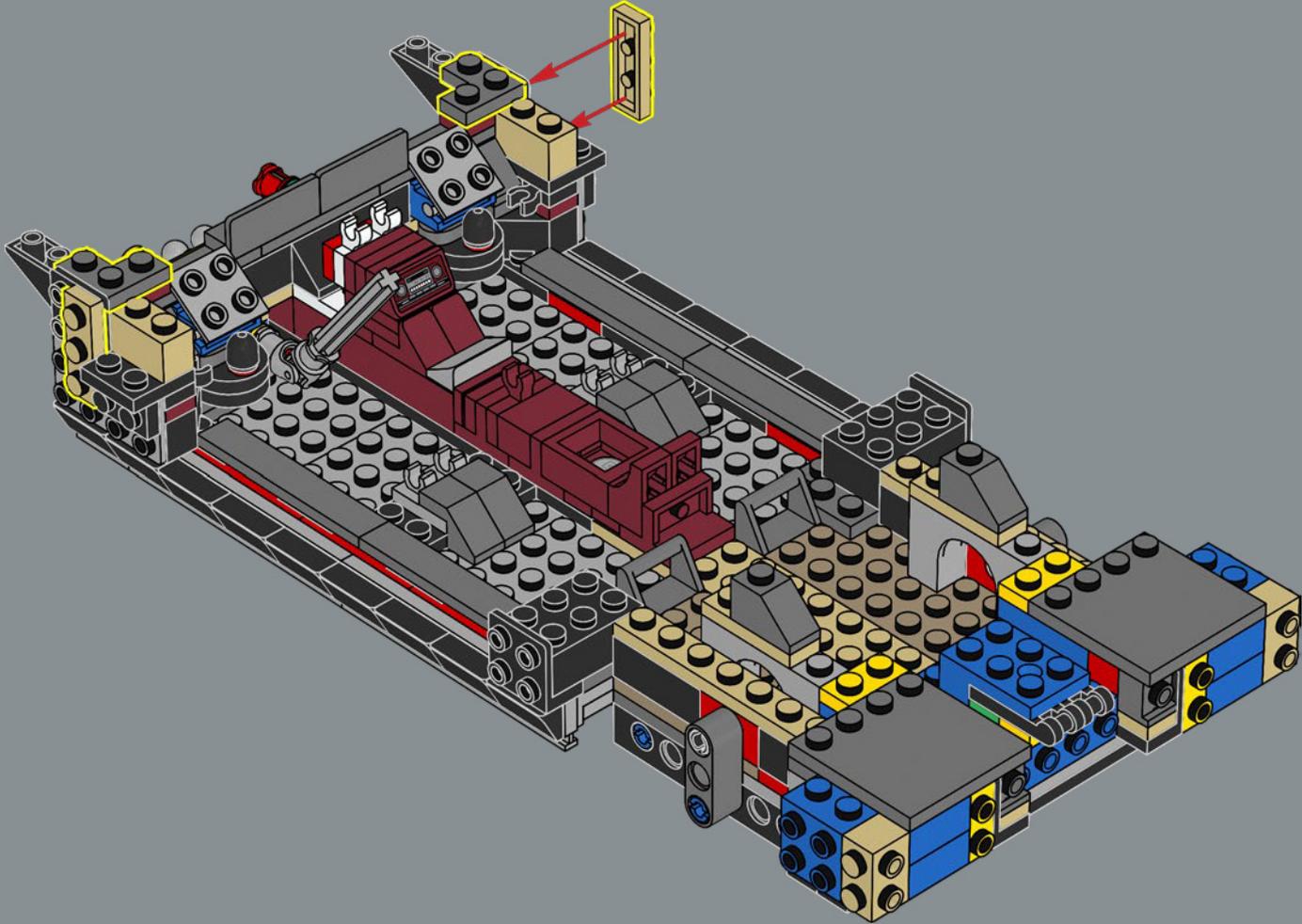


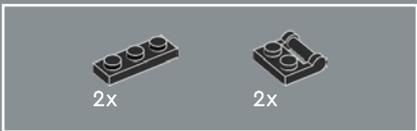
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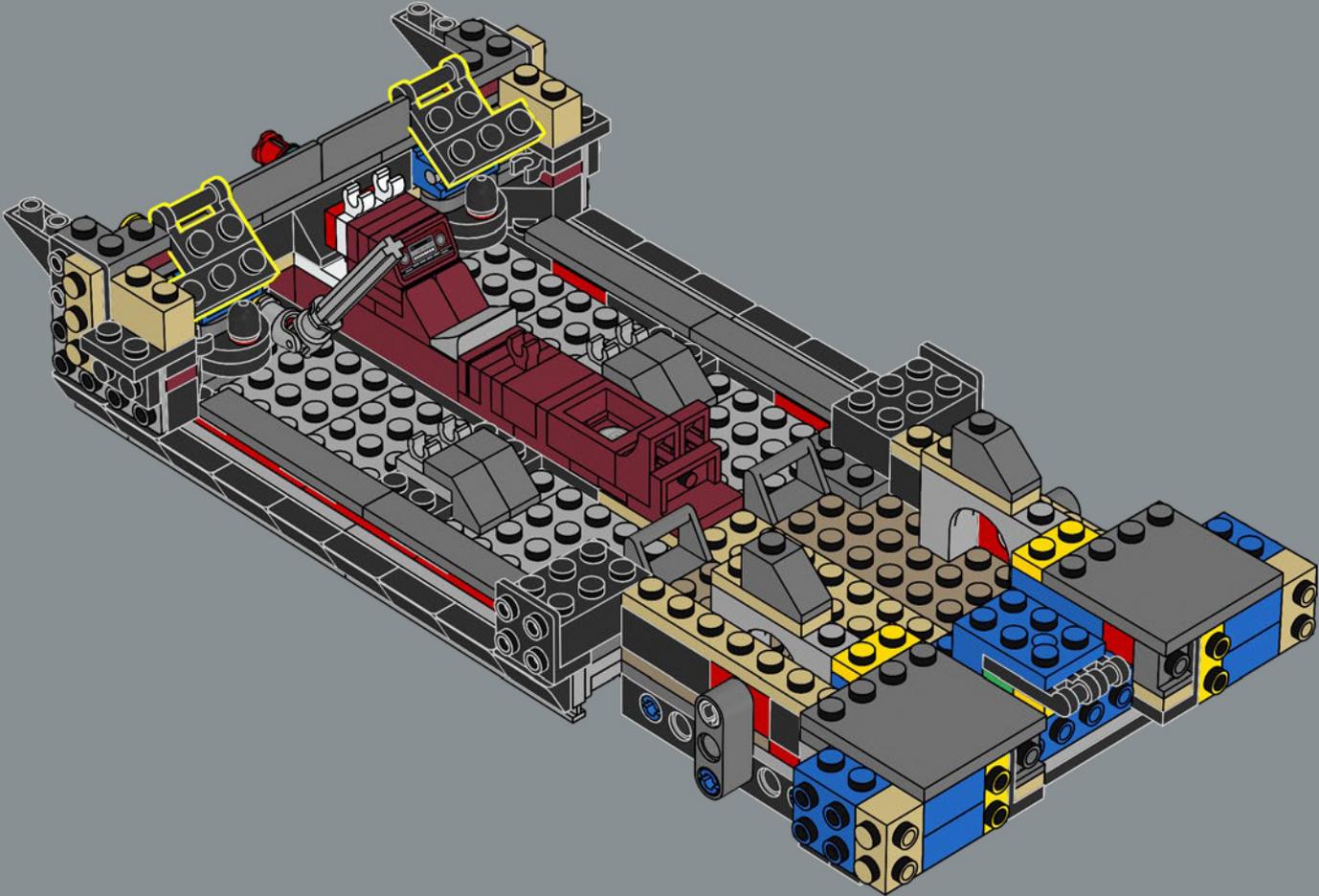


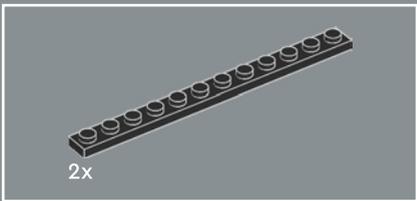
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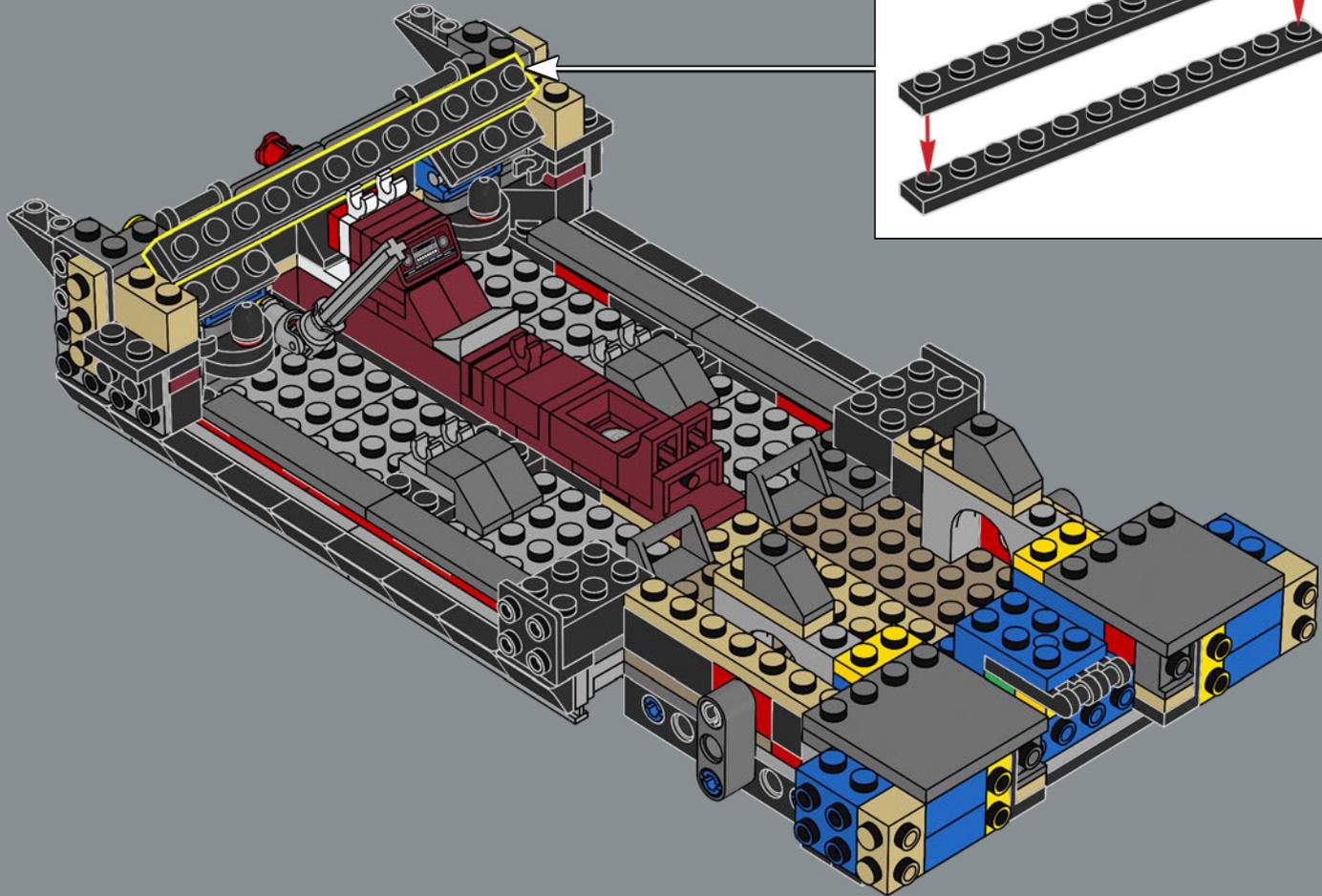


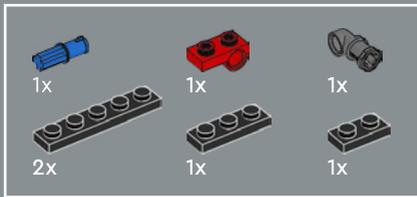
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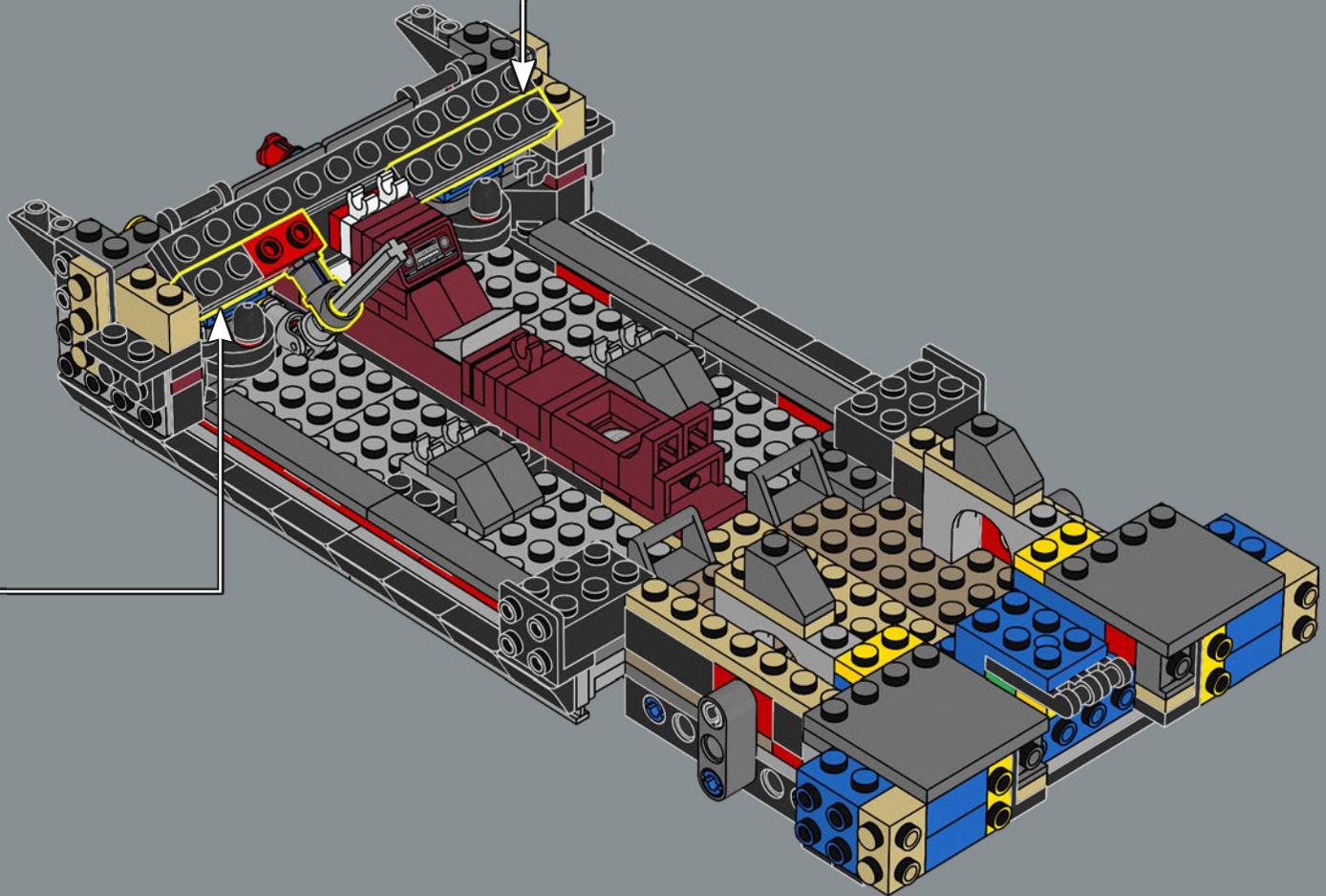
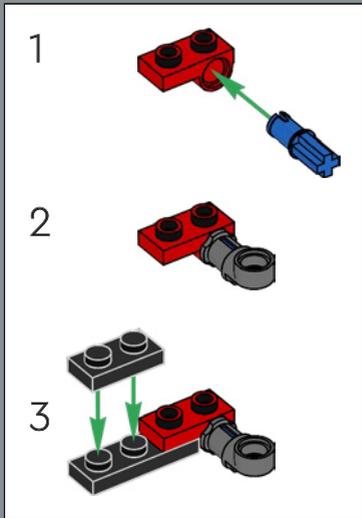
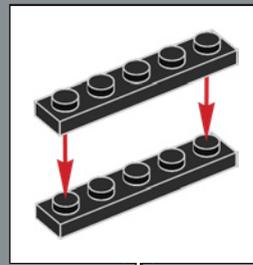


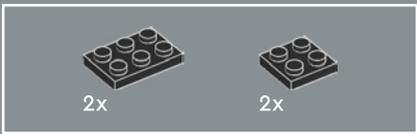
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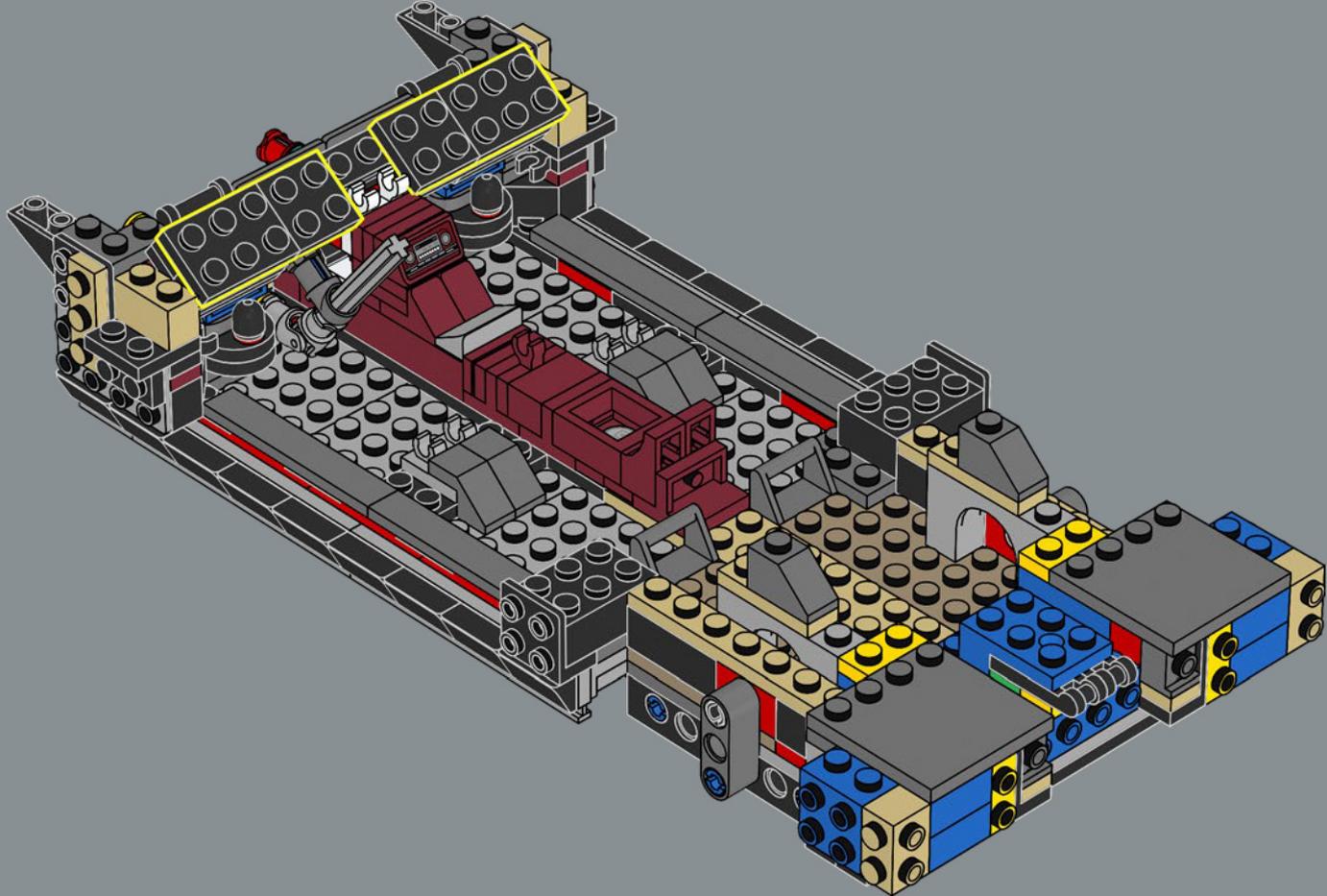


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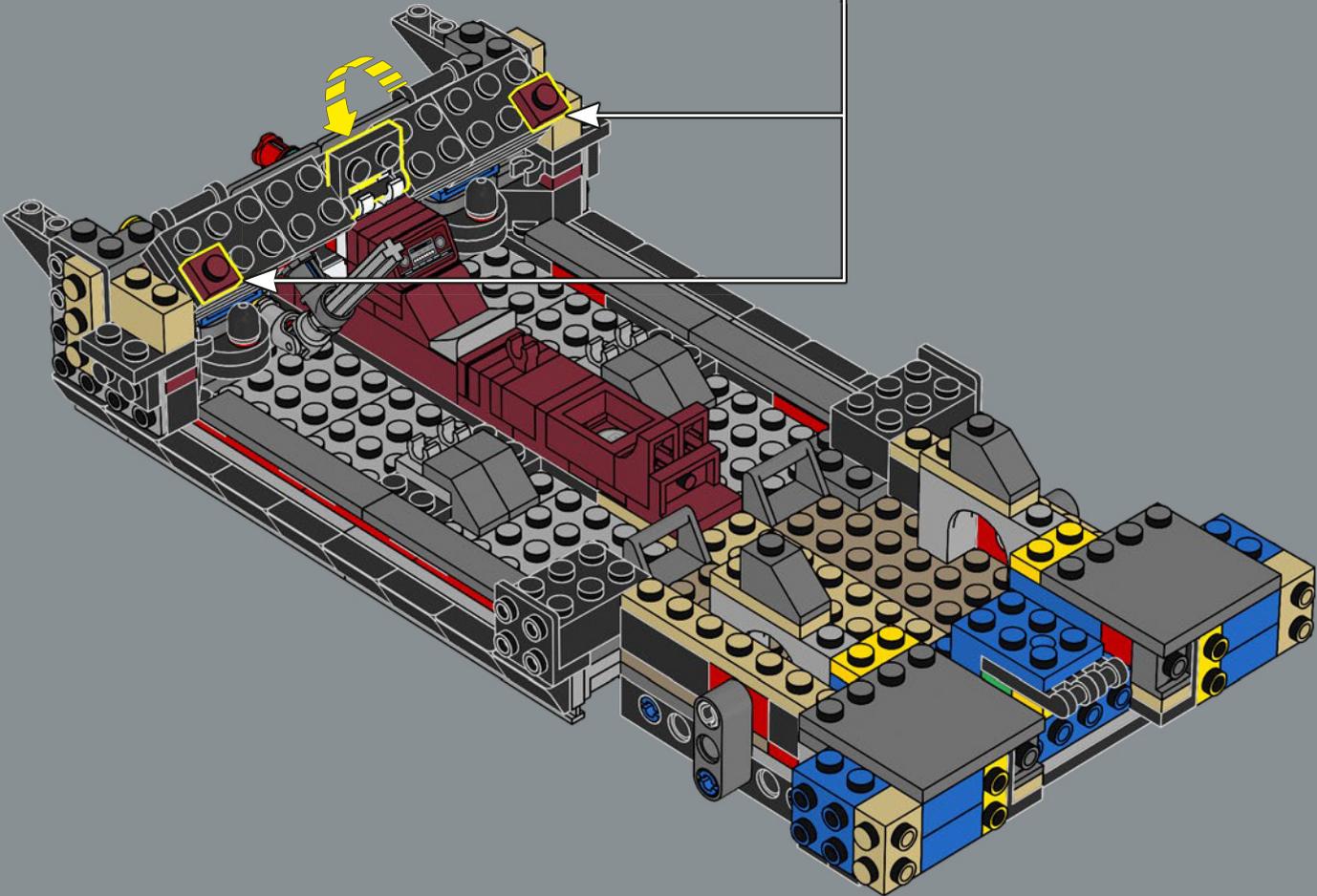


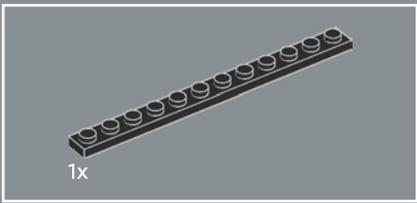
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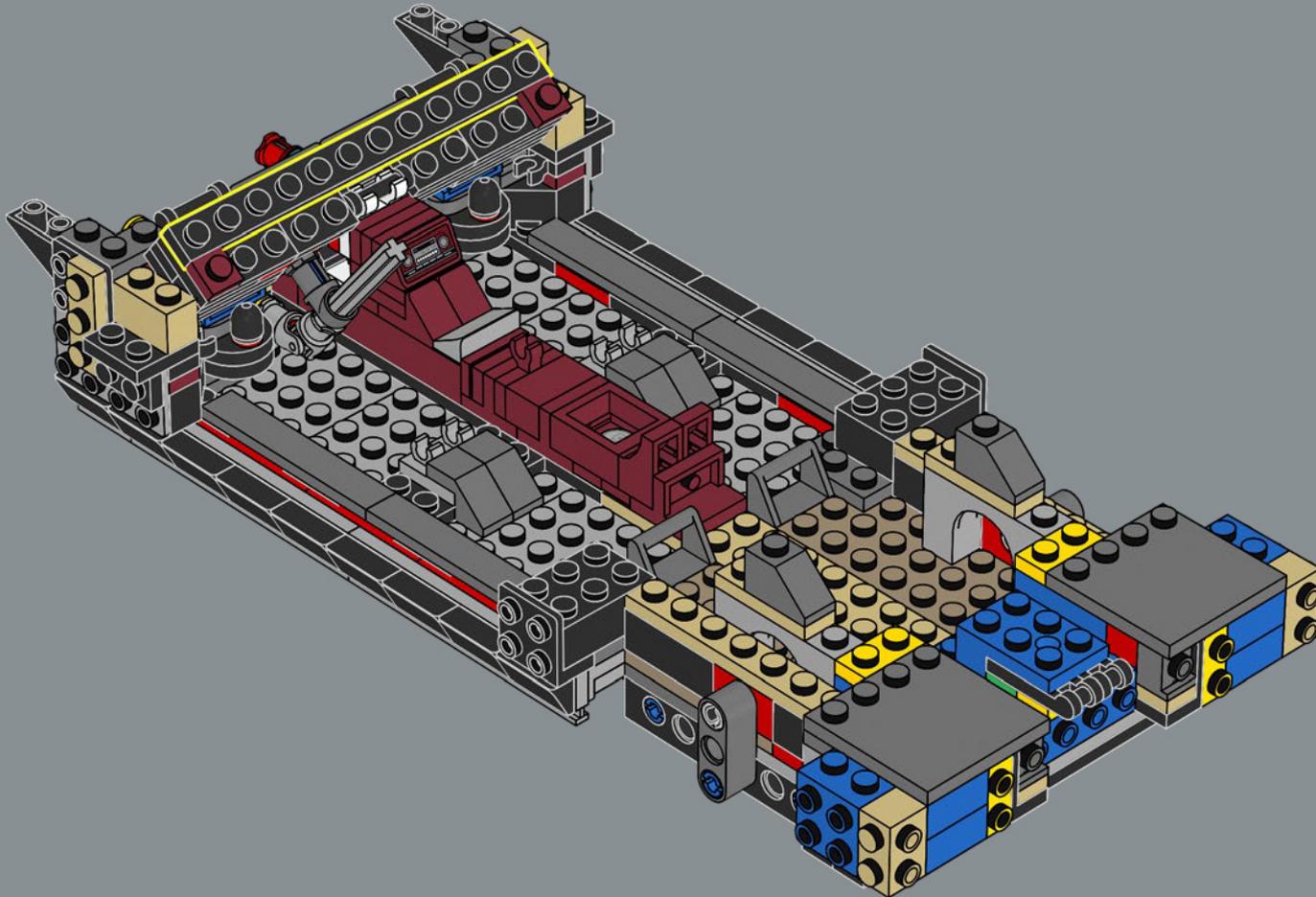


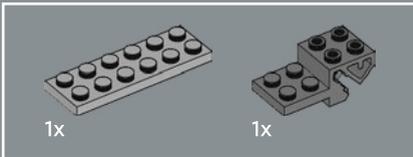
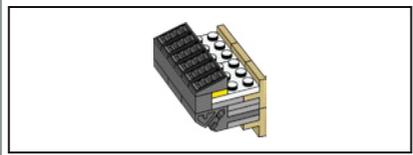
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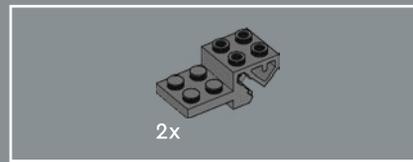
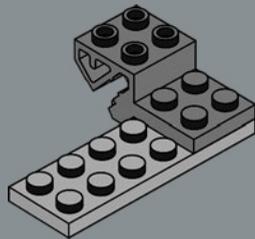


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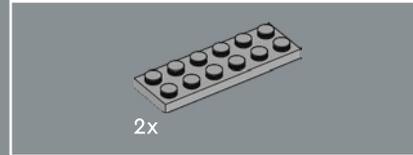
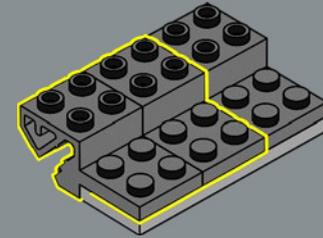




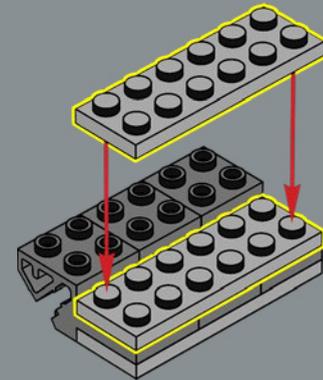
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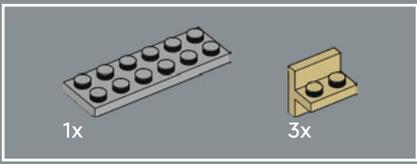


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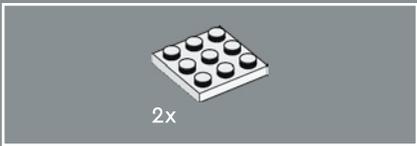
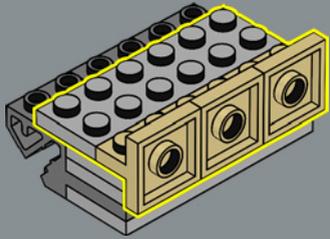


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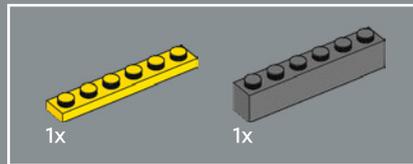
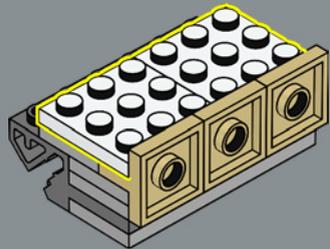




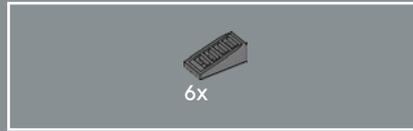
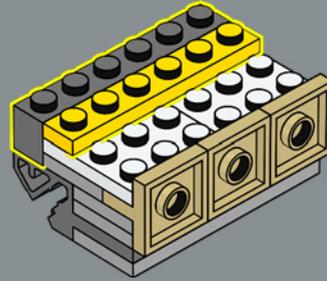
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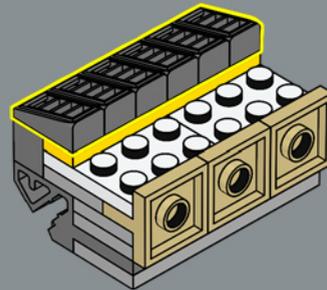
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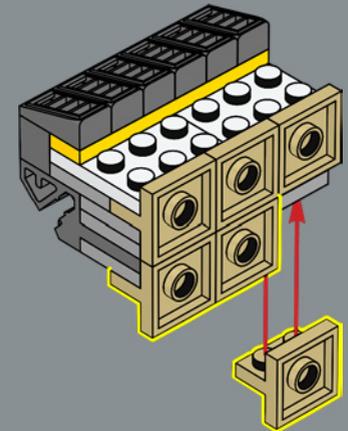
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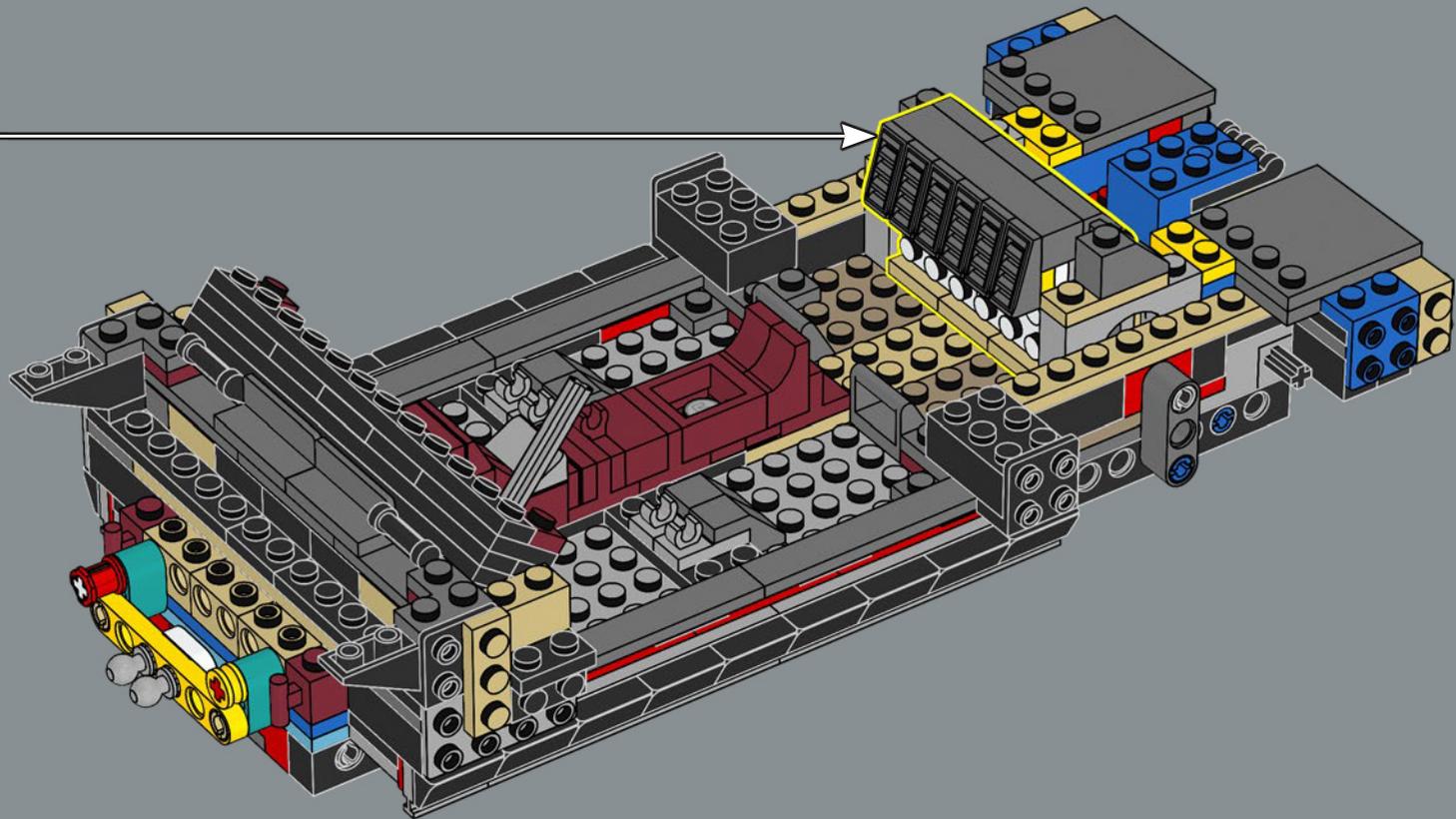


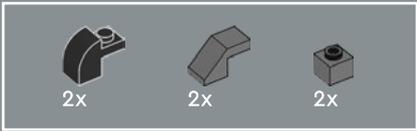
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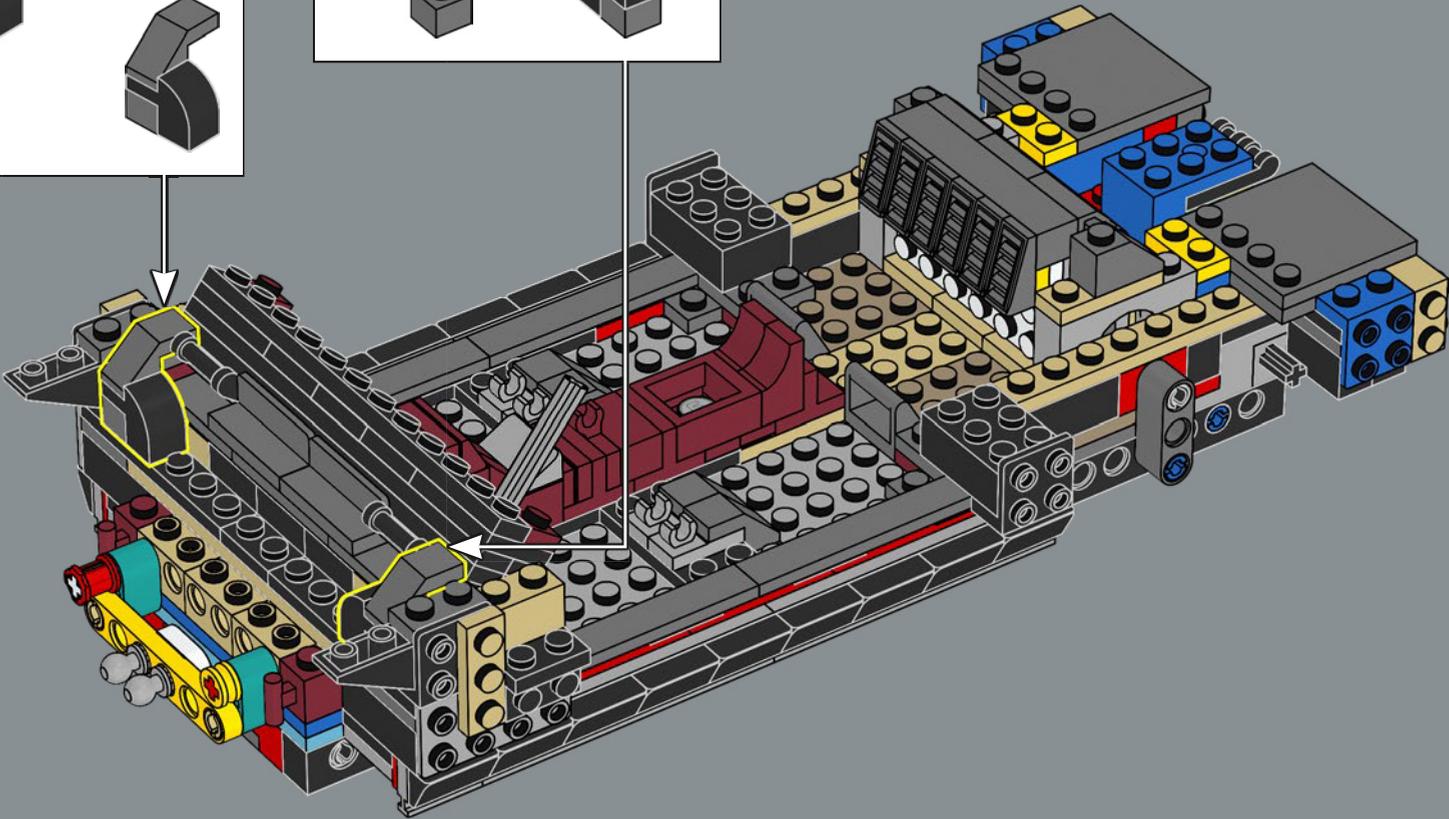
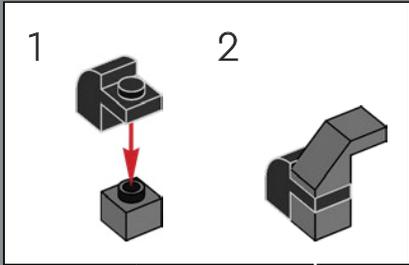
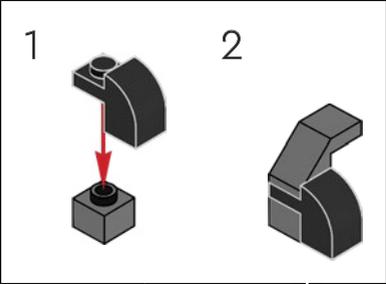
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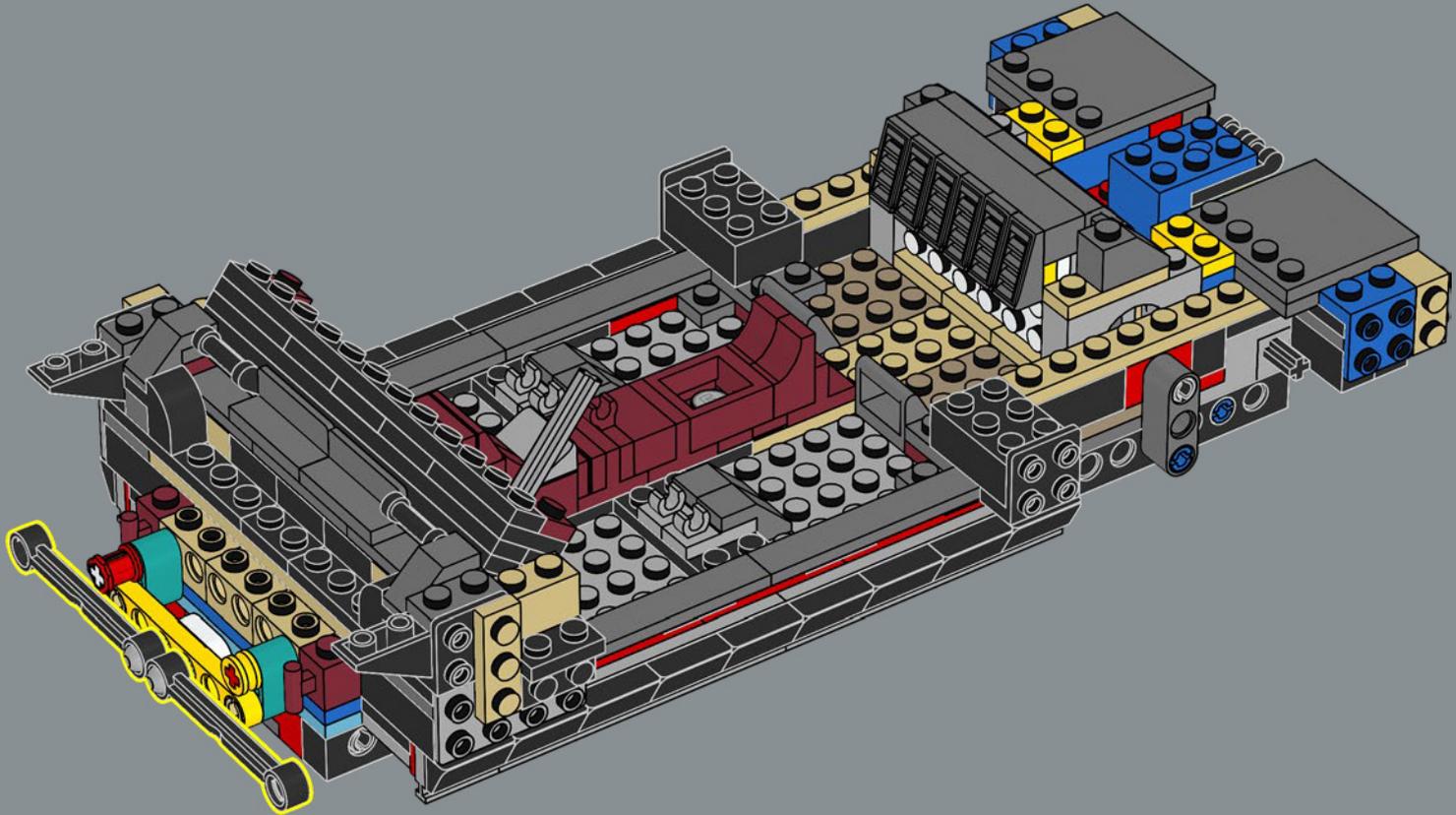
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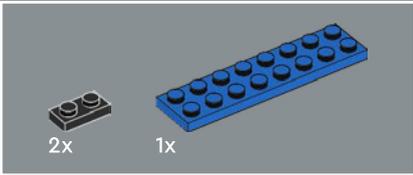
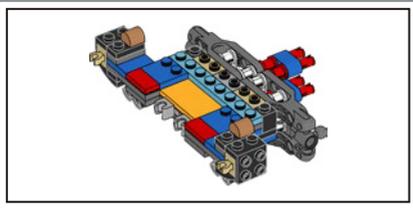




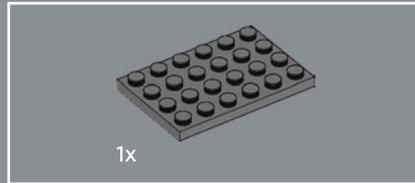
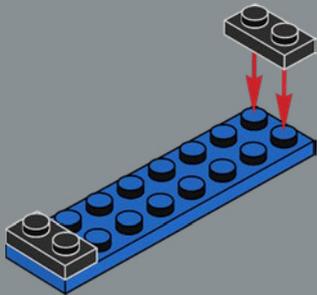
1969 wurde ein besonderes Camaro Z11 Cabrio als offizielles Safety Car beim legendären „Indy 500“ eingesetzt.

77

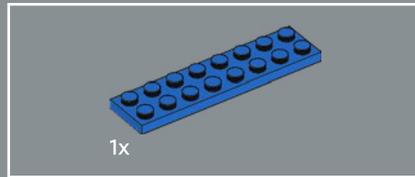
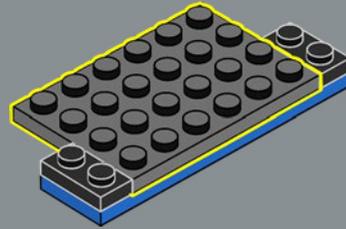




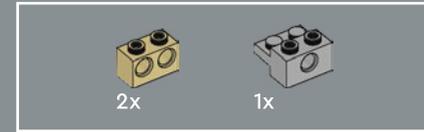
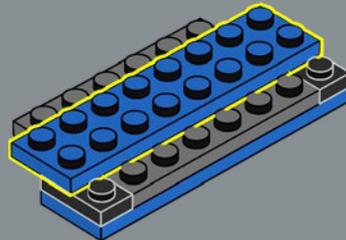
78



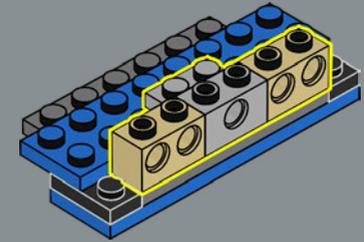
79



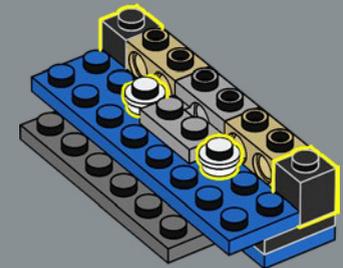
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81

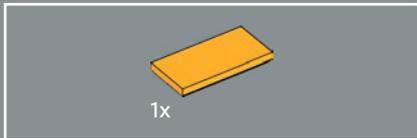
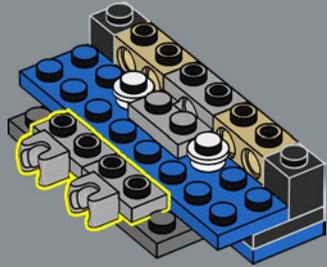


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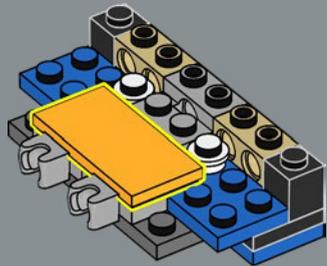




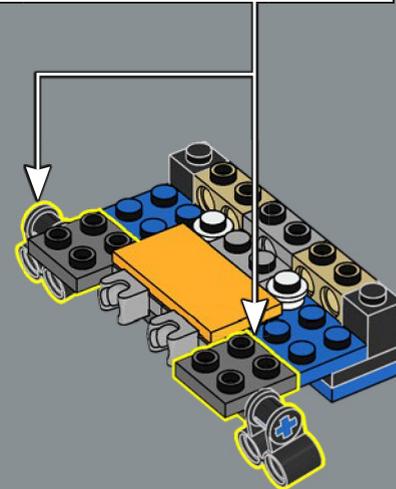
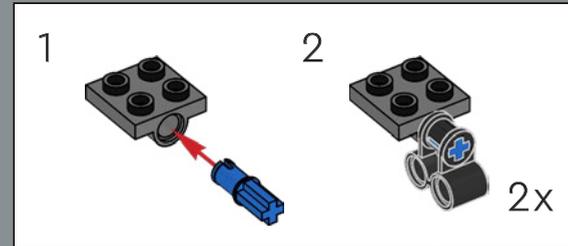
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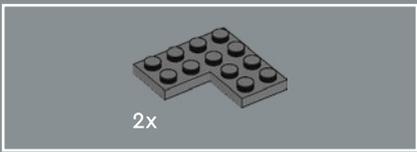


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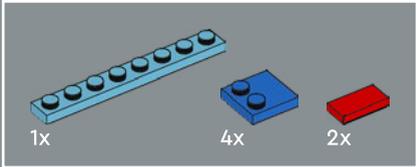
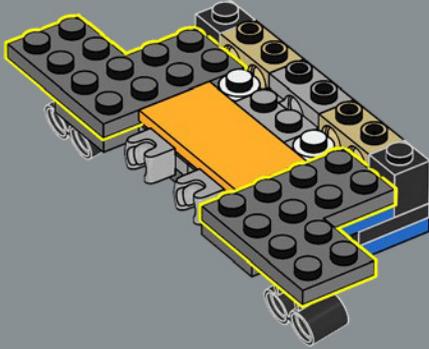


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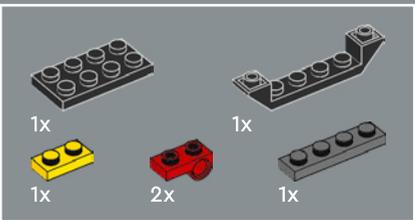
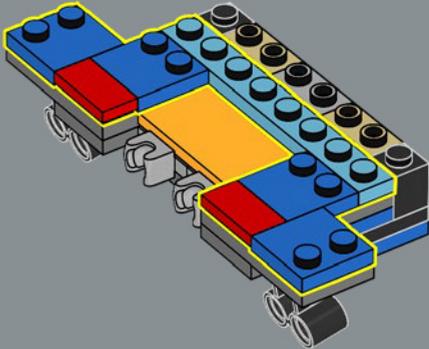




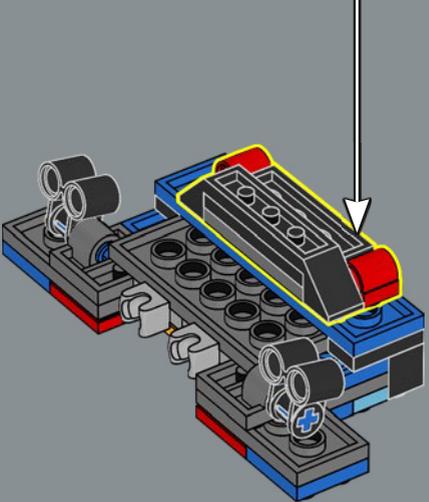
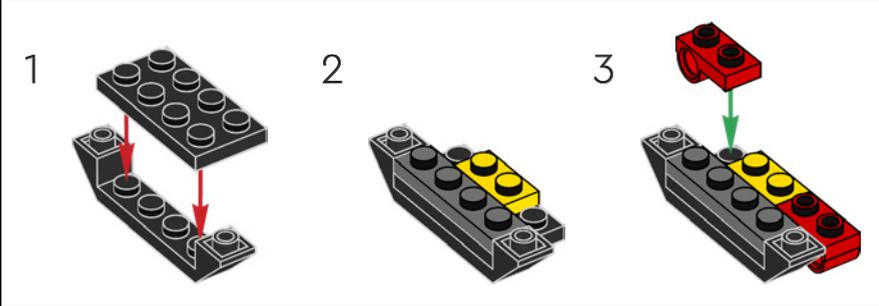
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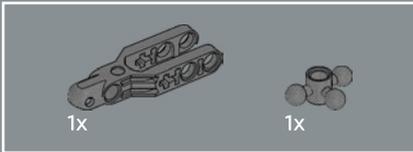
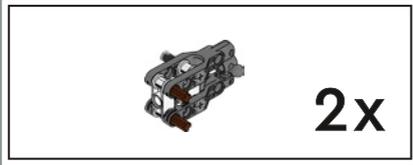
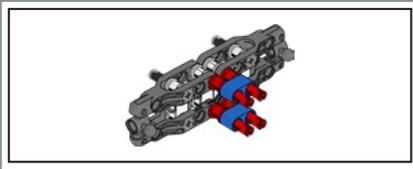


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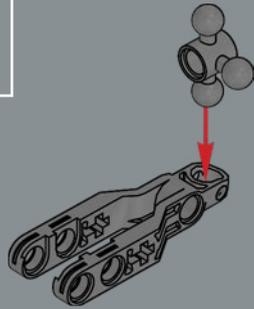


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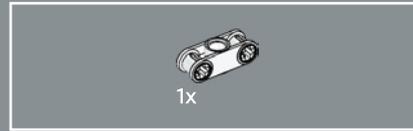
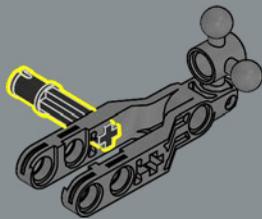




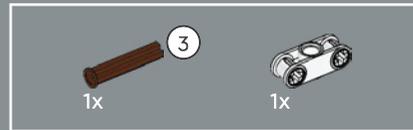
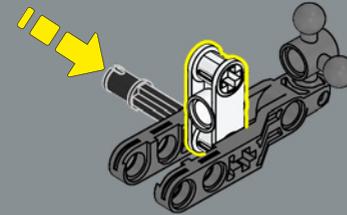
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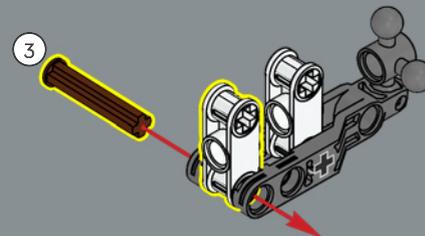
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91

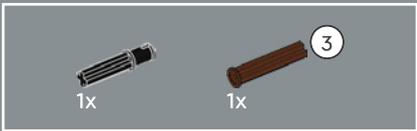
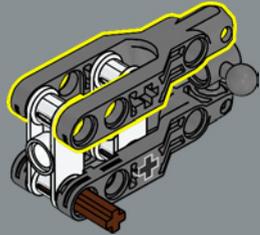


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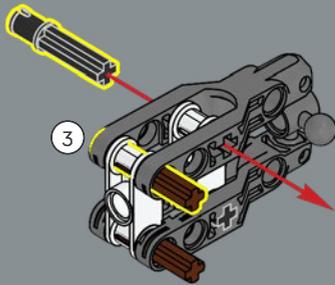




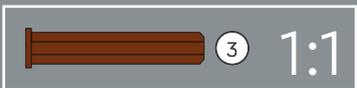
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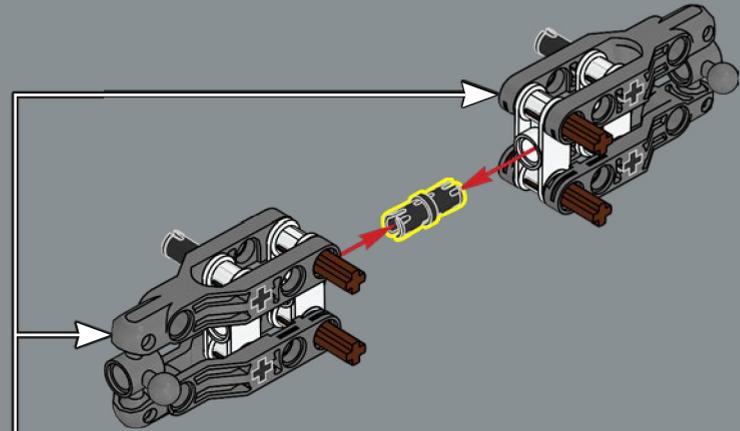
94



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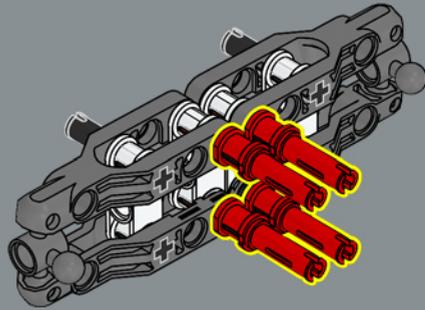


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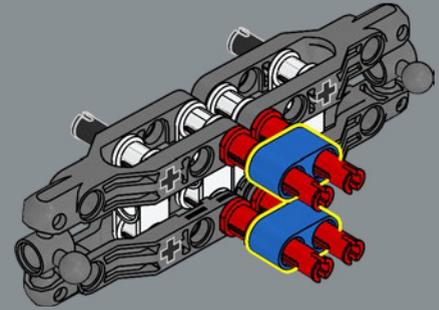




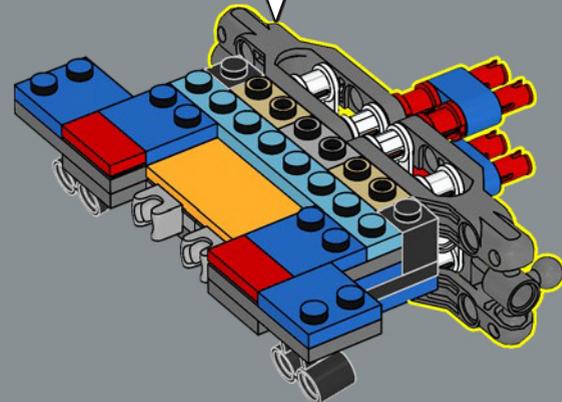
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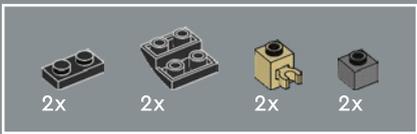


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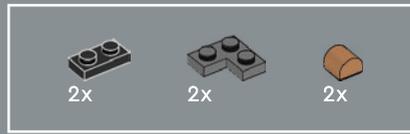
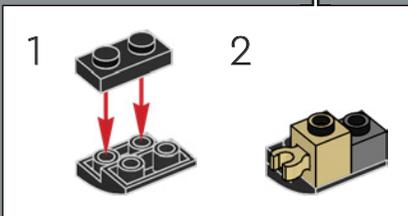
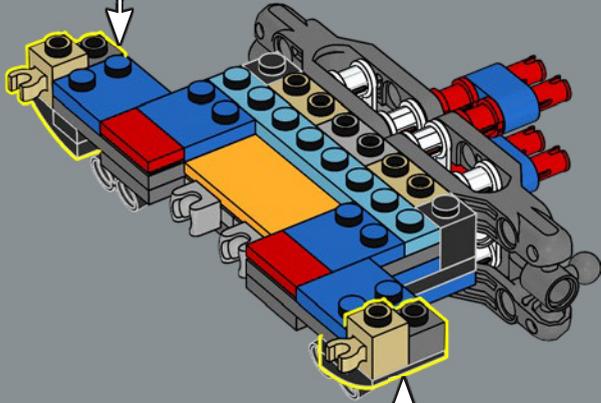
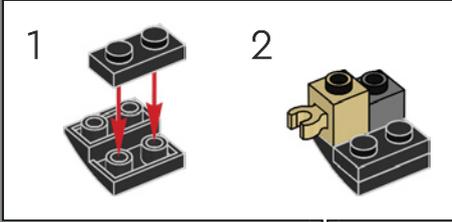


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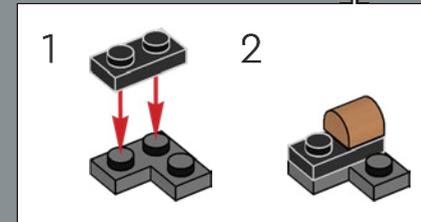
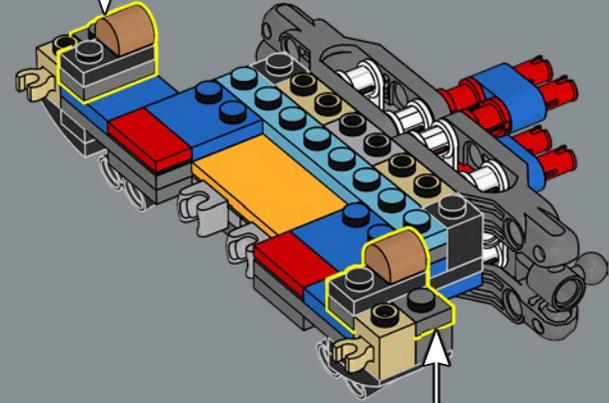
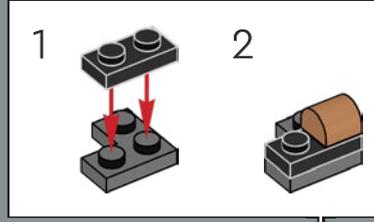




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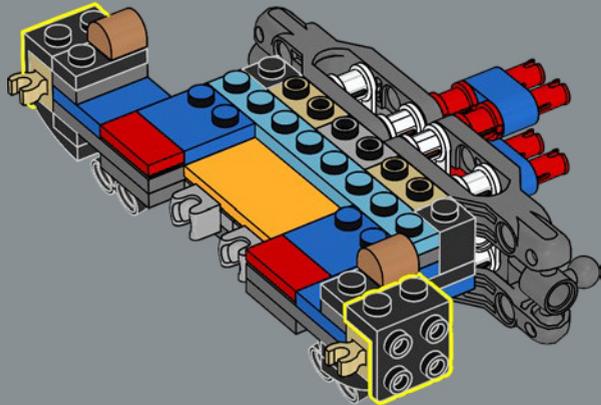


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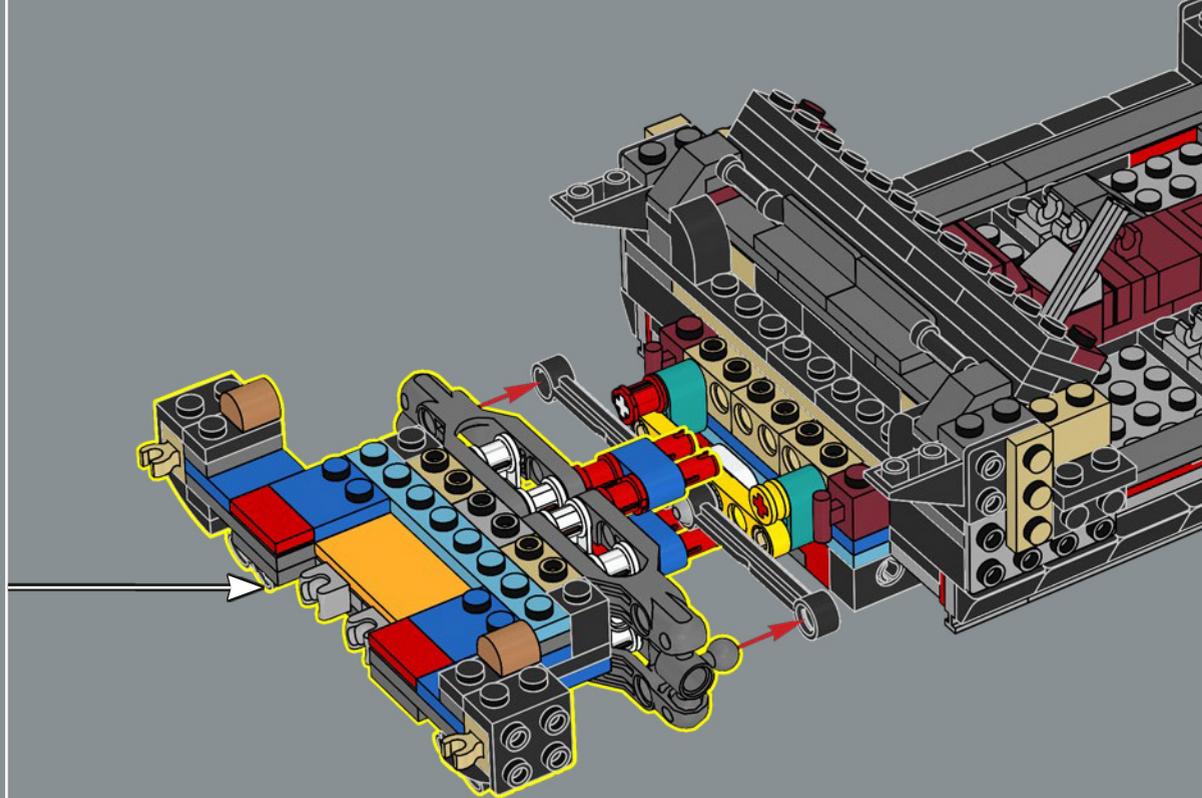


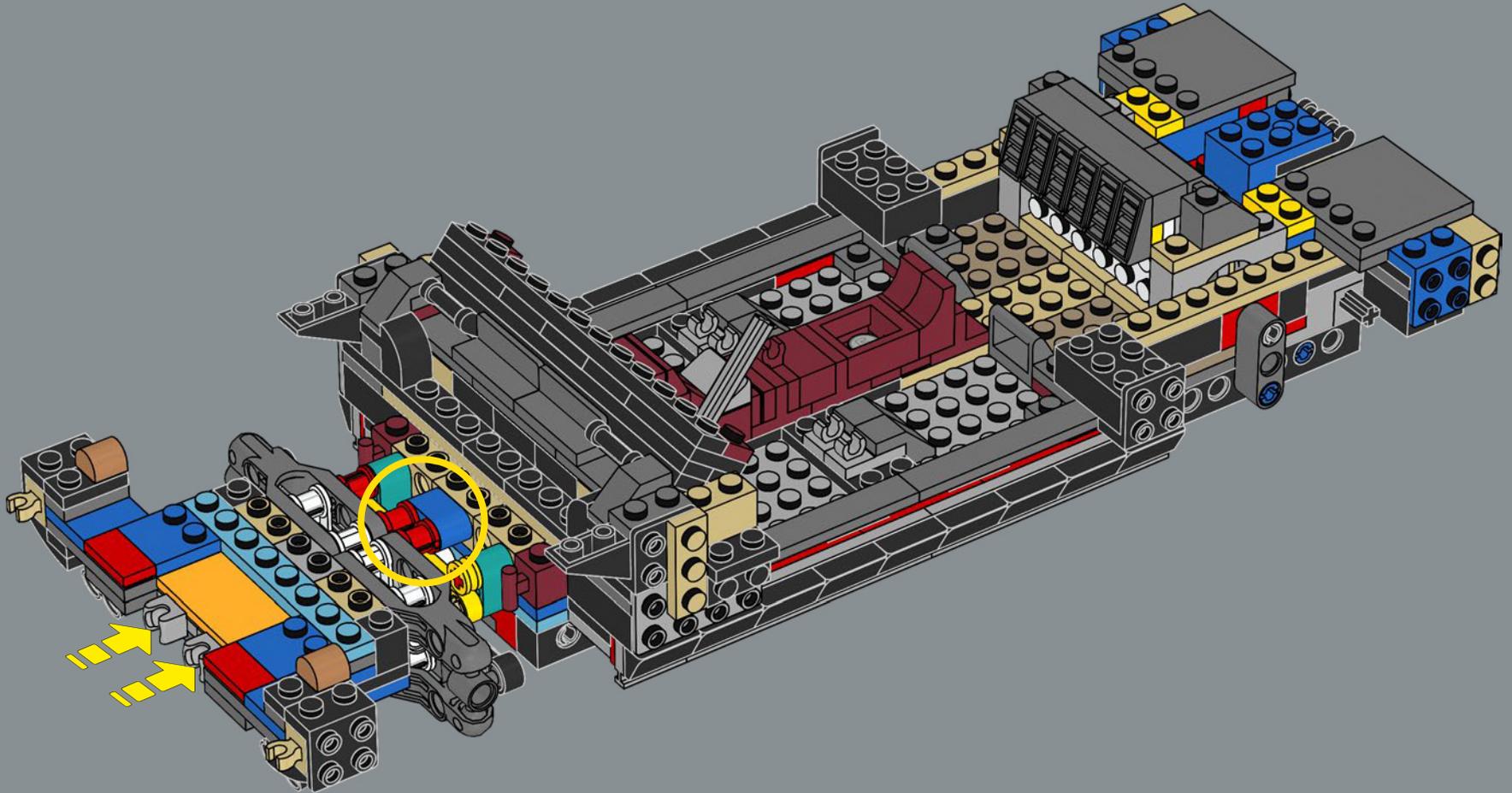


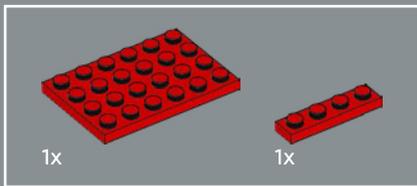
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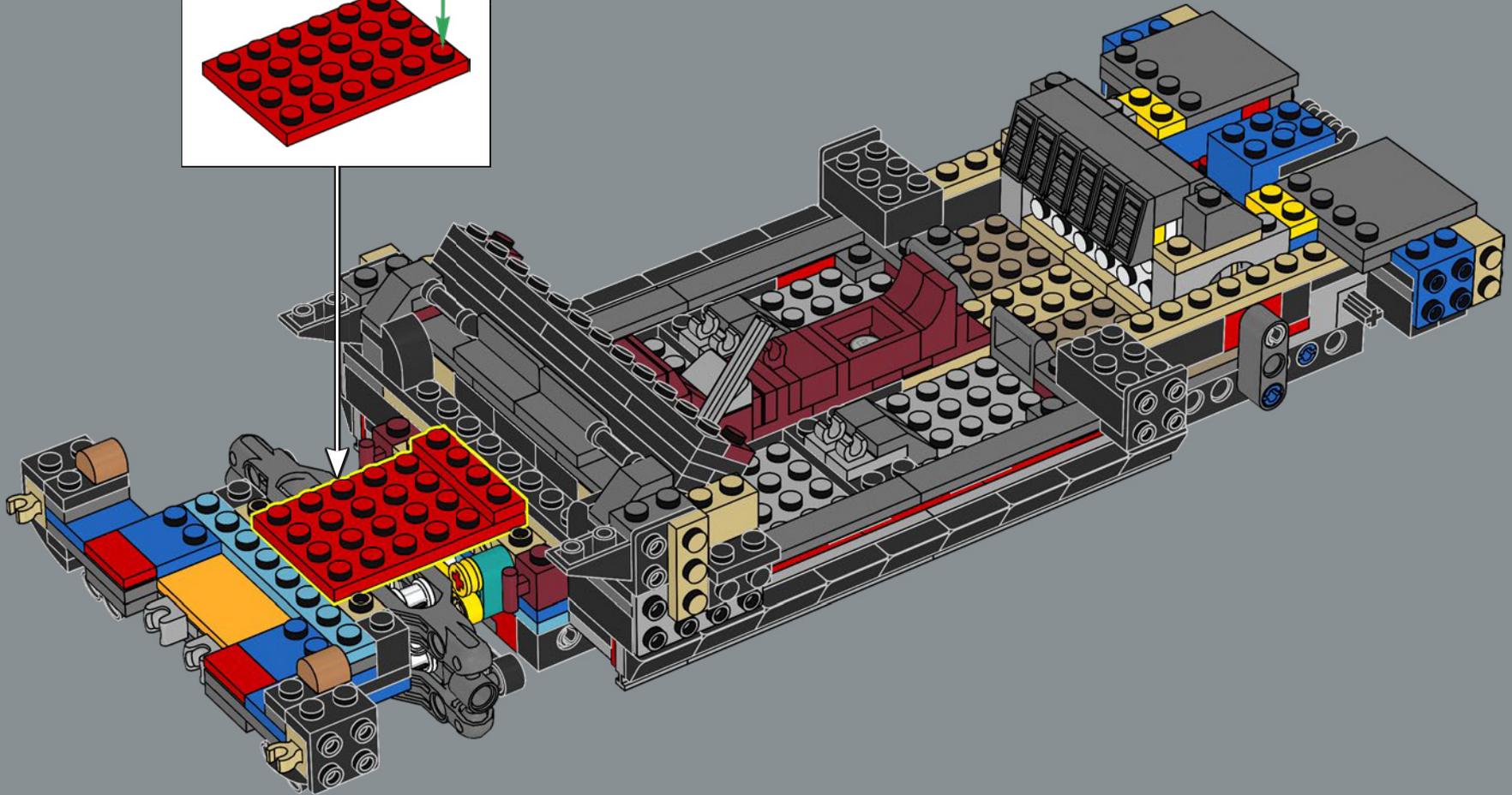
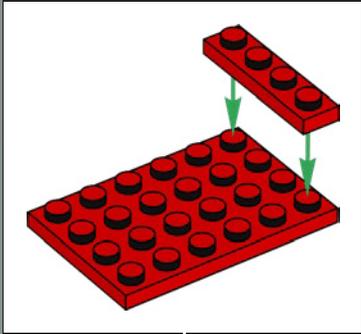
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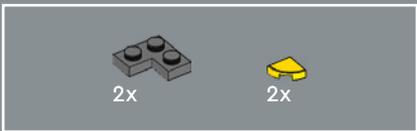




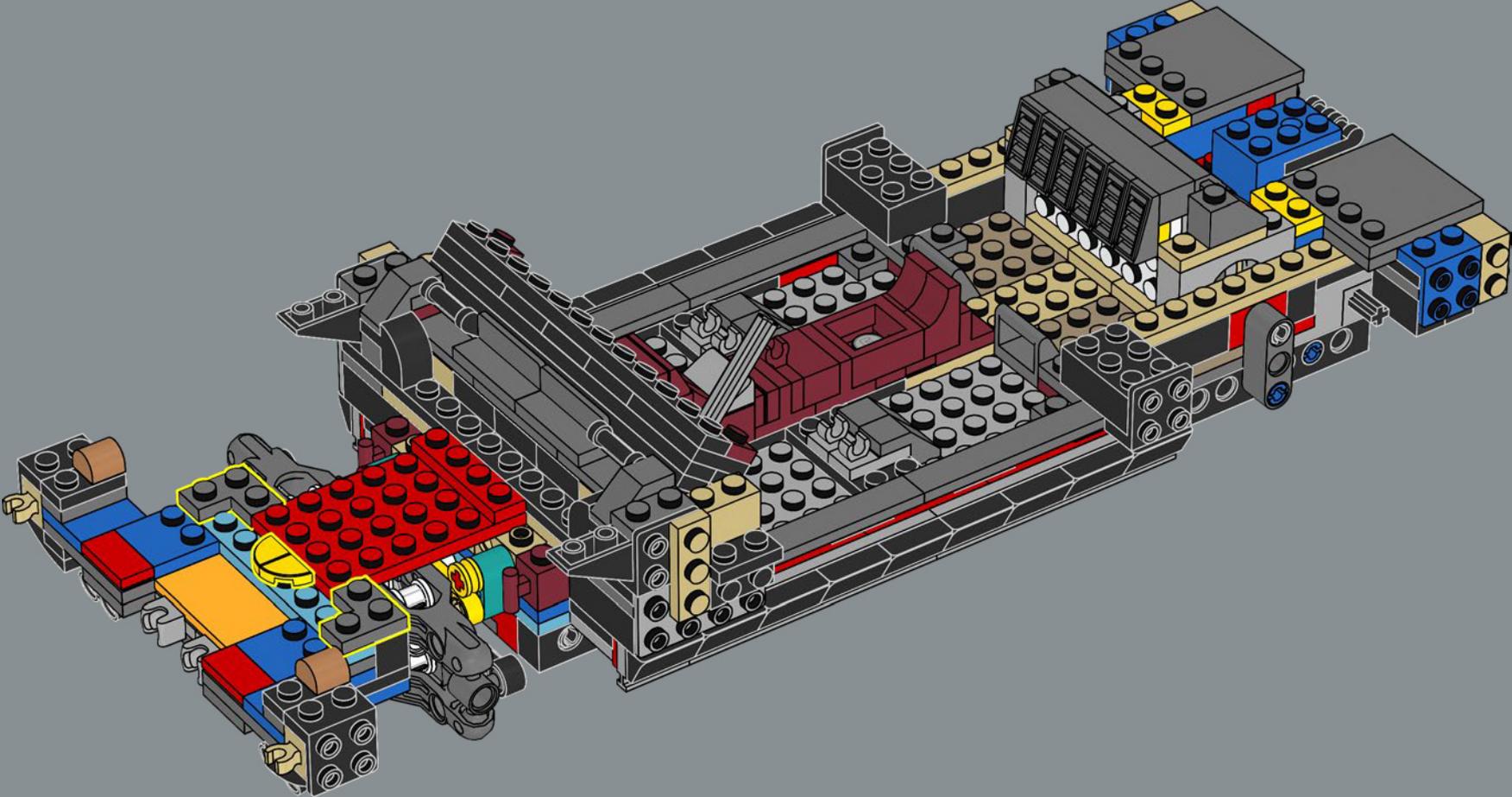


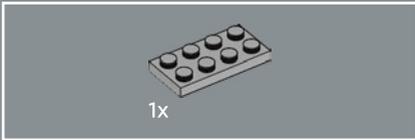
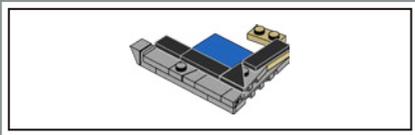
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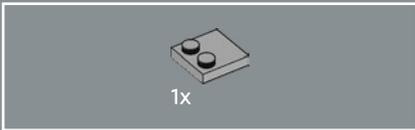
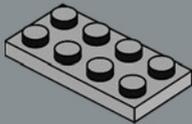


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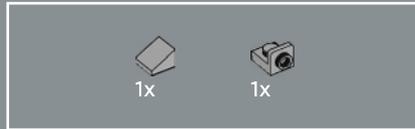
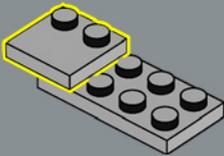




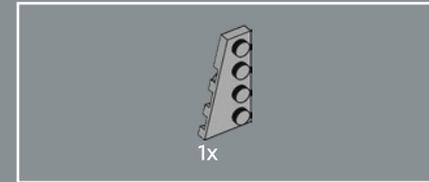
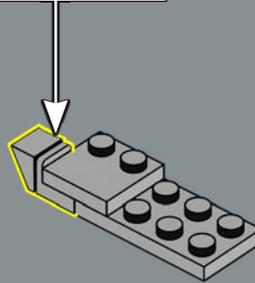
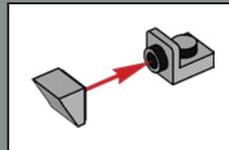
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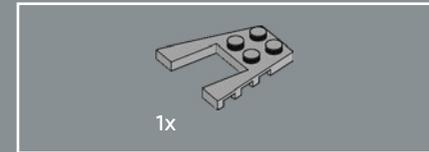
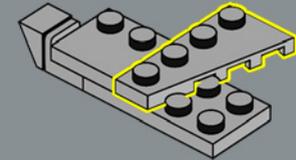
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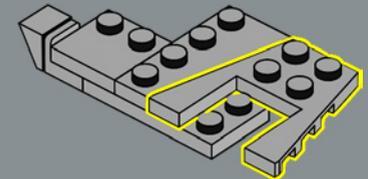
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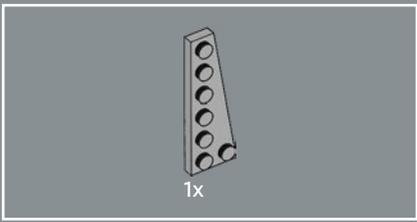


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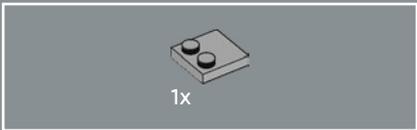
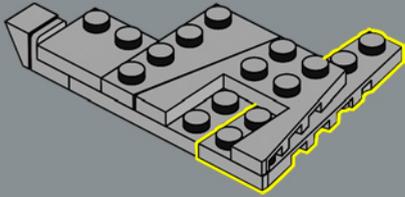


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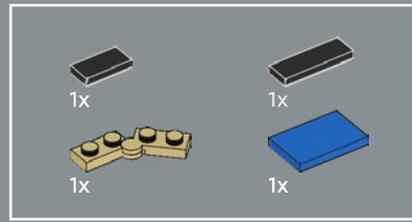
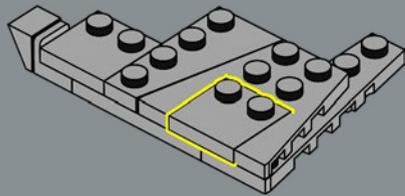




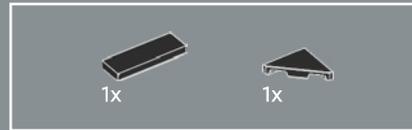
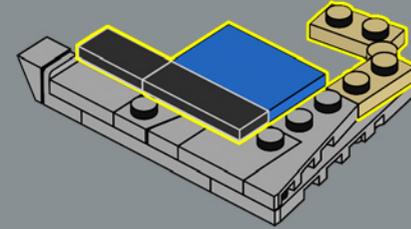
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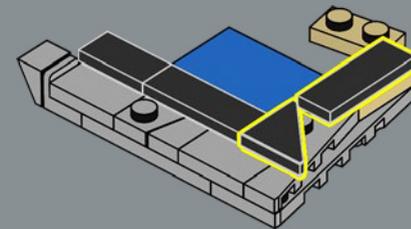
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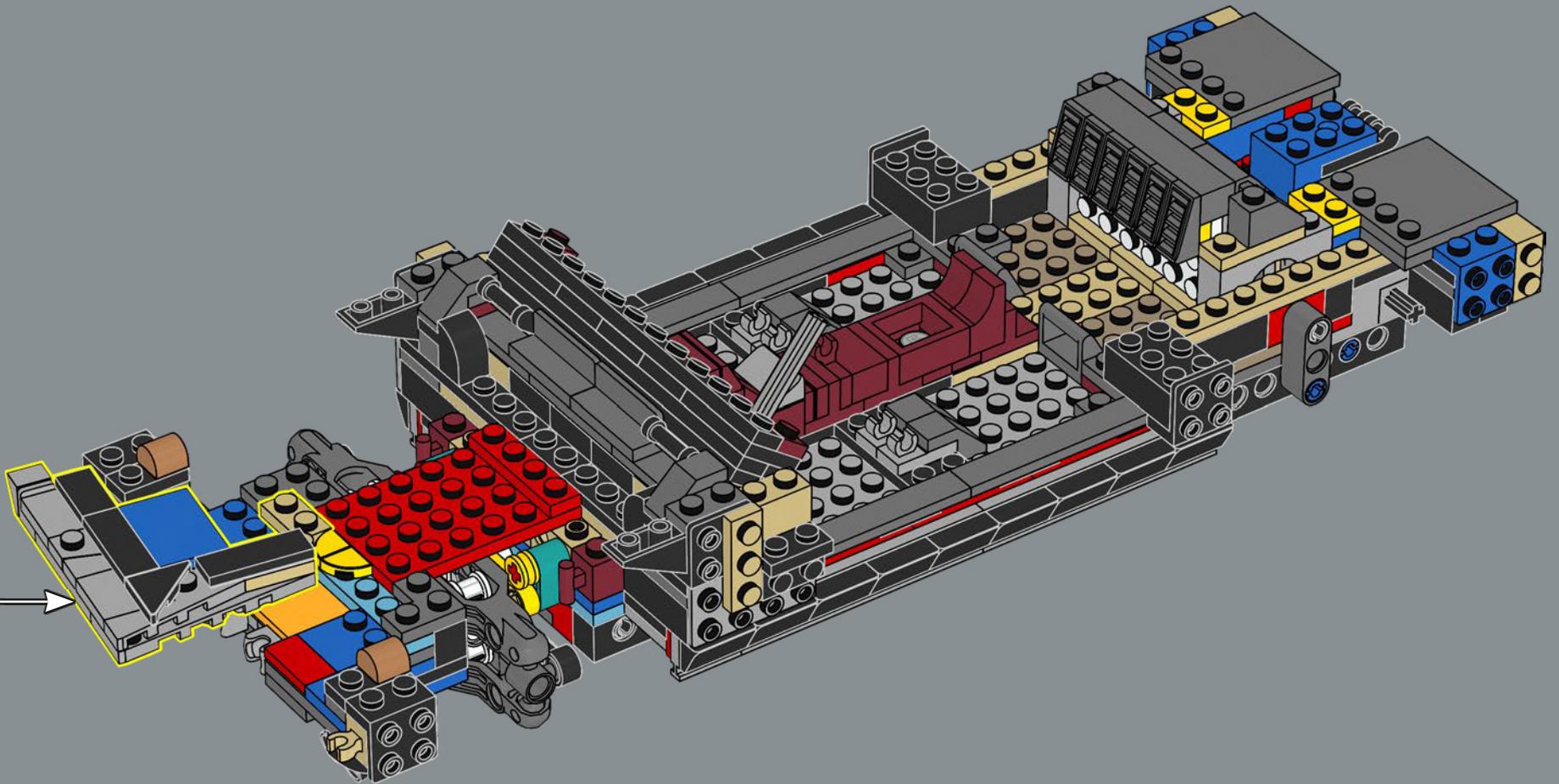
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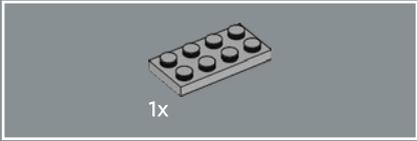
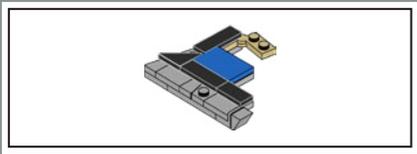


114



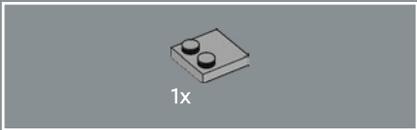
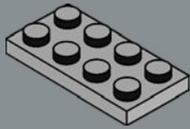
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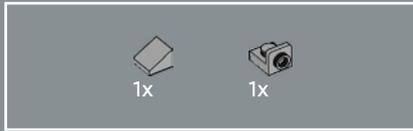
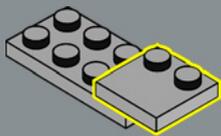
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116



1x

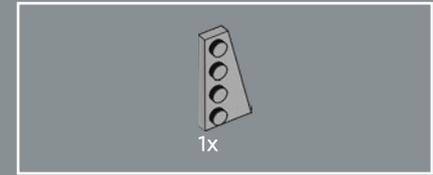
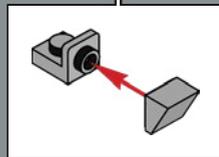
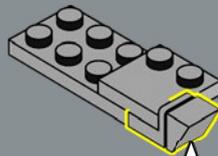
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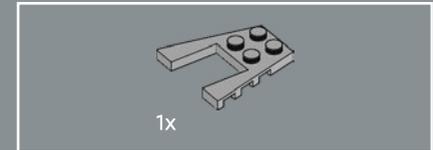
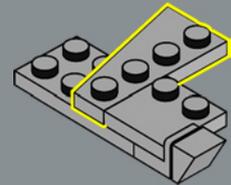
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118



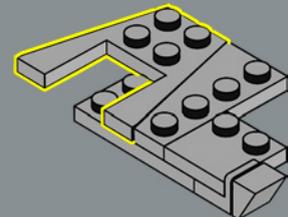
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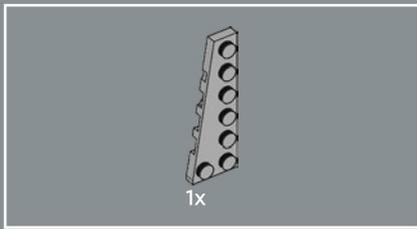
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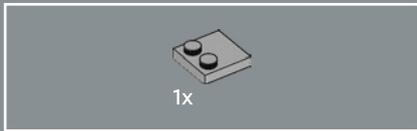
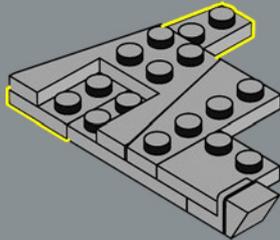
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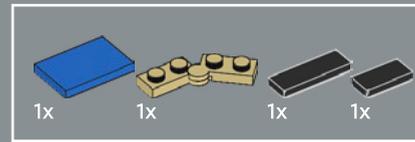
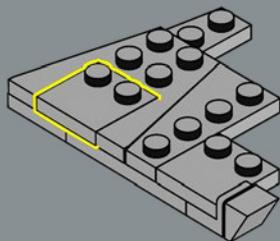




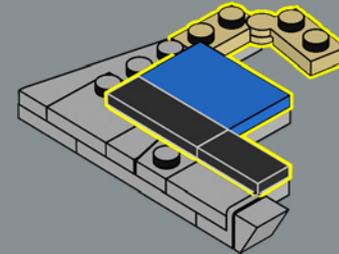
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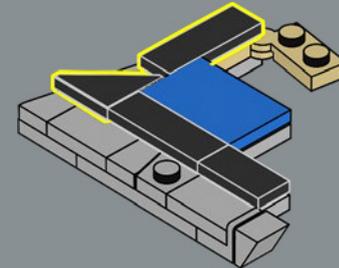
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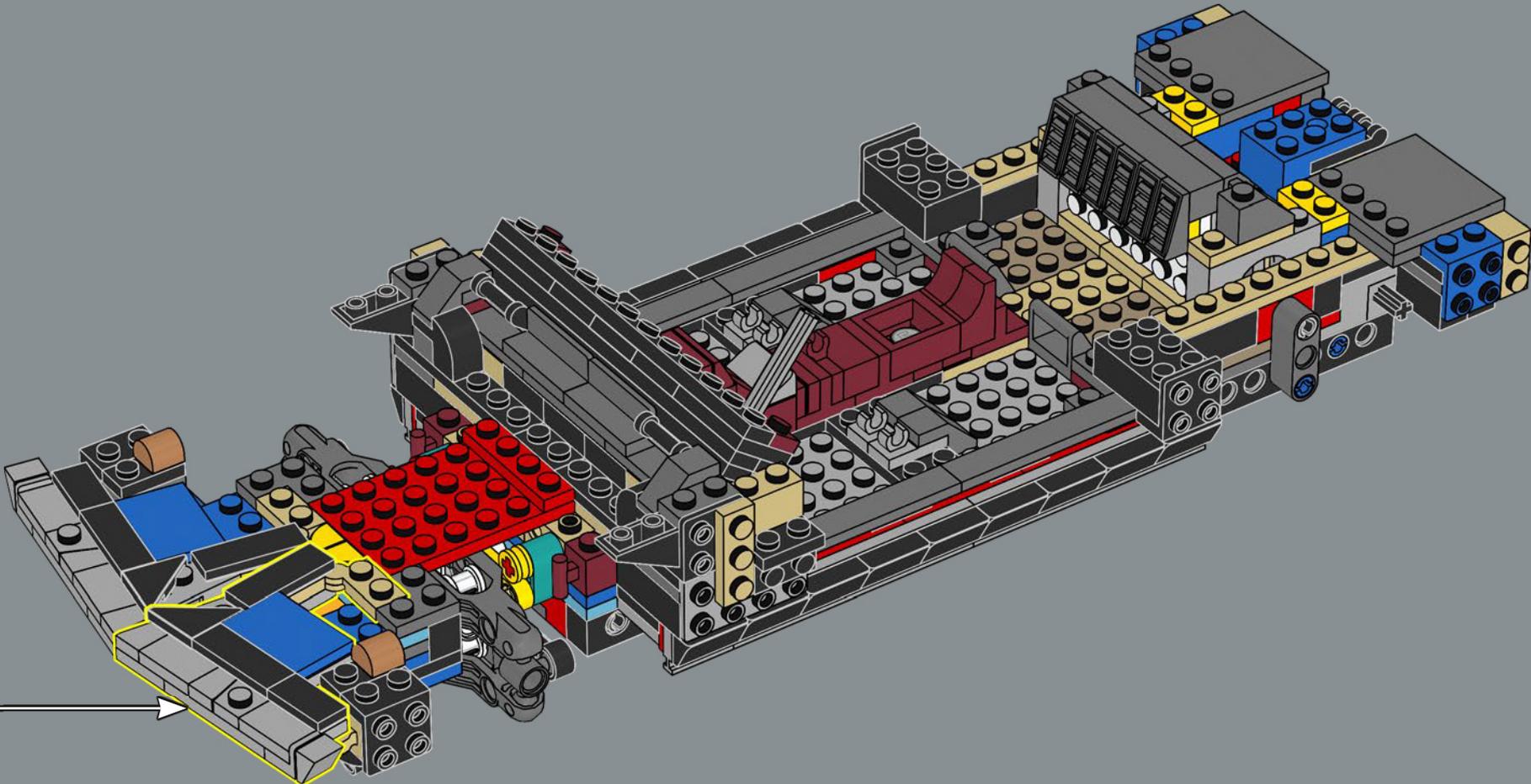


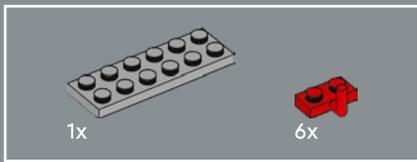
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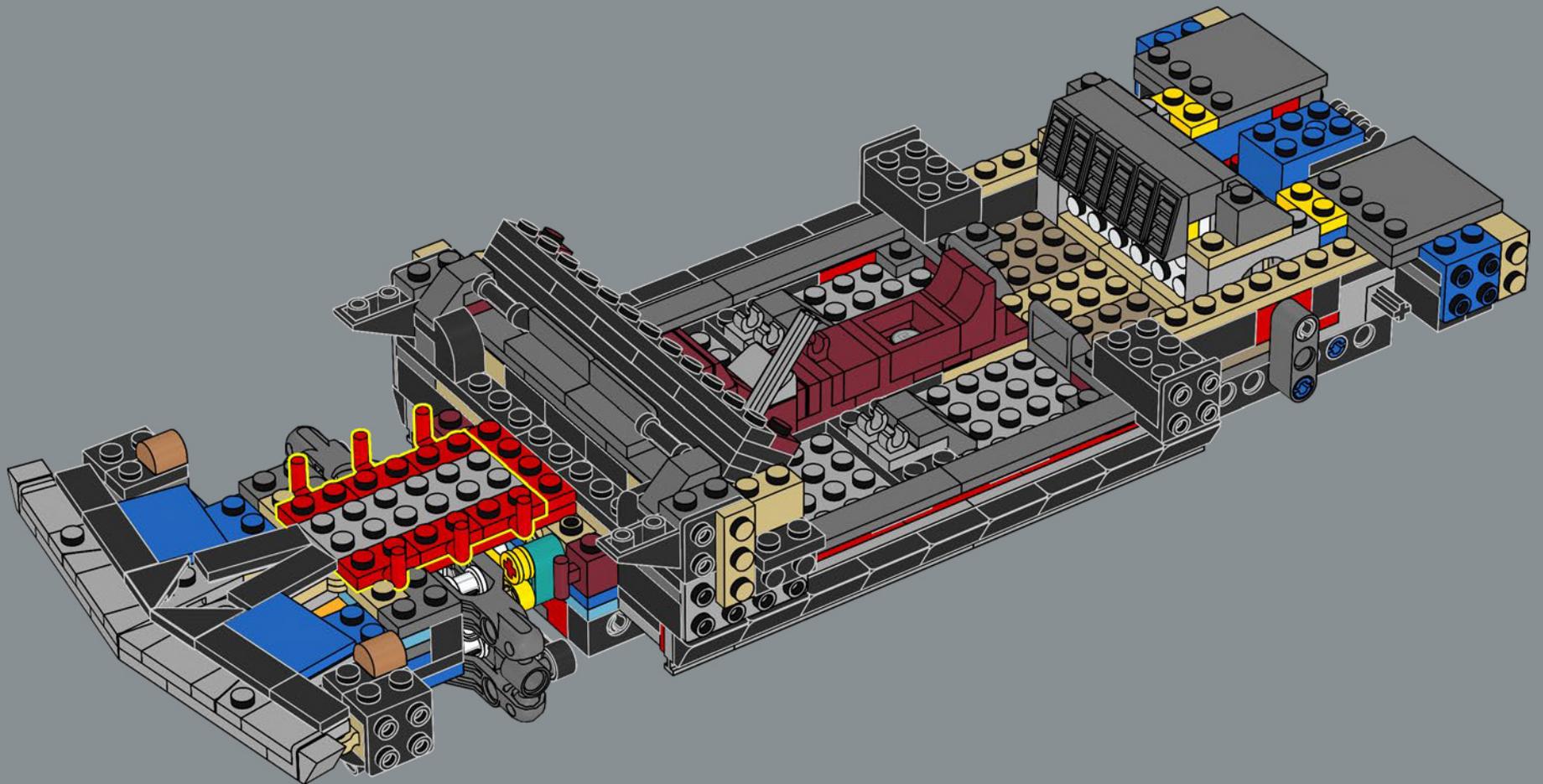
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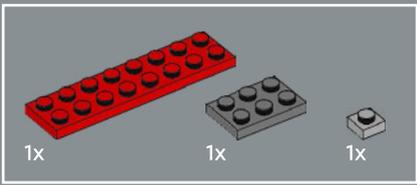




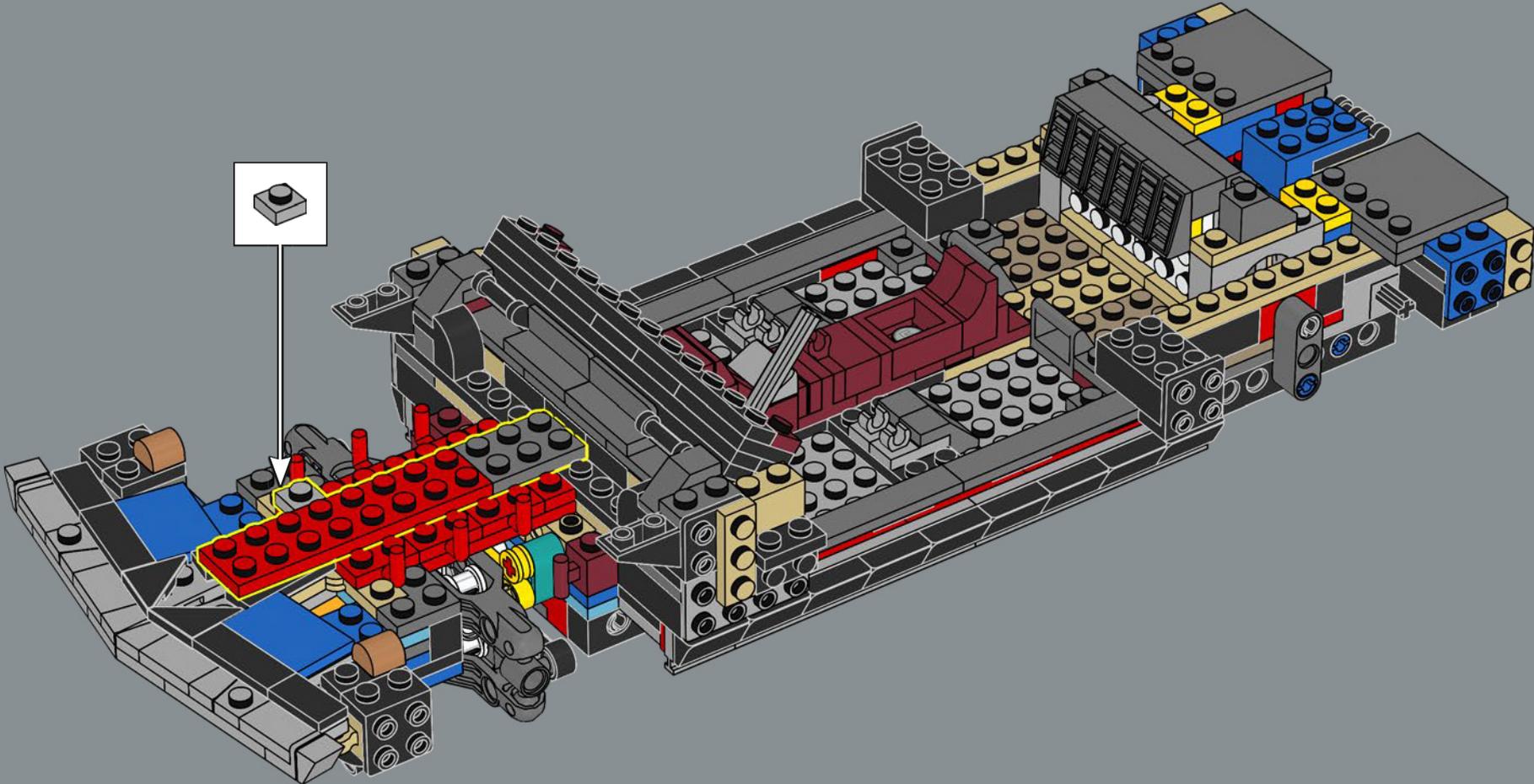


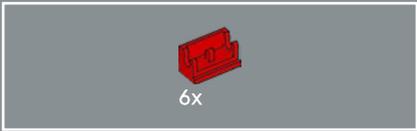
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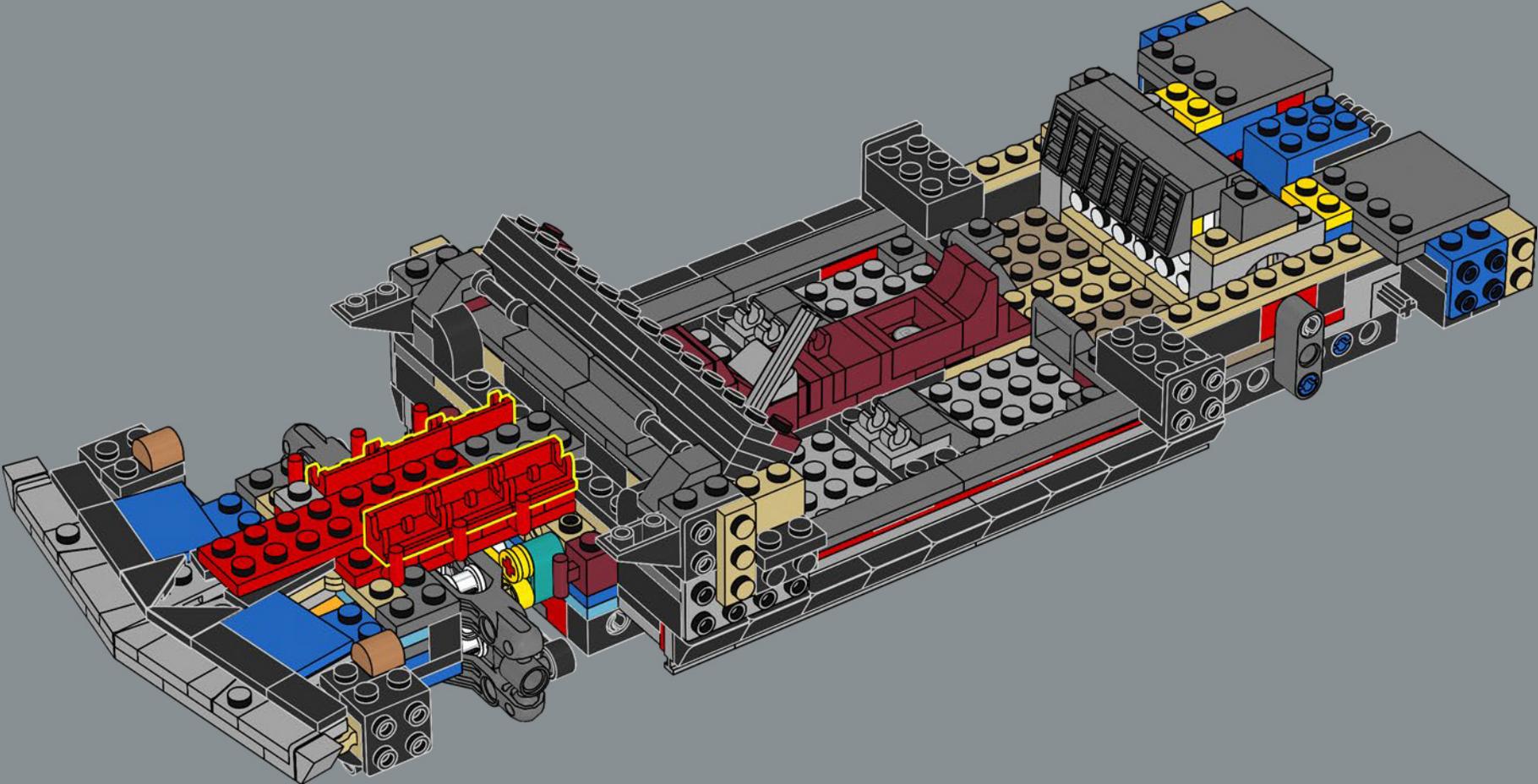


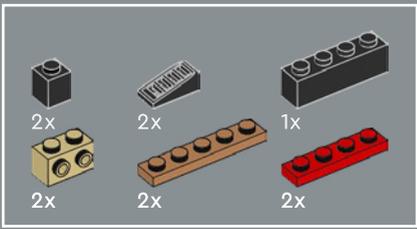
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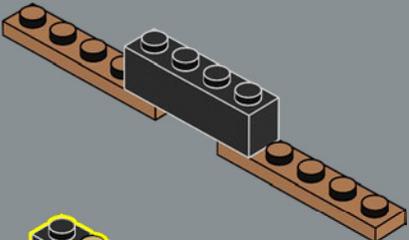
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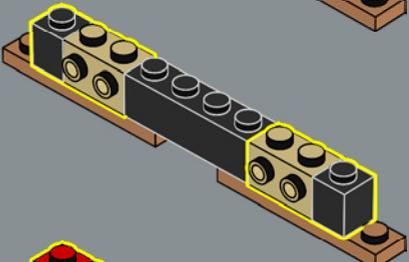


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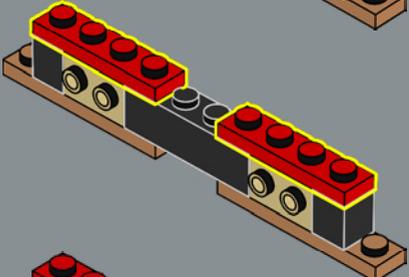
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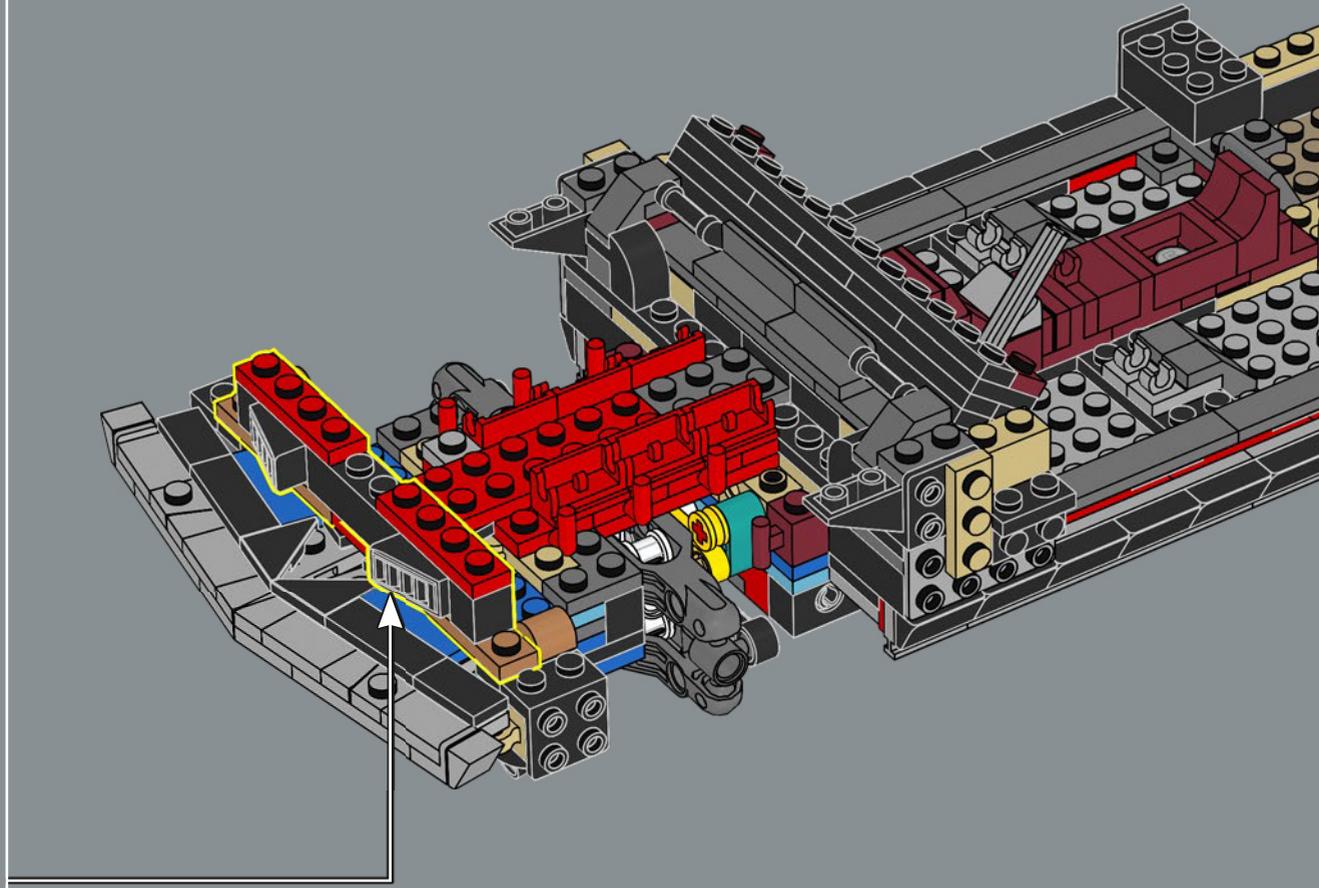
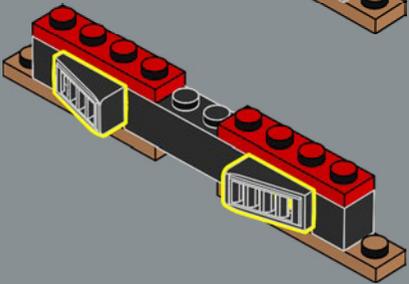
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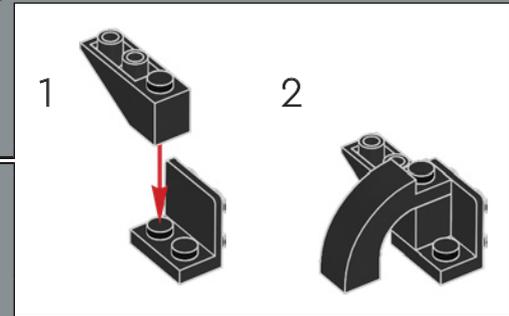
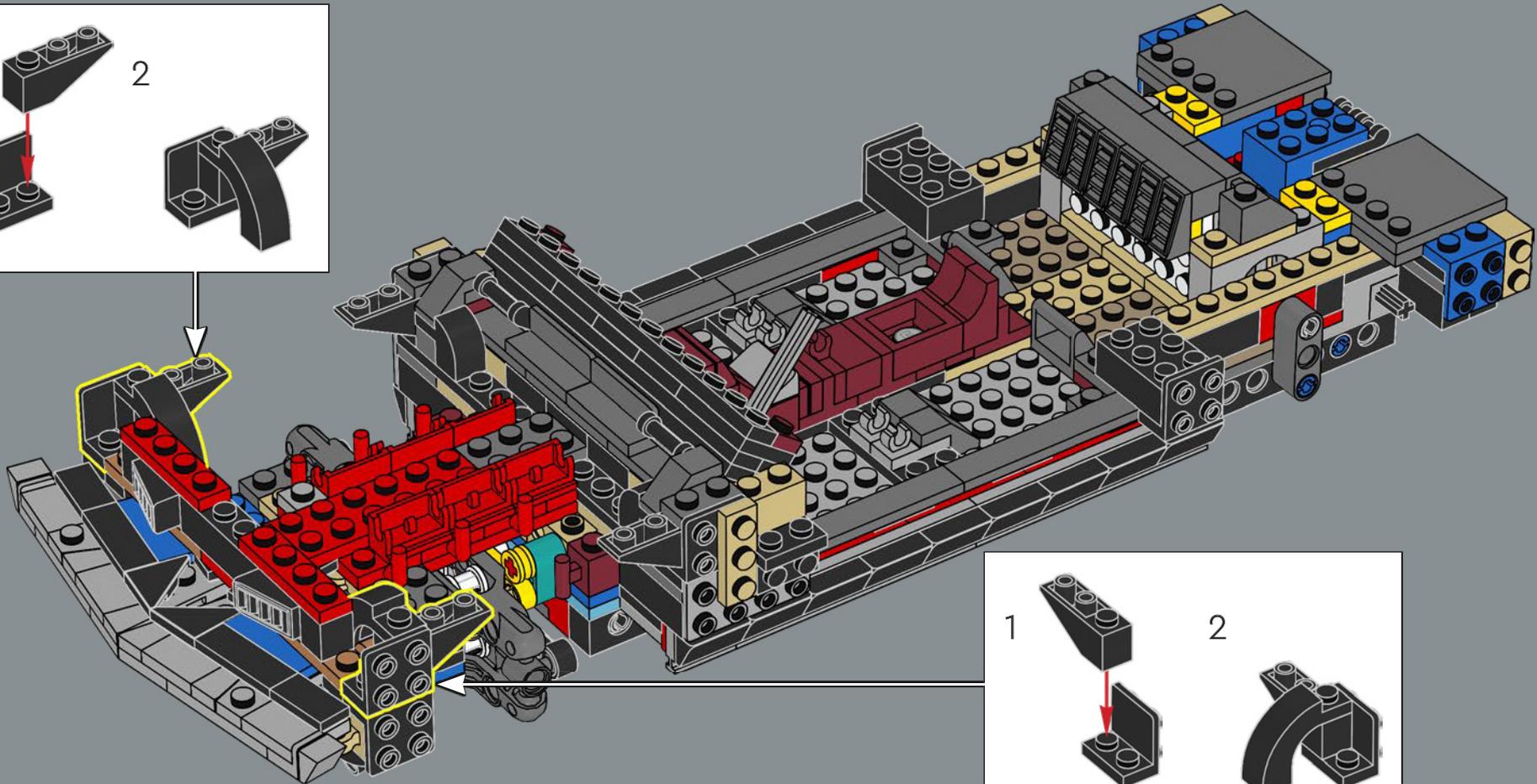
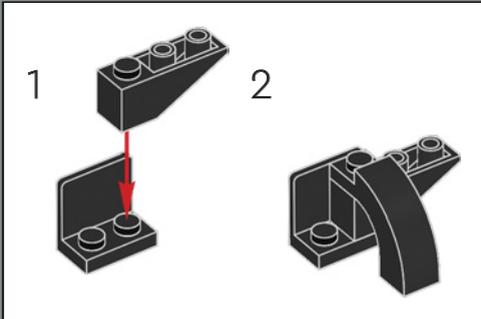


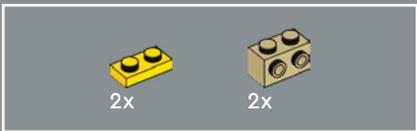
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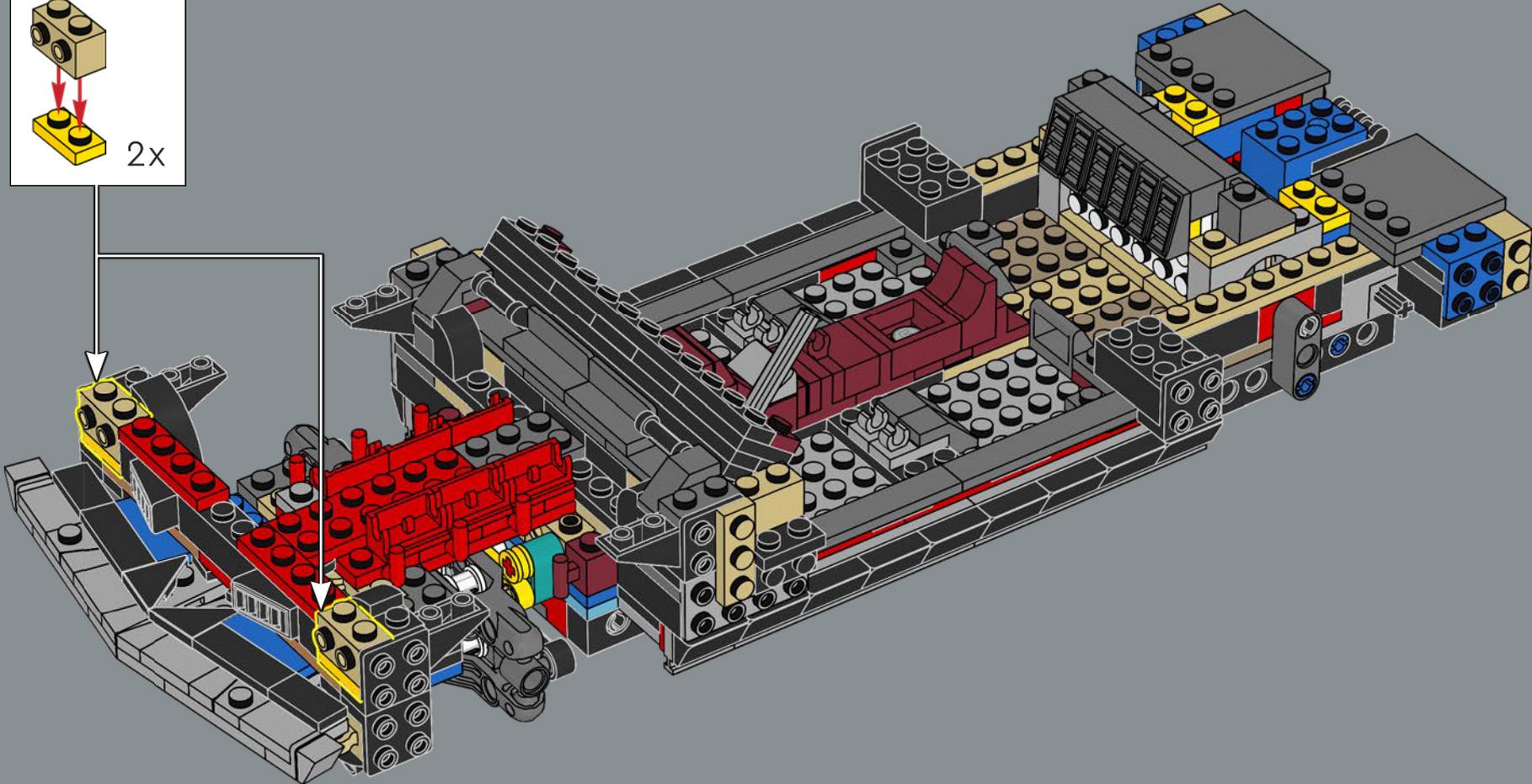
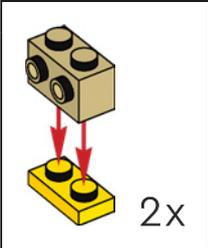


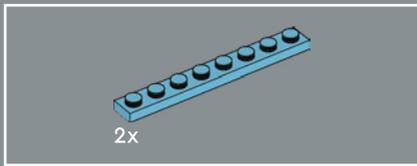
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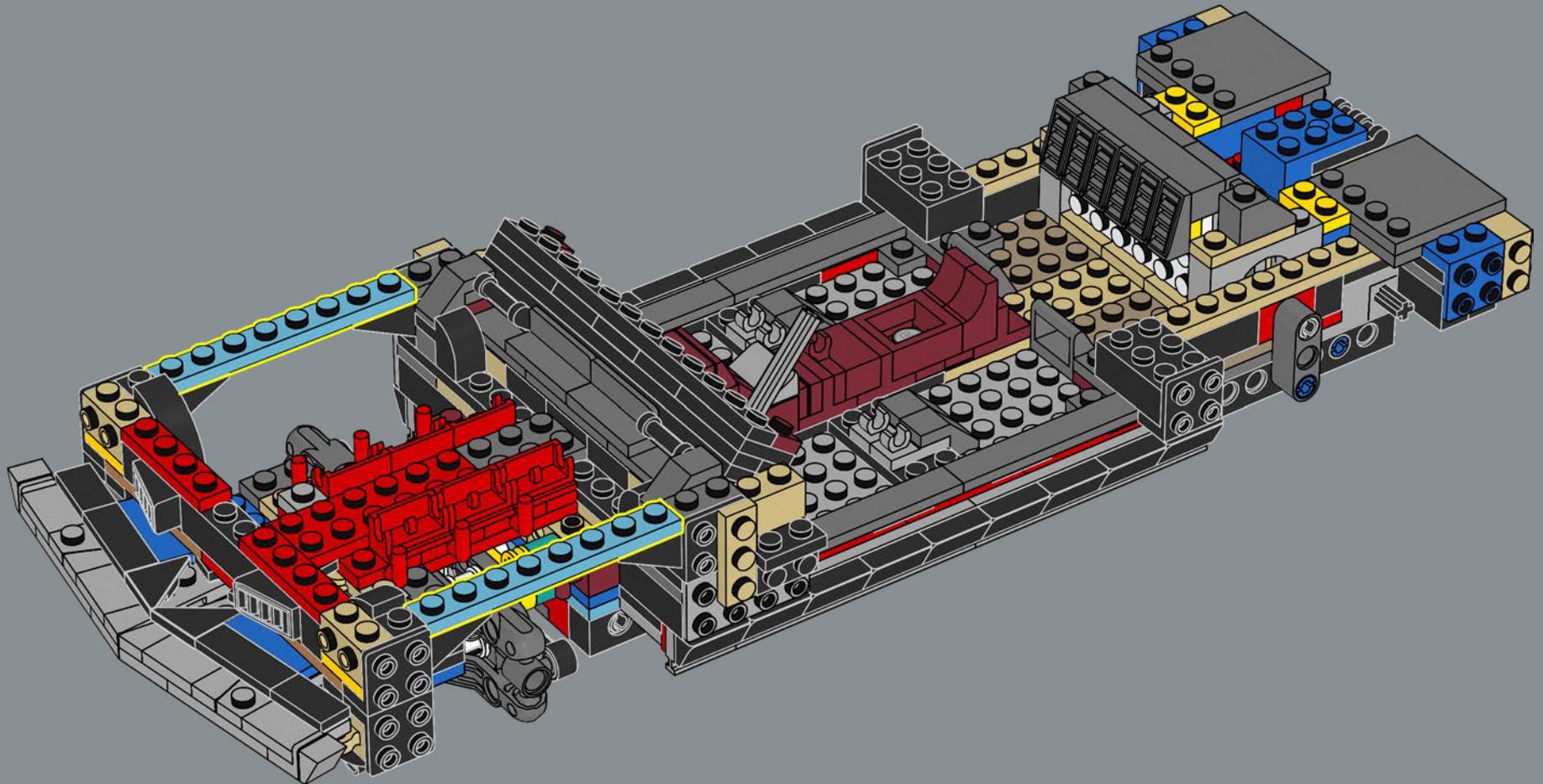
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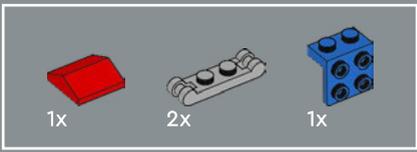




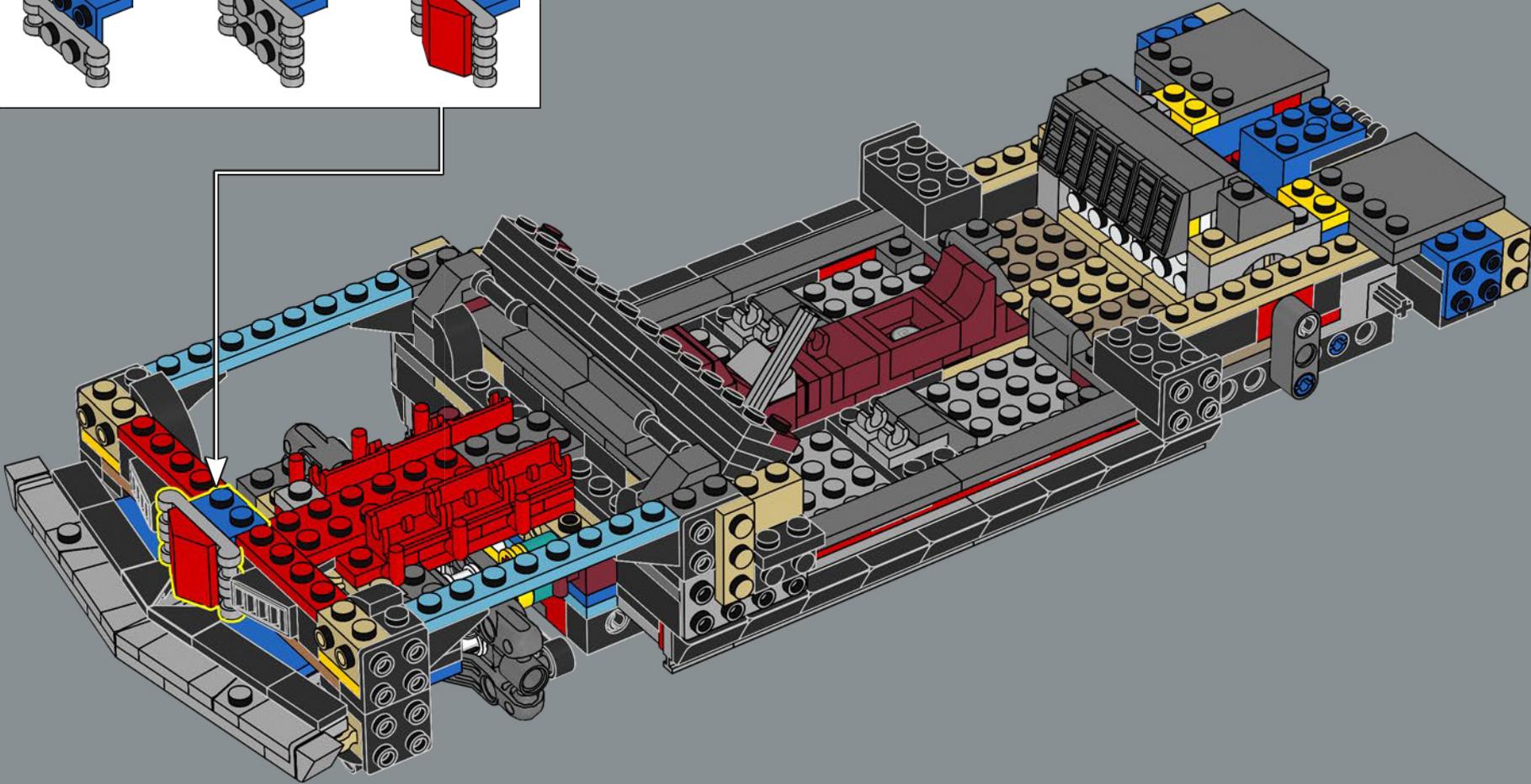
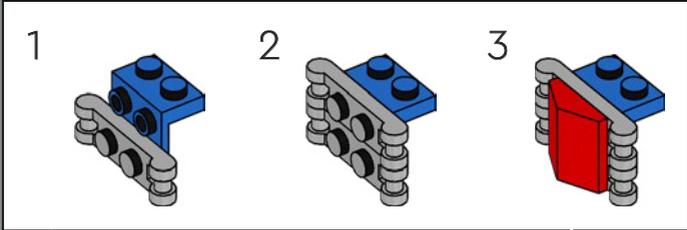
132

Die Enthüllung des Chevrolet Camaro vor
Pressevertretern im Jahr 1966 war die erste große
Telefonkonferenz der Welt, der sich 200 Journalisten
aus 14 Städten in den USA zuschalteten.



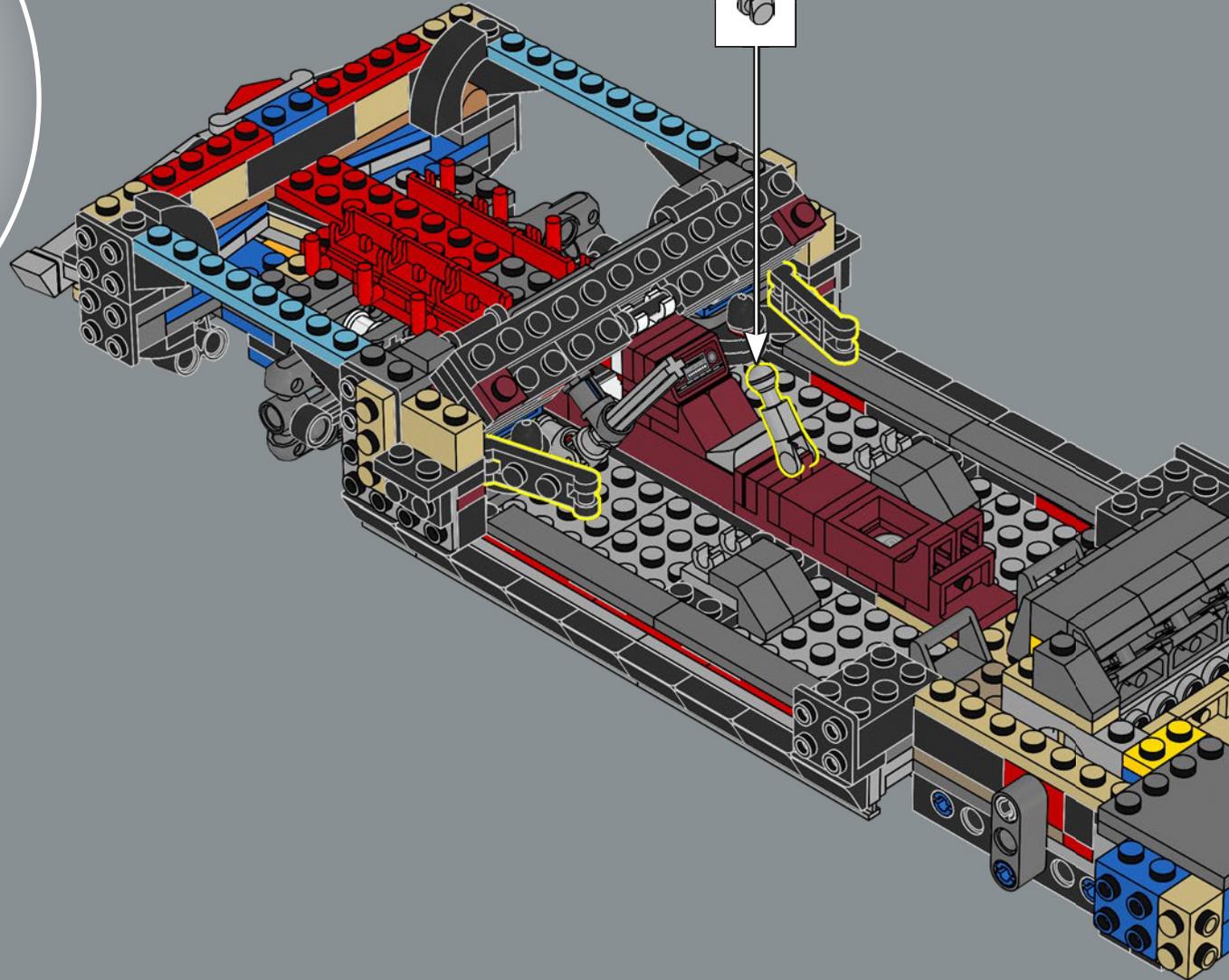
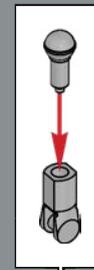


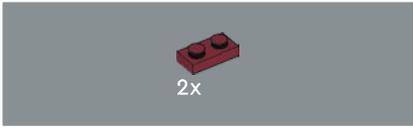
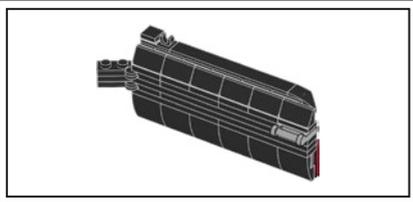
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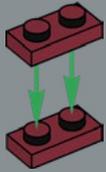
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2x

135



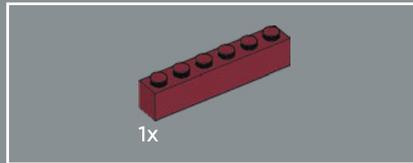
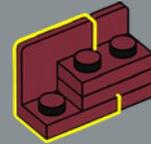
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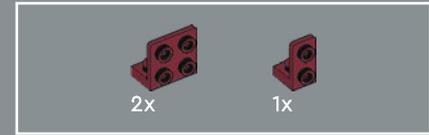
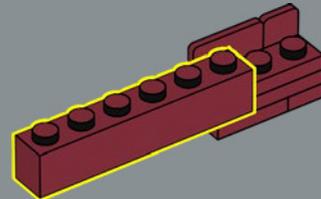
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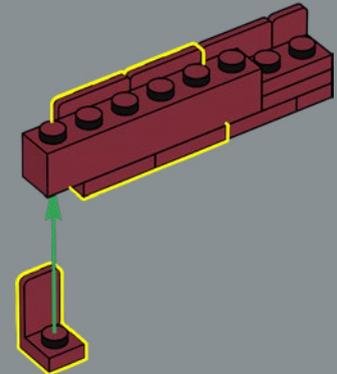
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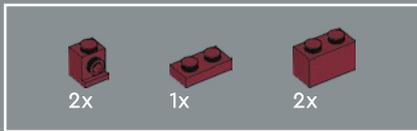
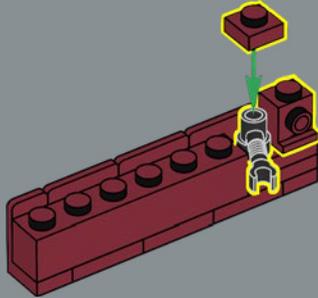
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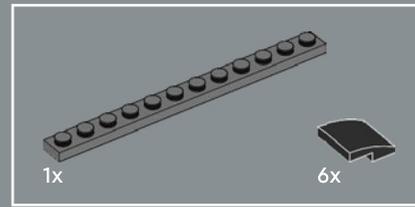
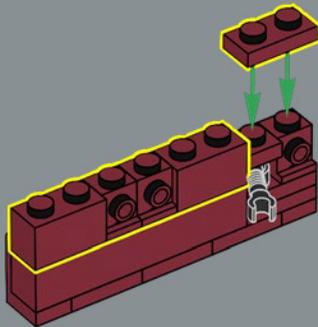




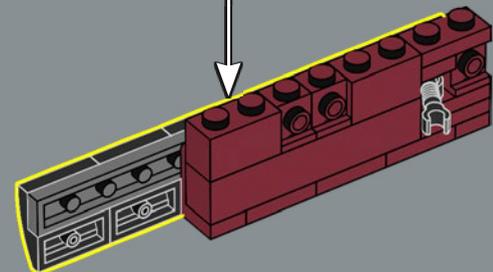
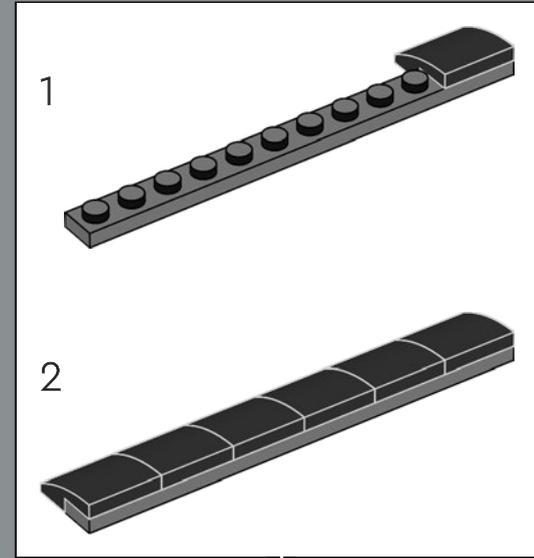
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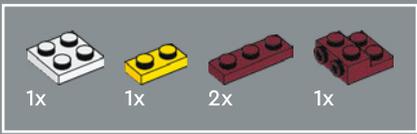


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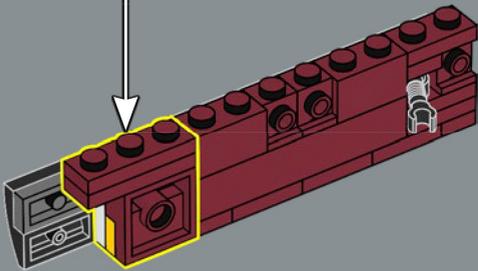
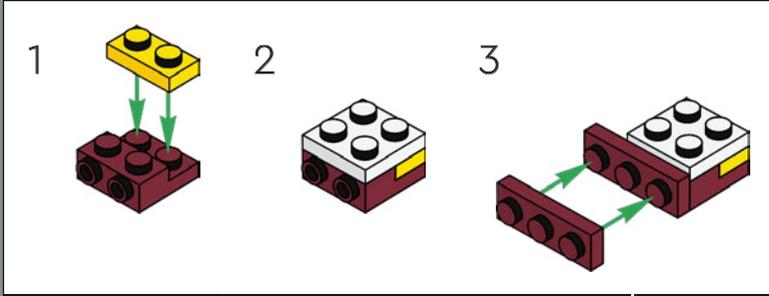


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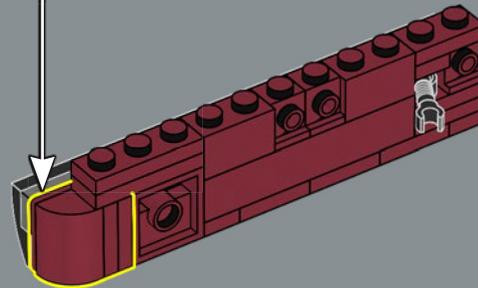
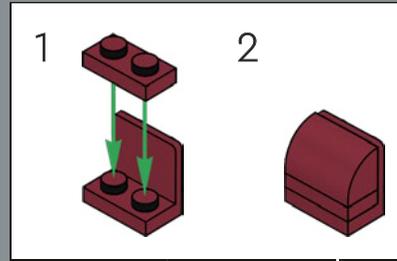


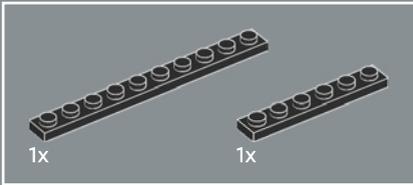
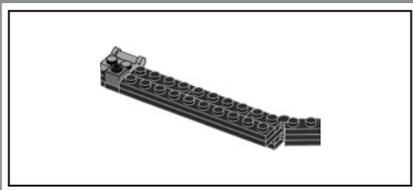


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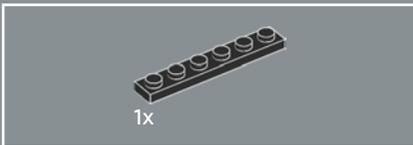
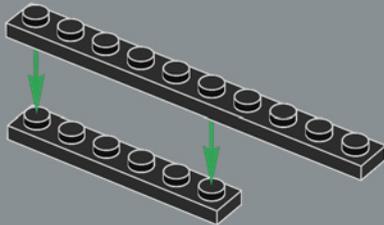


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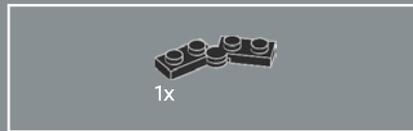
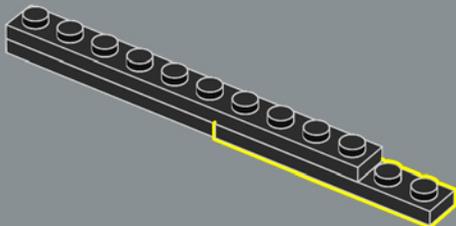




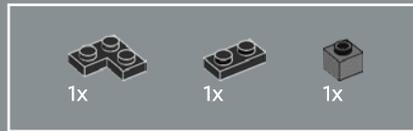
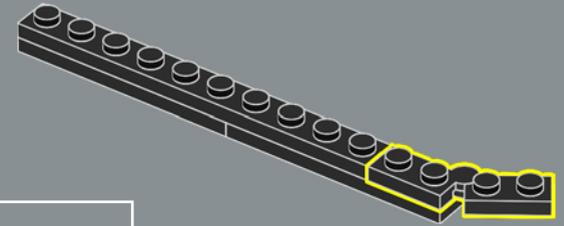
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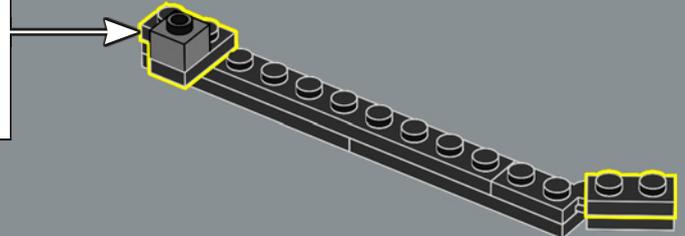
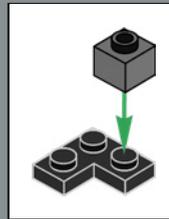
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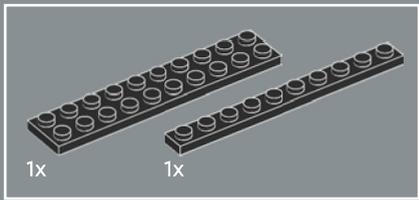


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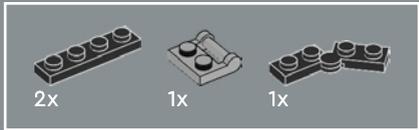
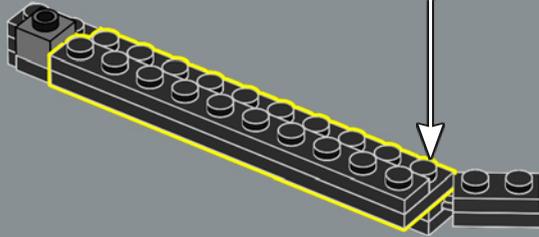
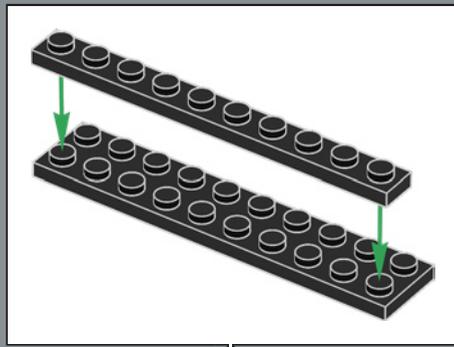


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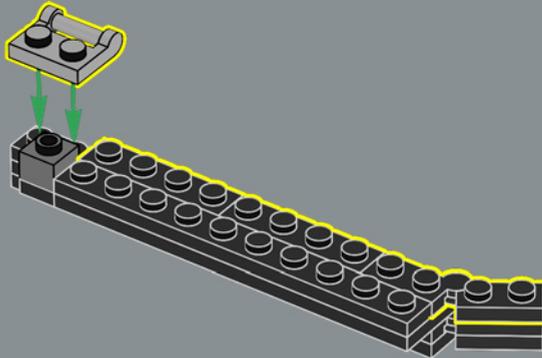




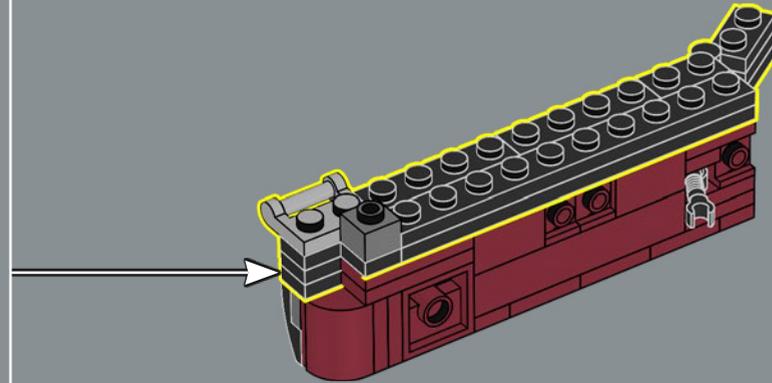
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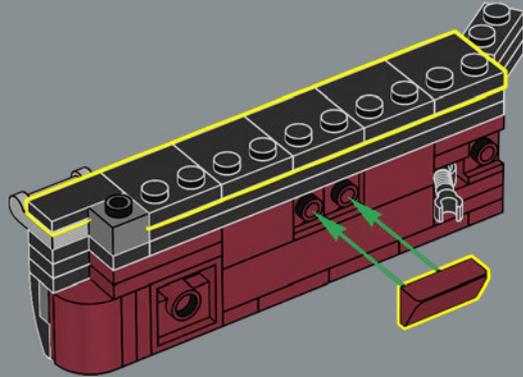


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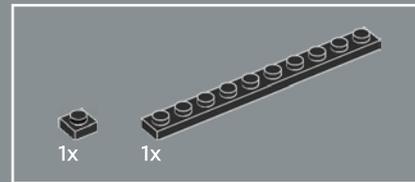
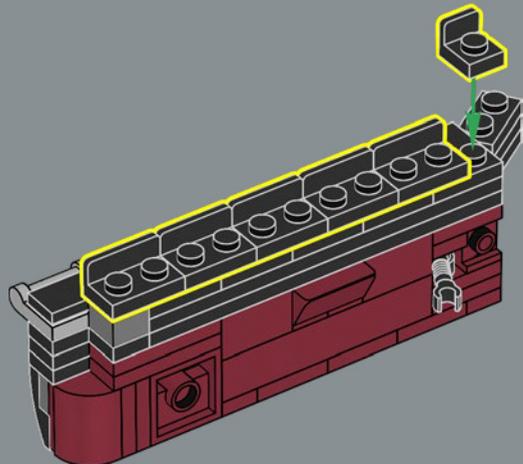




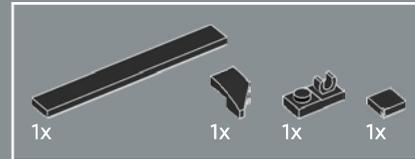
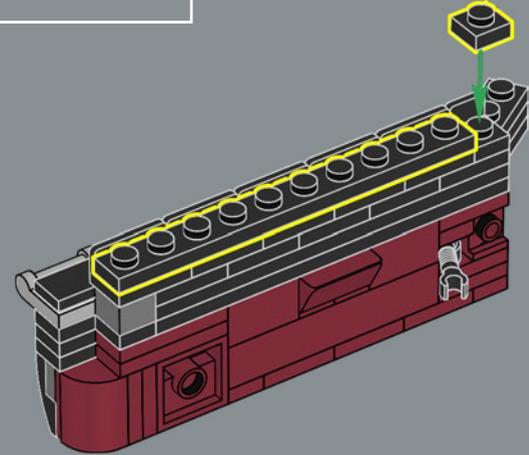
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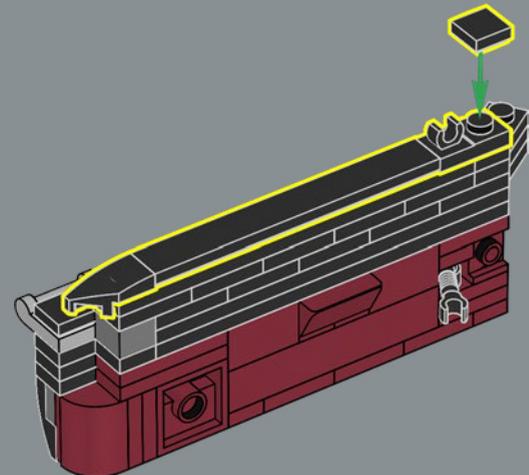
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154

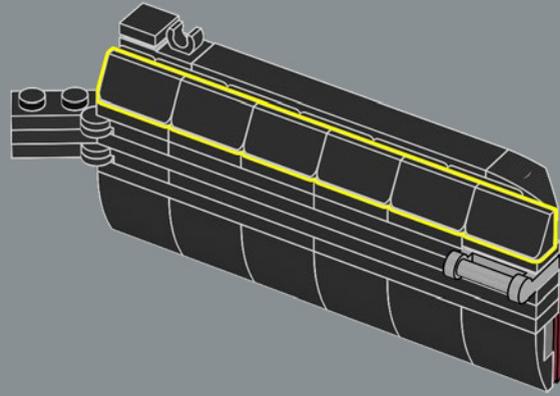


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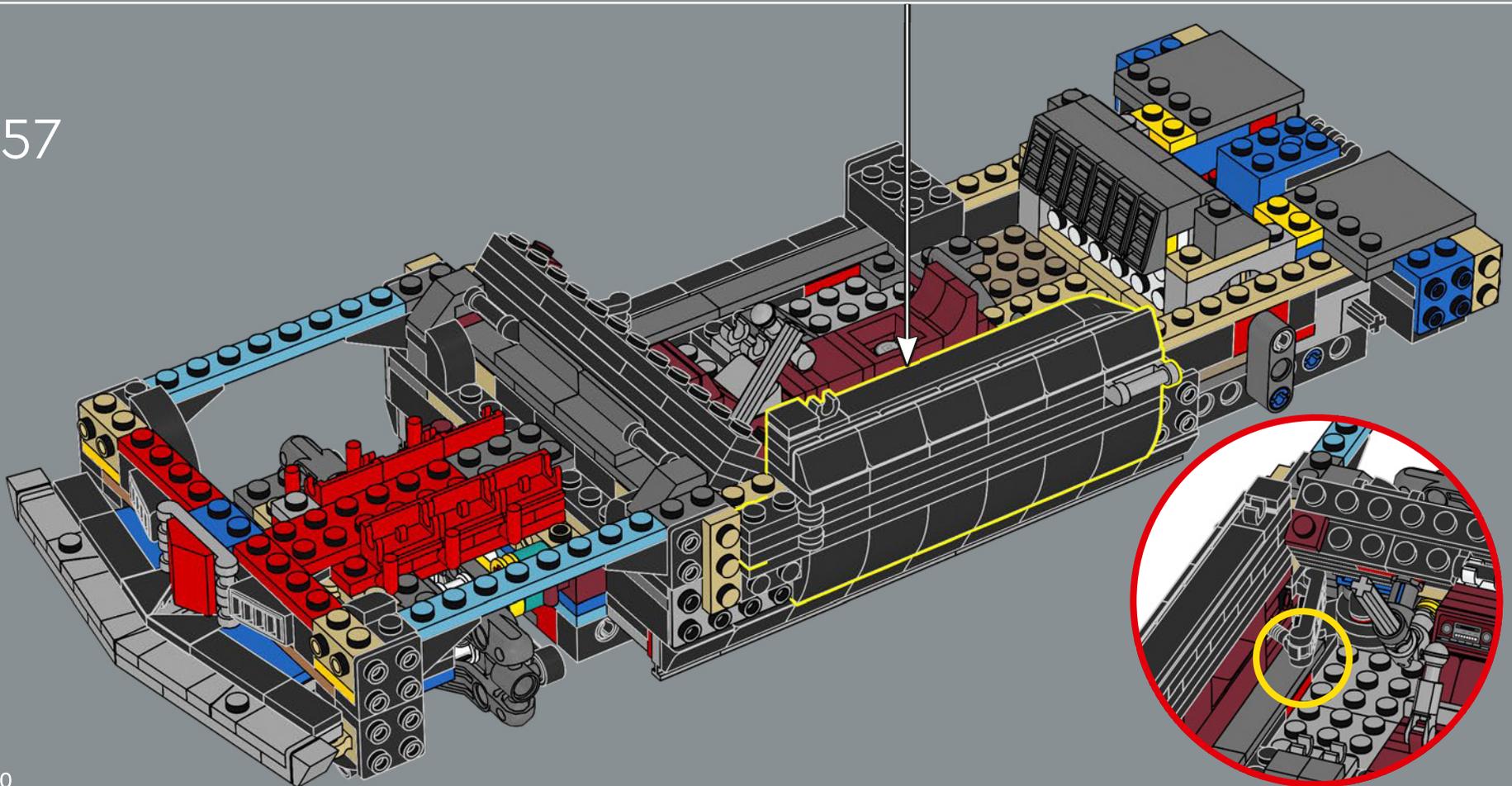


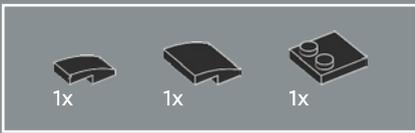
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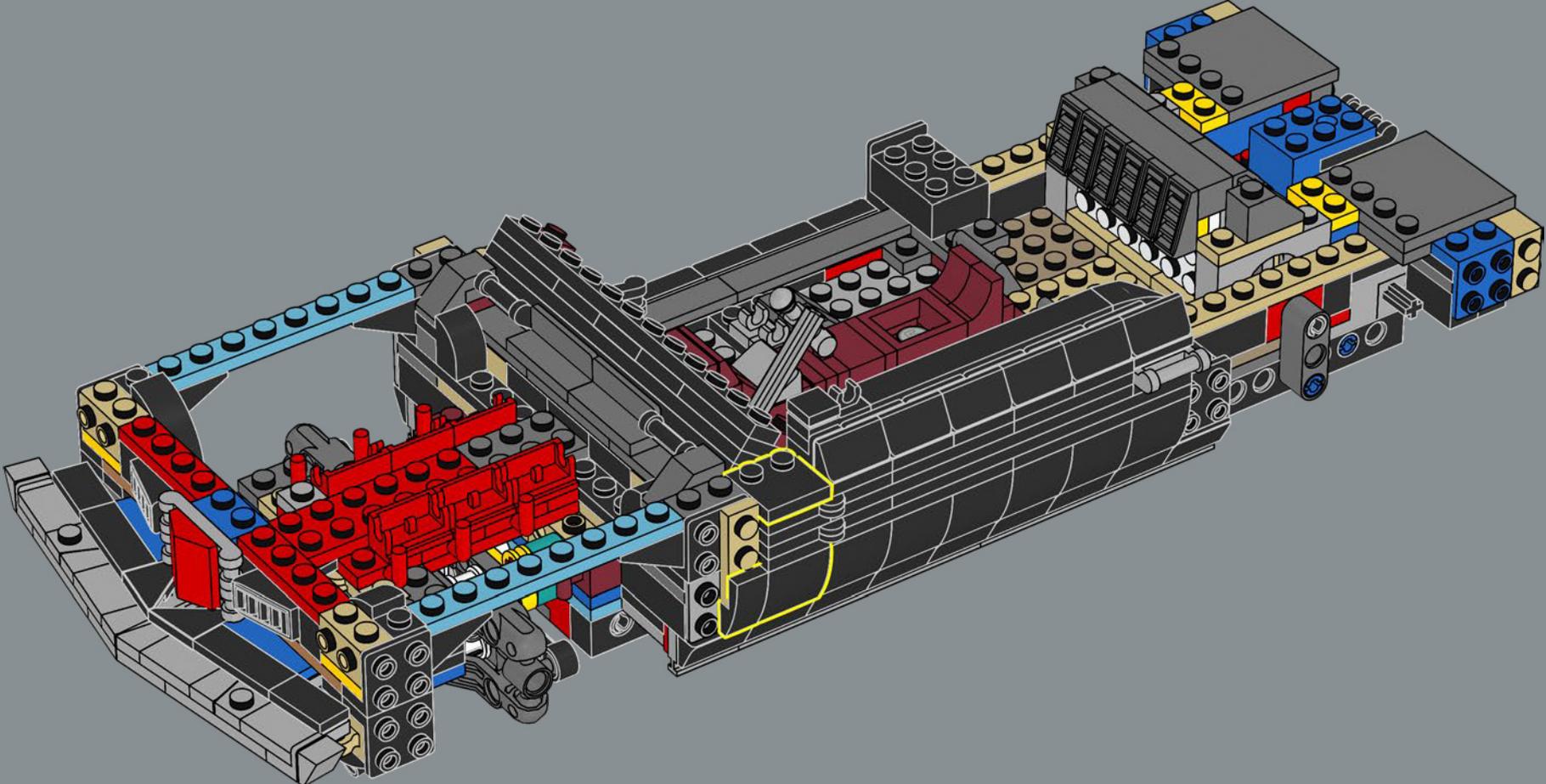
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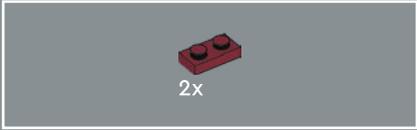
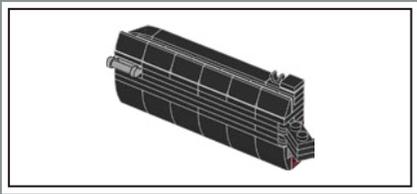
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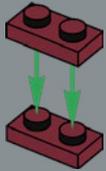


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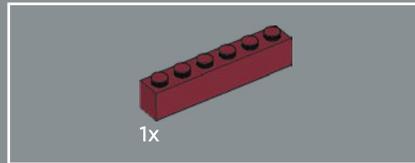
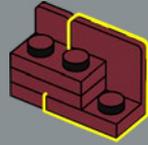
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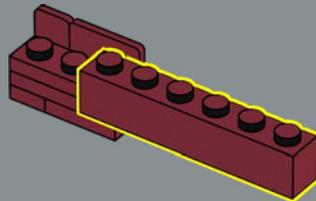
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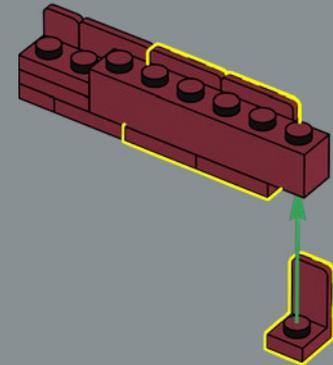
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162

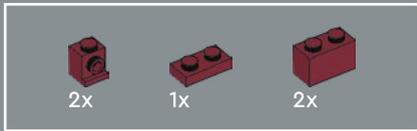
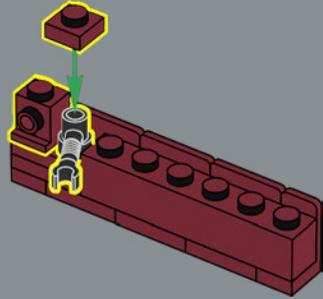


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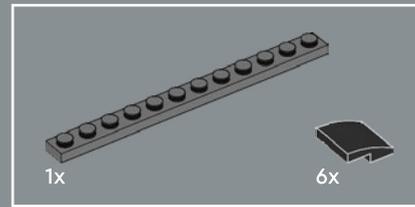
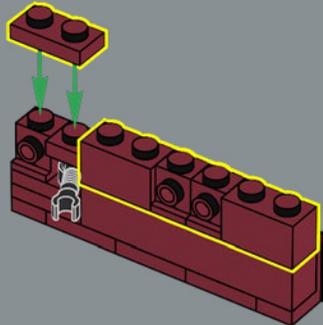




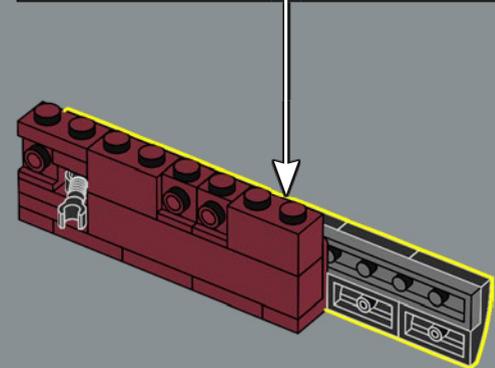
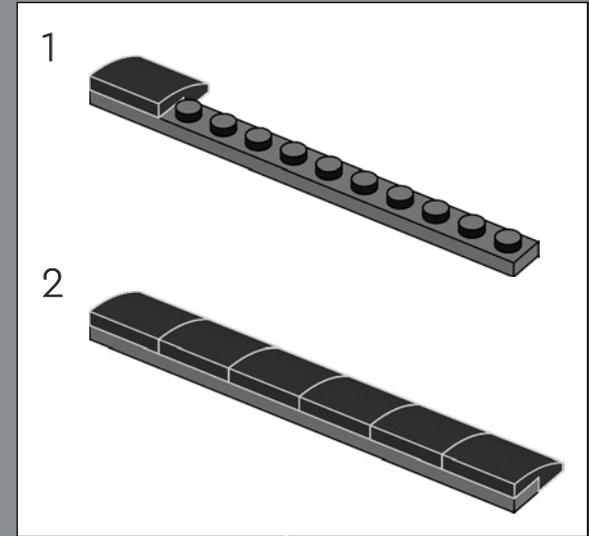
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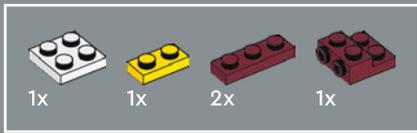


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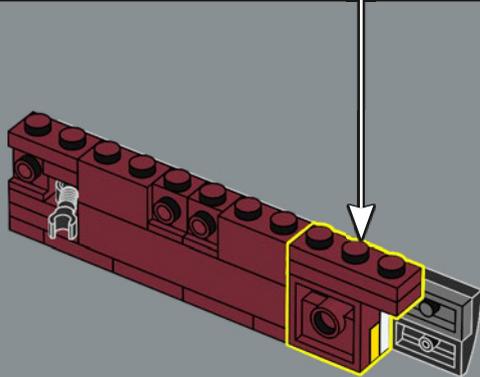
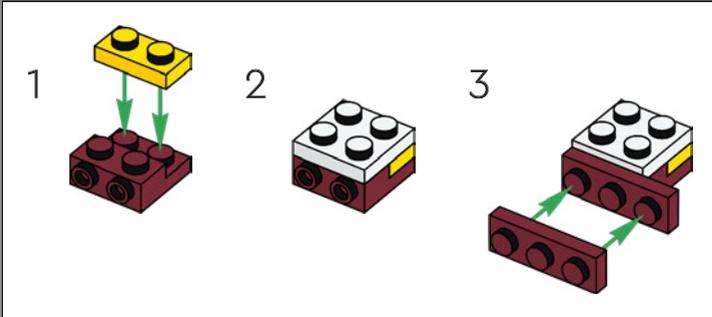


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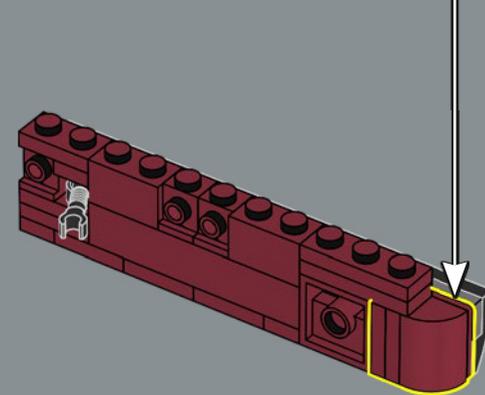
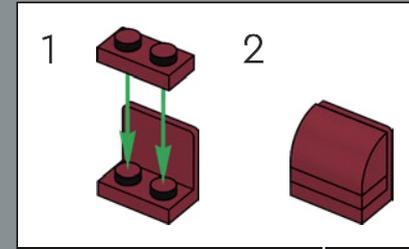


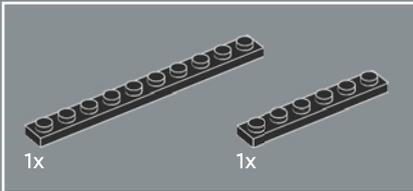
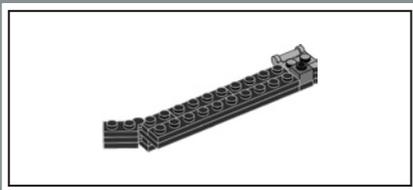


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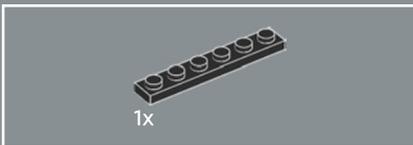
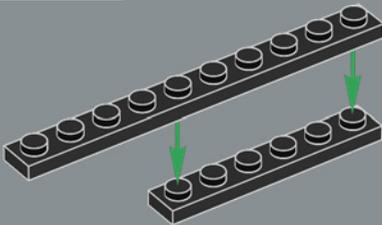


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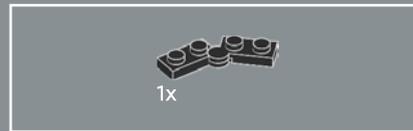
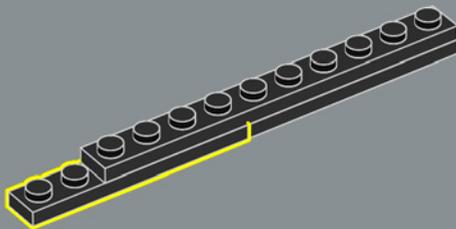




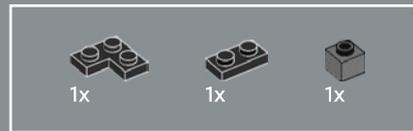
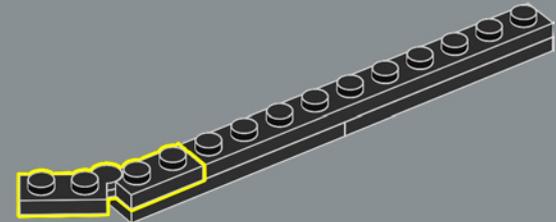
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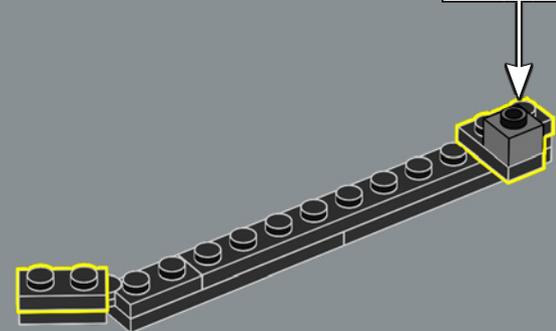
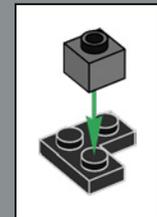
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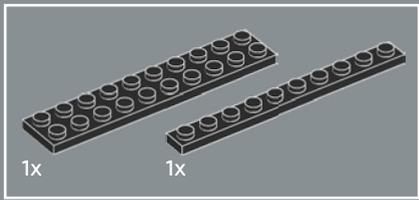


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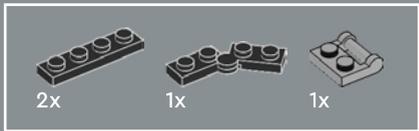
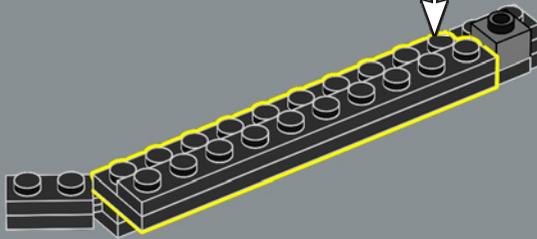
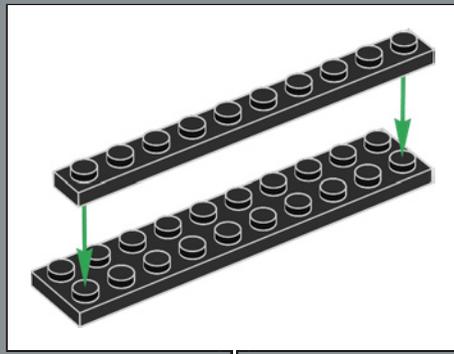


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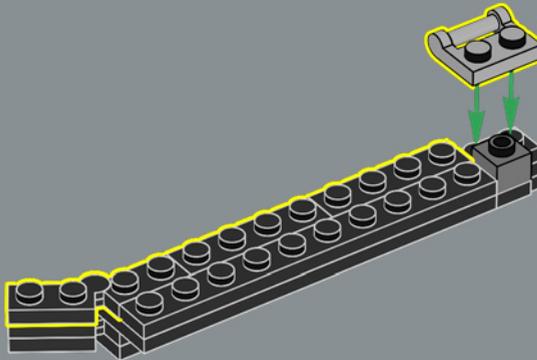




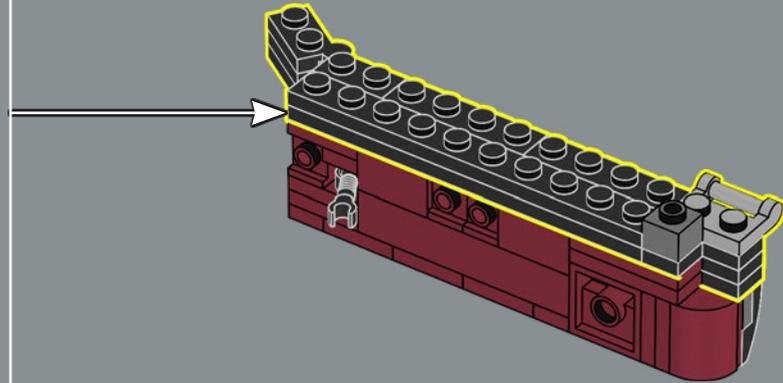
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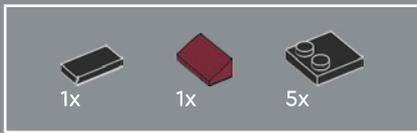


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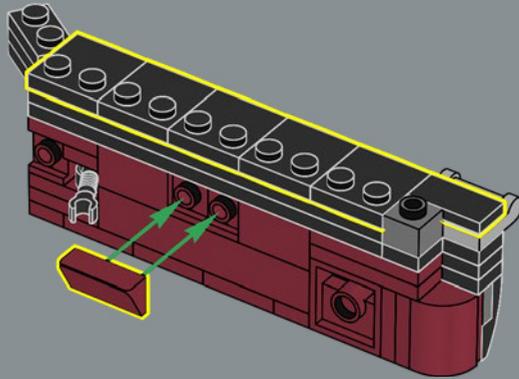


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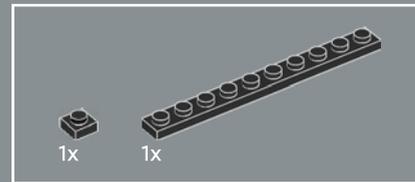
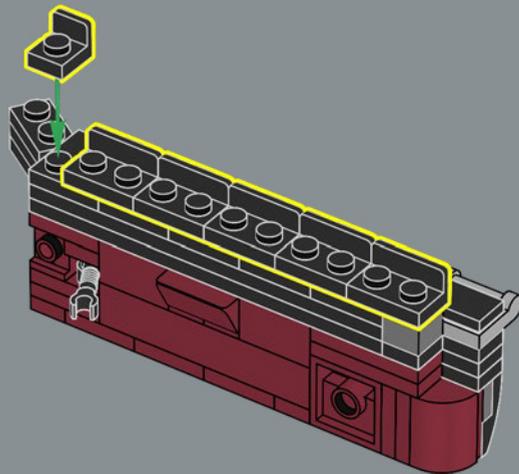




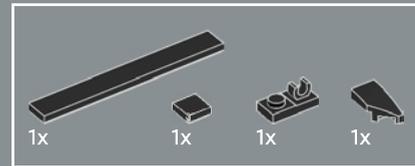
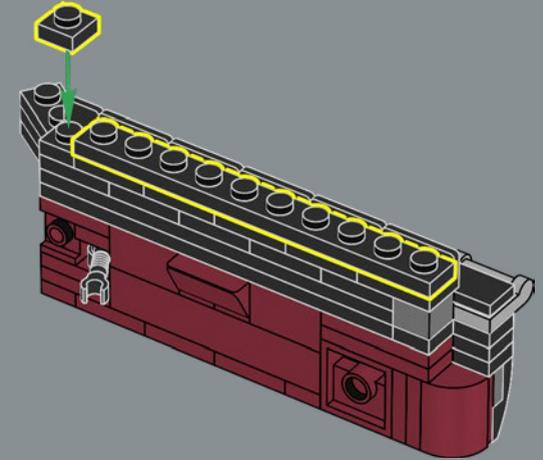
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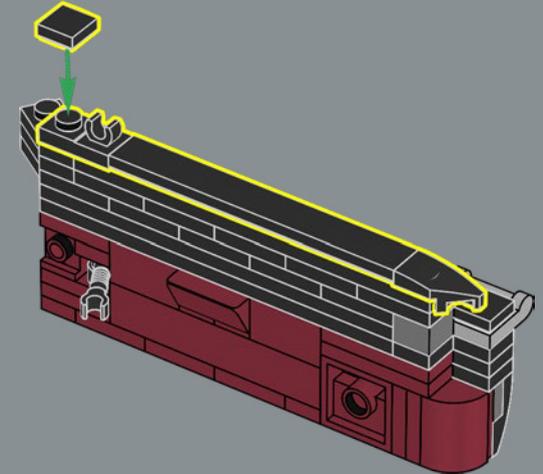
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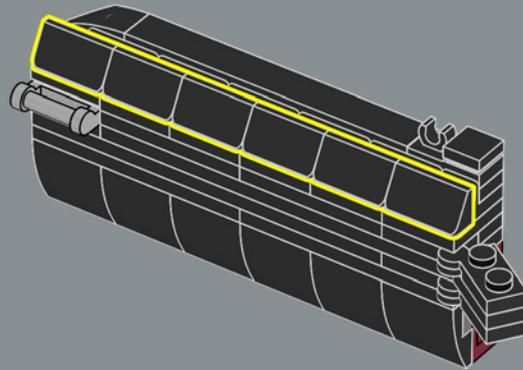


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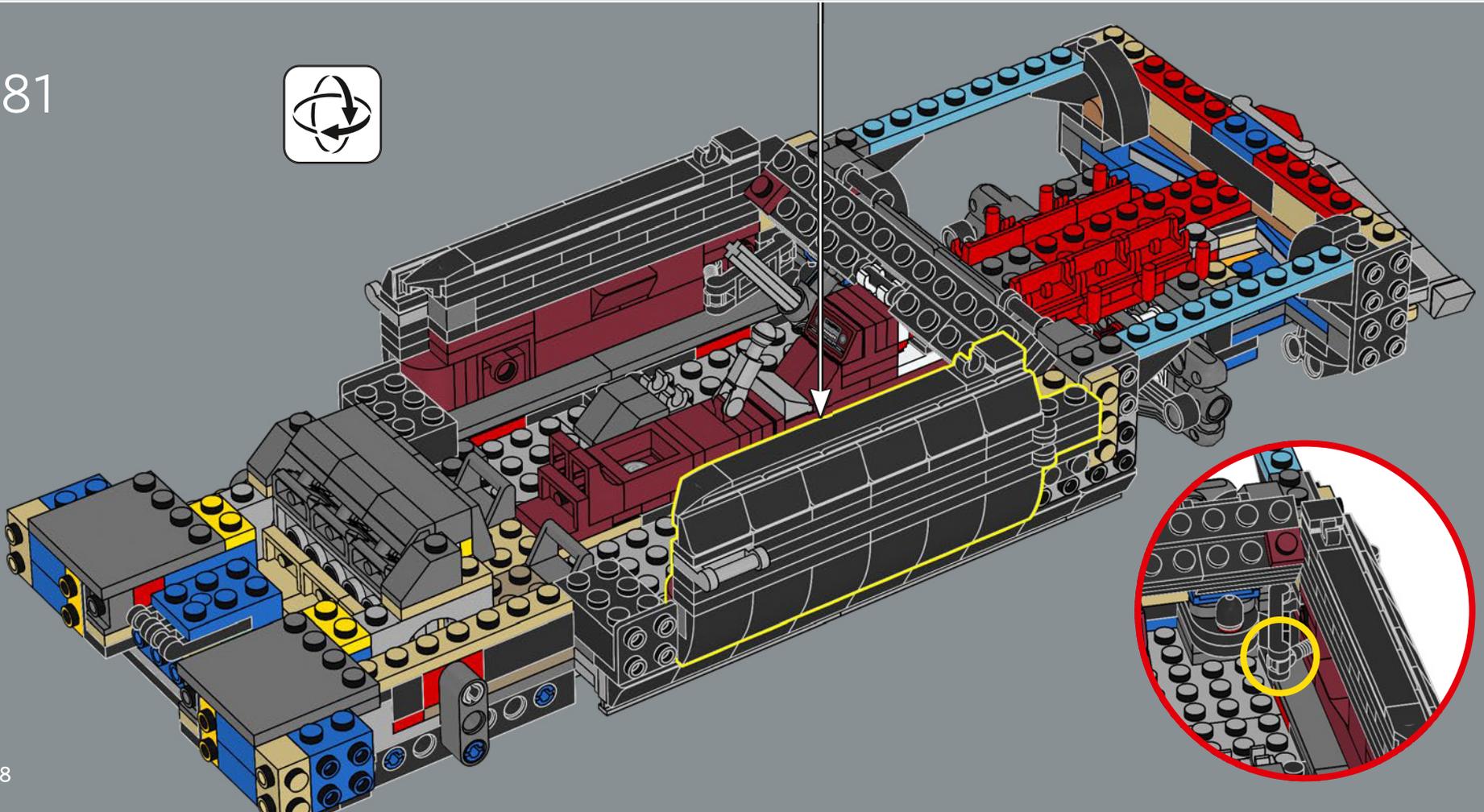


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180

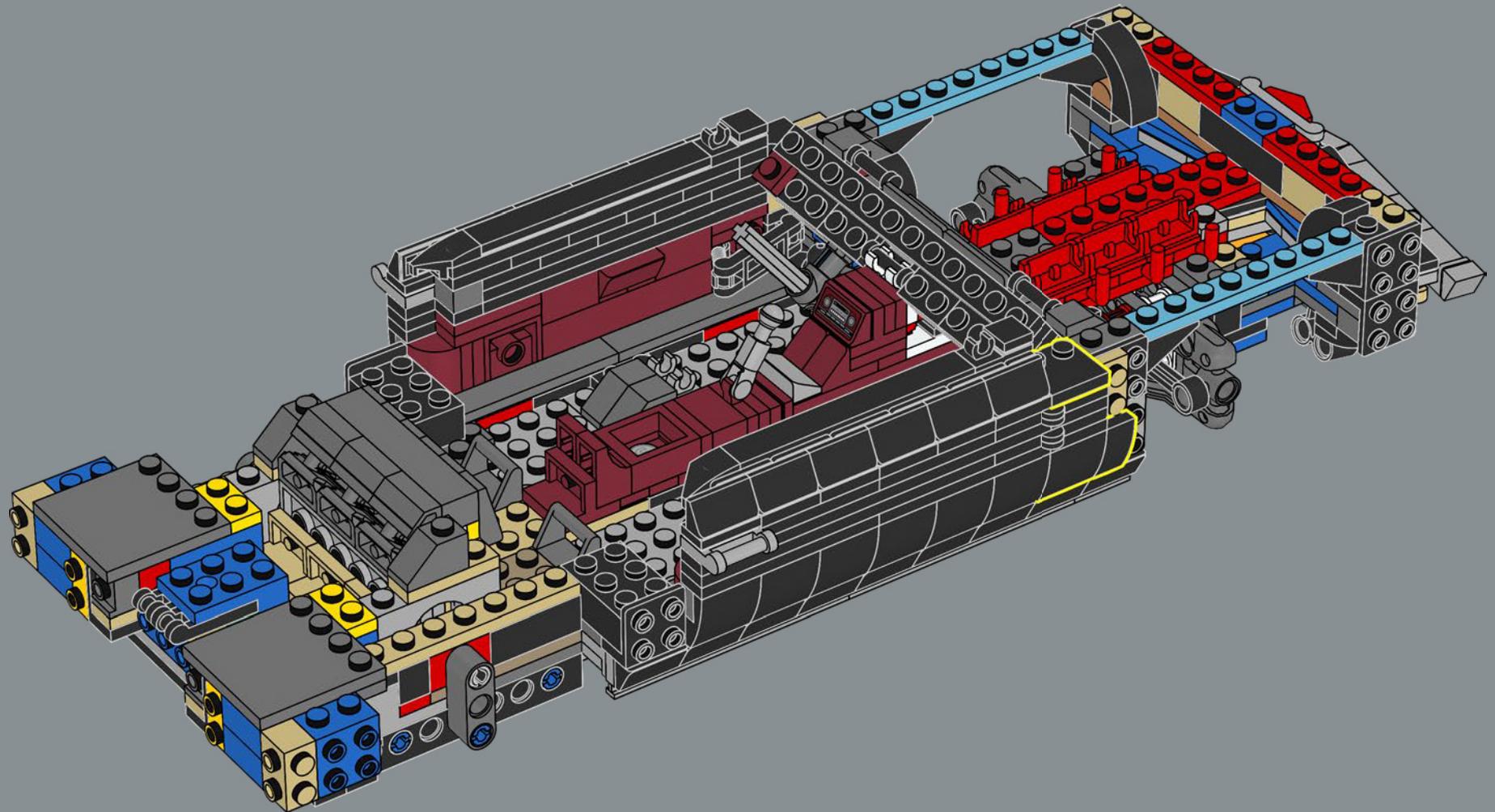
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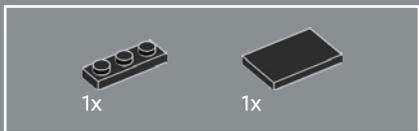




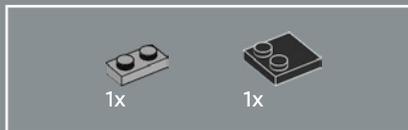
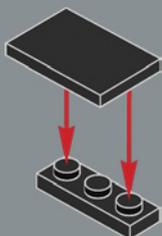
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Je nach Modell und Ausstattungspaket konnten die Käufer des Original-Camaro bis zu 80 verschiedene Werksoptionen auswählen.

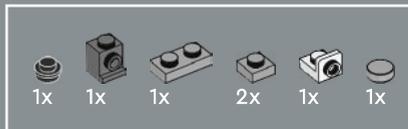
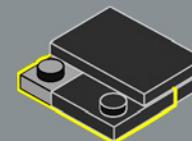




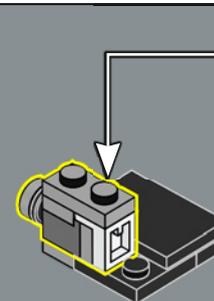
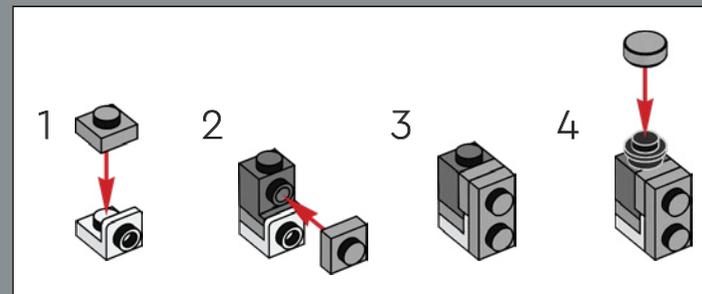
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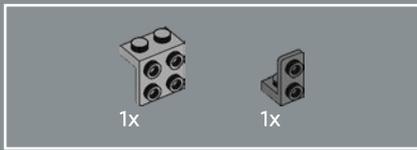


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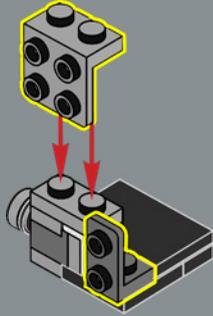


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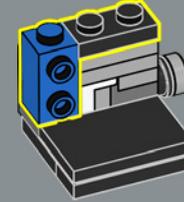




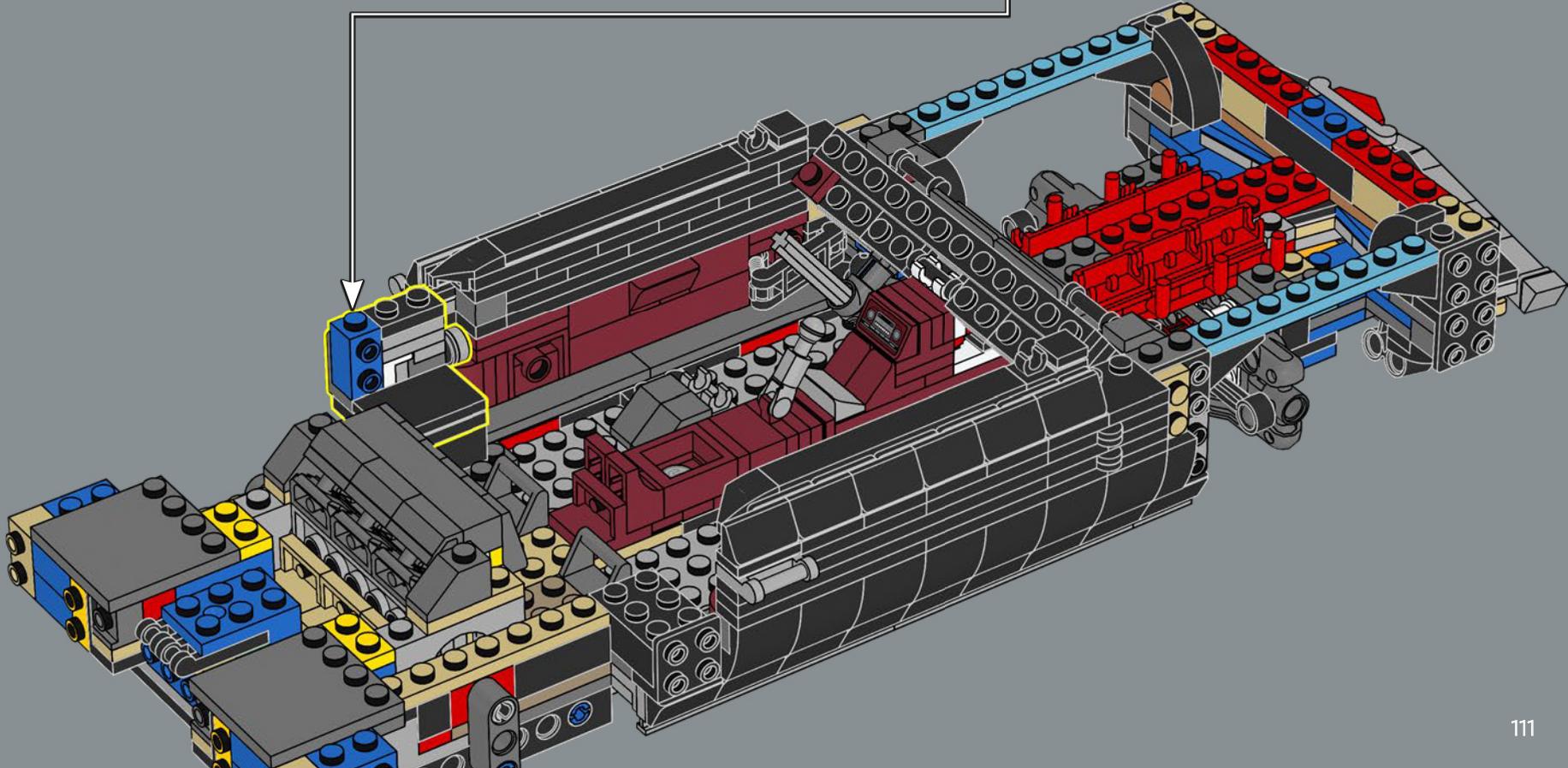
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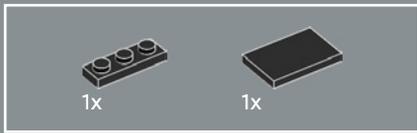


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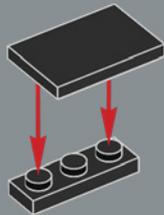


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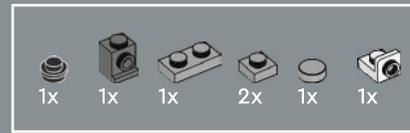
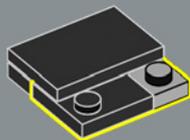




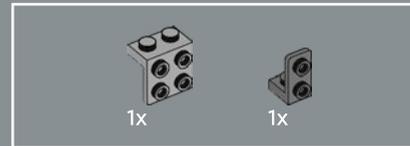
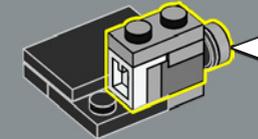
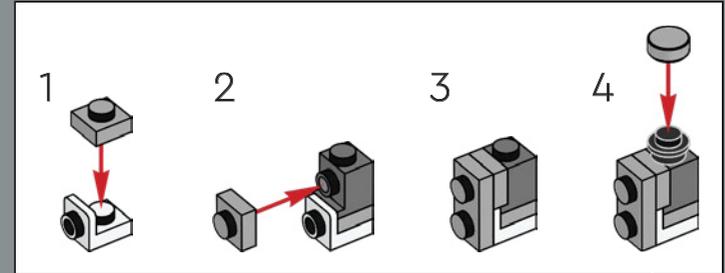
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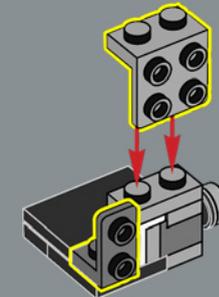
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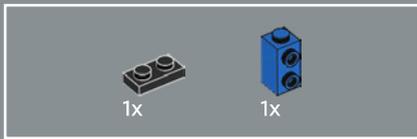


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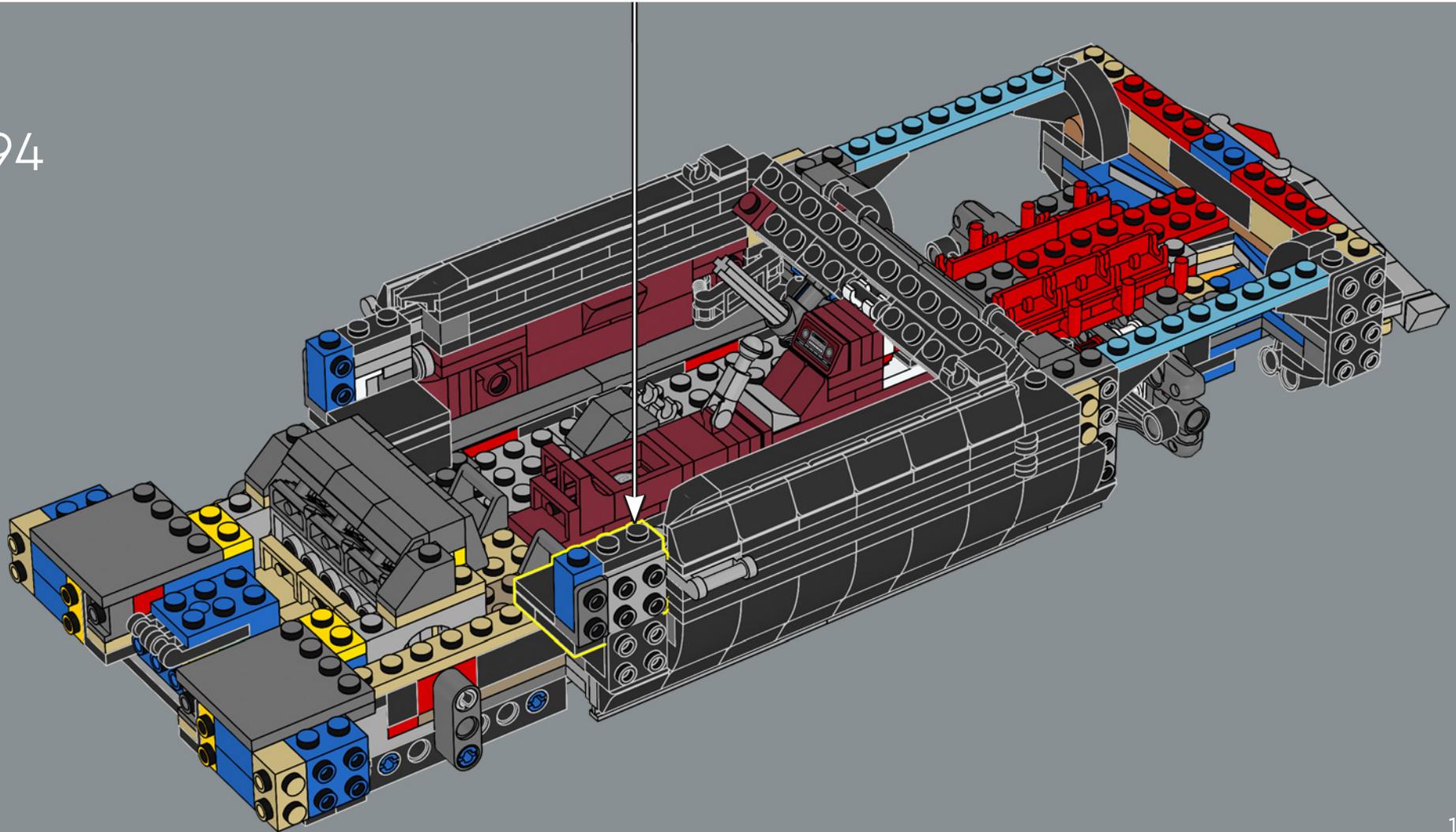


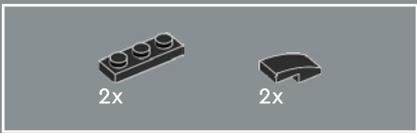


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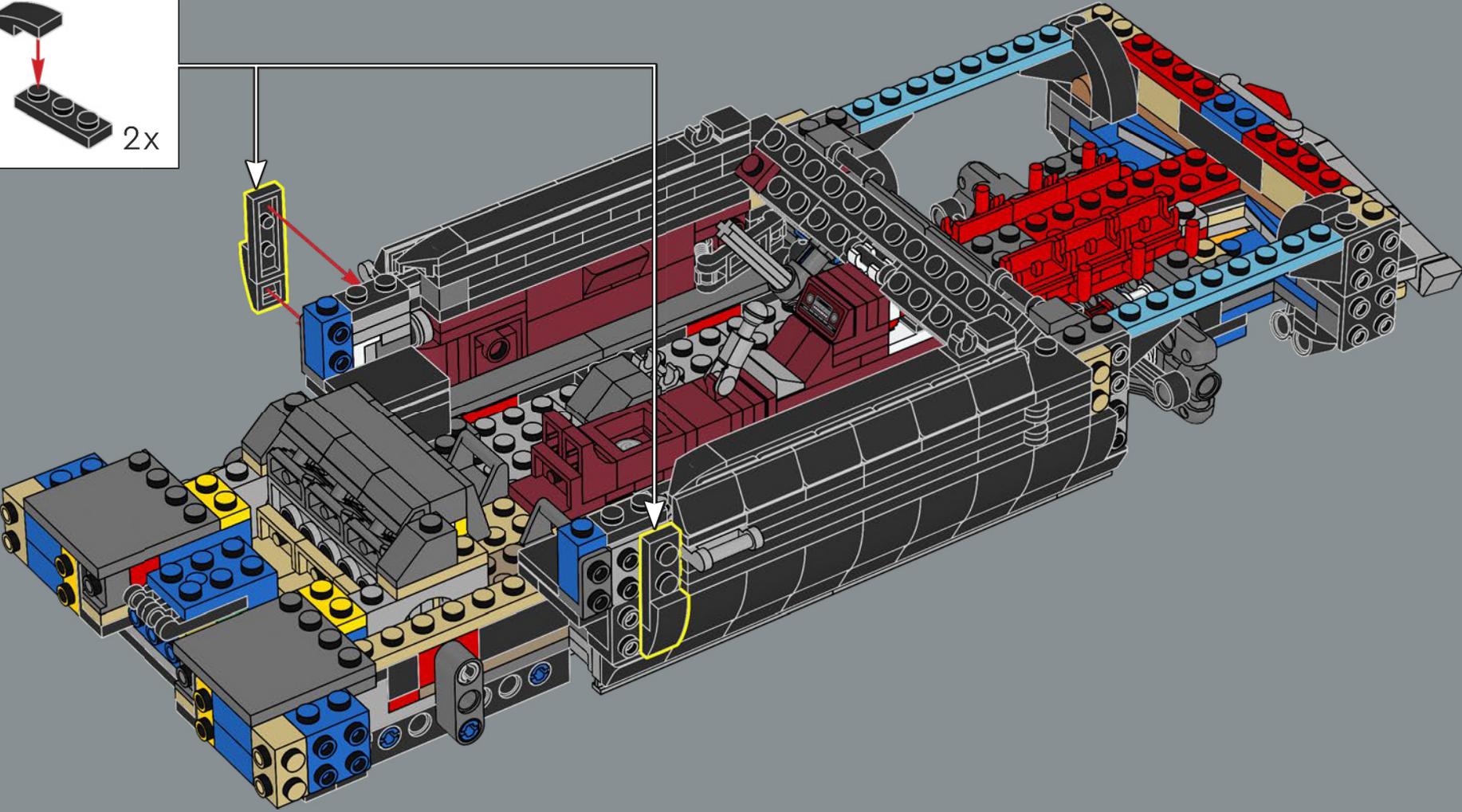
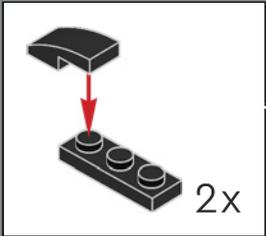


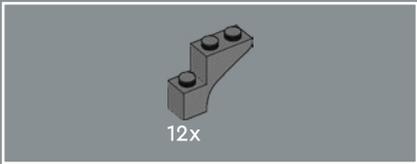
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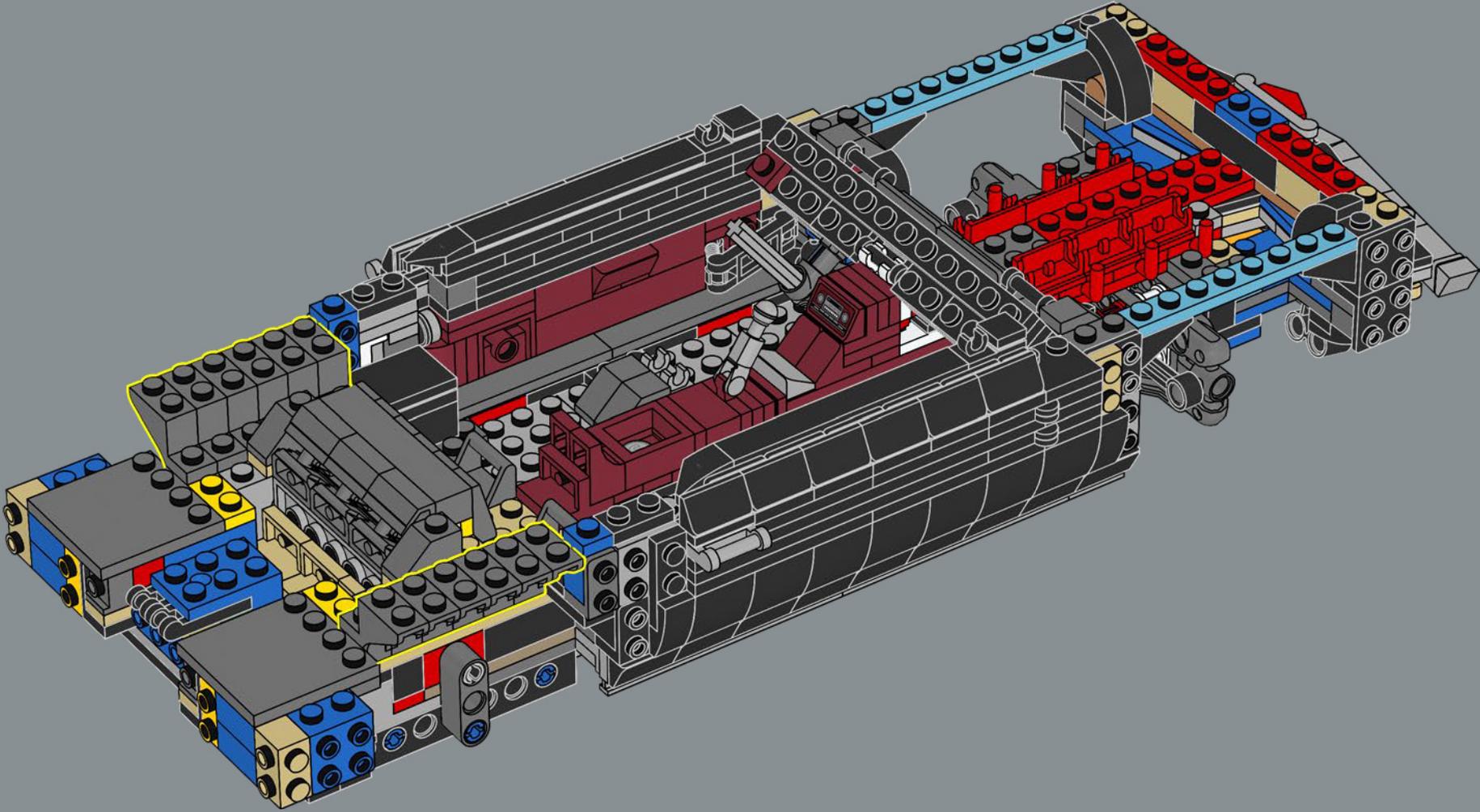


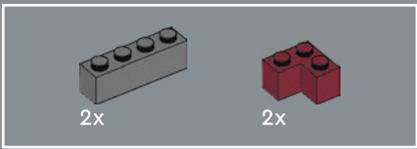
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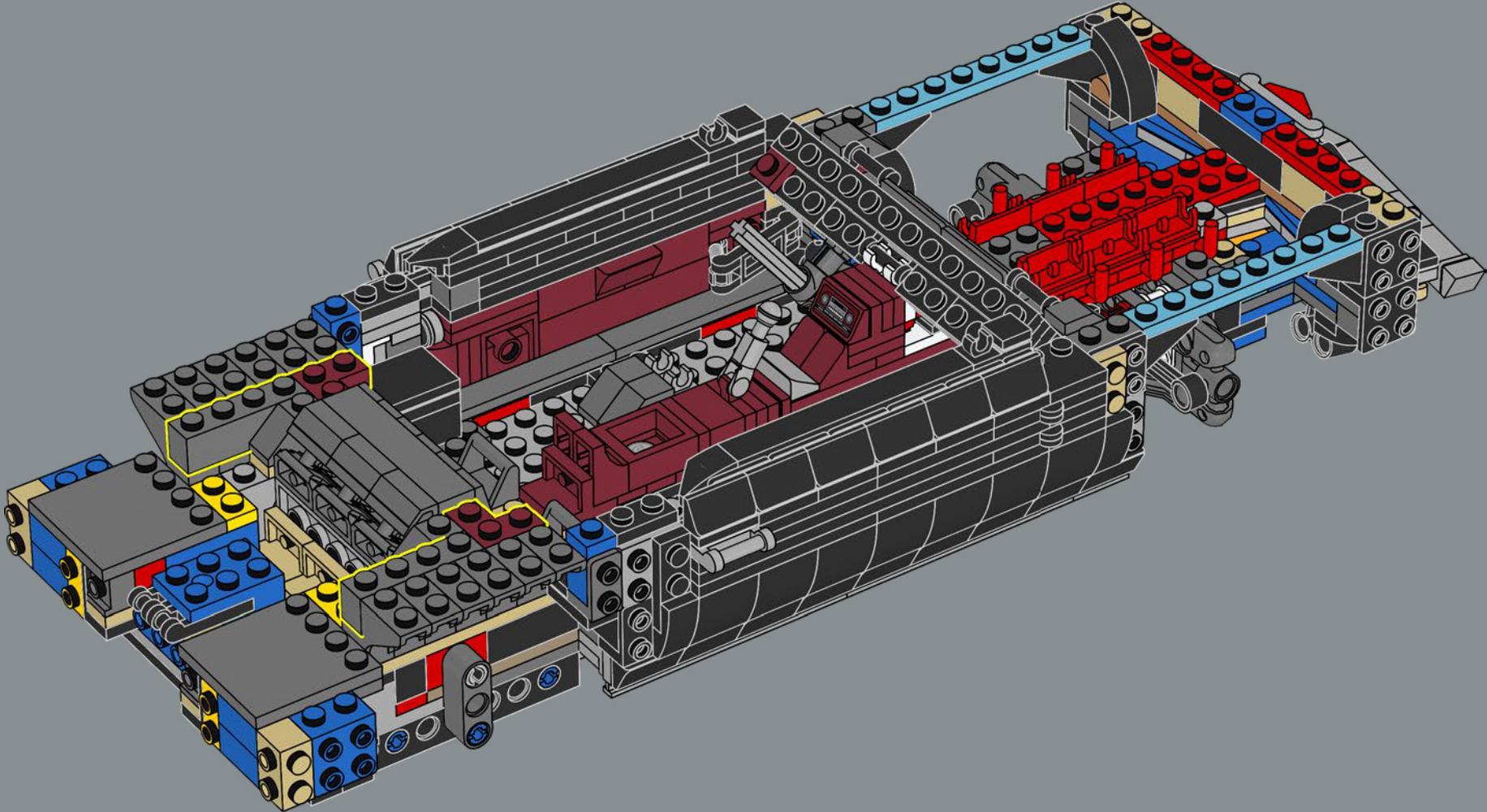


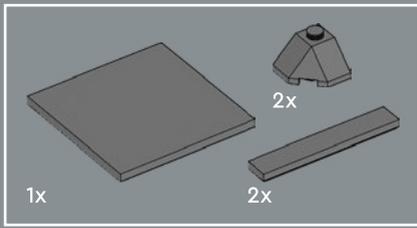
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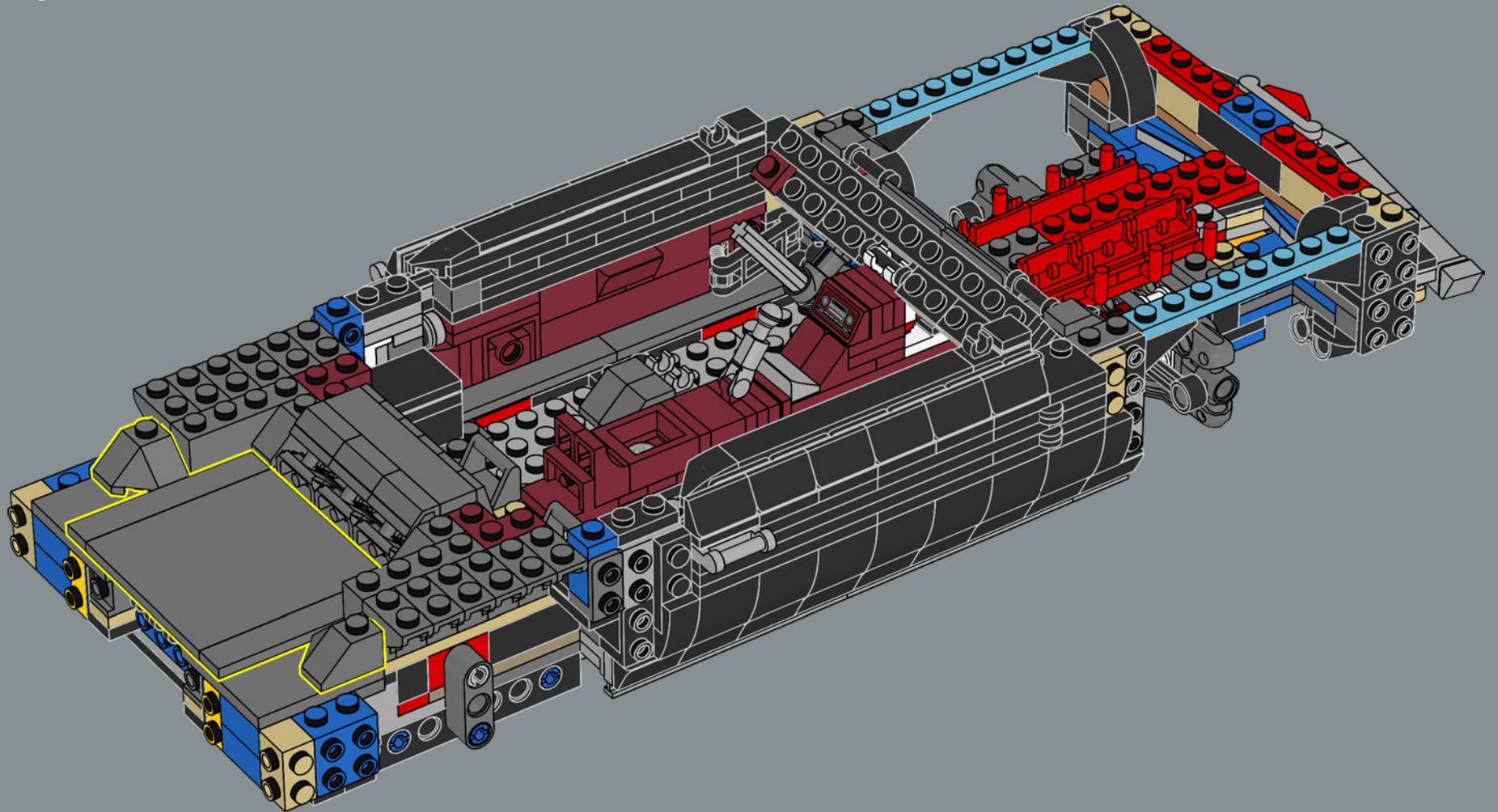


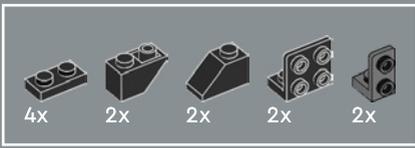
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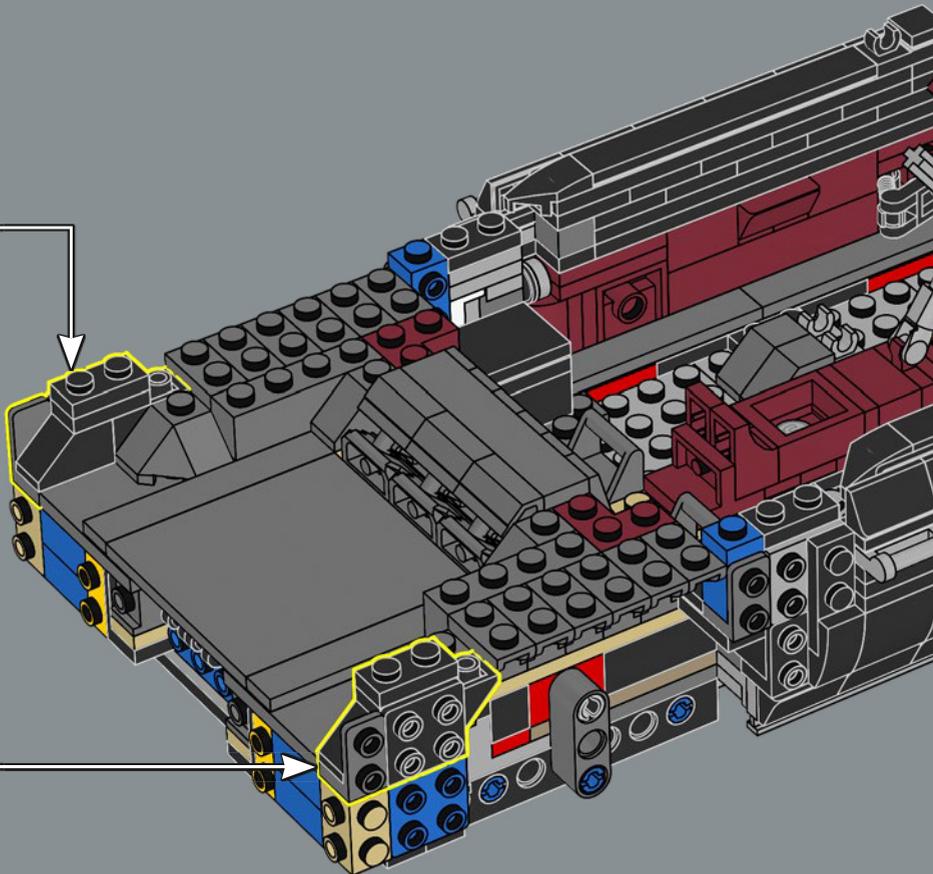
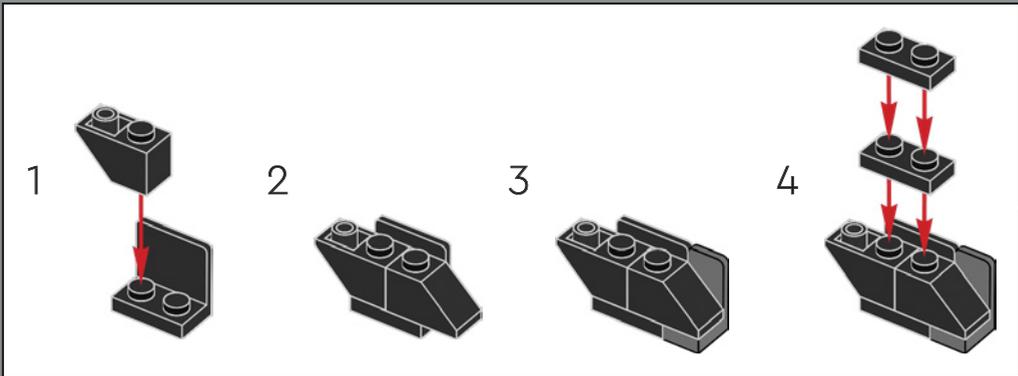
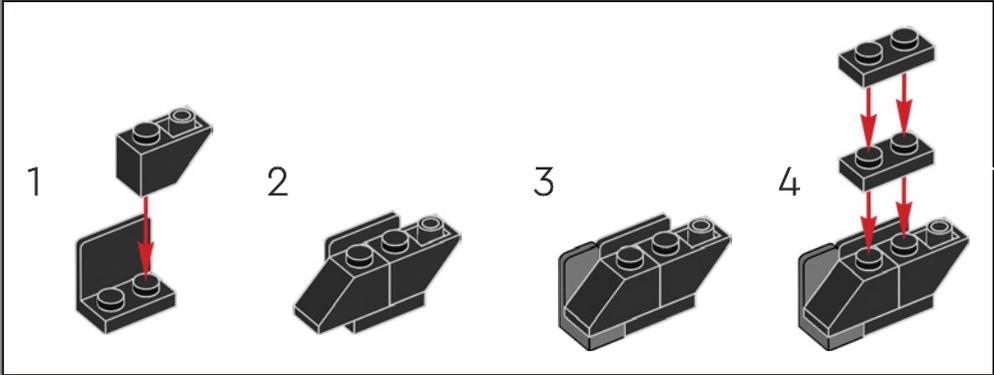


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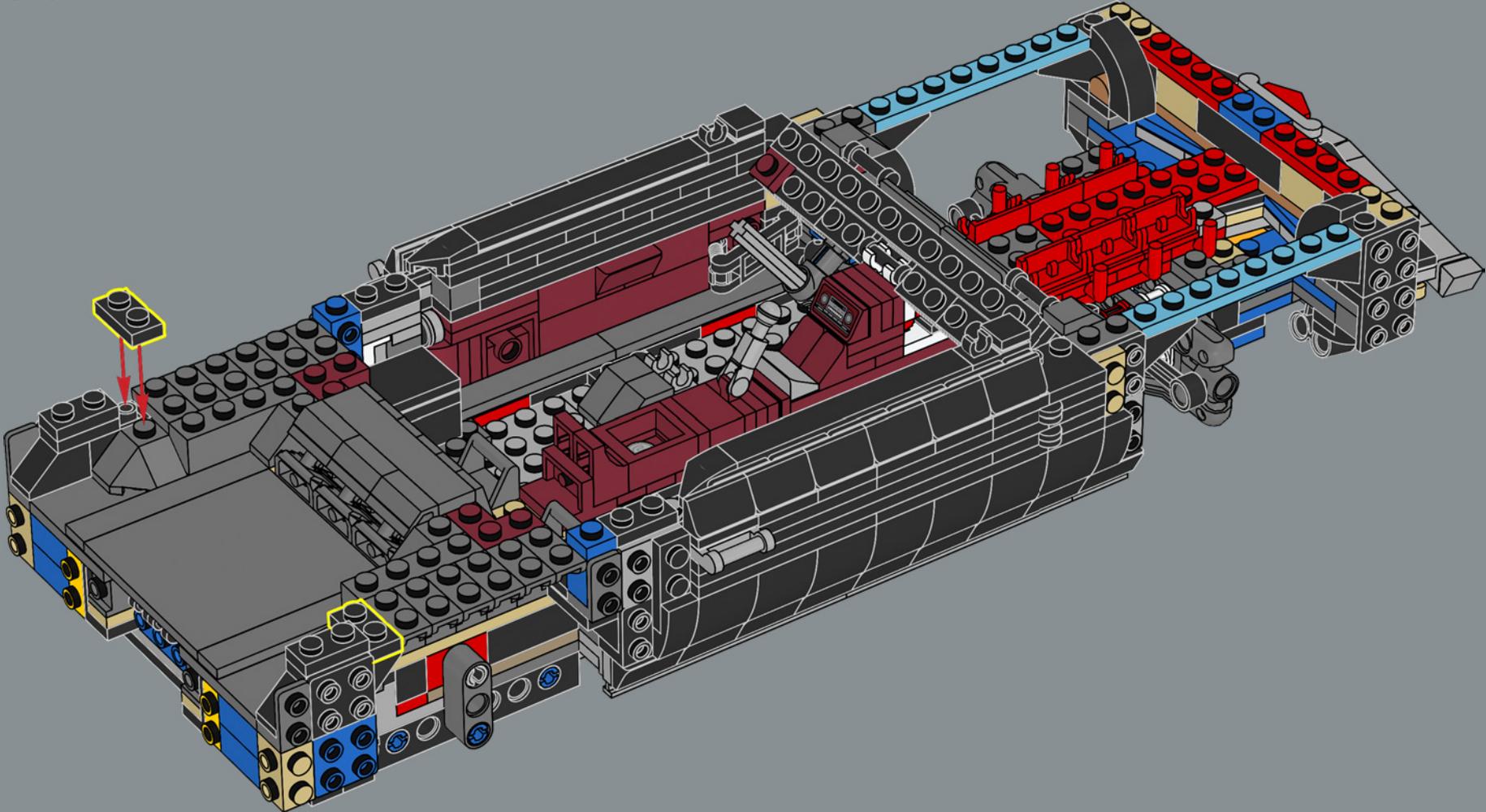


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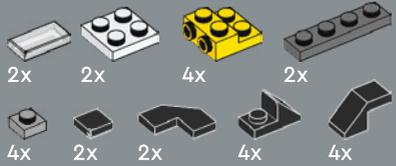


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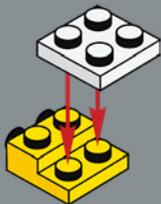


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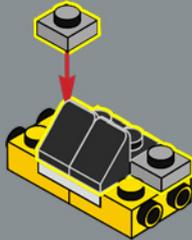
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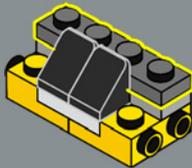
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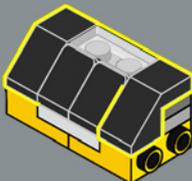
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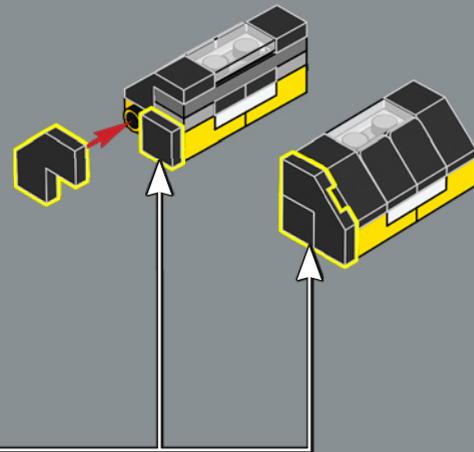


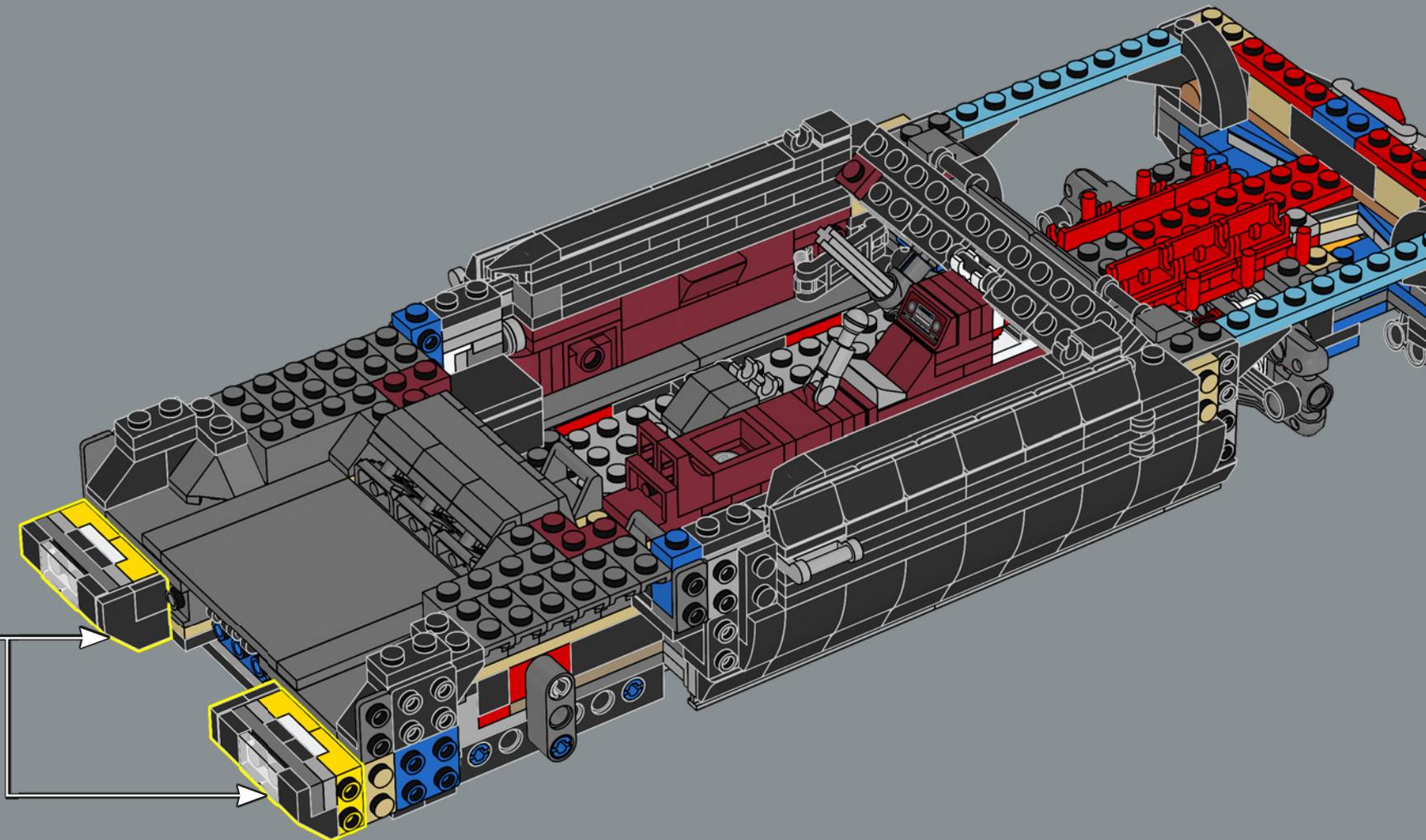
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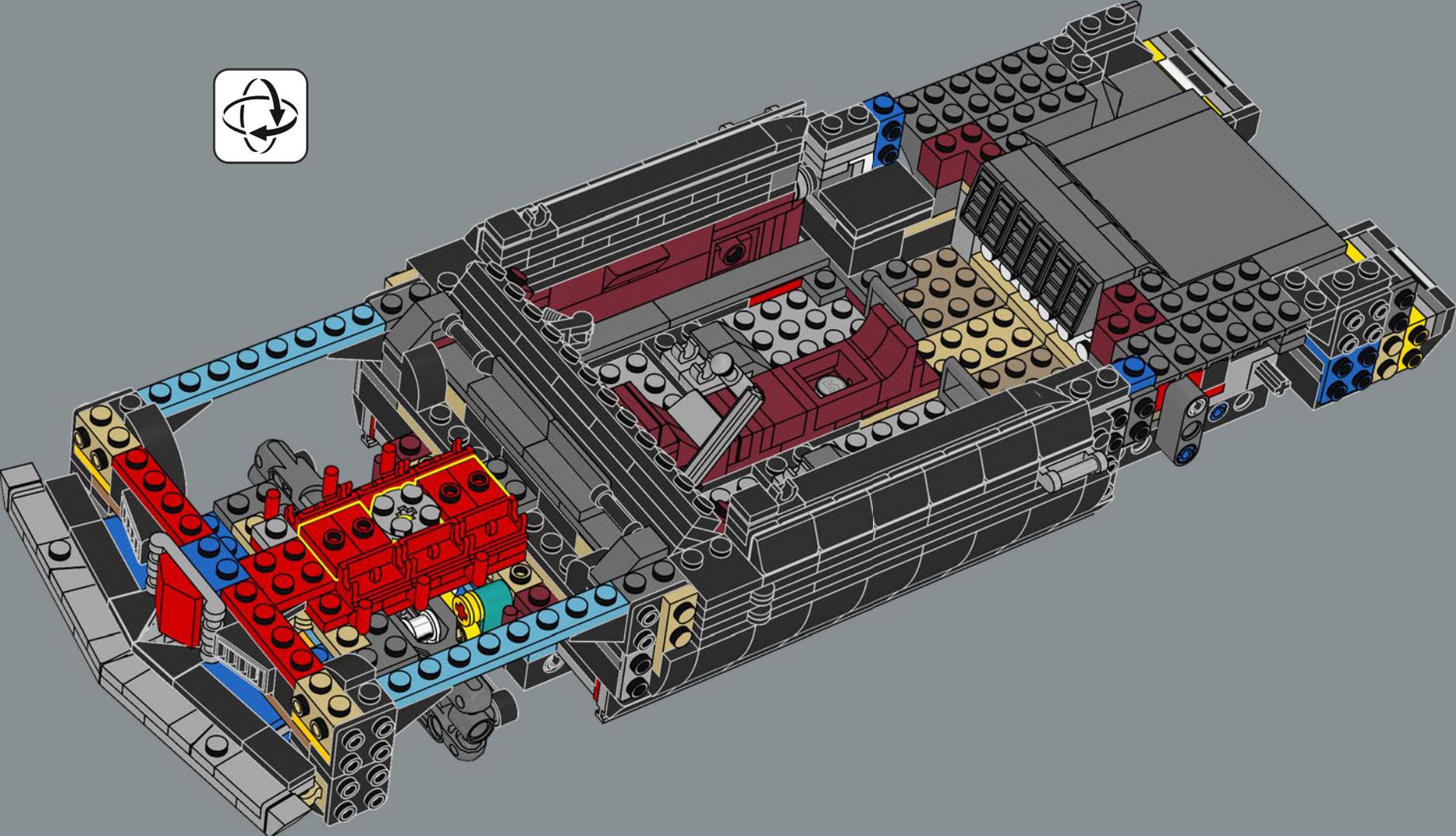
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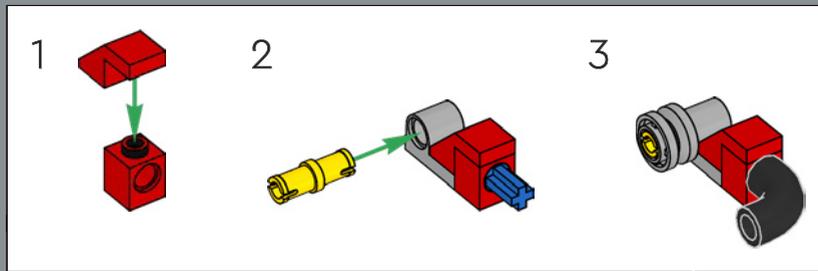
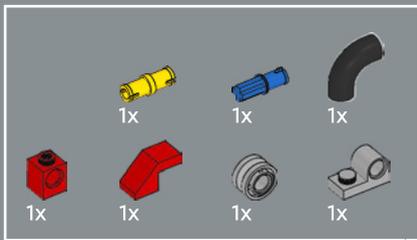




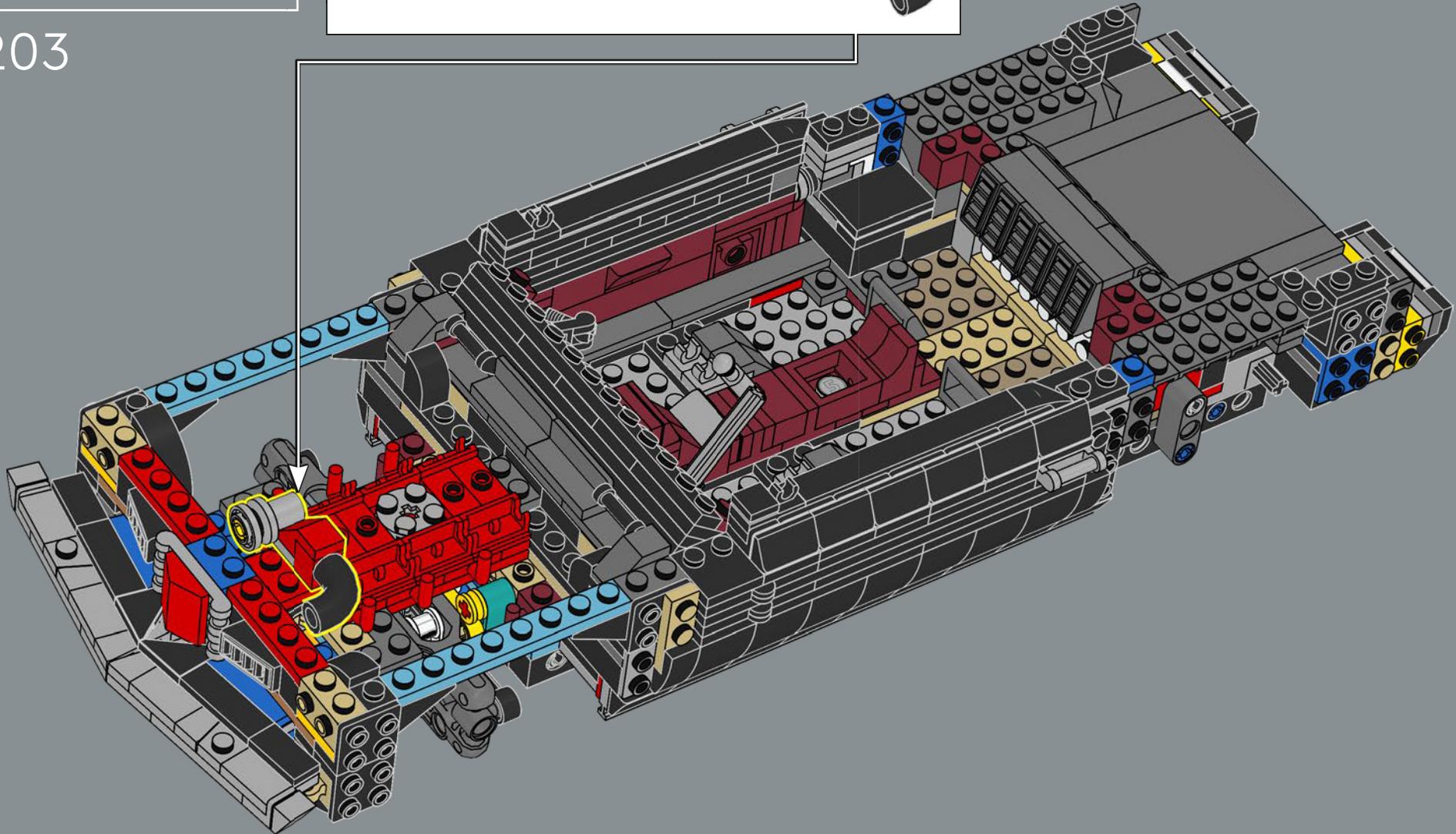


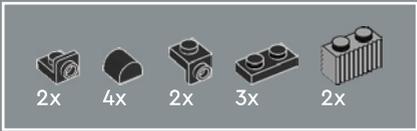
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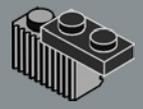
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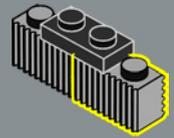


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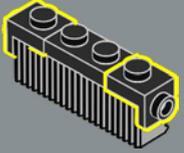
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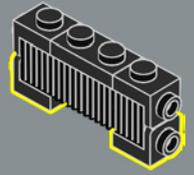
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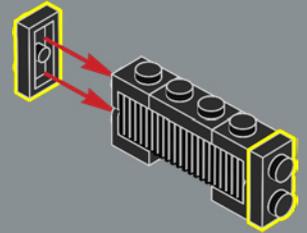
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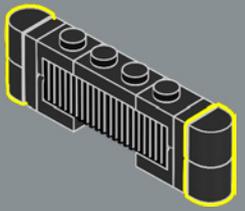
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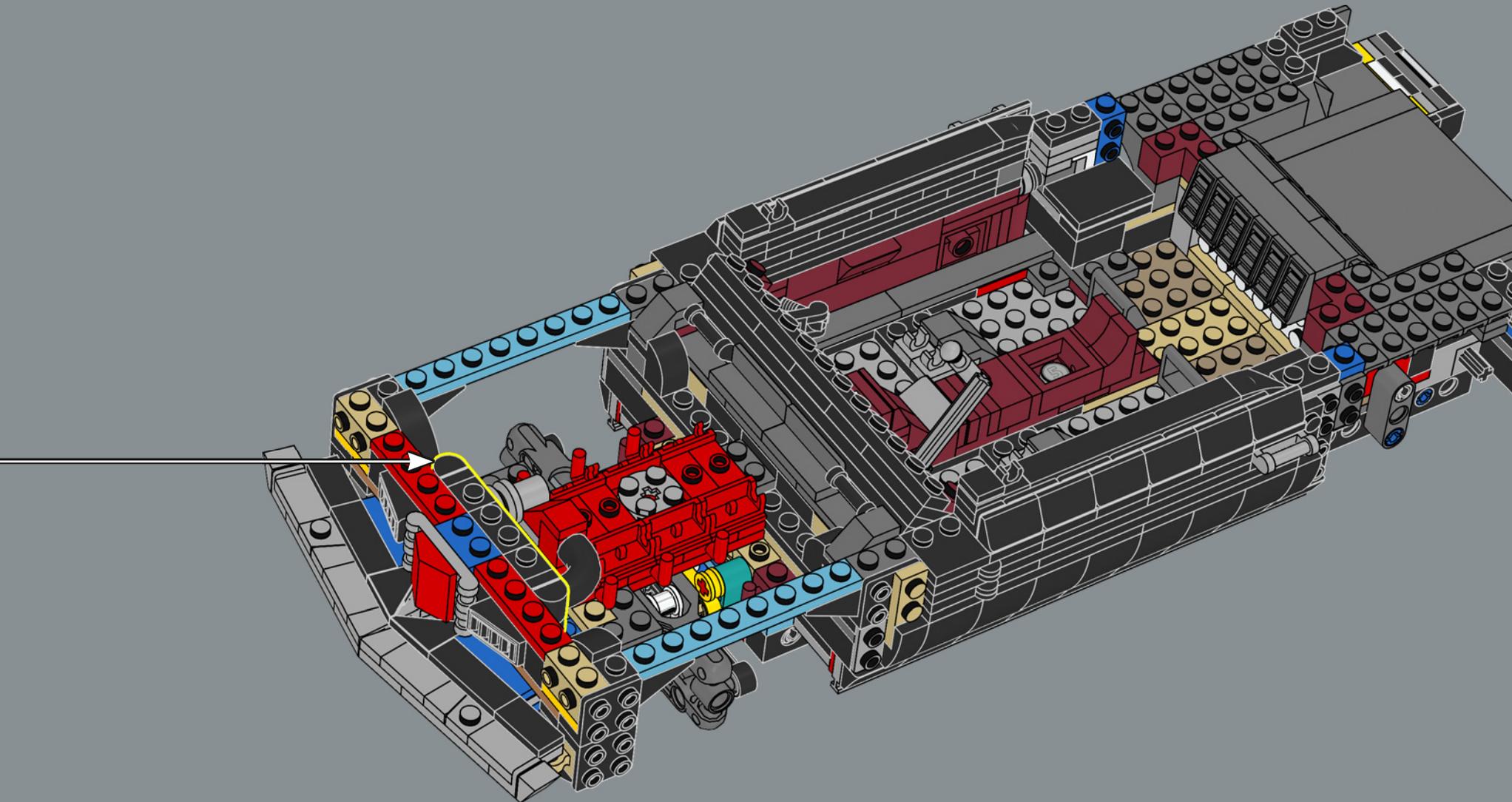


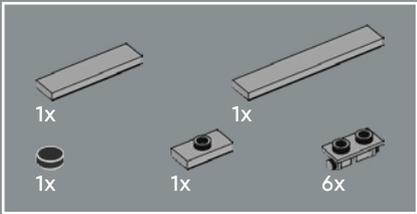
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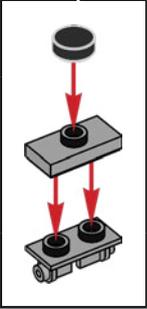
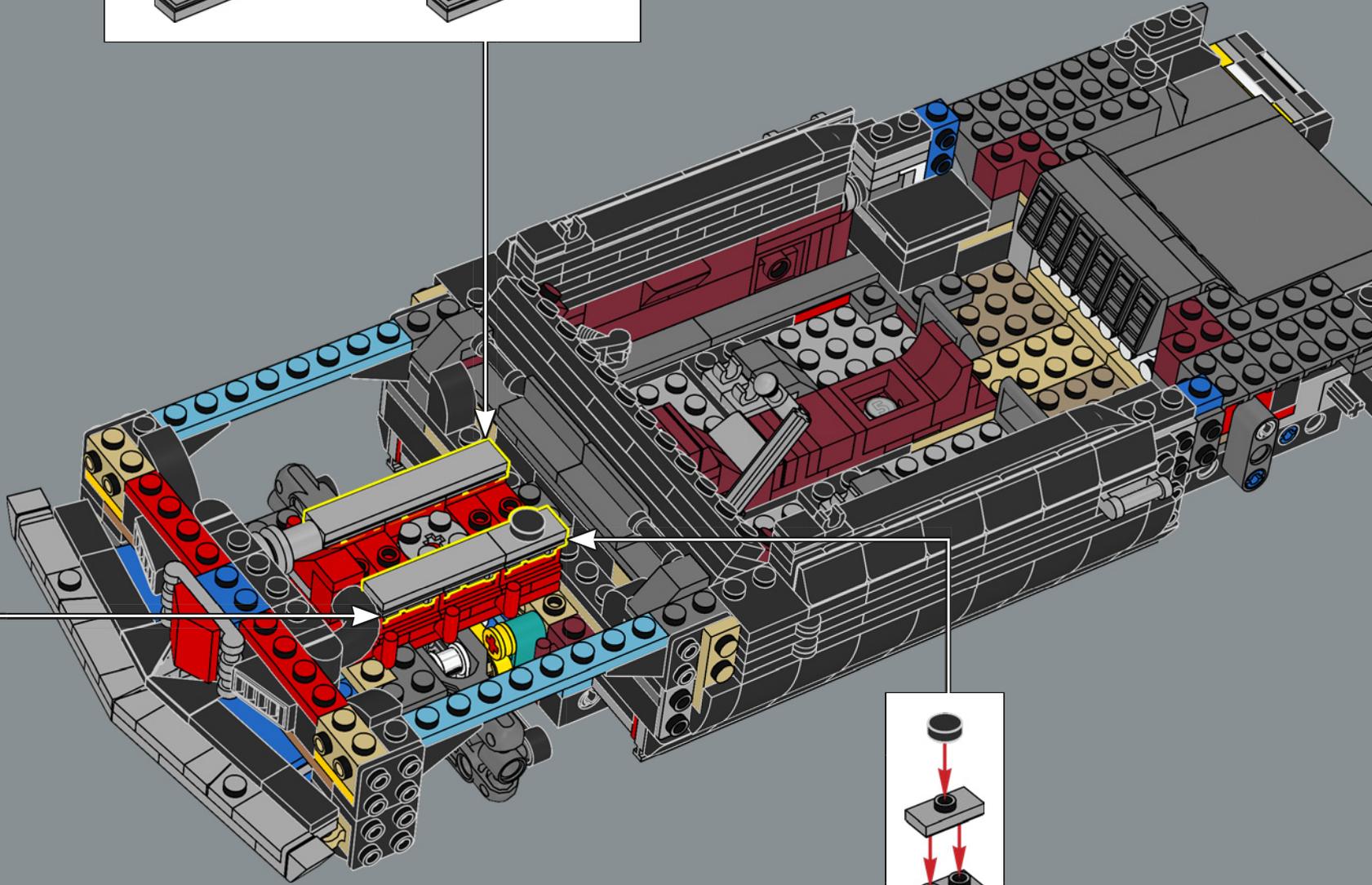
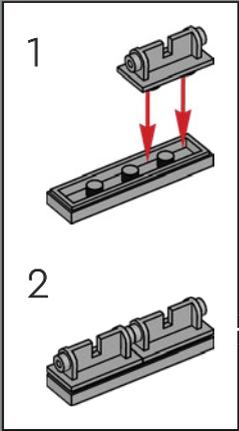
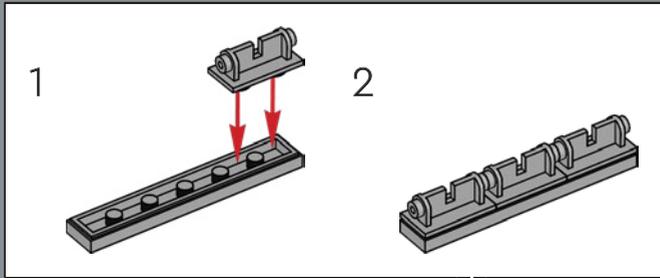
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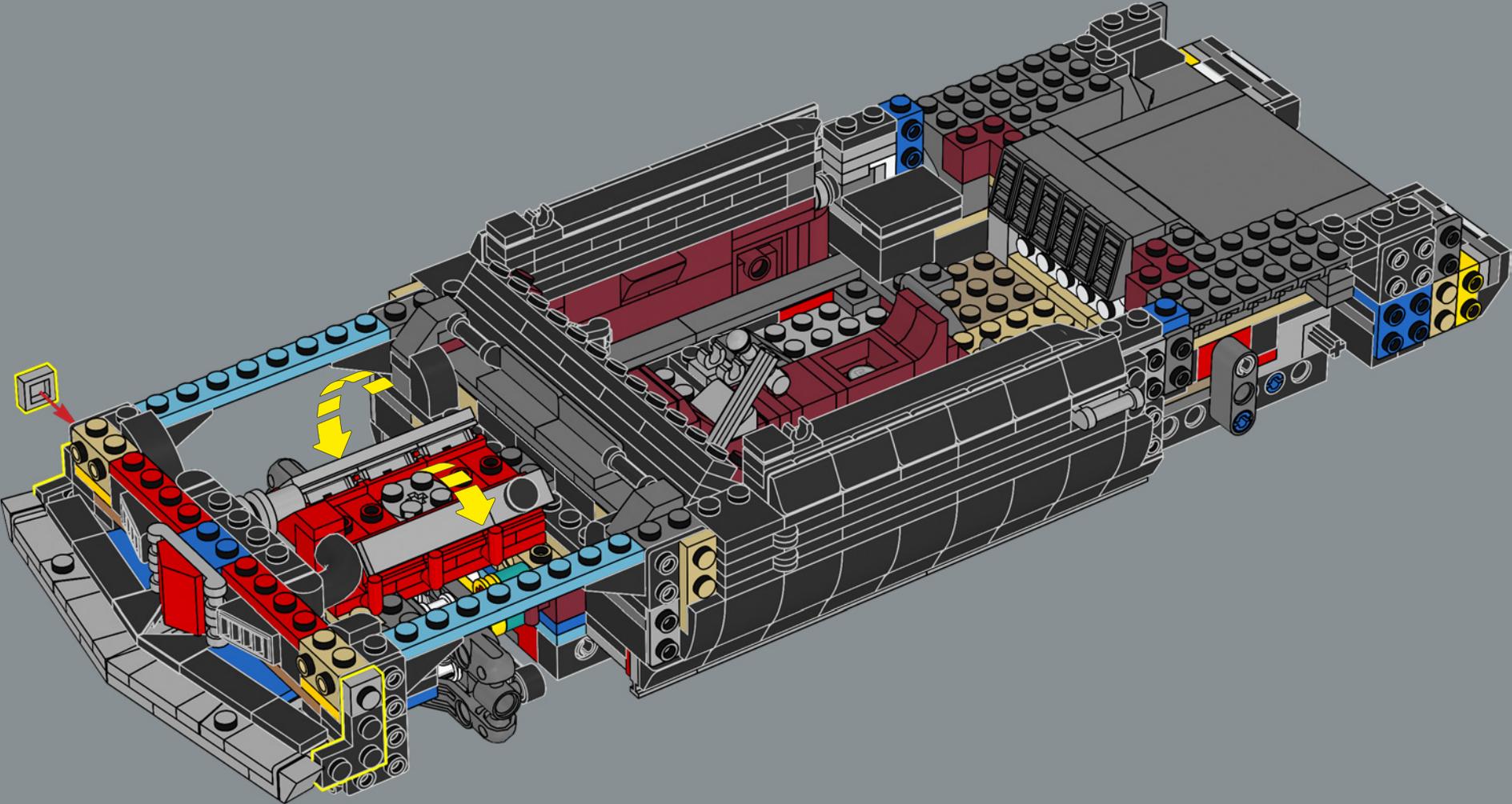


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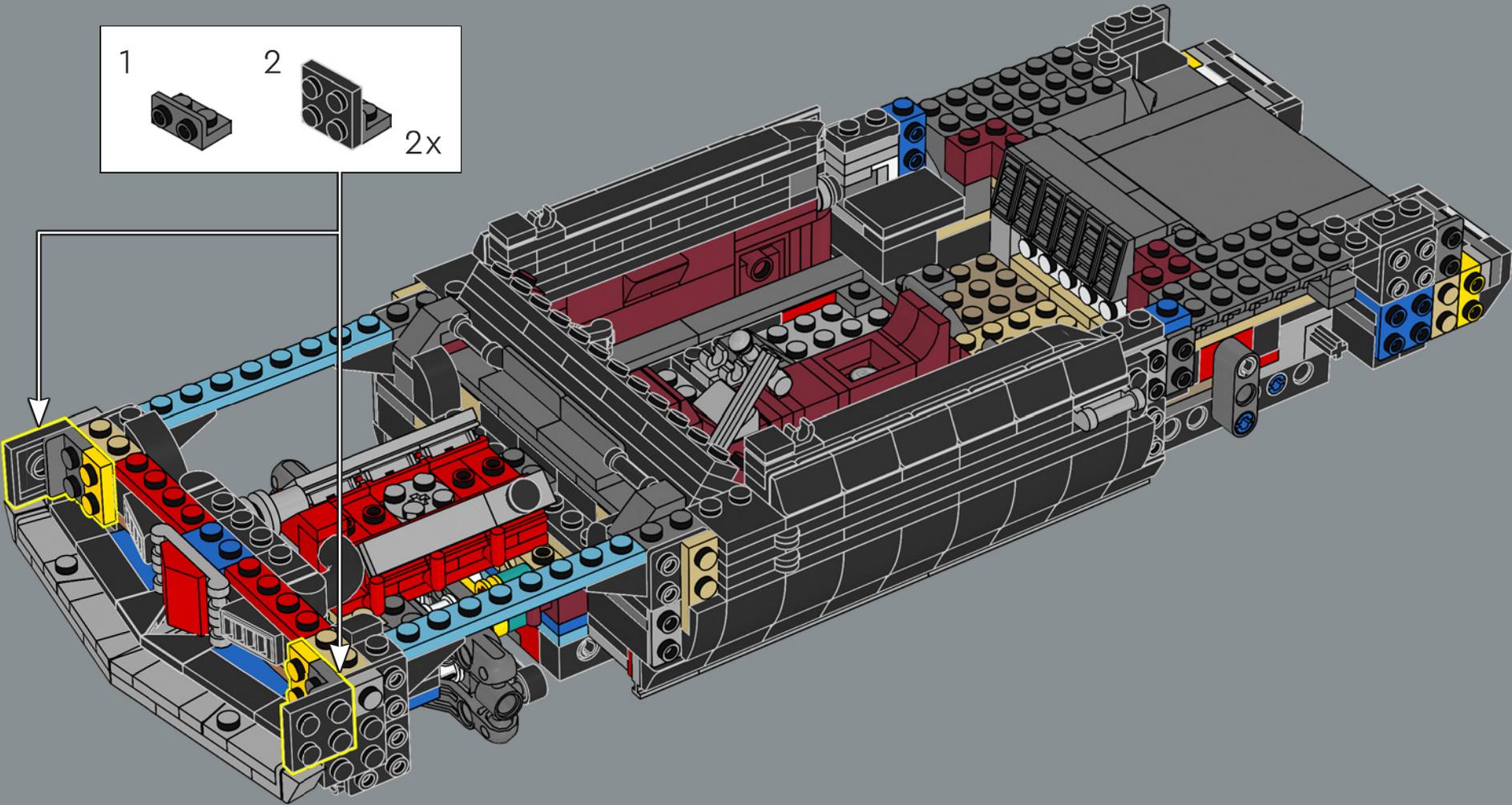
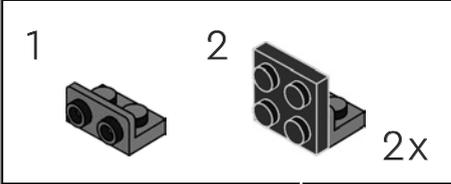


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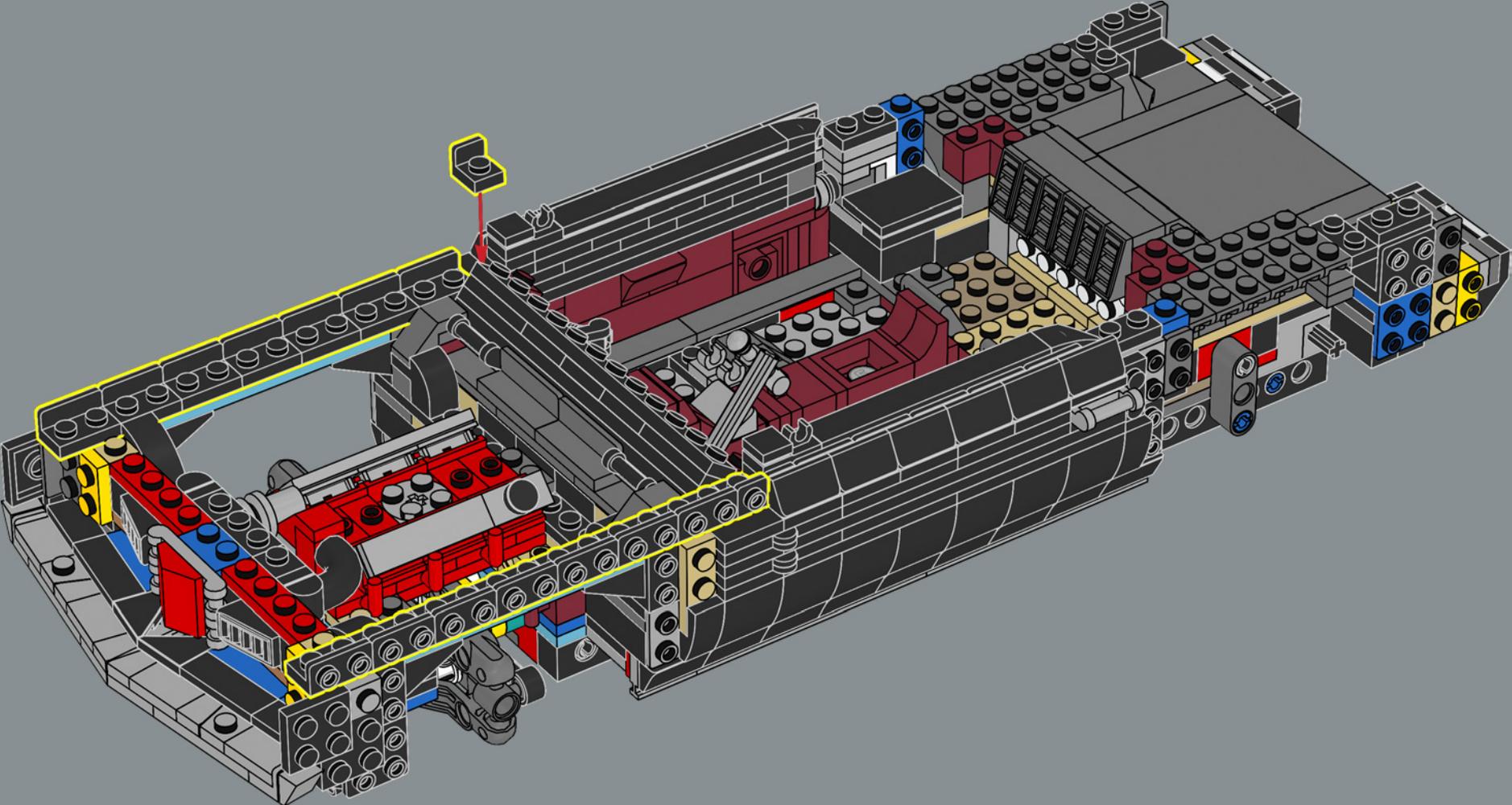


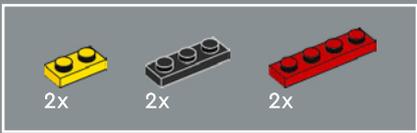
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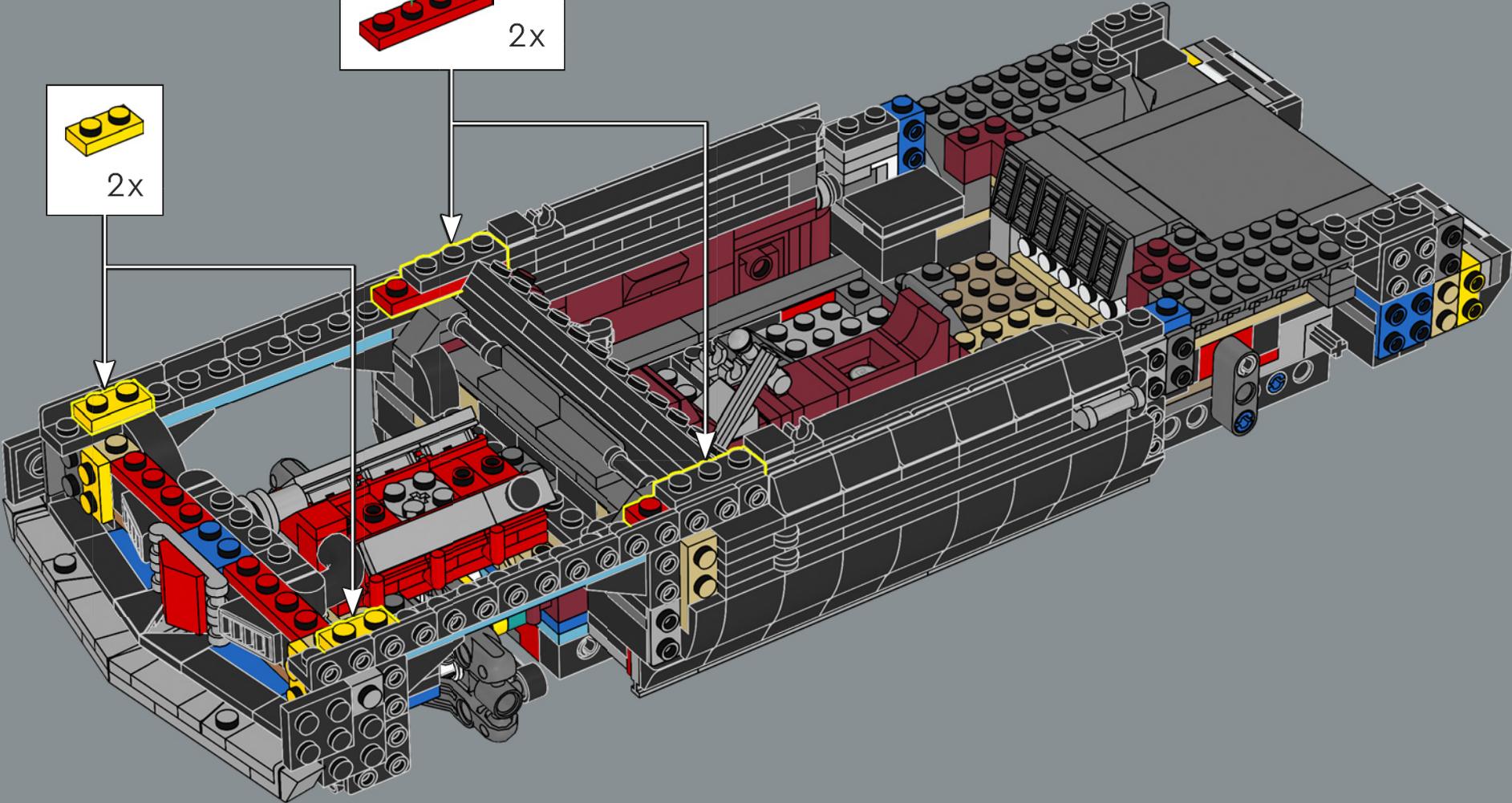
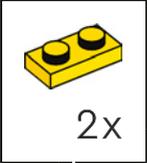
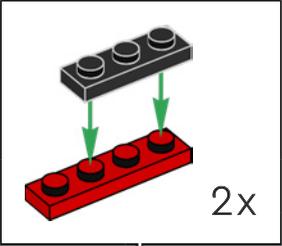


208



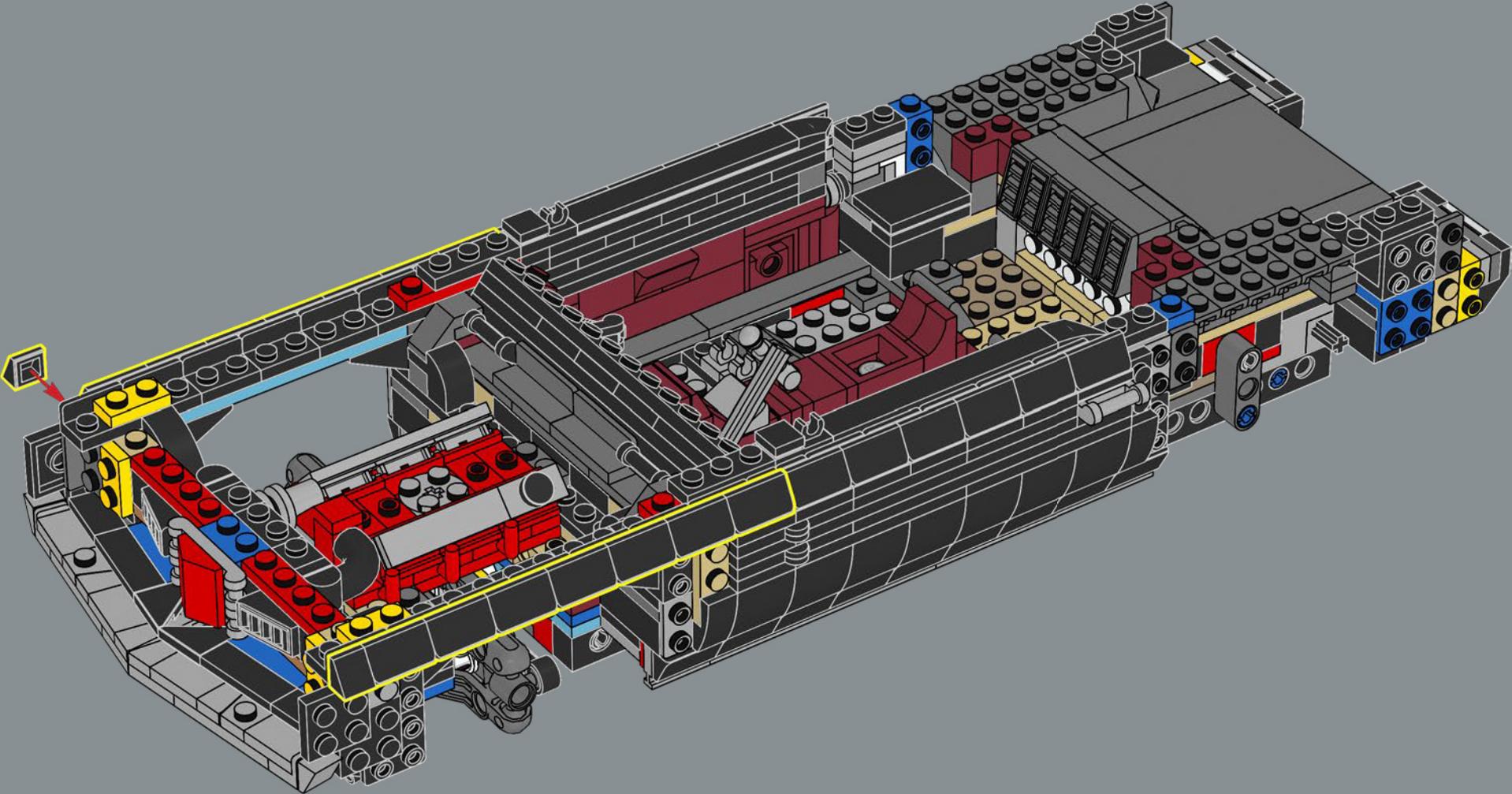


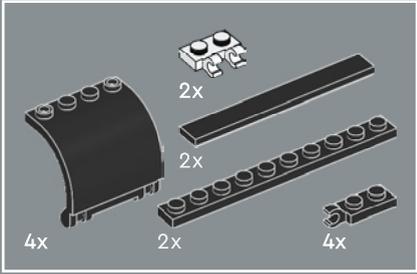
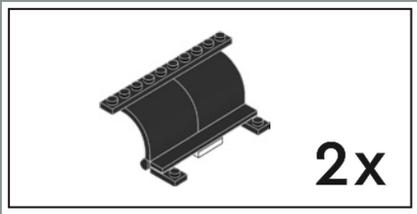
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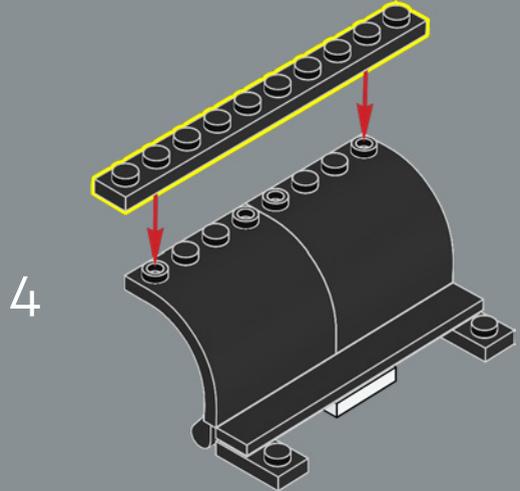
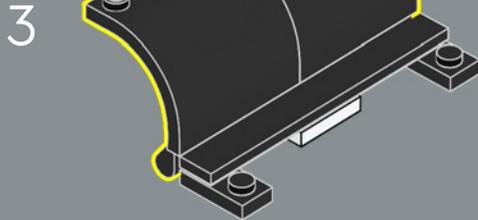
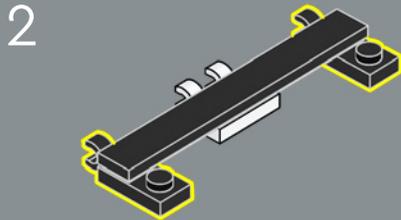
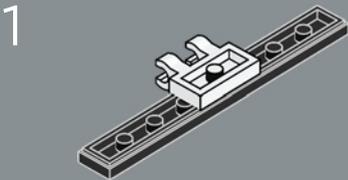


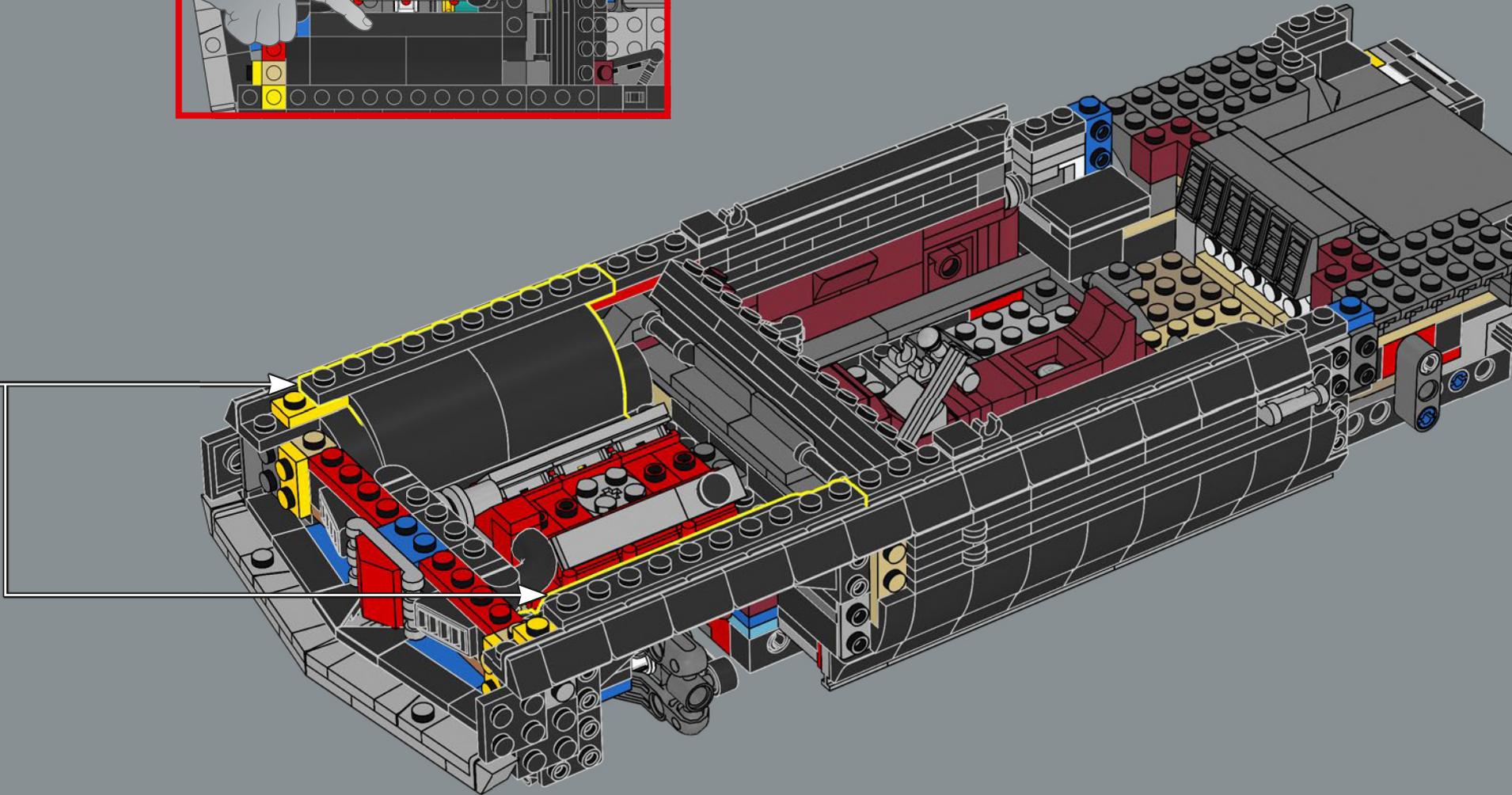
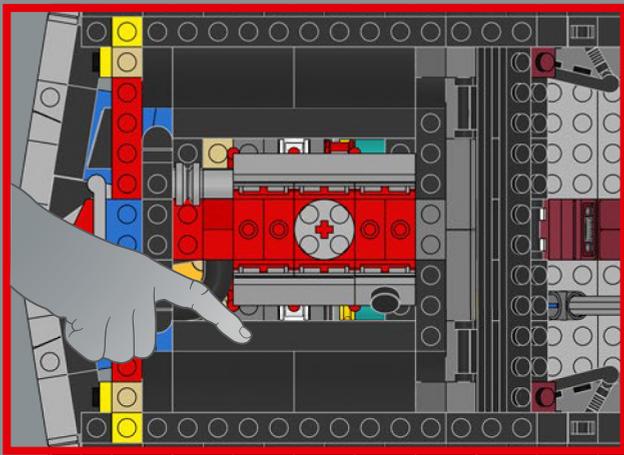
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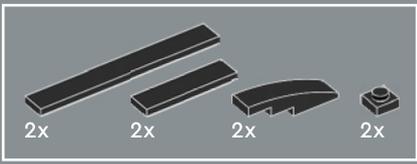




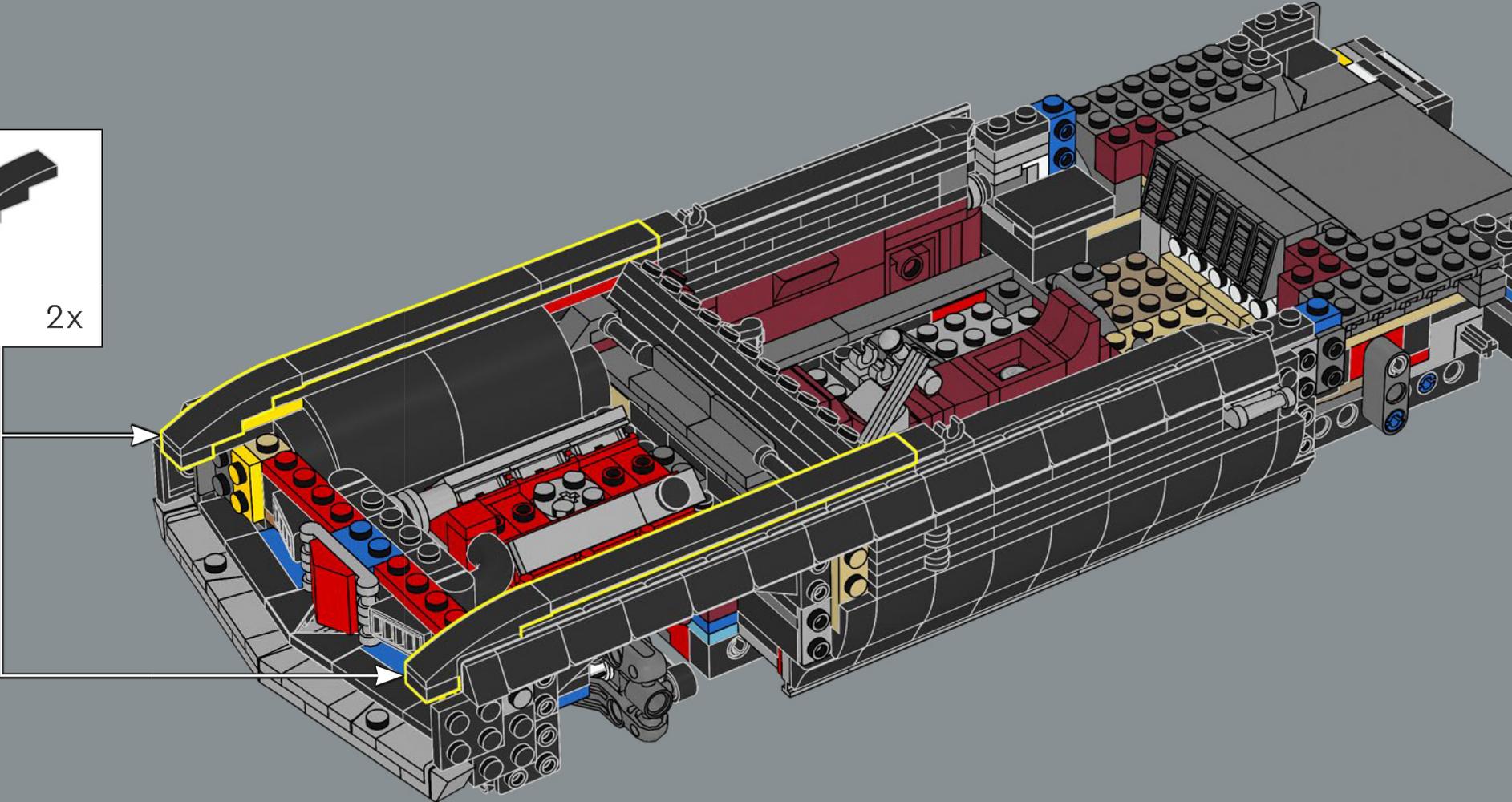
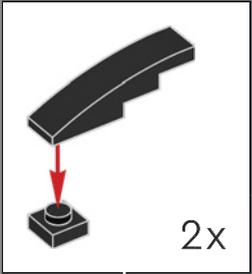
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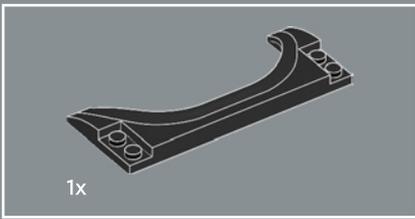




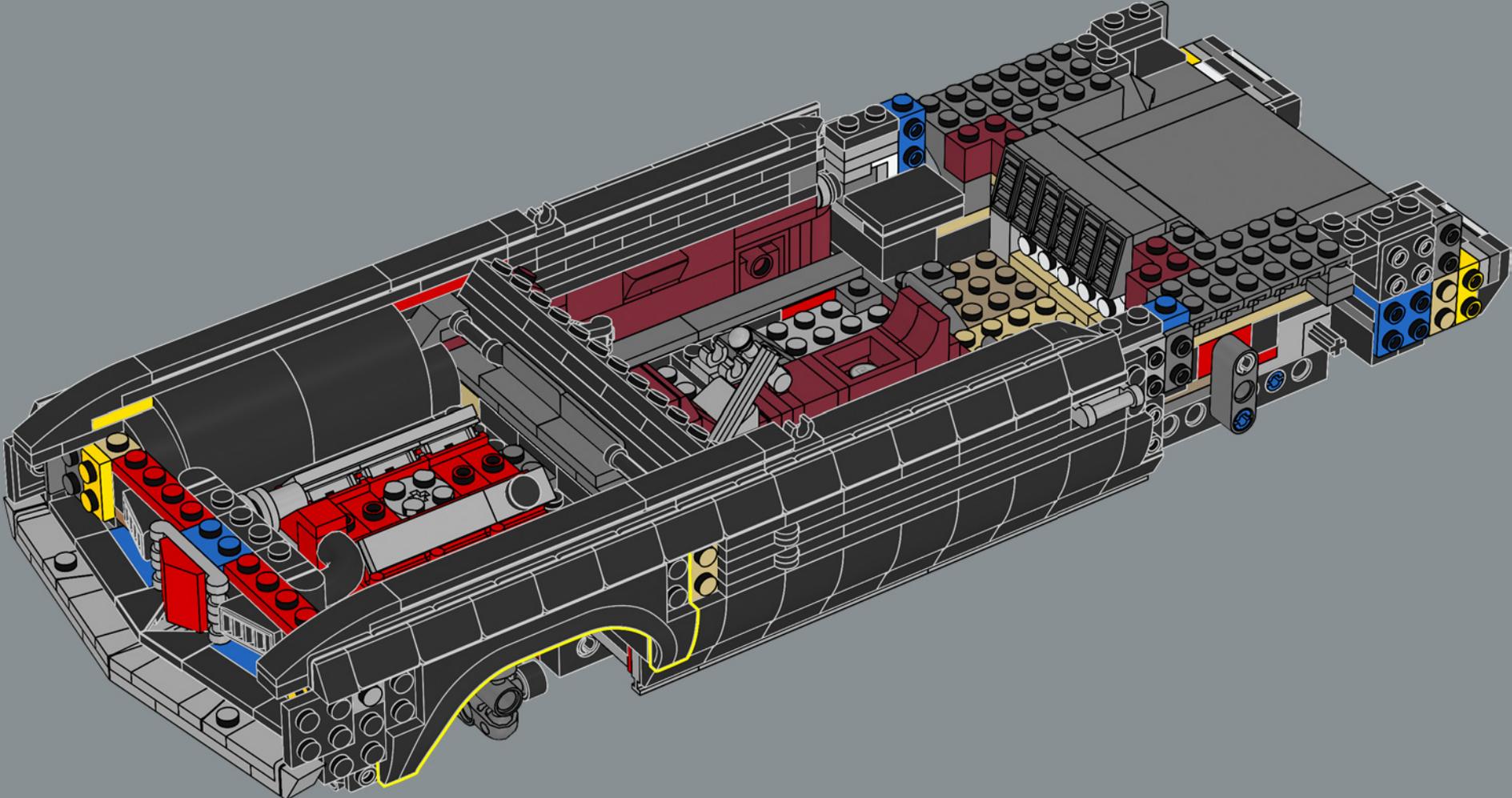


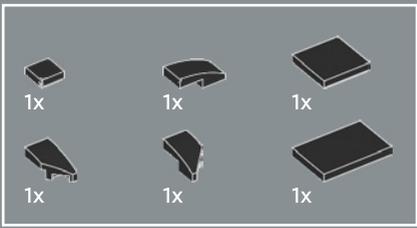
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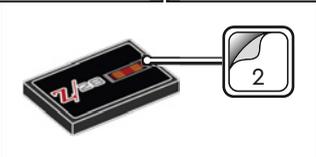
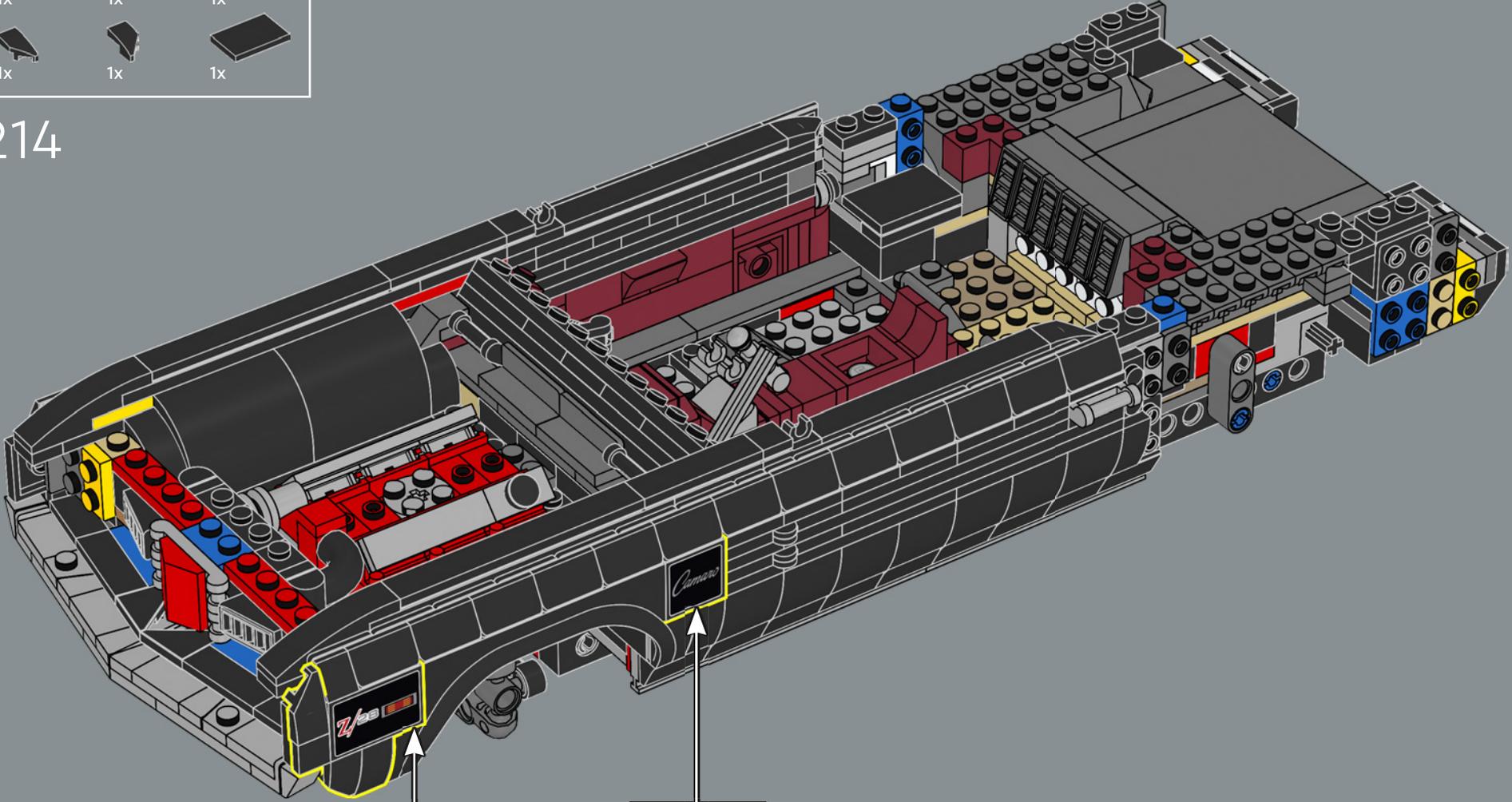


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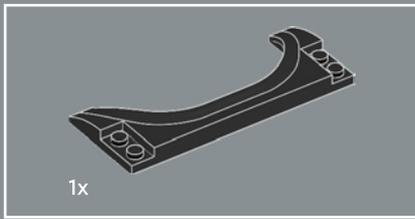




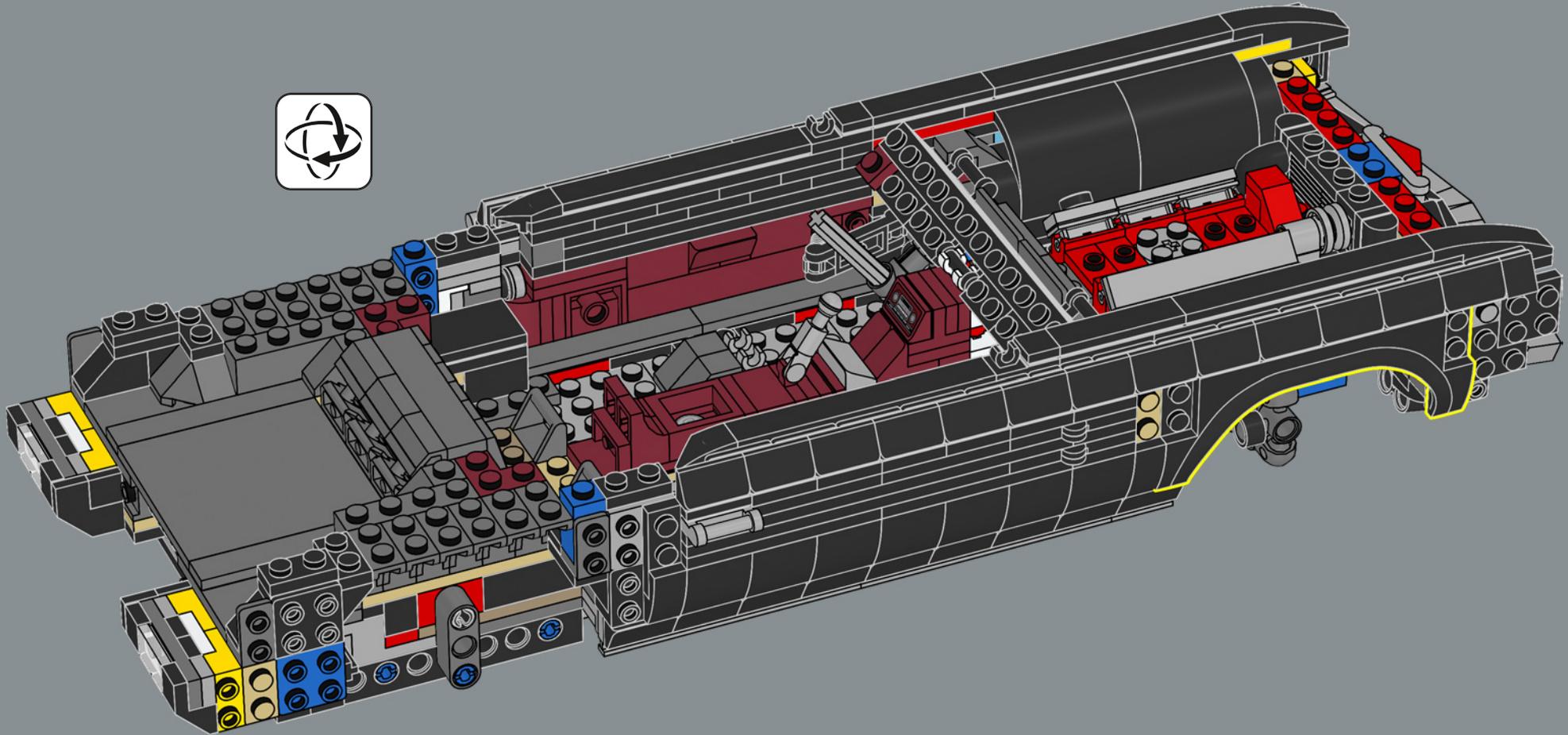
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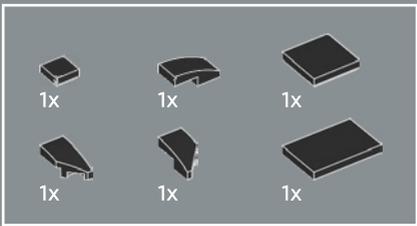


Ursprünglich hatte Chevrolet in Erwägung gezogen,
den Camaro auch als Kombi herzustellen.

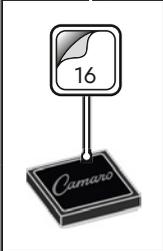
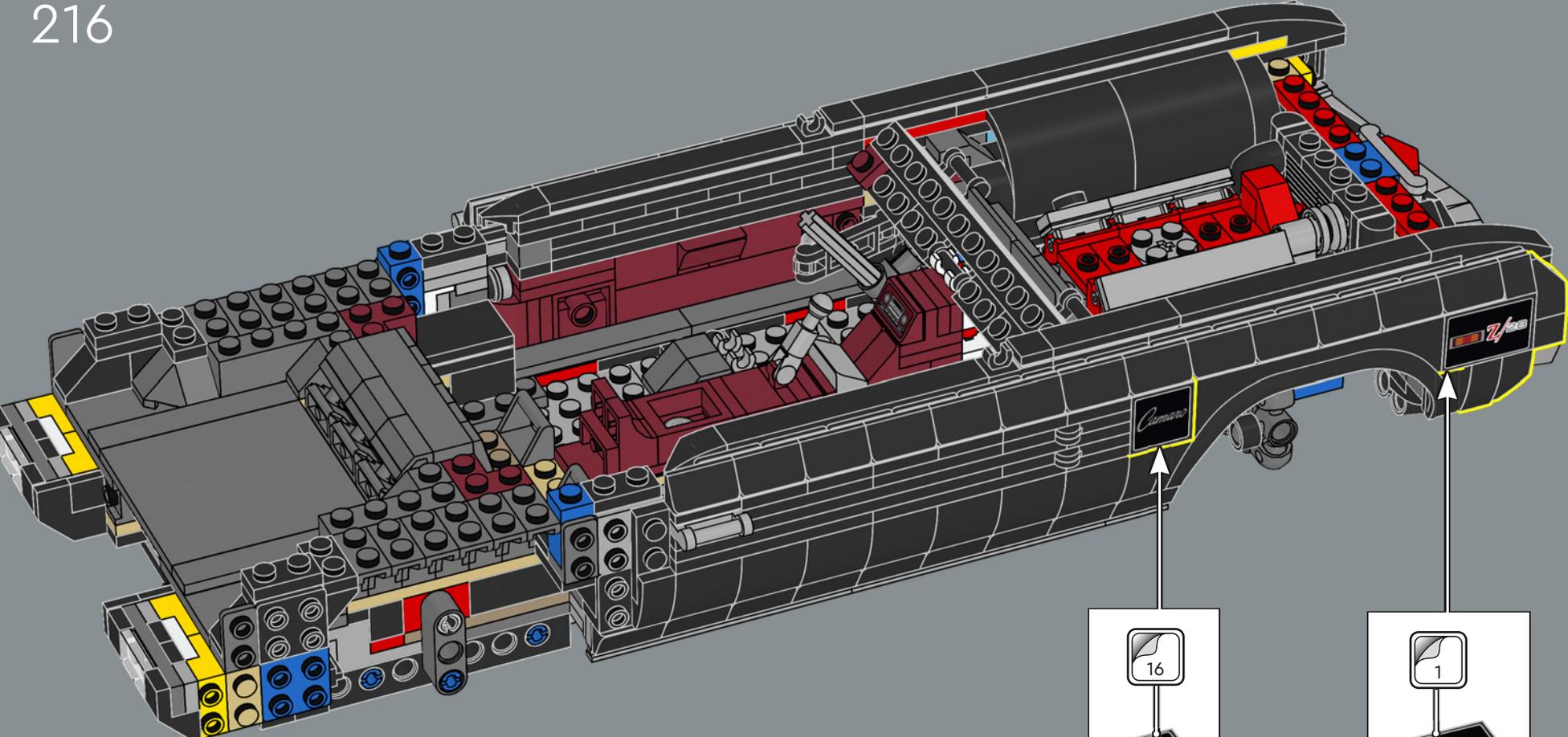


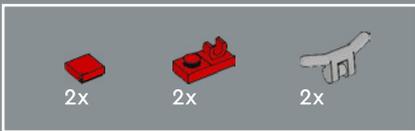
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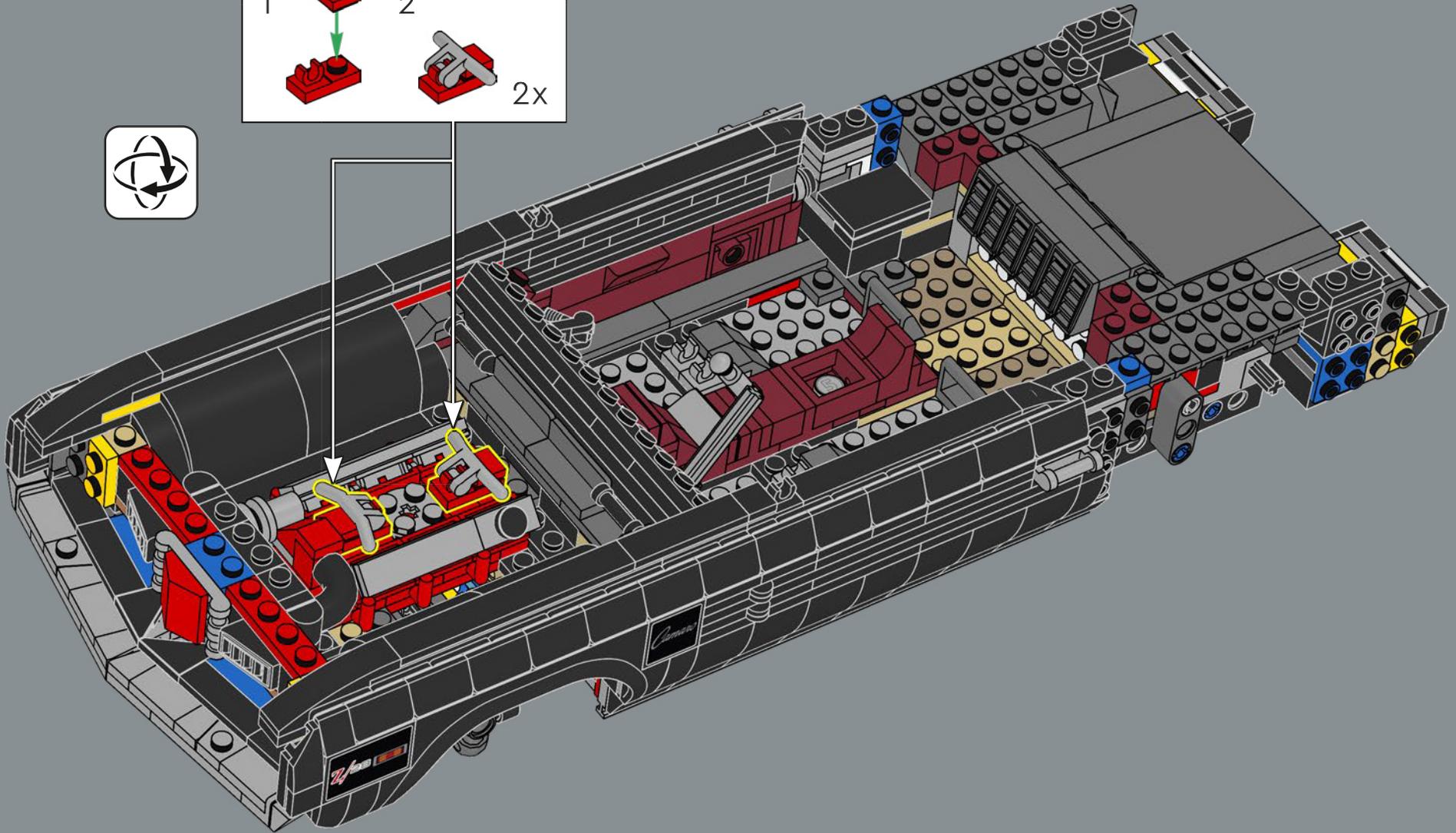
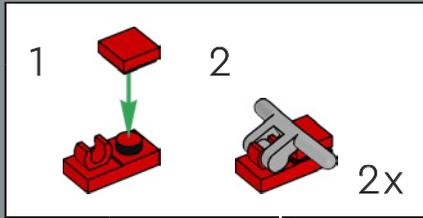


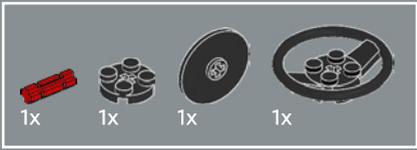
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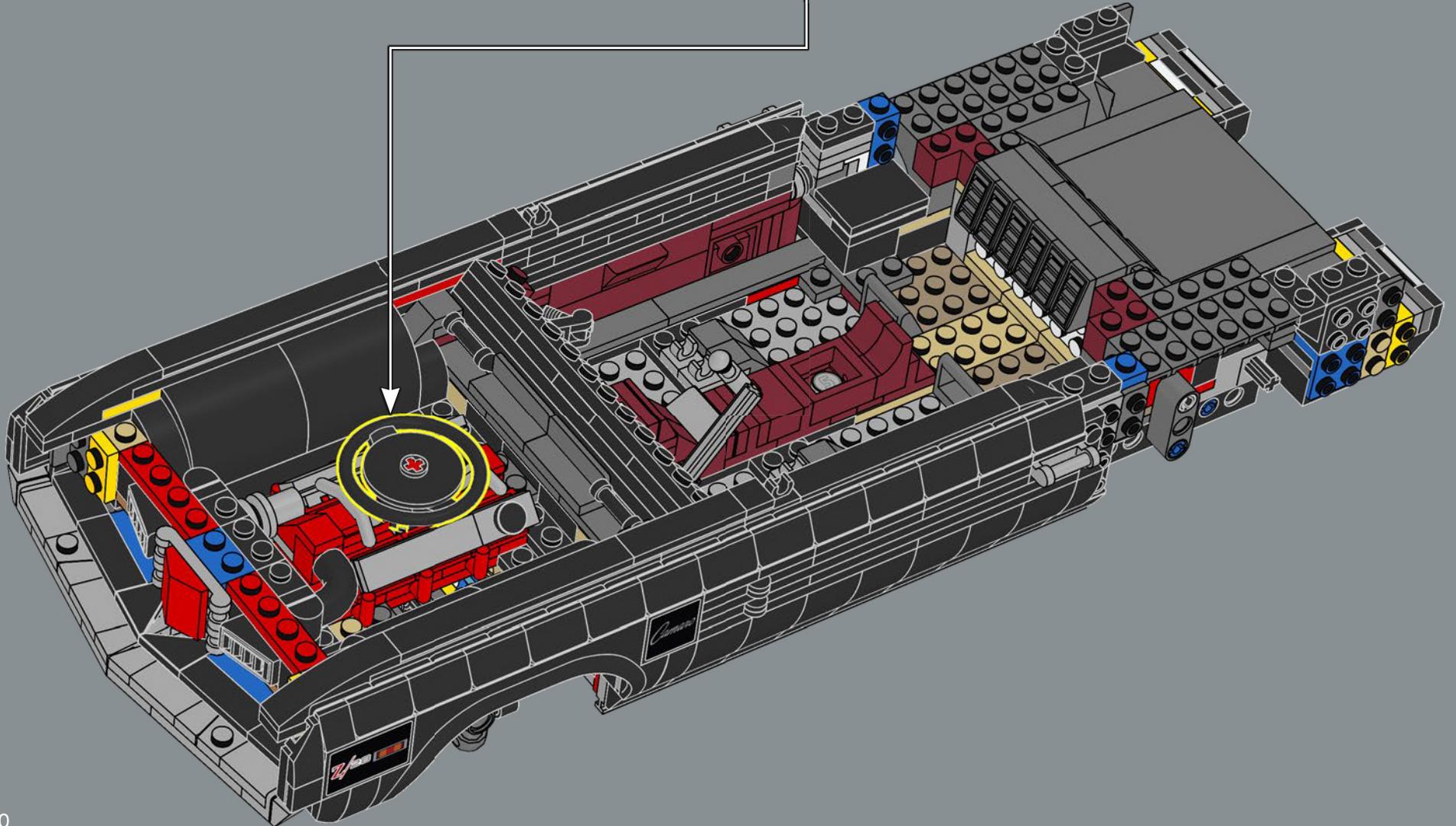
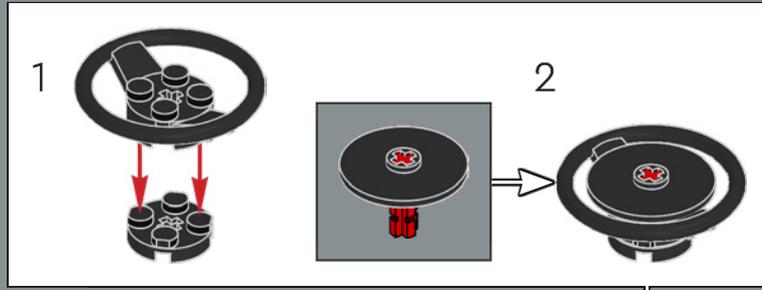


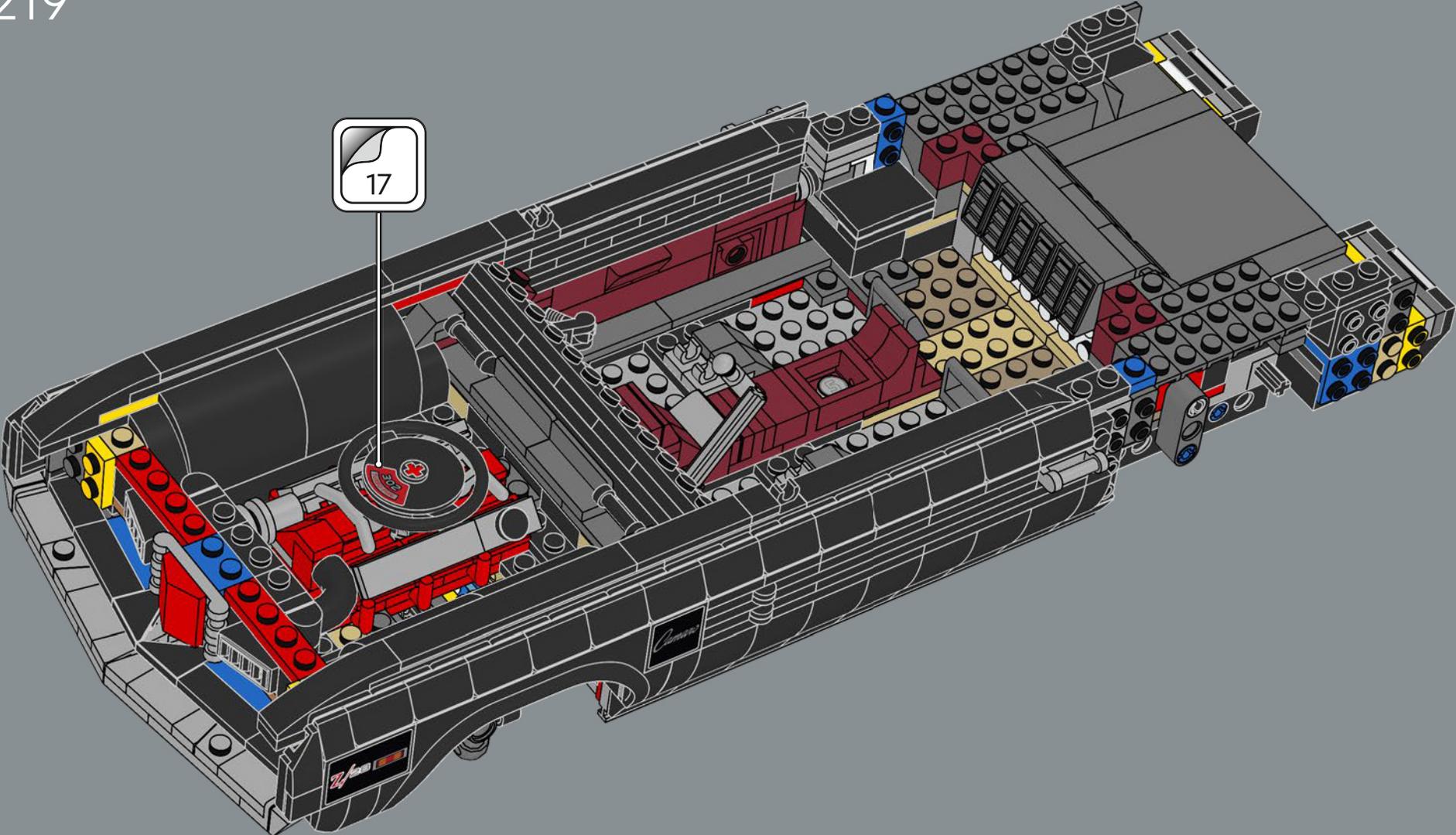
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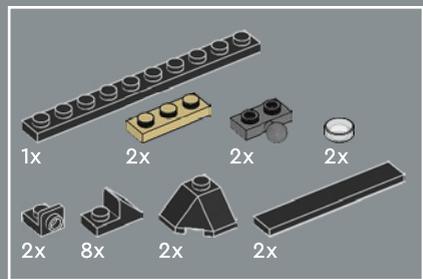




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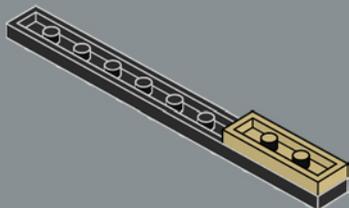




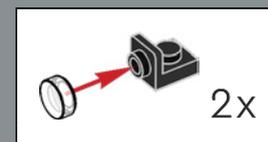
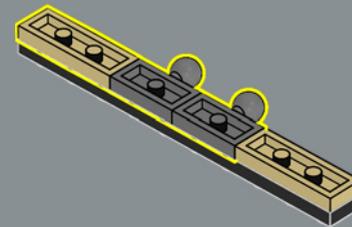


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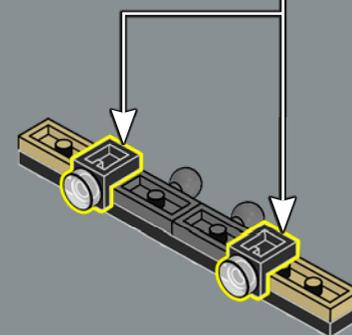
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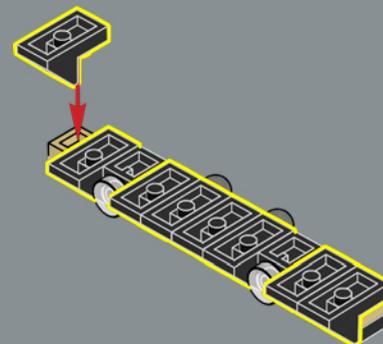
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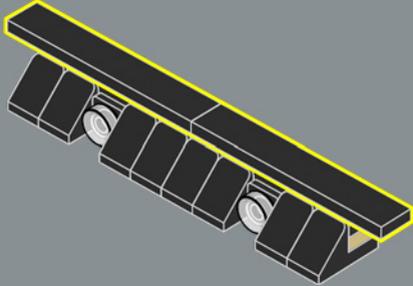
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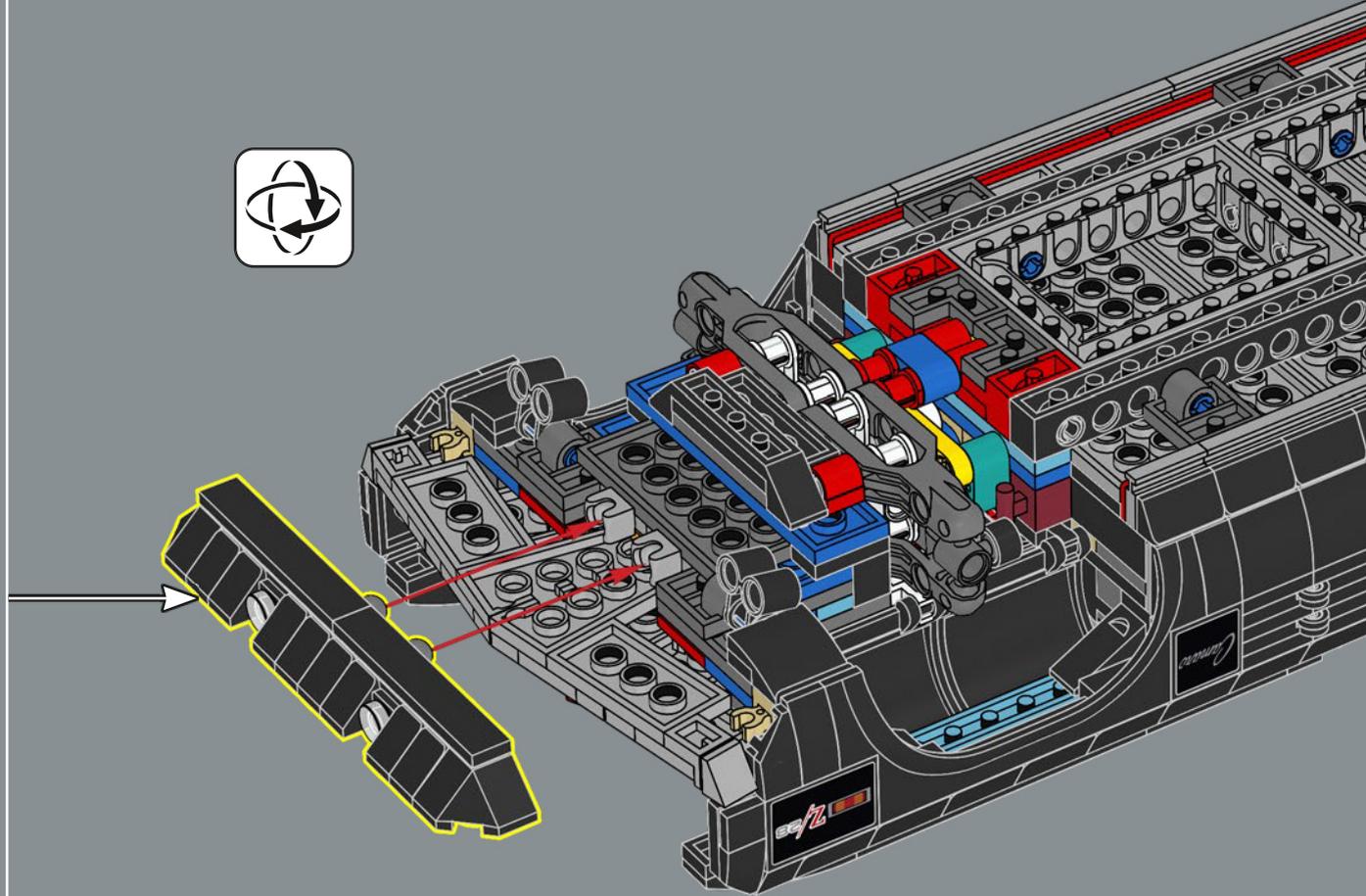
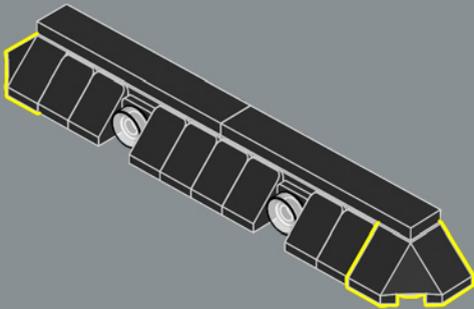
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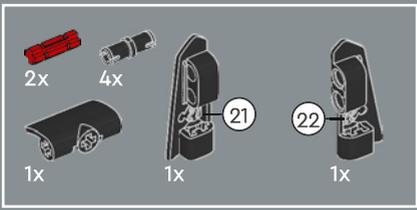


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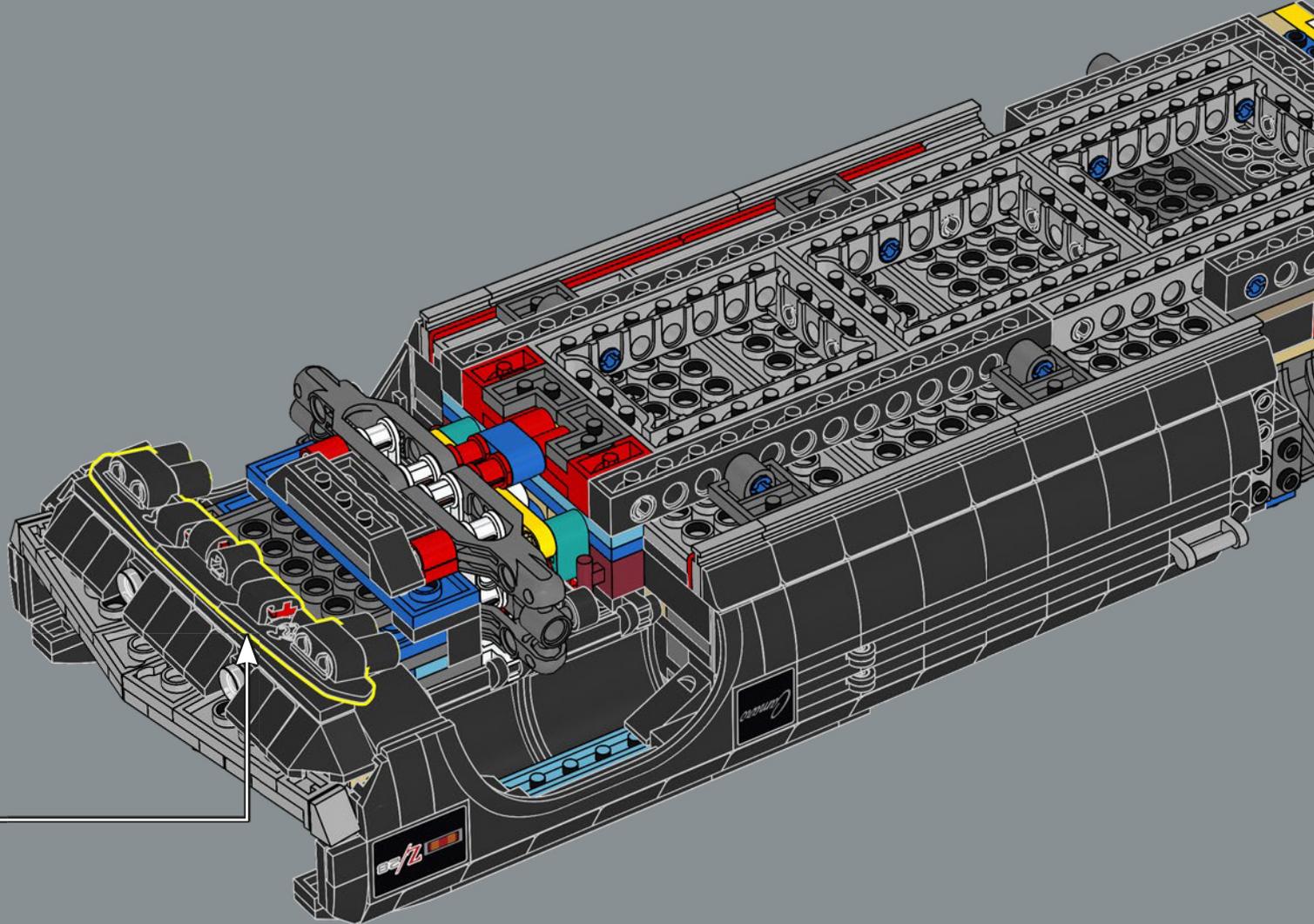
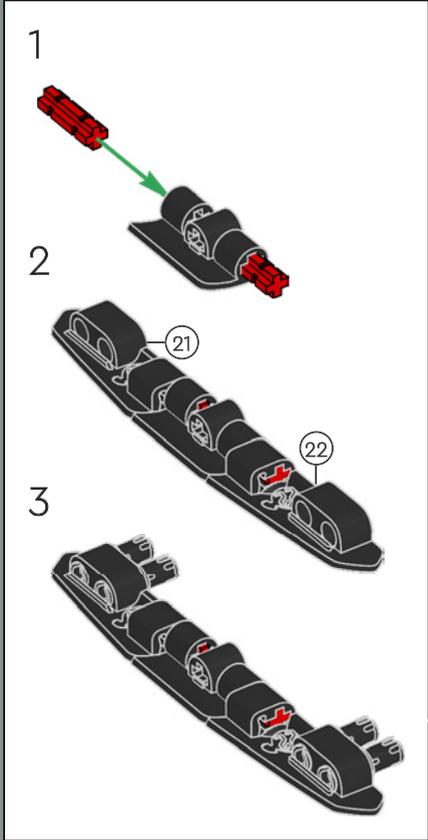


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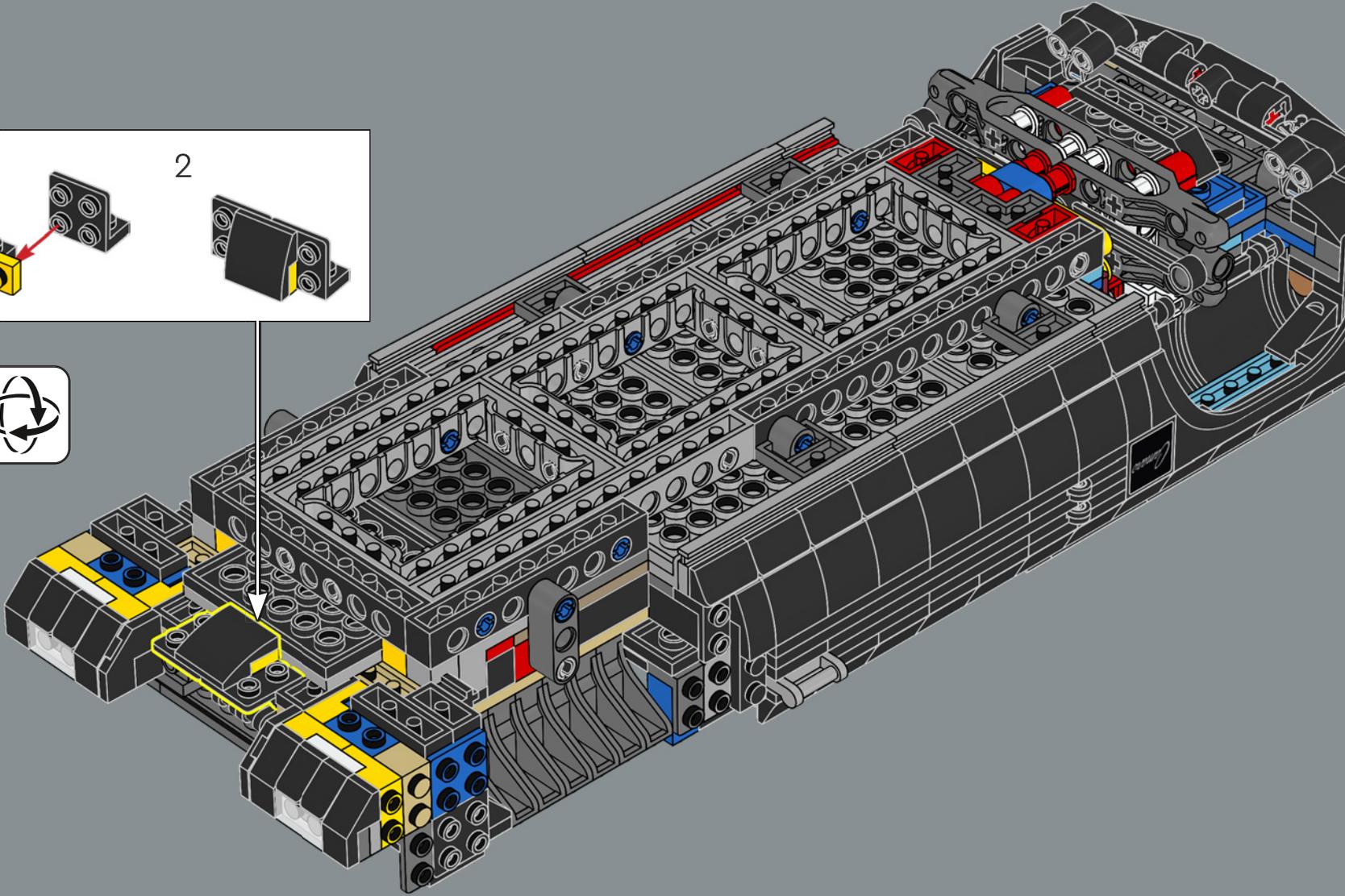
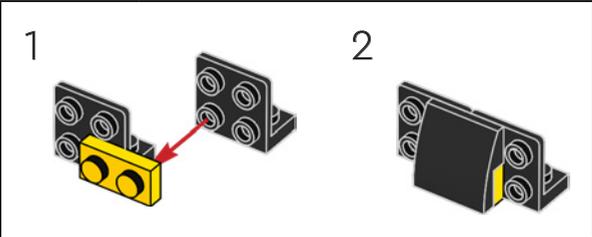


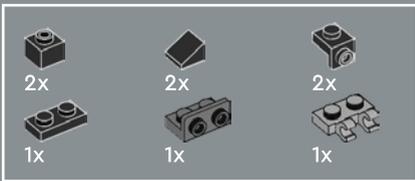
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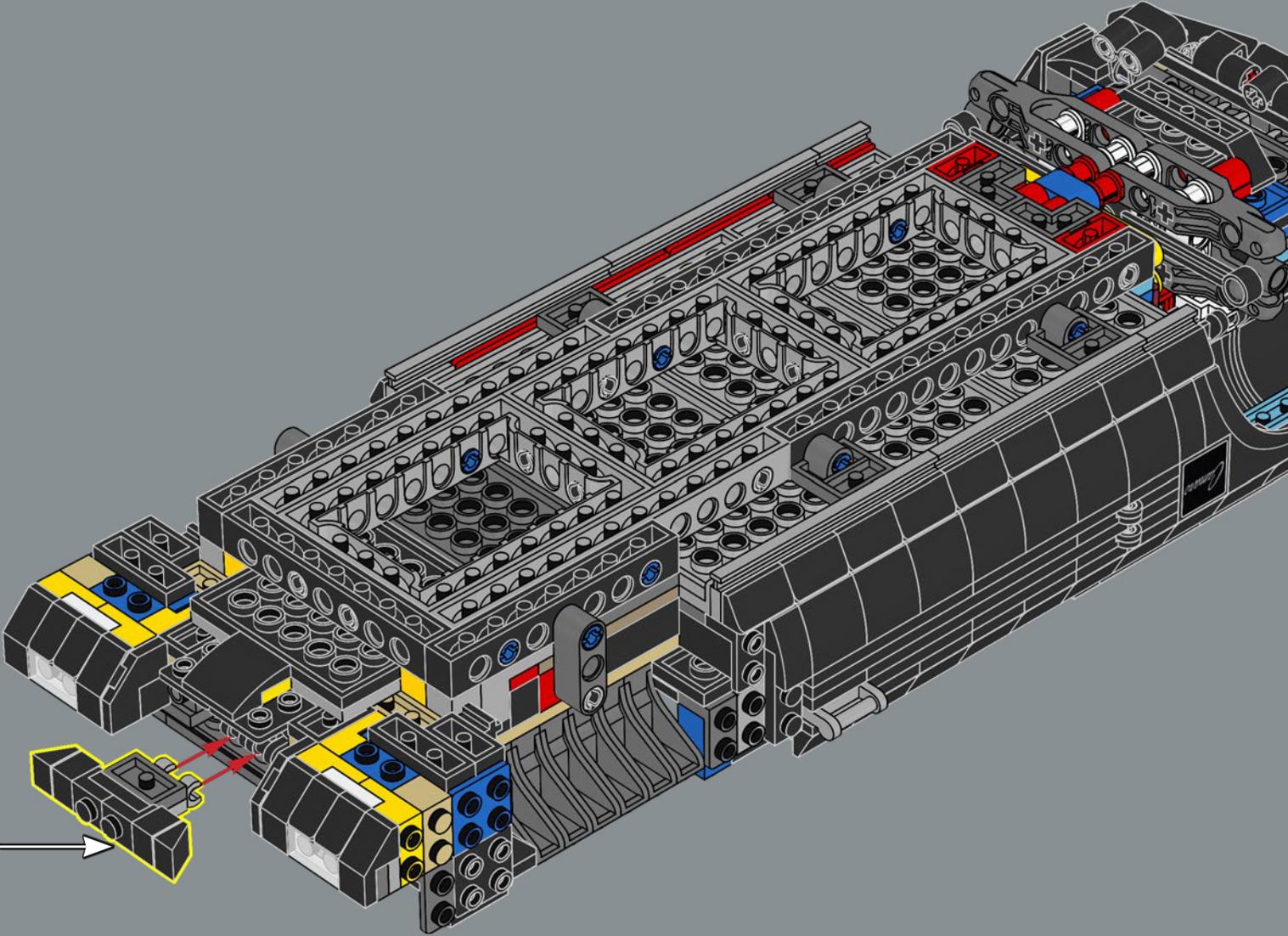
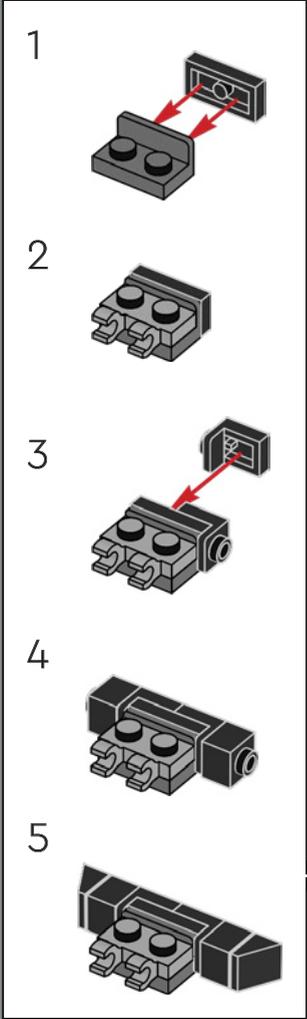


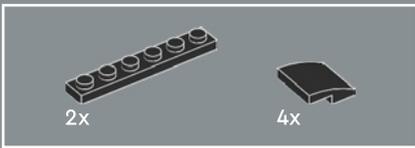
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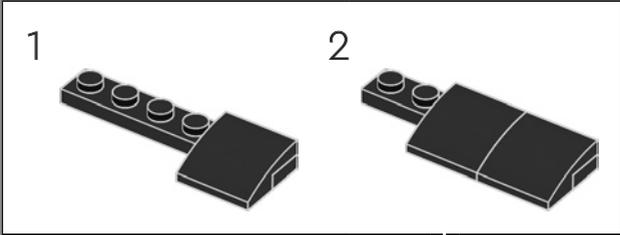


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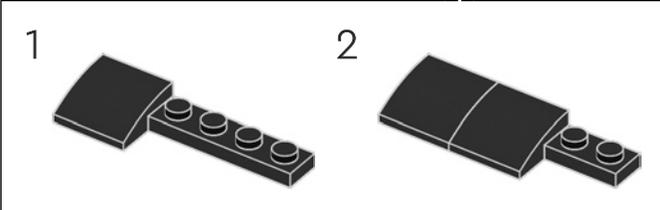
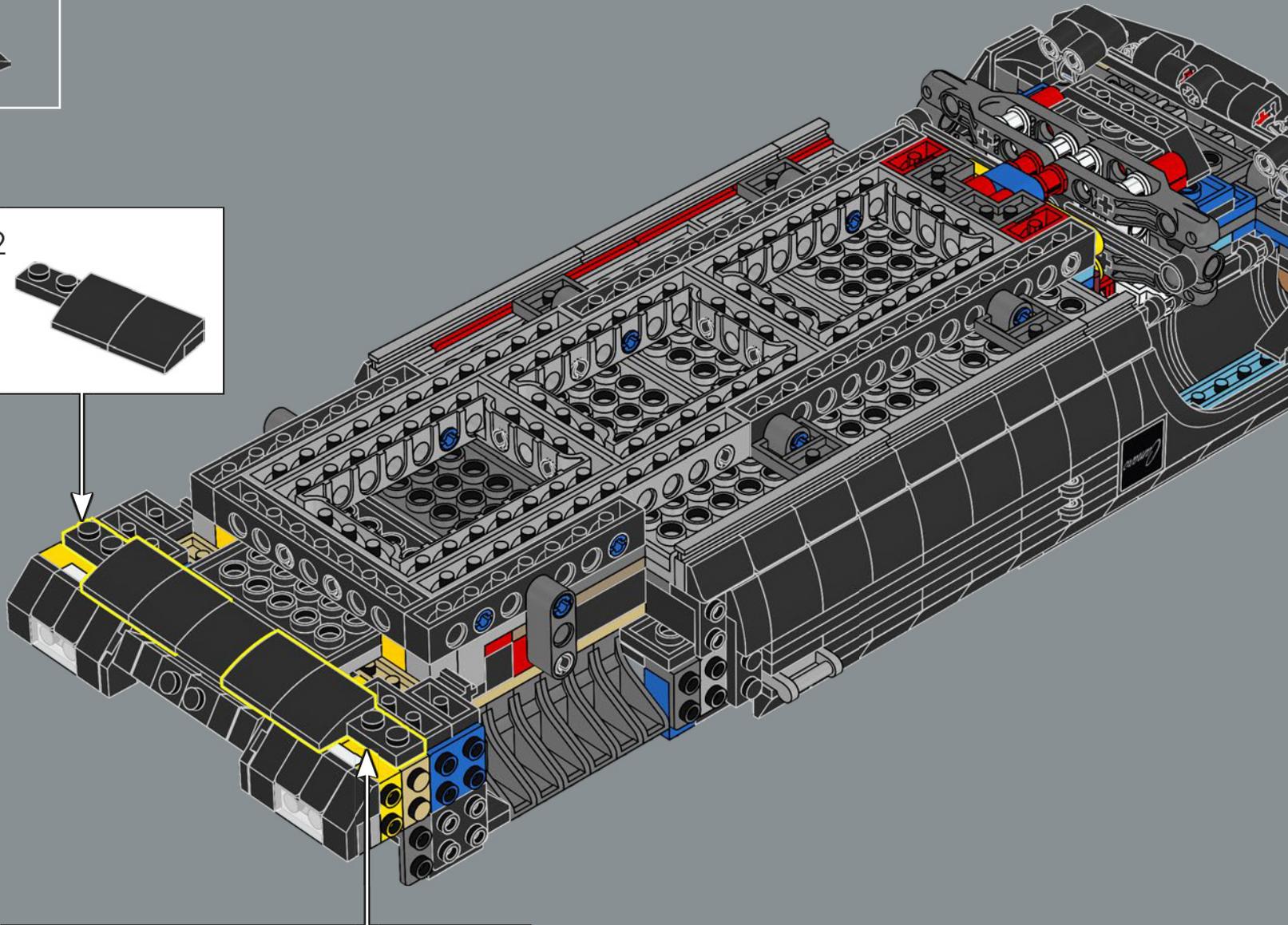
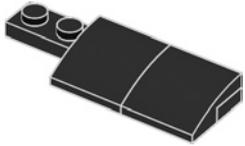




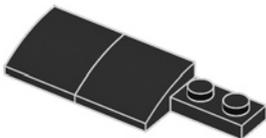
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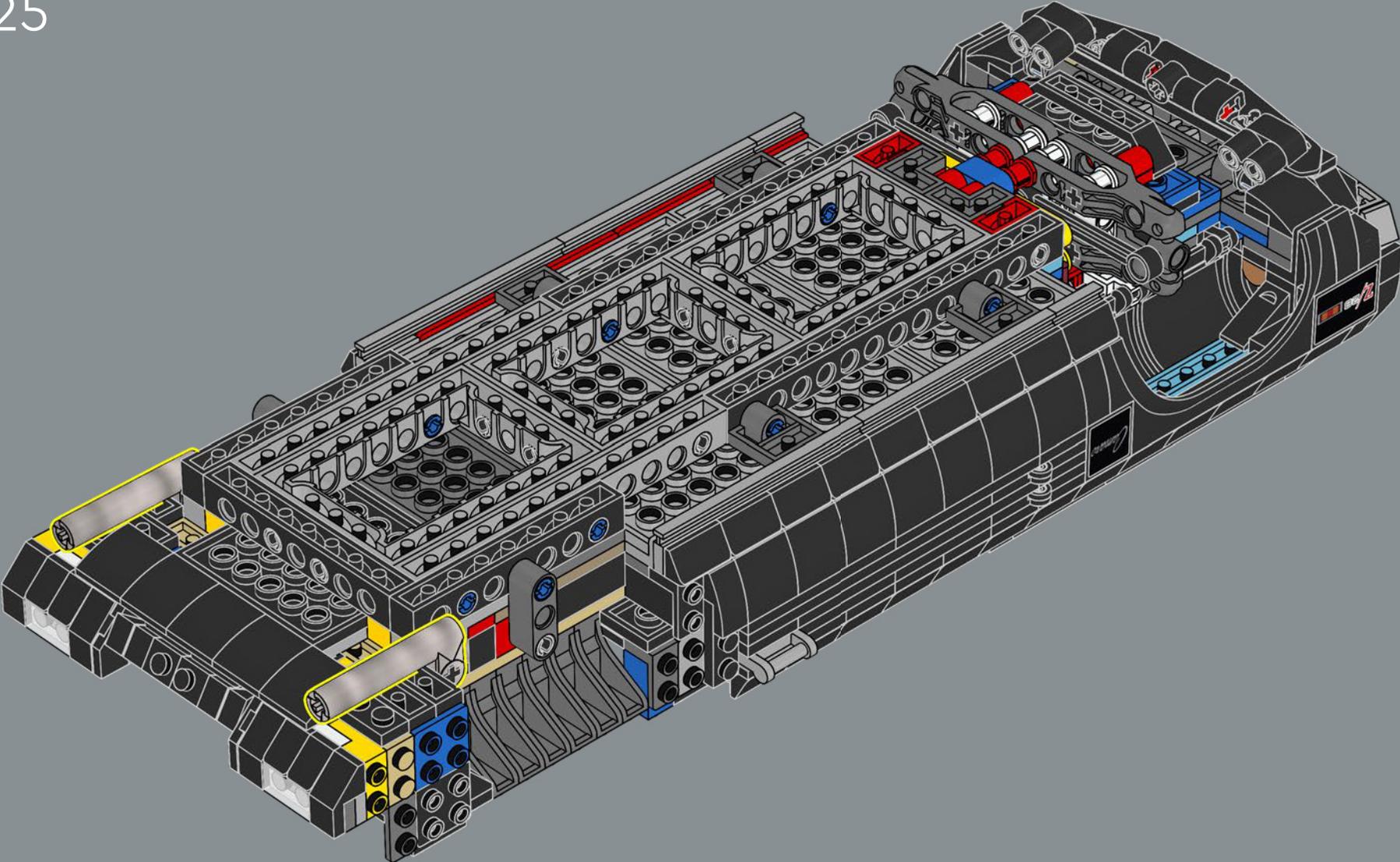


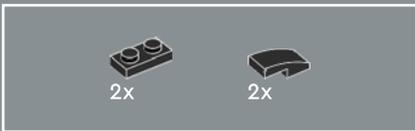
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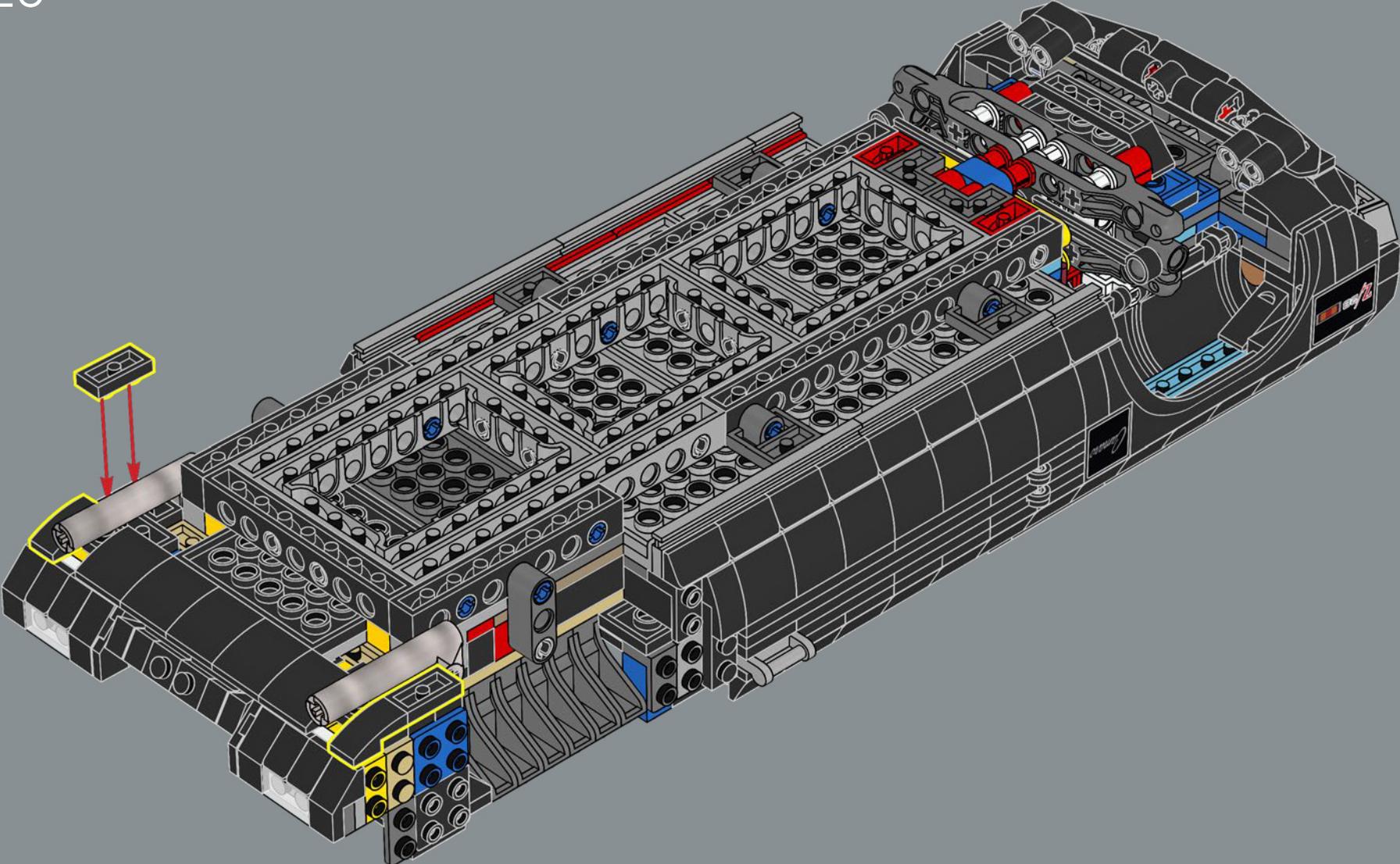


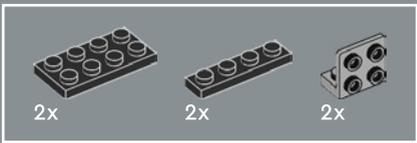
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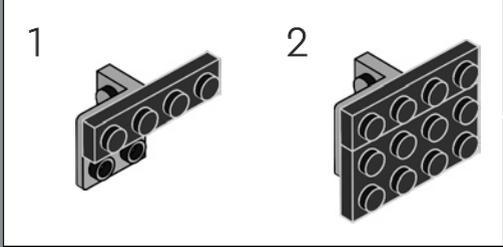
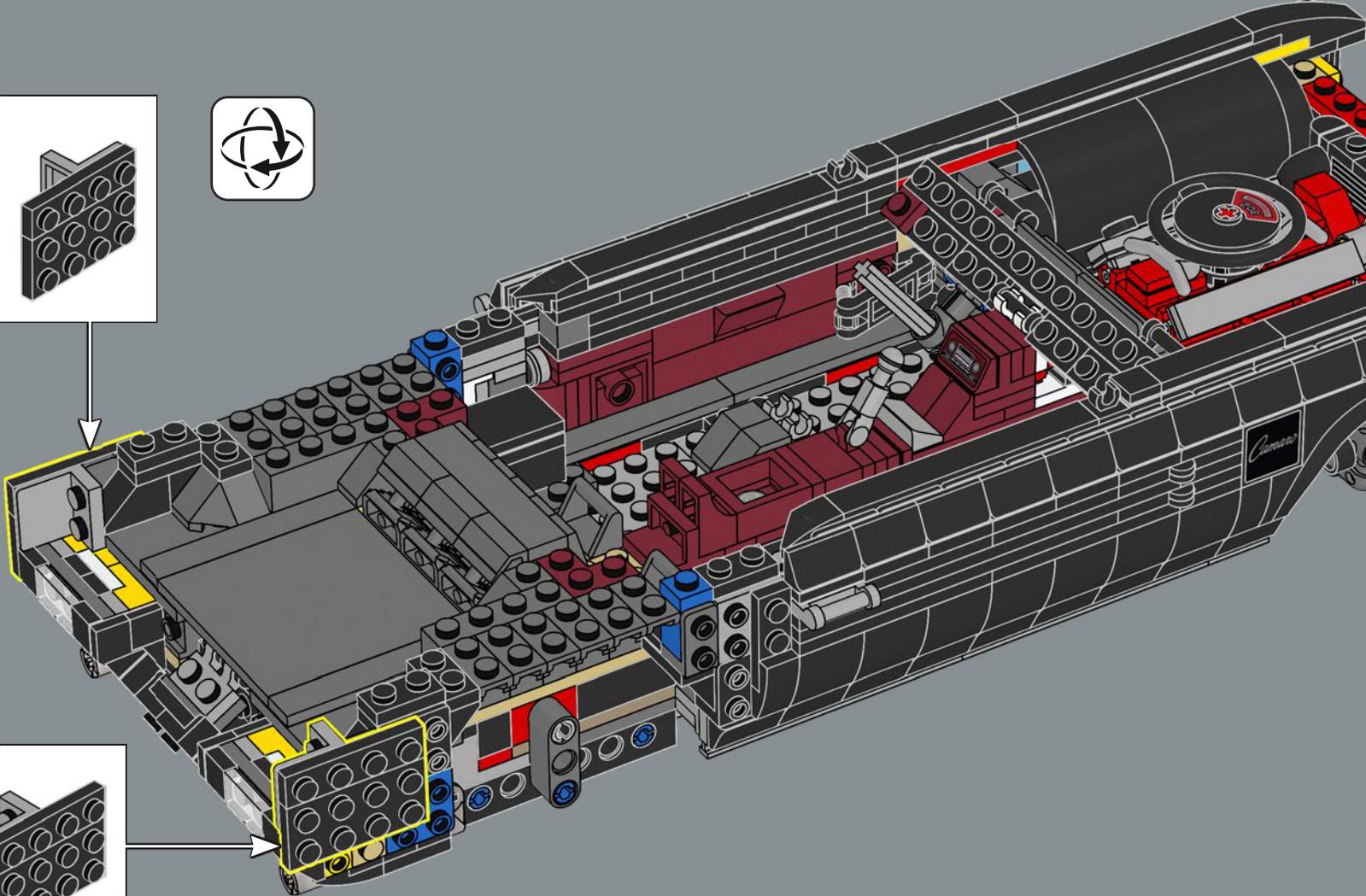
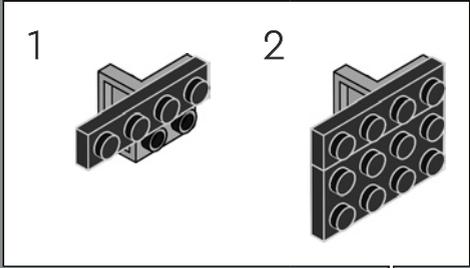


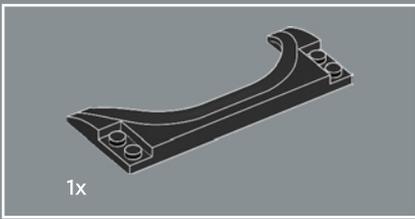
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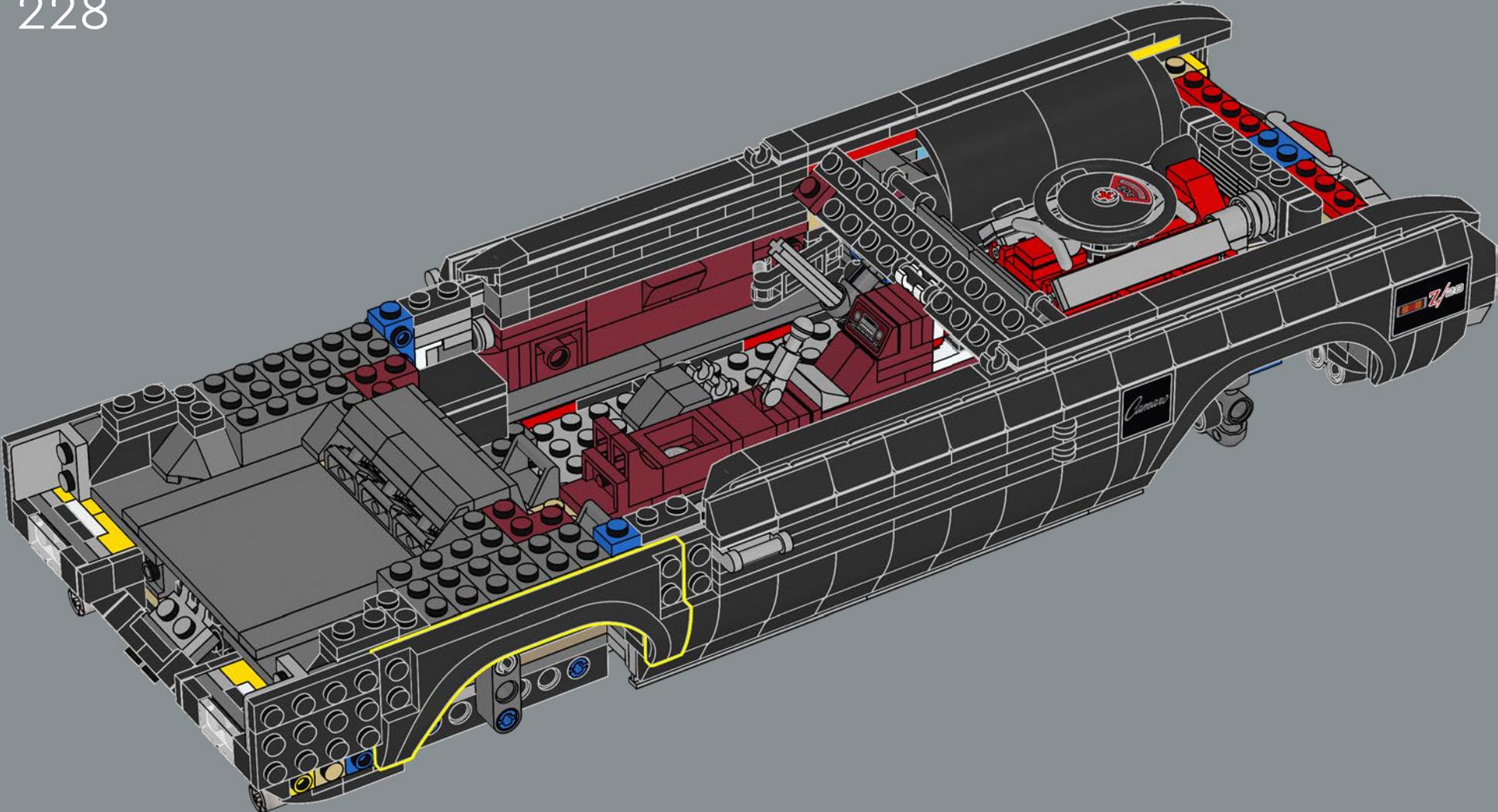


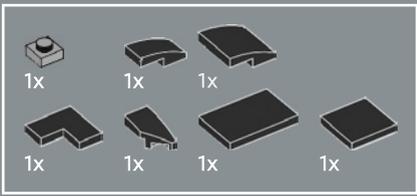
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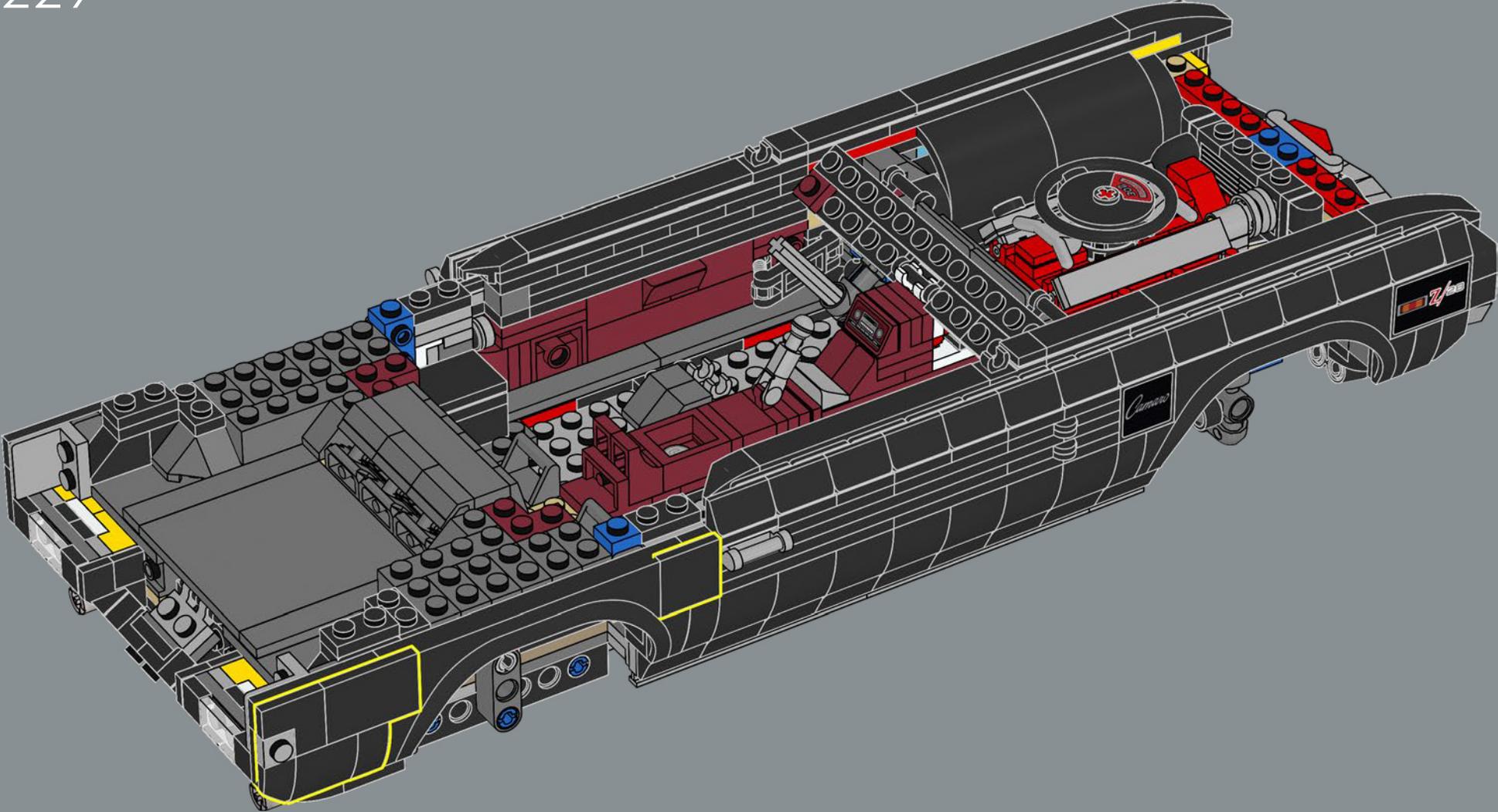


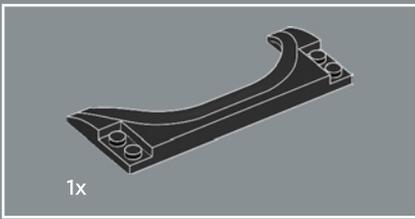
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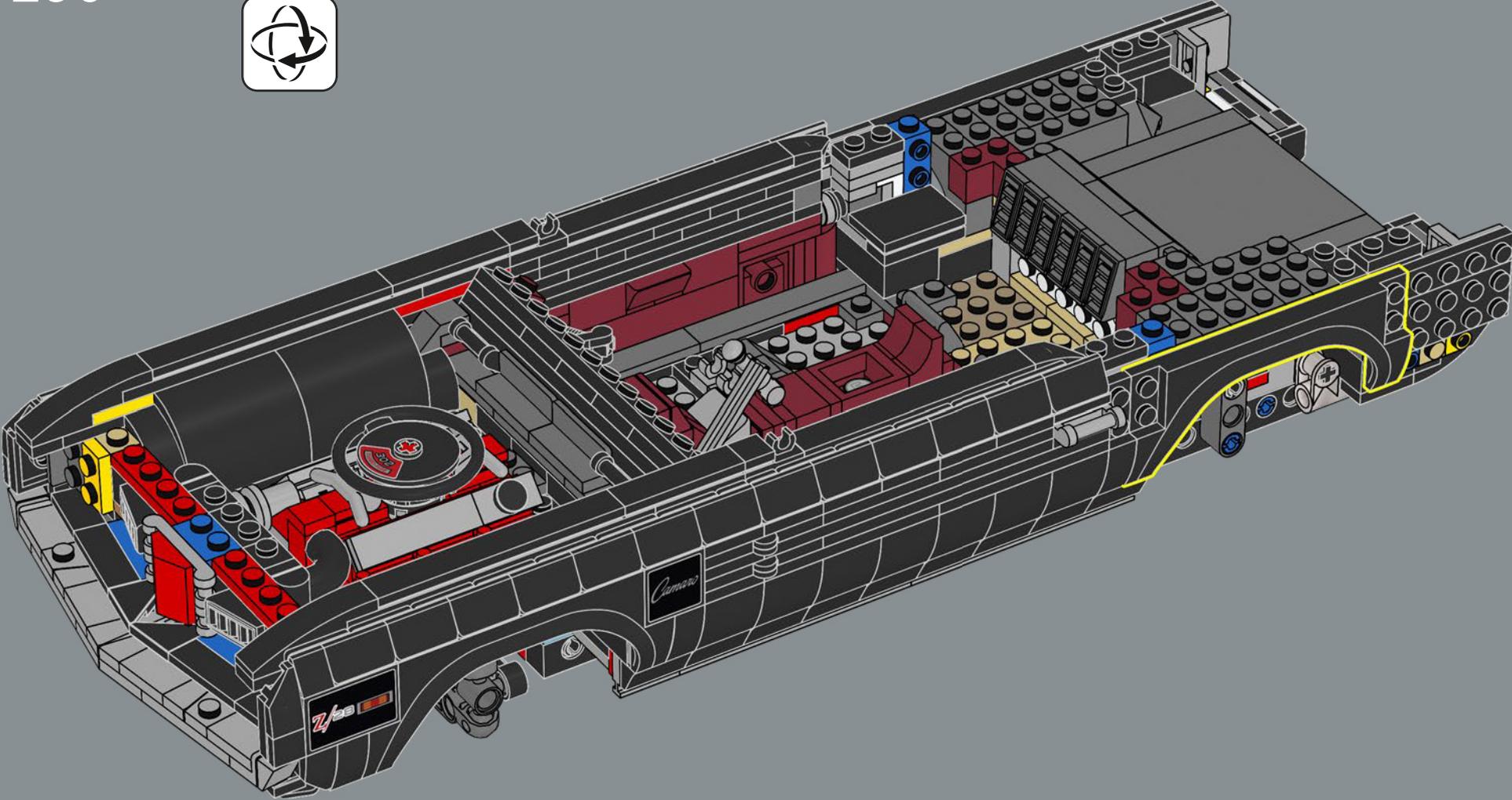


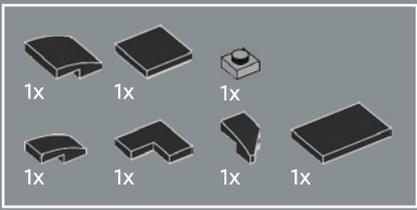
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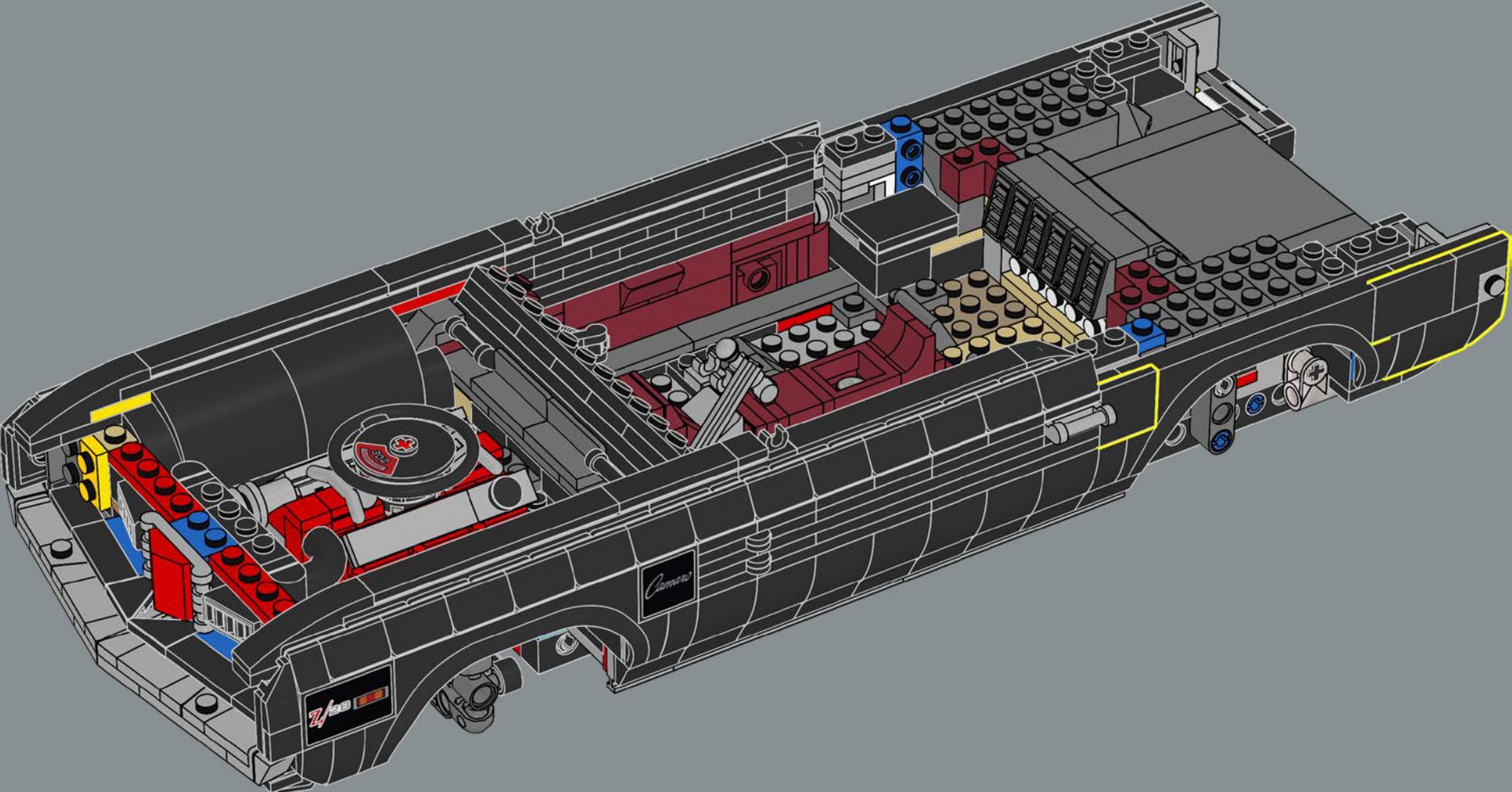


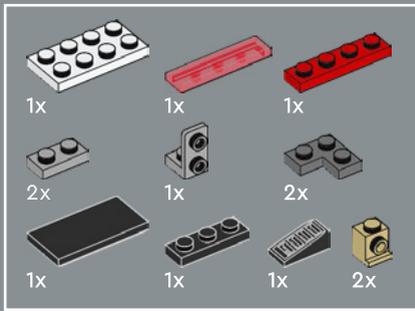
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231





232

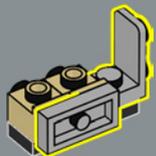
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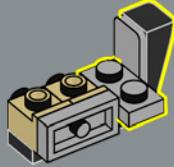
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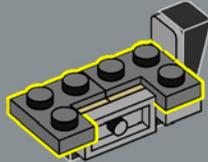
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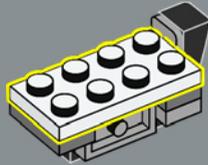
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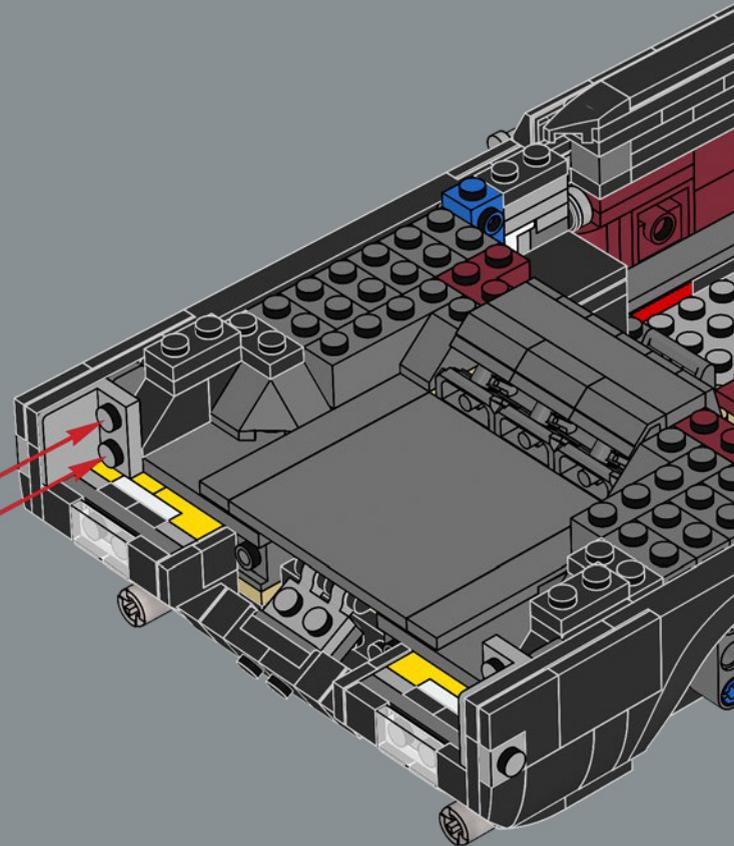
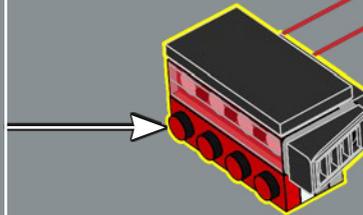
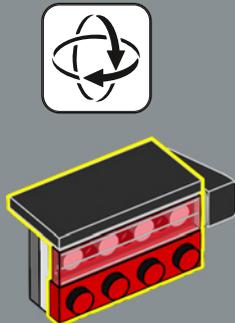
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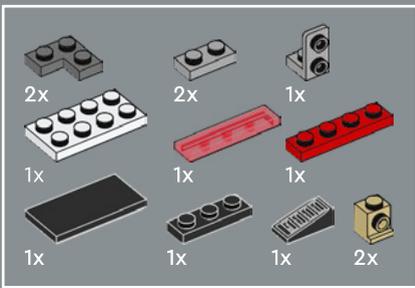


6



7





233

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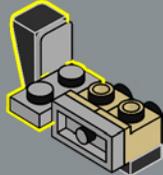
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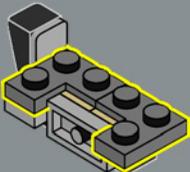
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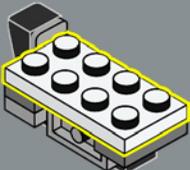
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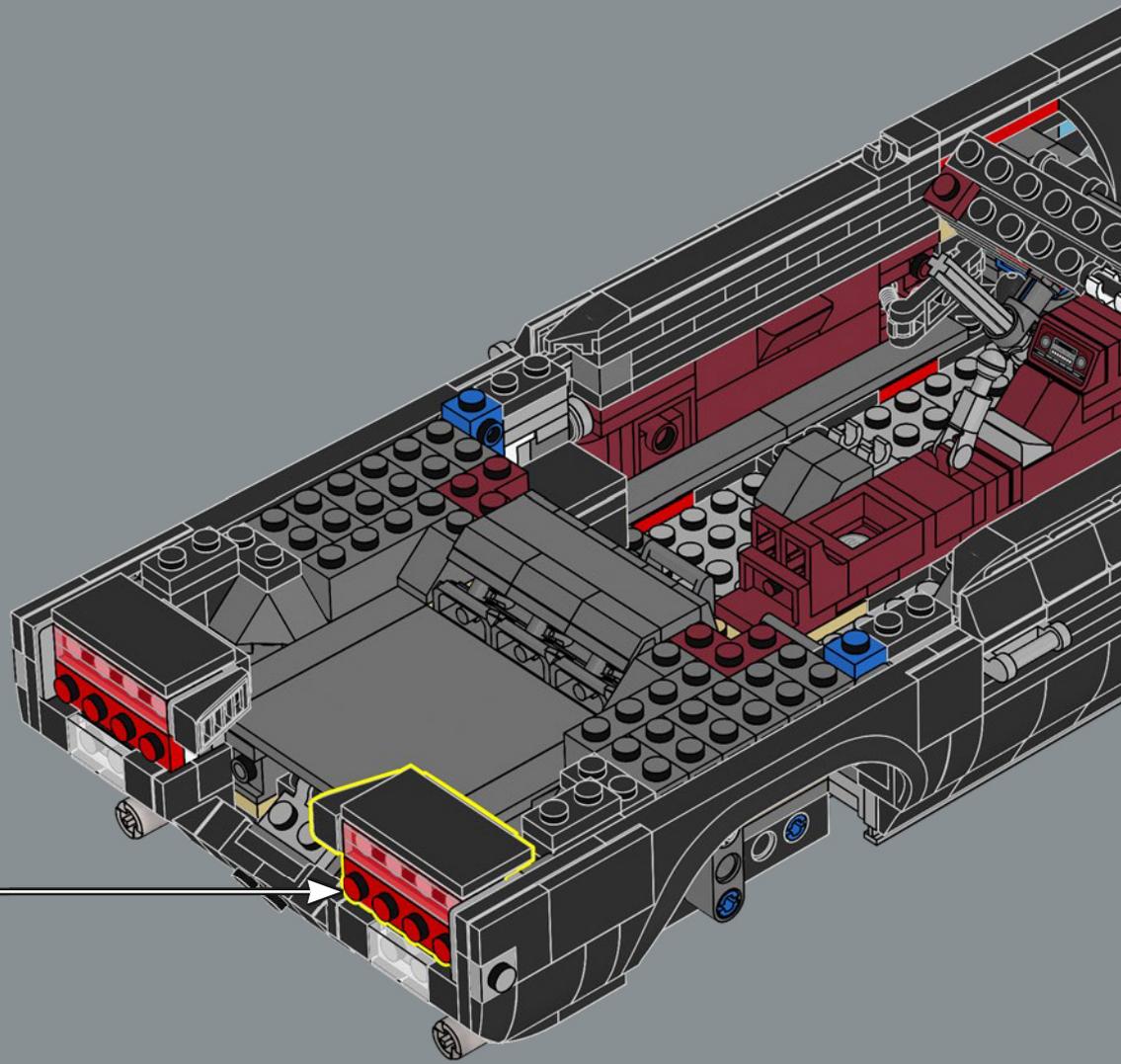
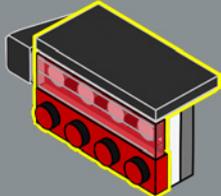
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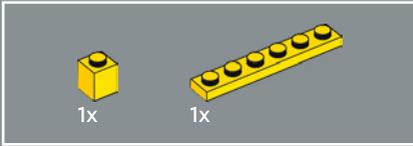
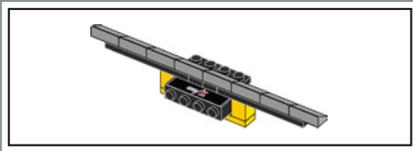


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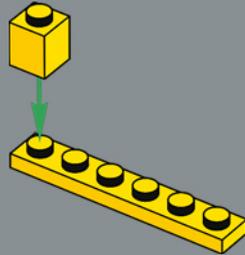


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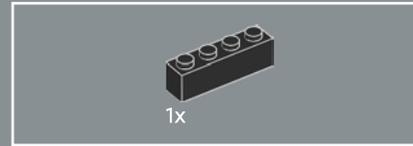
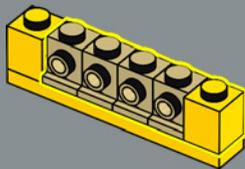




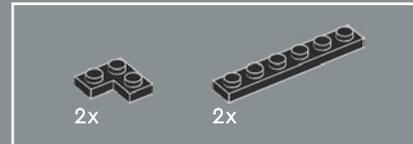
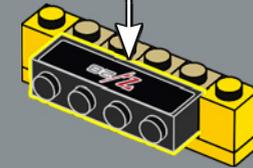
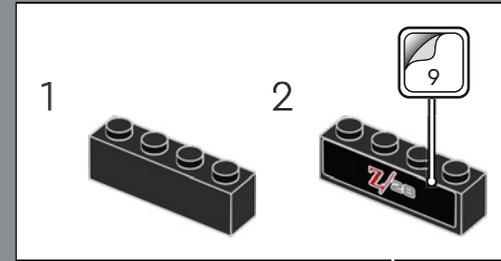
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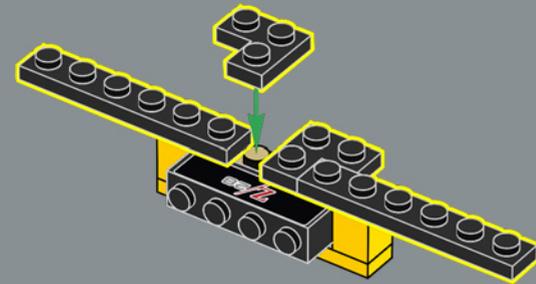
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236



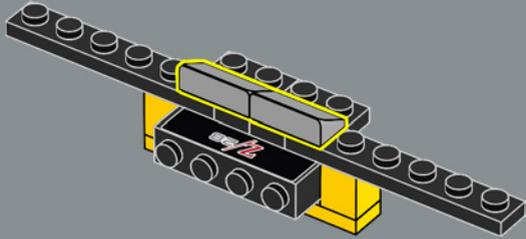
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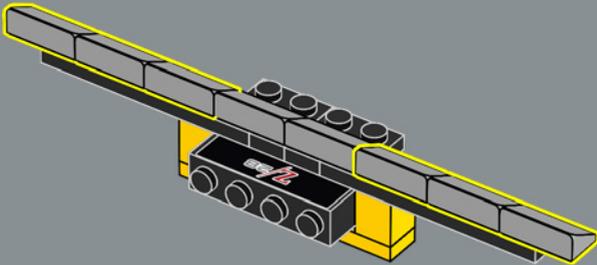
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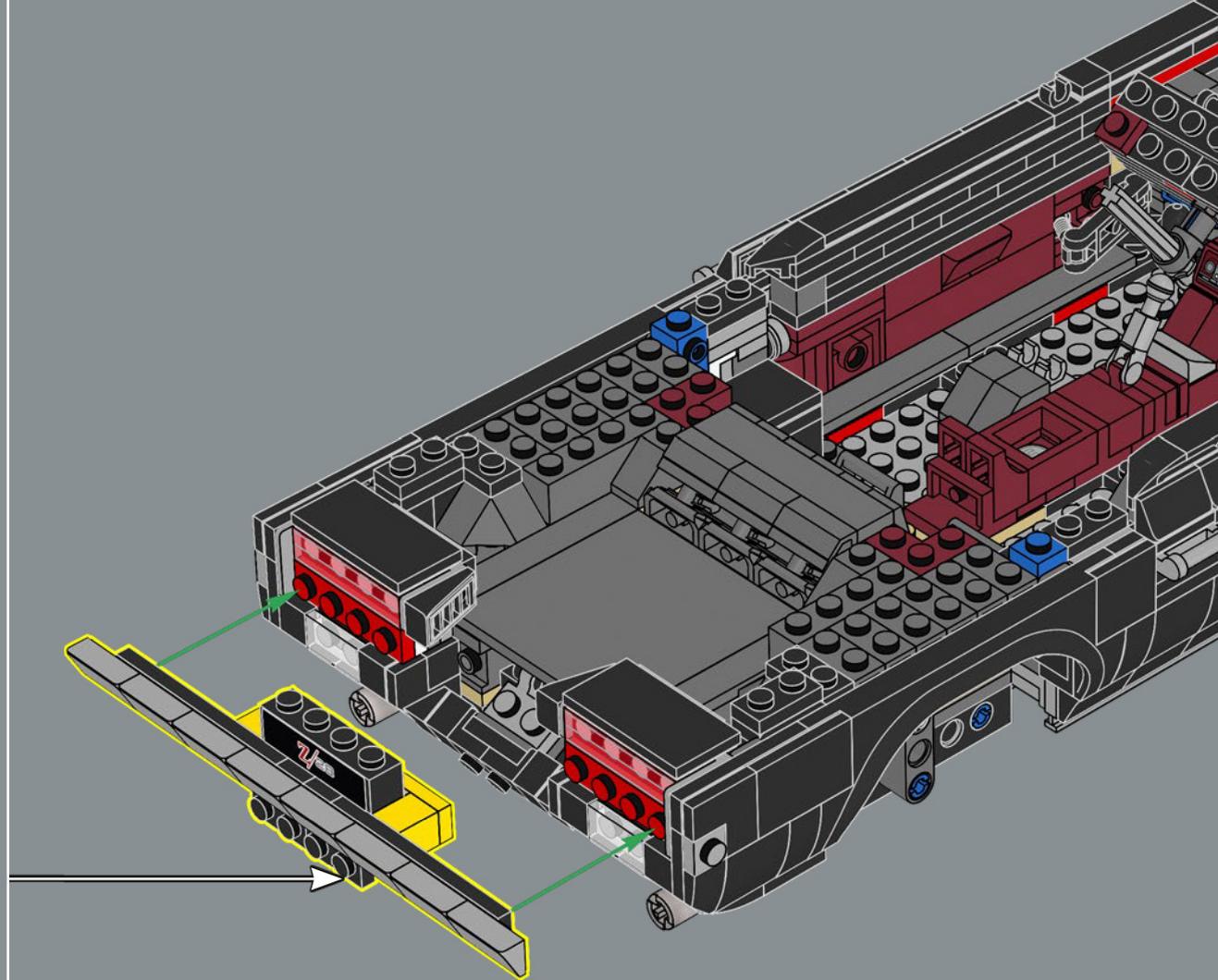


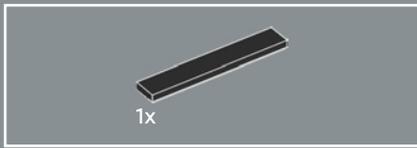
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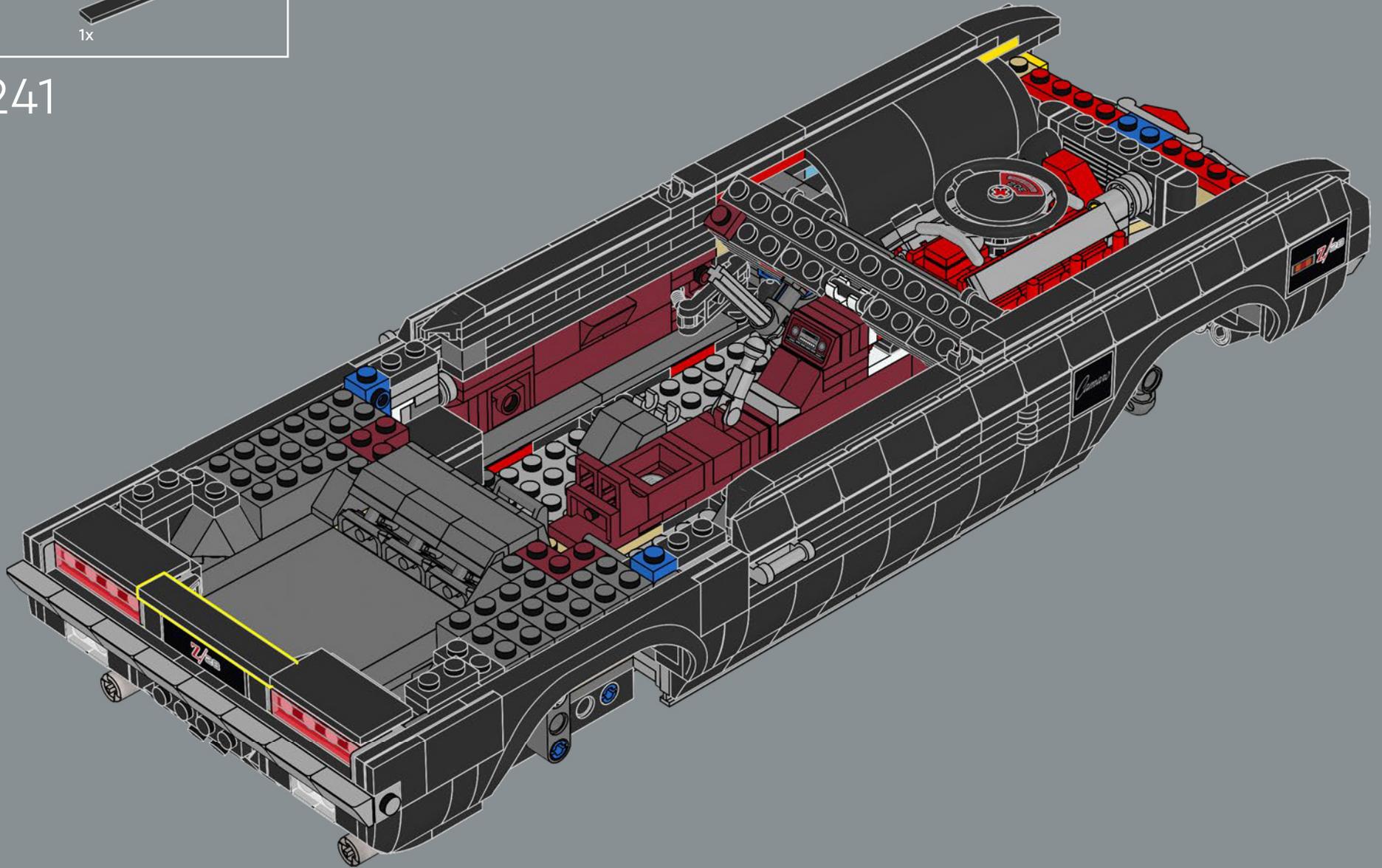


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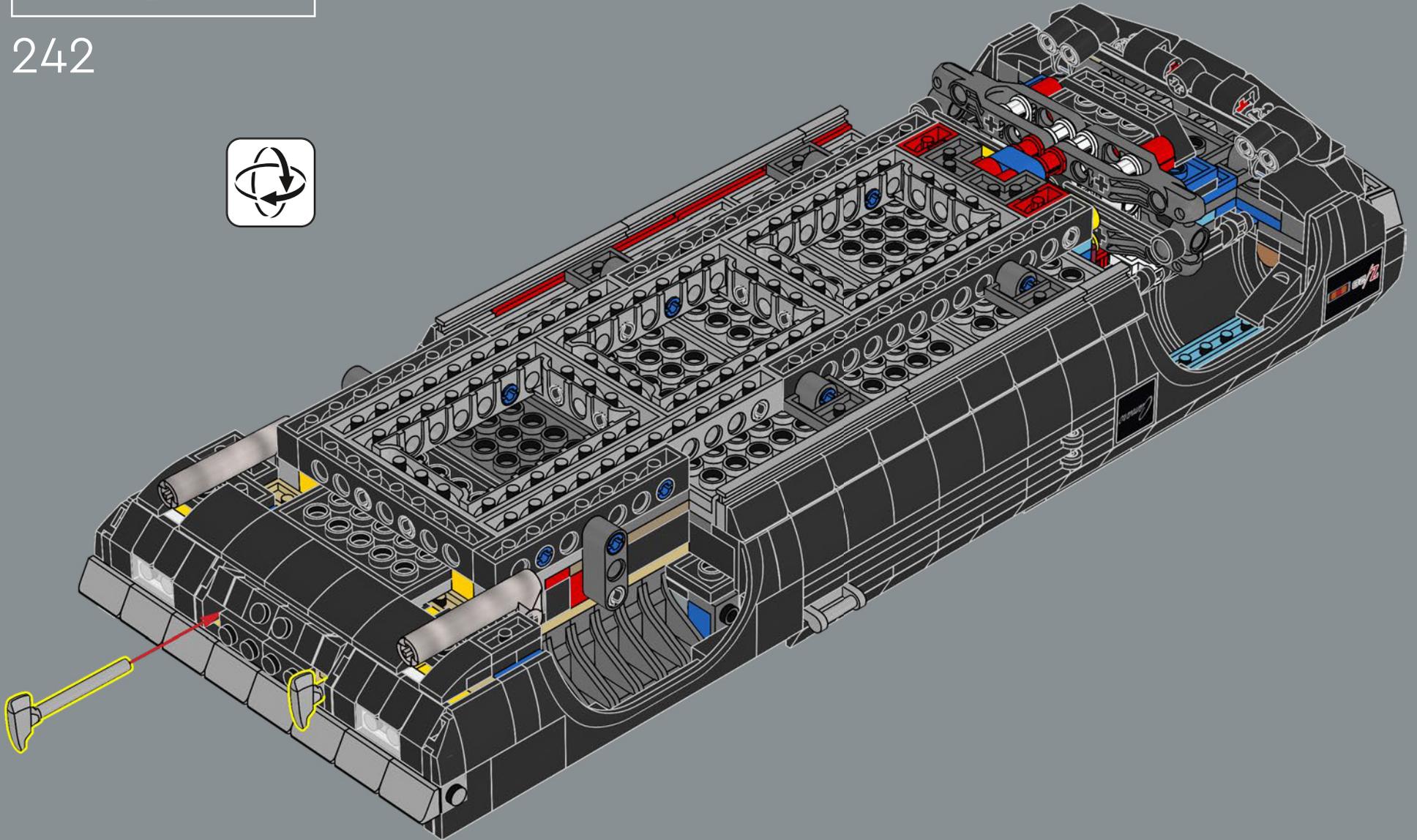


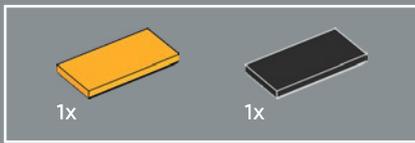
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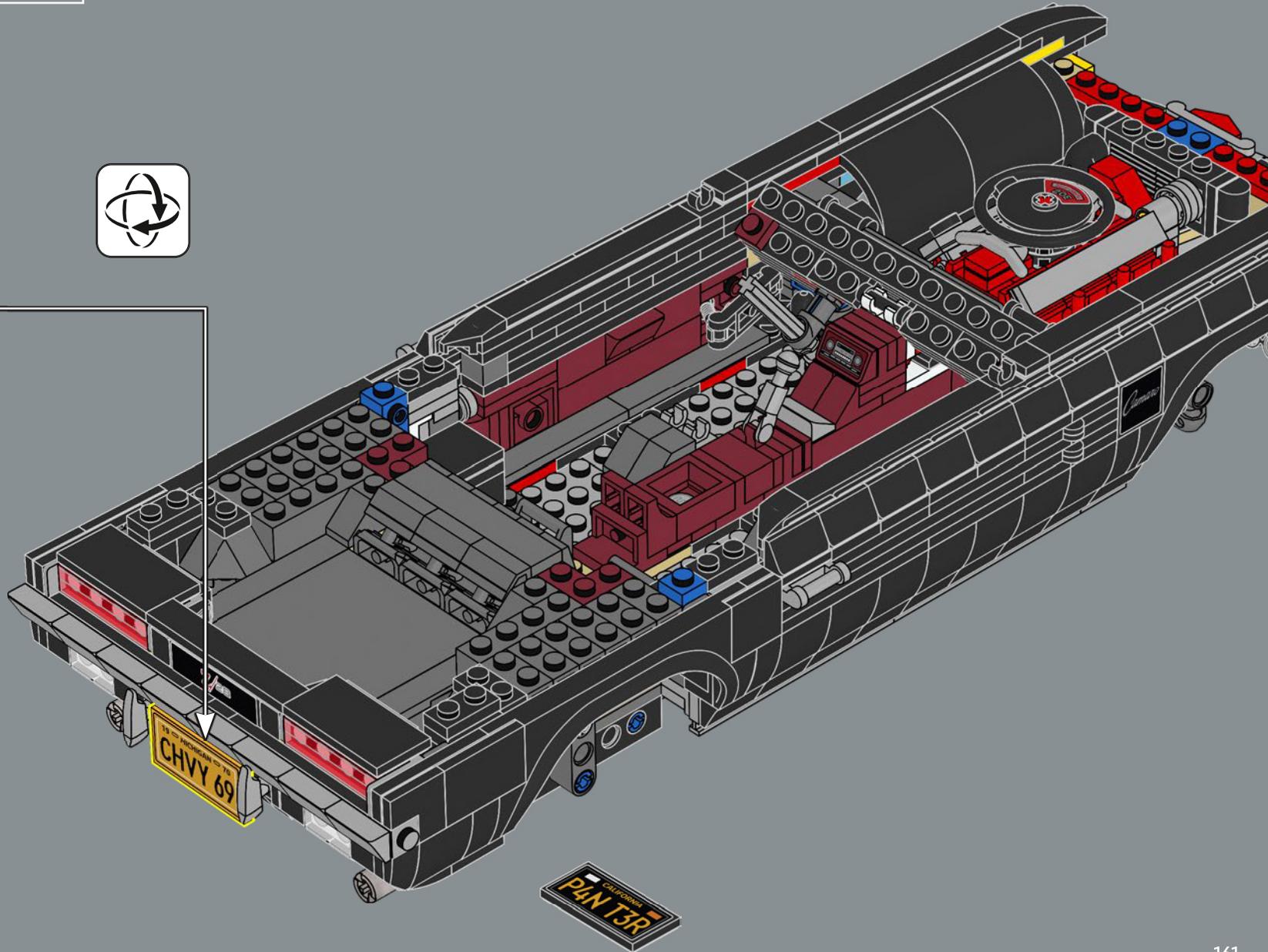
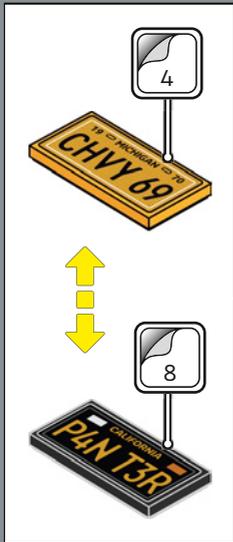
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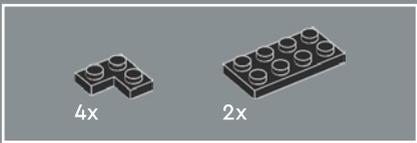




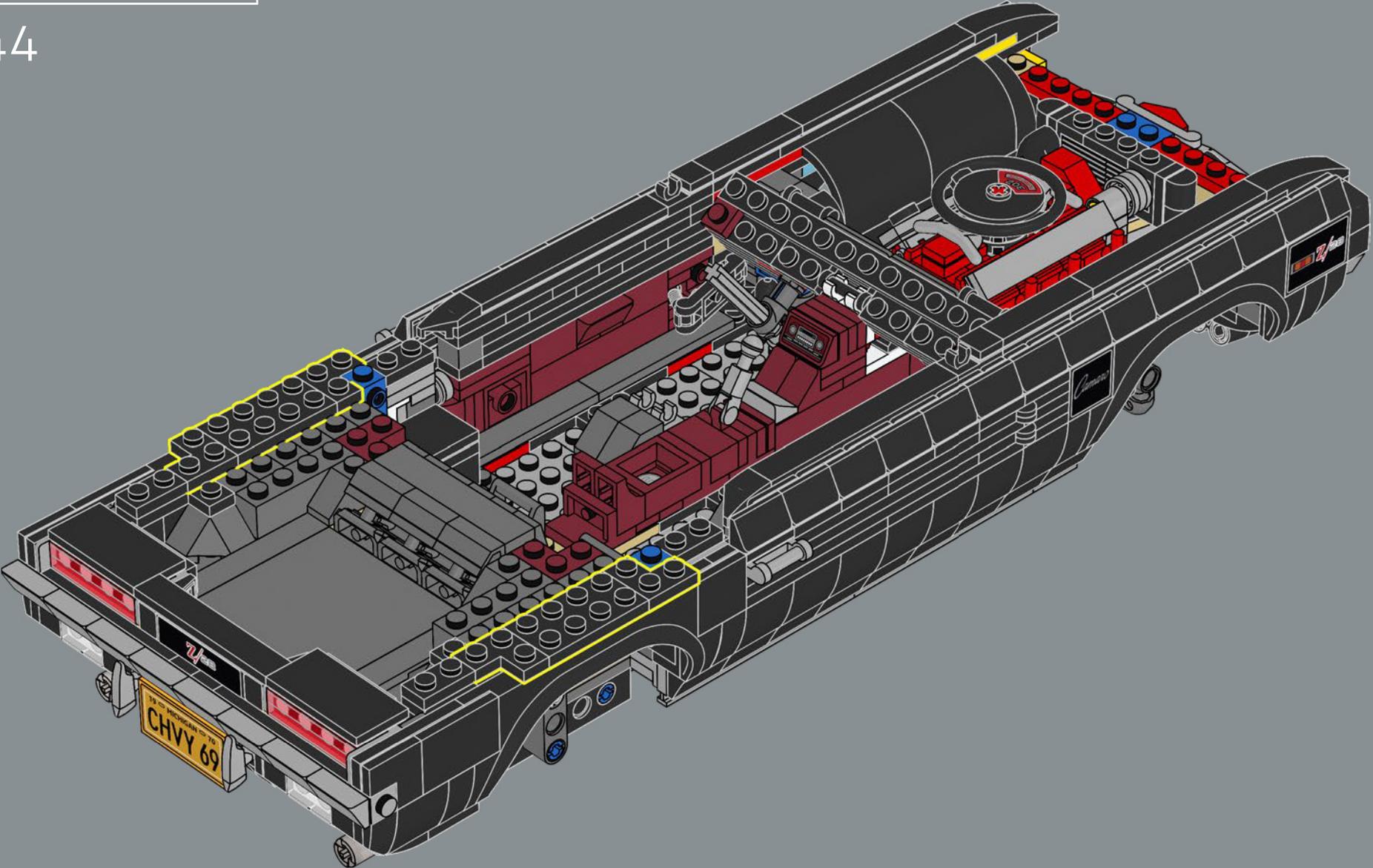
Im Gegensatz zu den meisten anderen Chevrolets wurden die Camaros der ersten 3 Generationen nicht in Detroit gebaut, sondern in den Werken in Norwood (Ohio) und Van Nuys (Kalifornien) produziert.

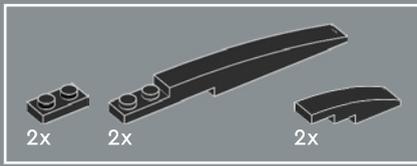
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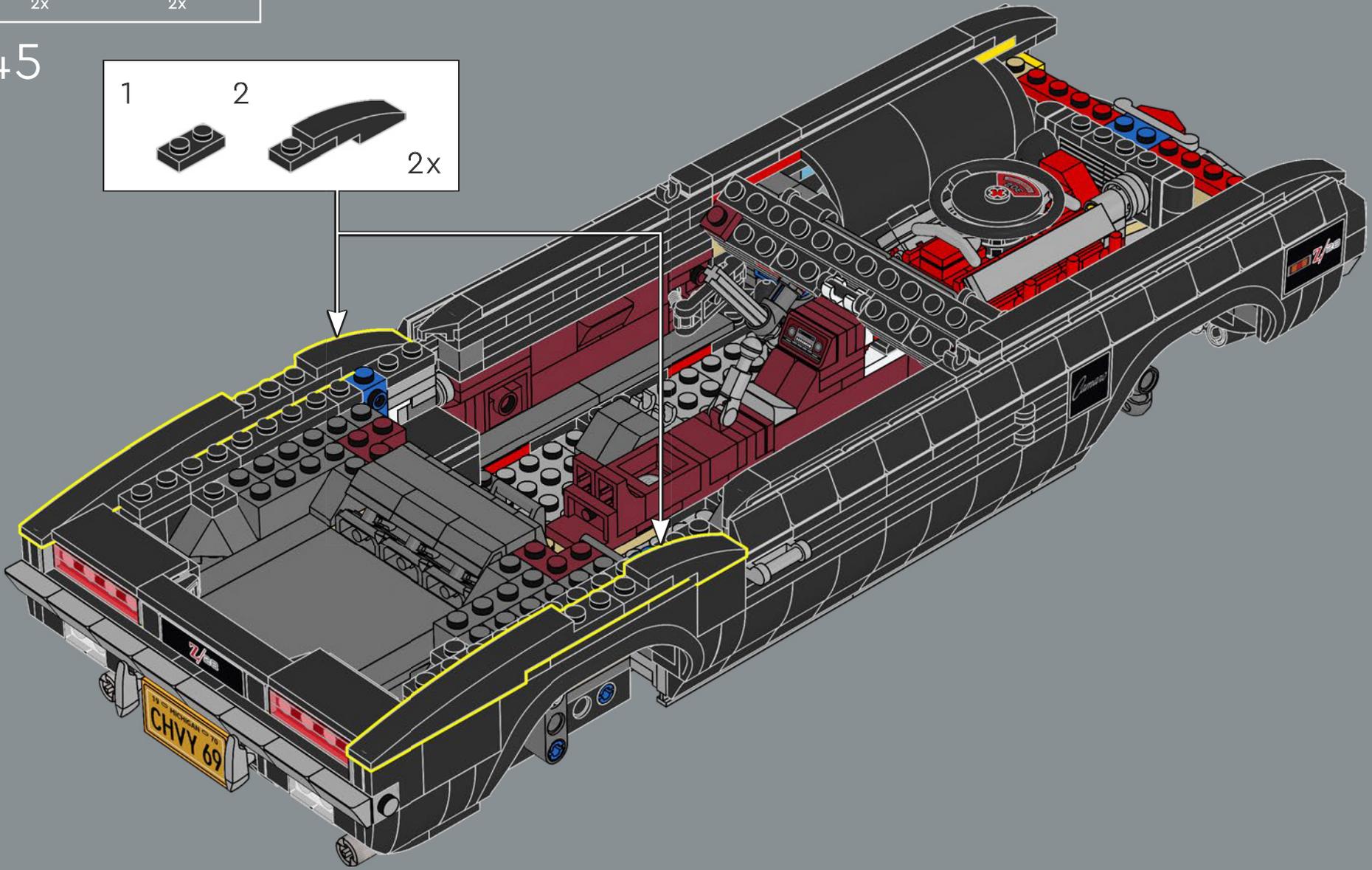
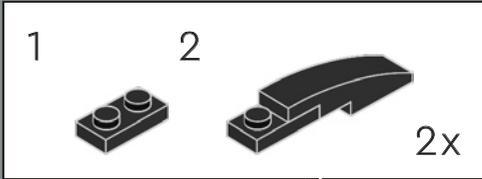


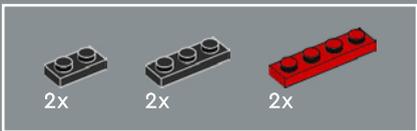
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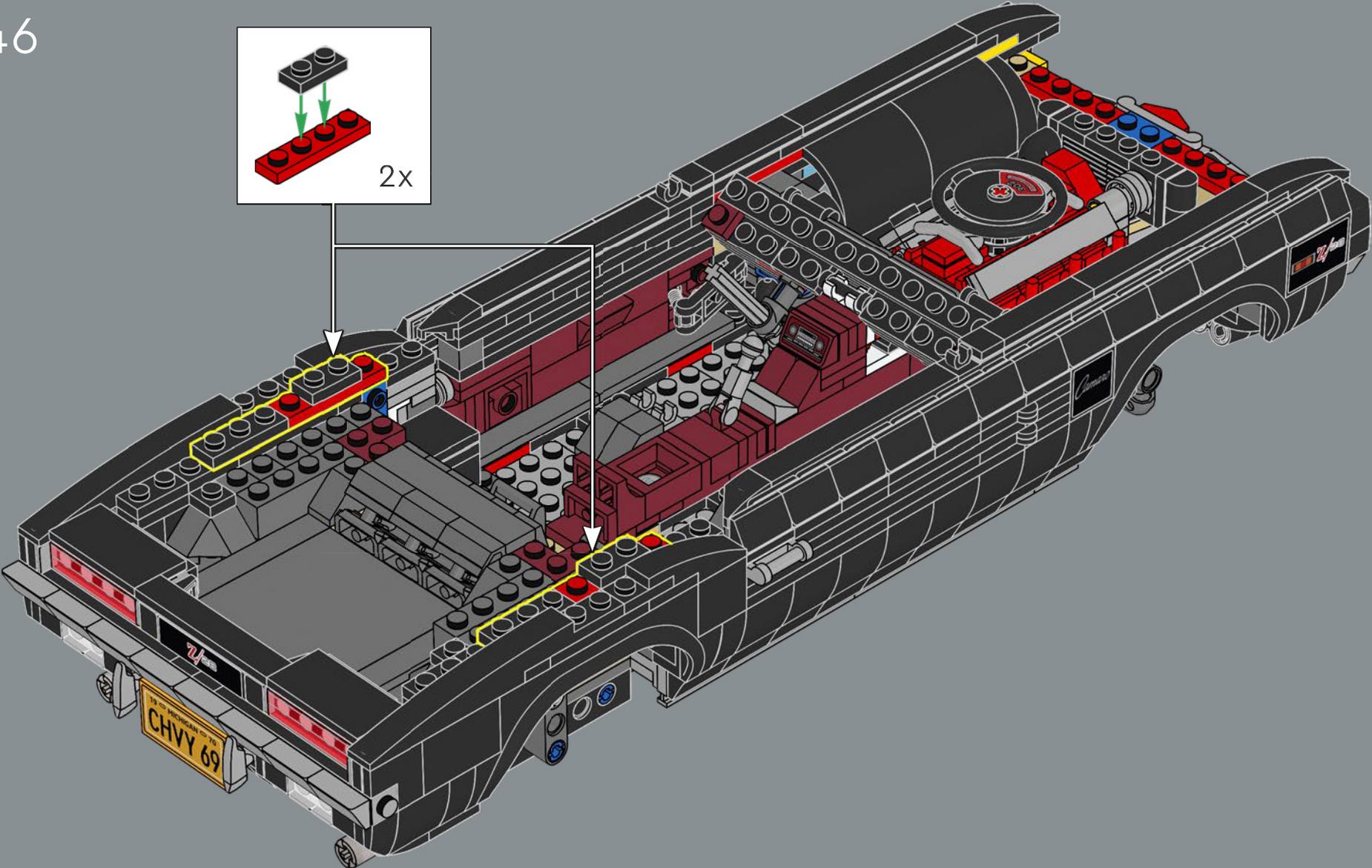
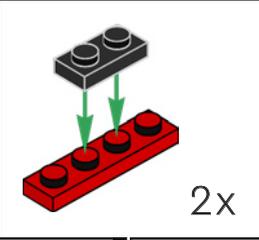


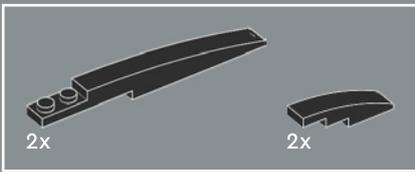
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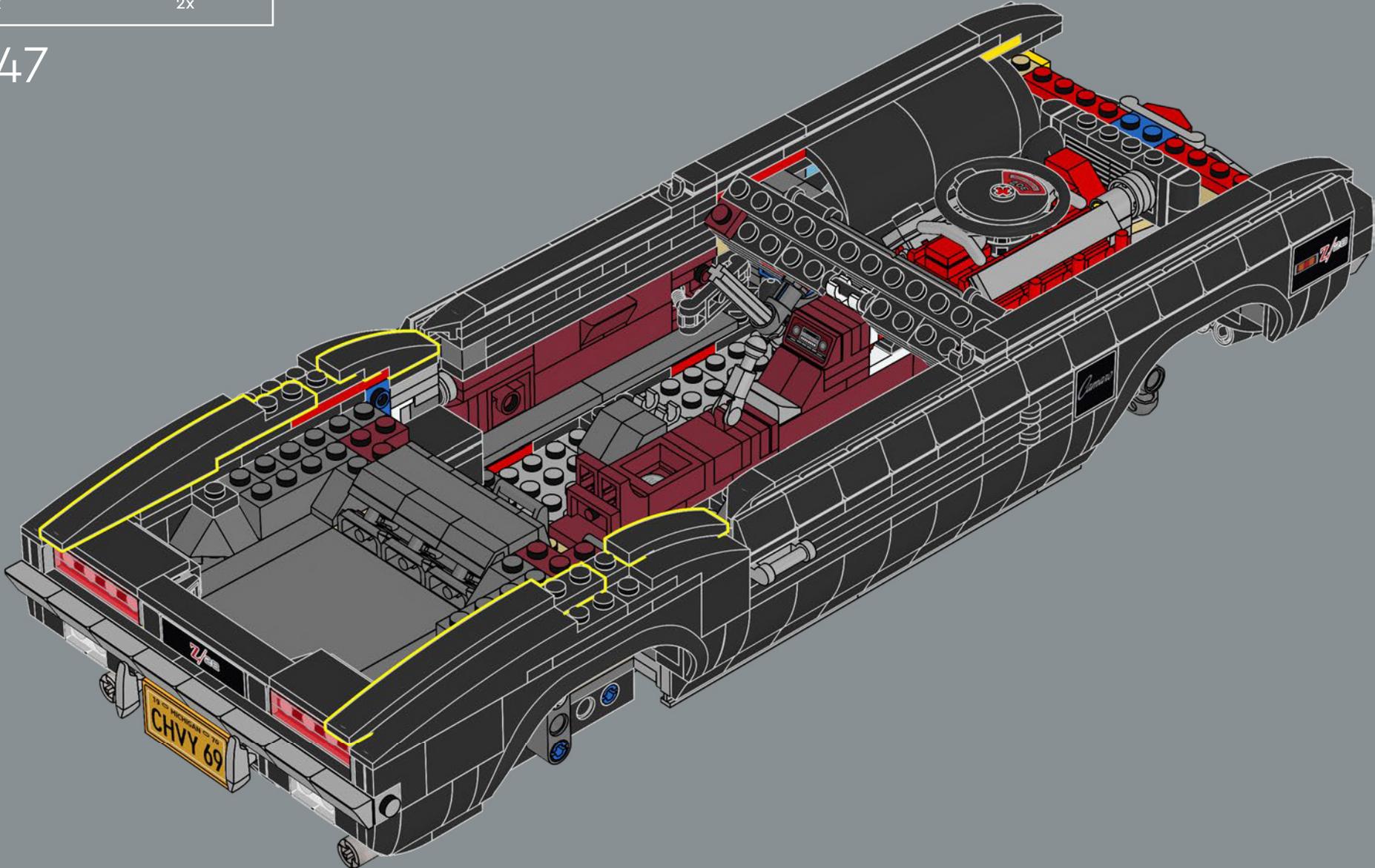


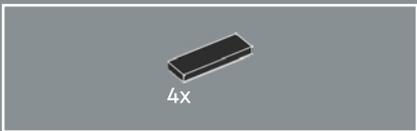
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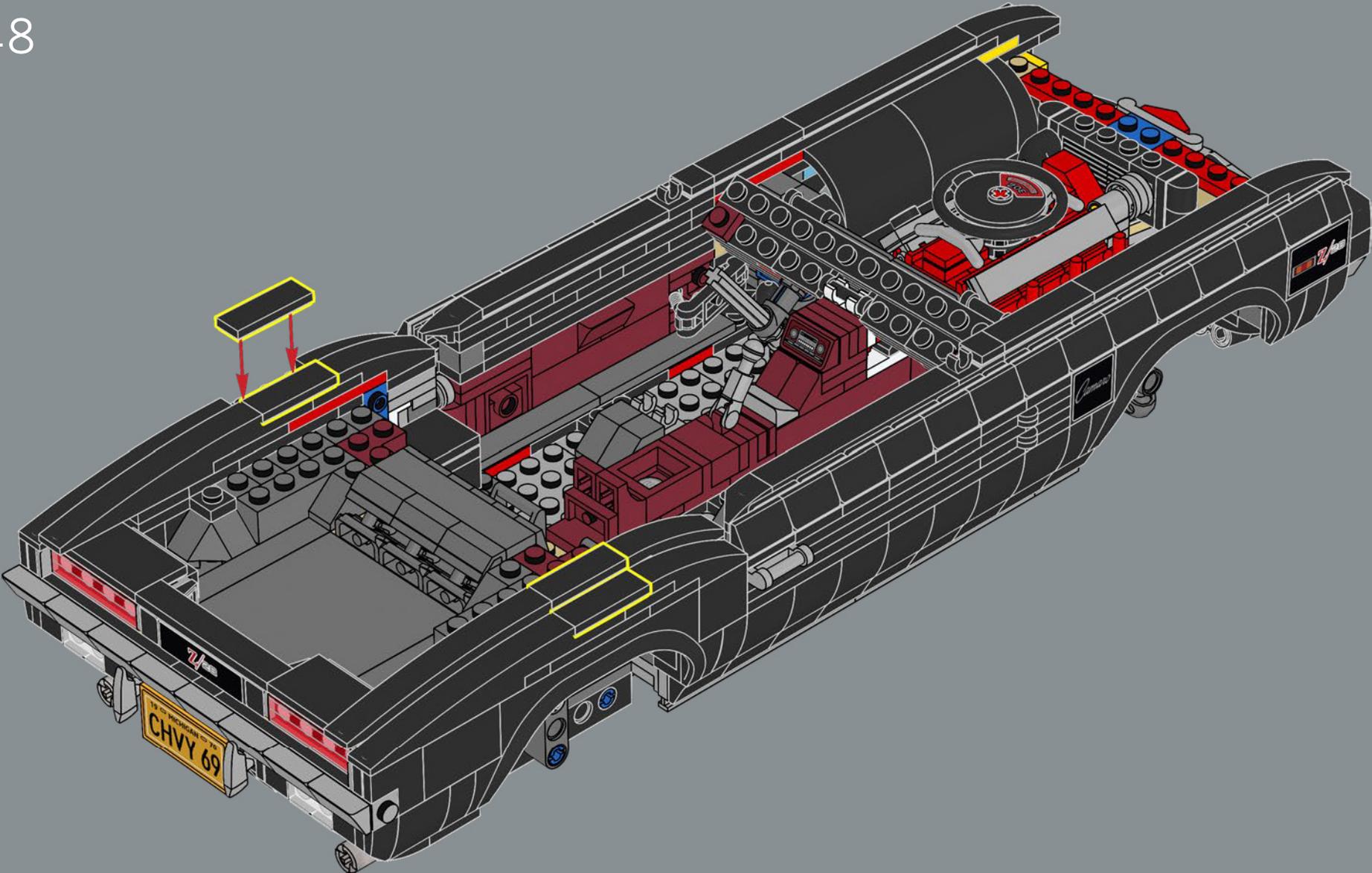


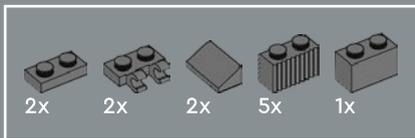
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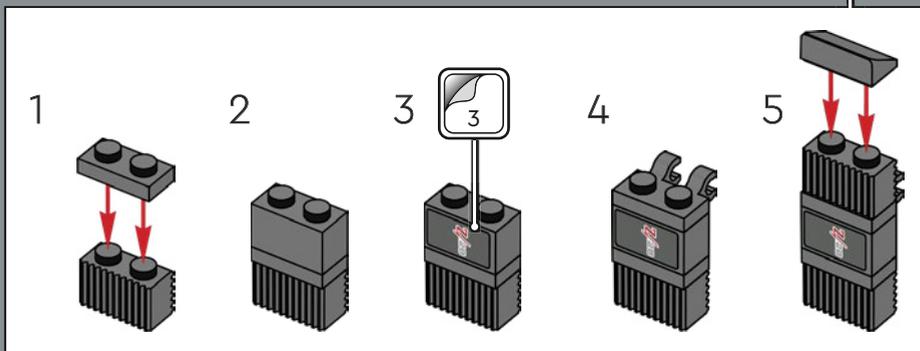
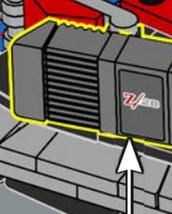
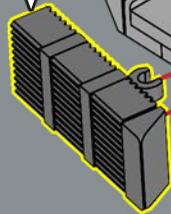
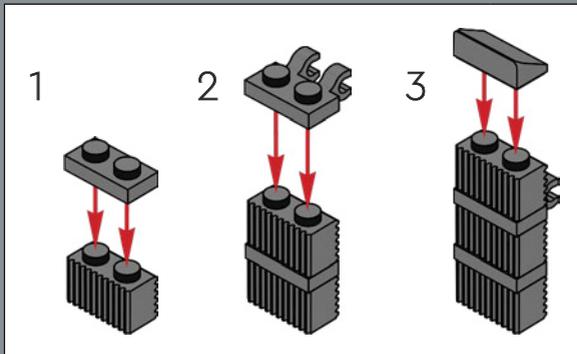


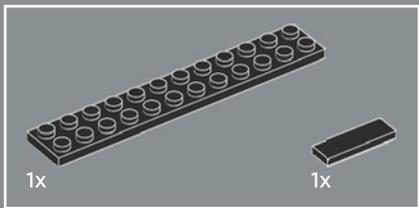
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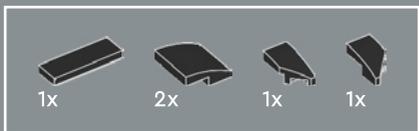
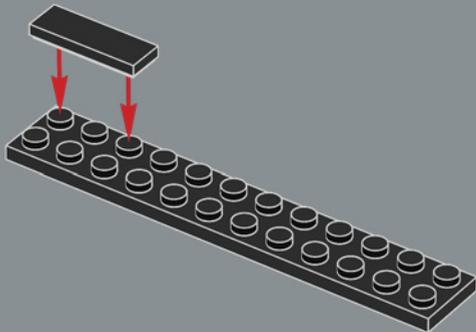


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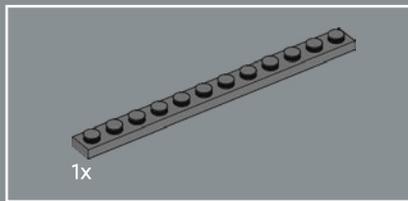
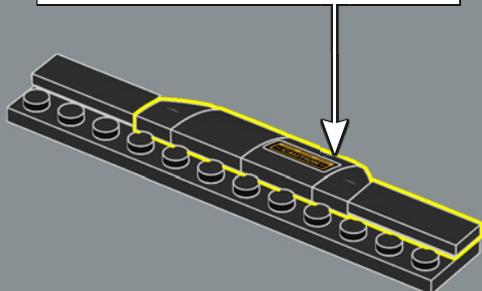
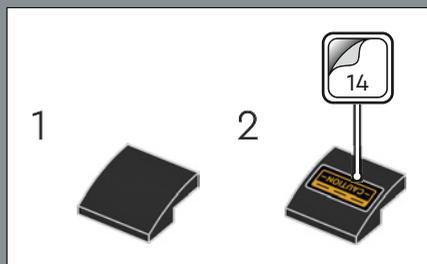




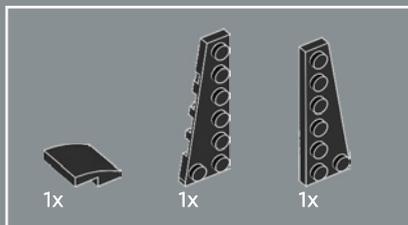
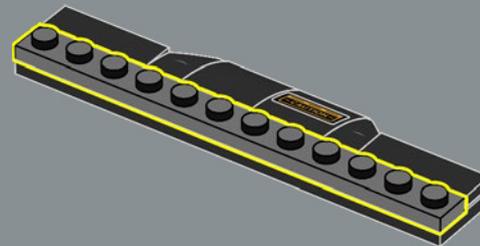
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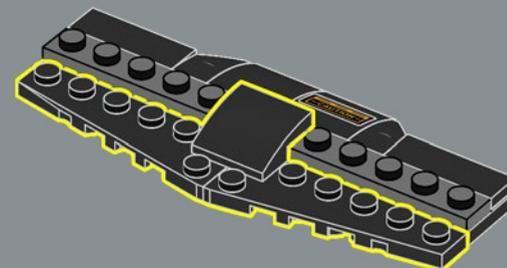
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252

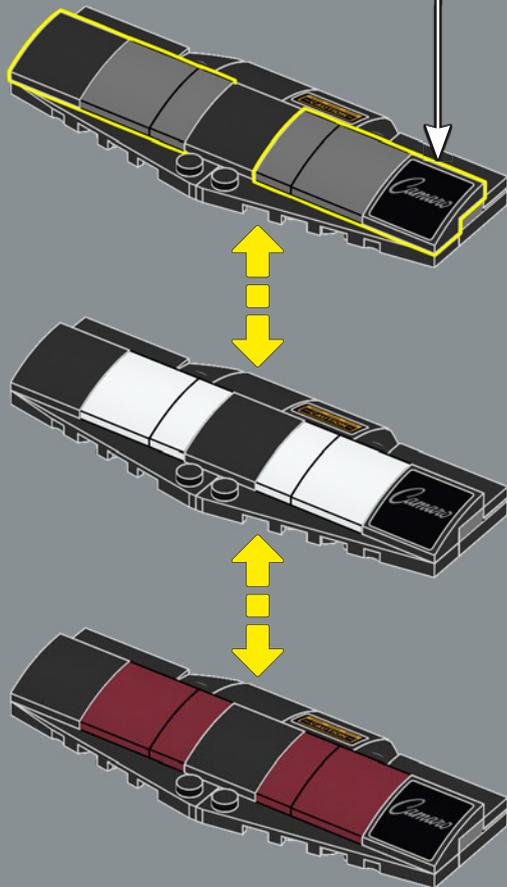
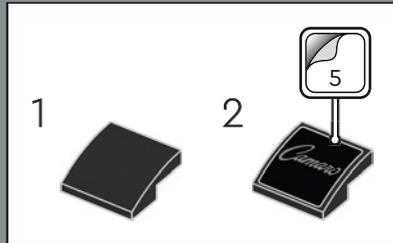


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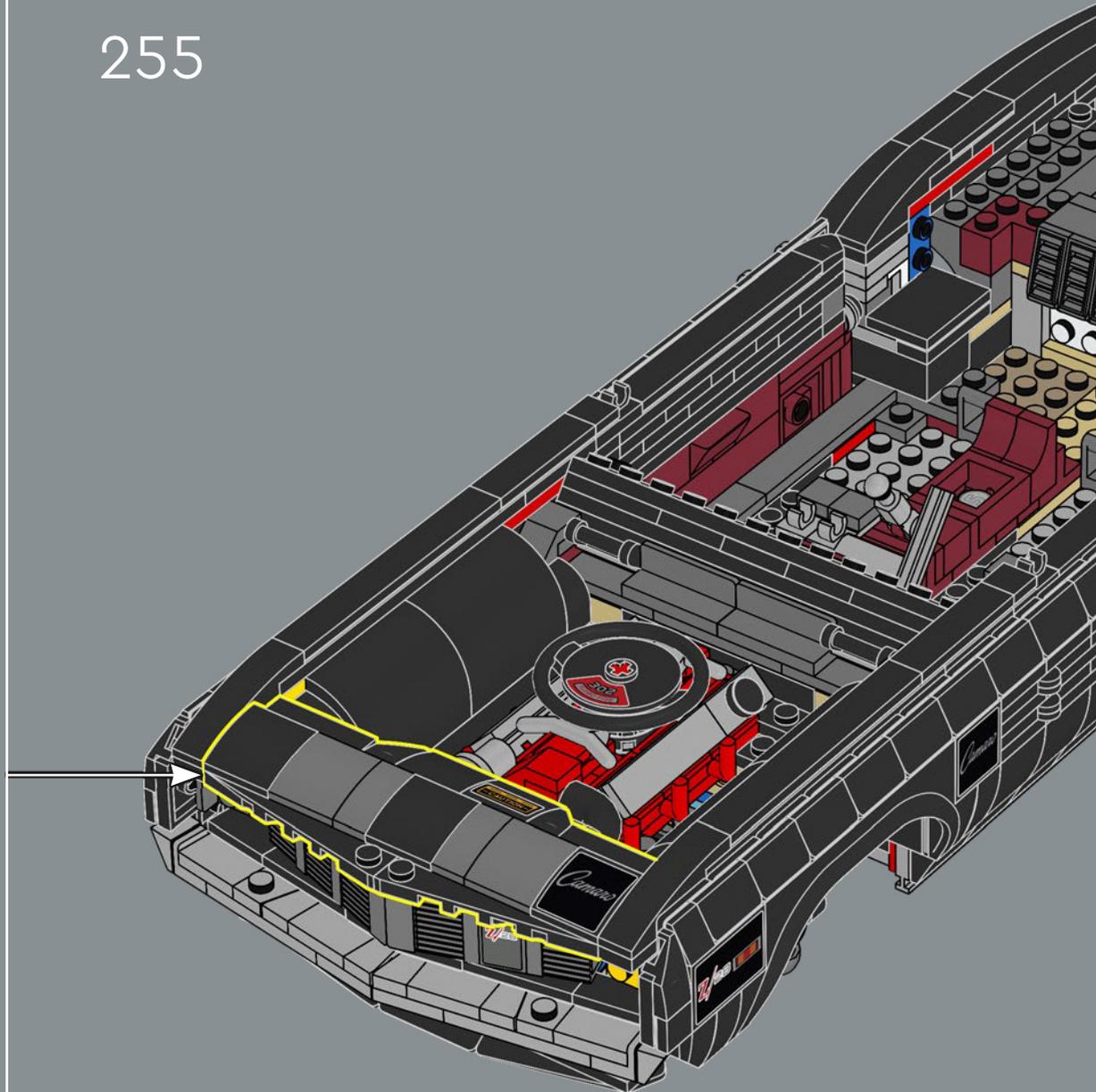


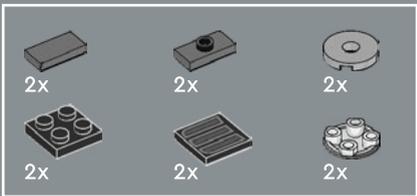


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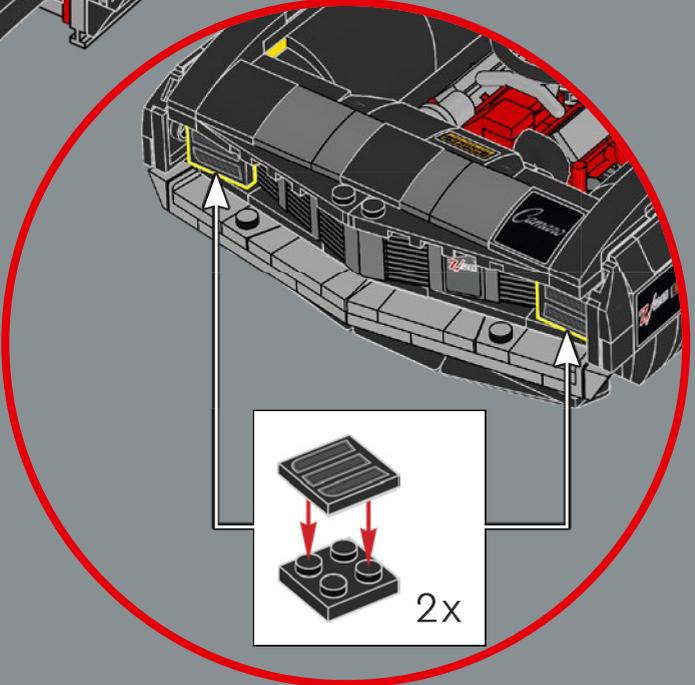
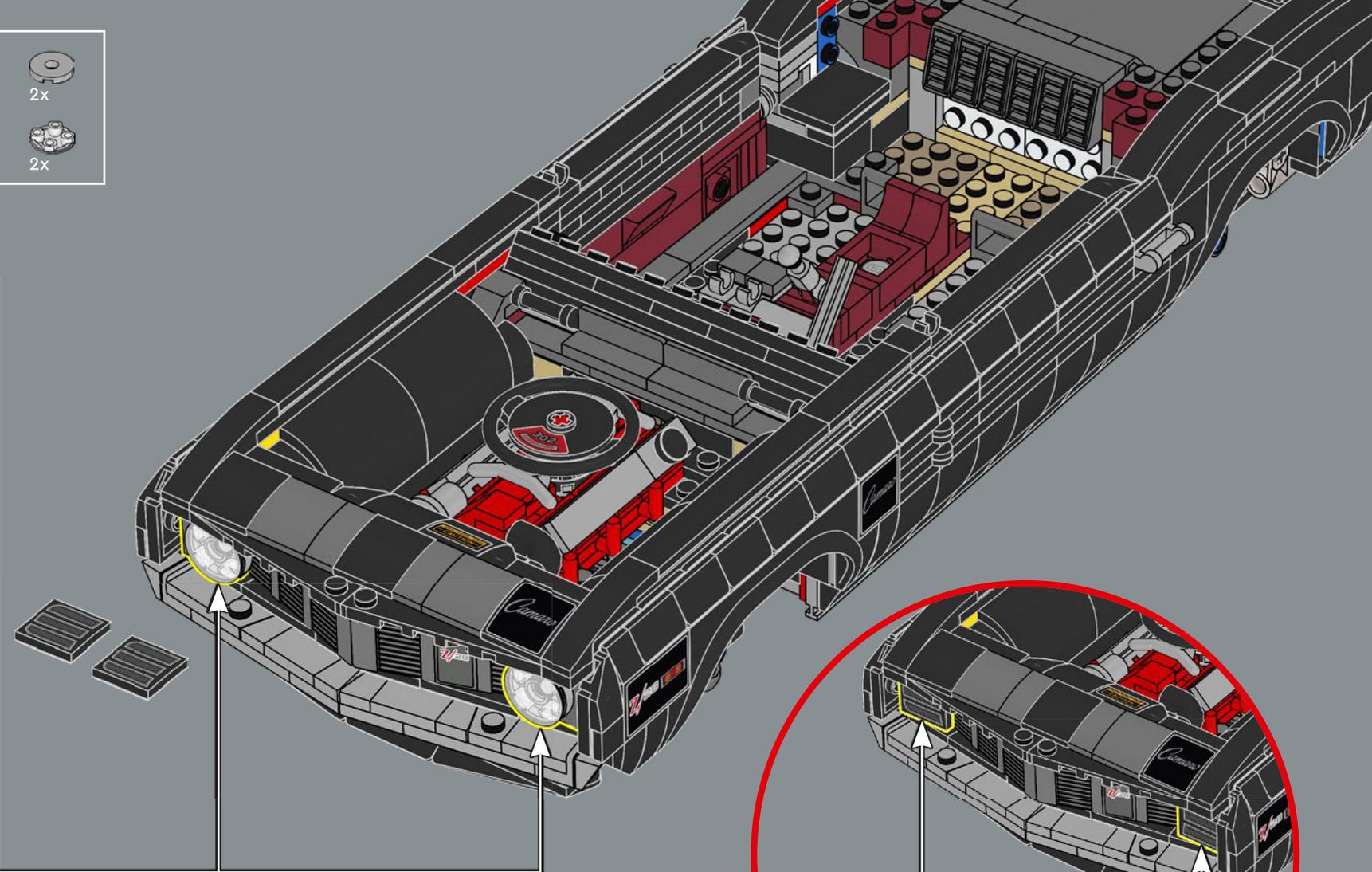
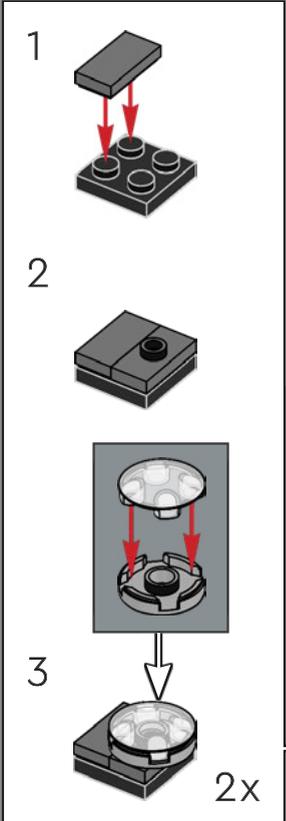


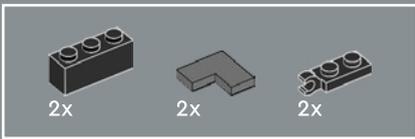
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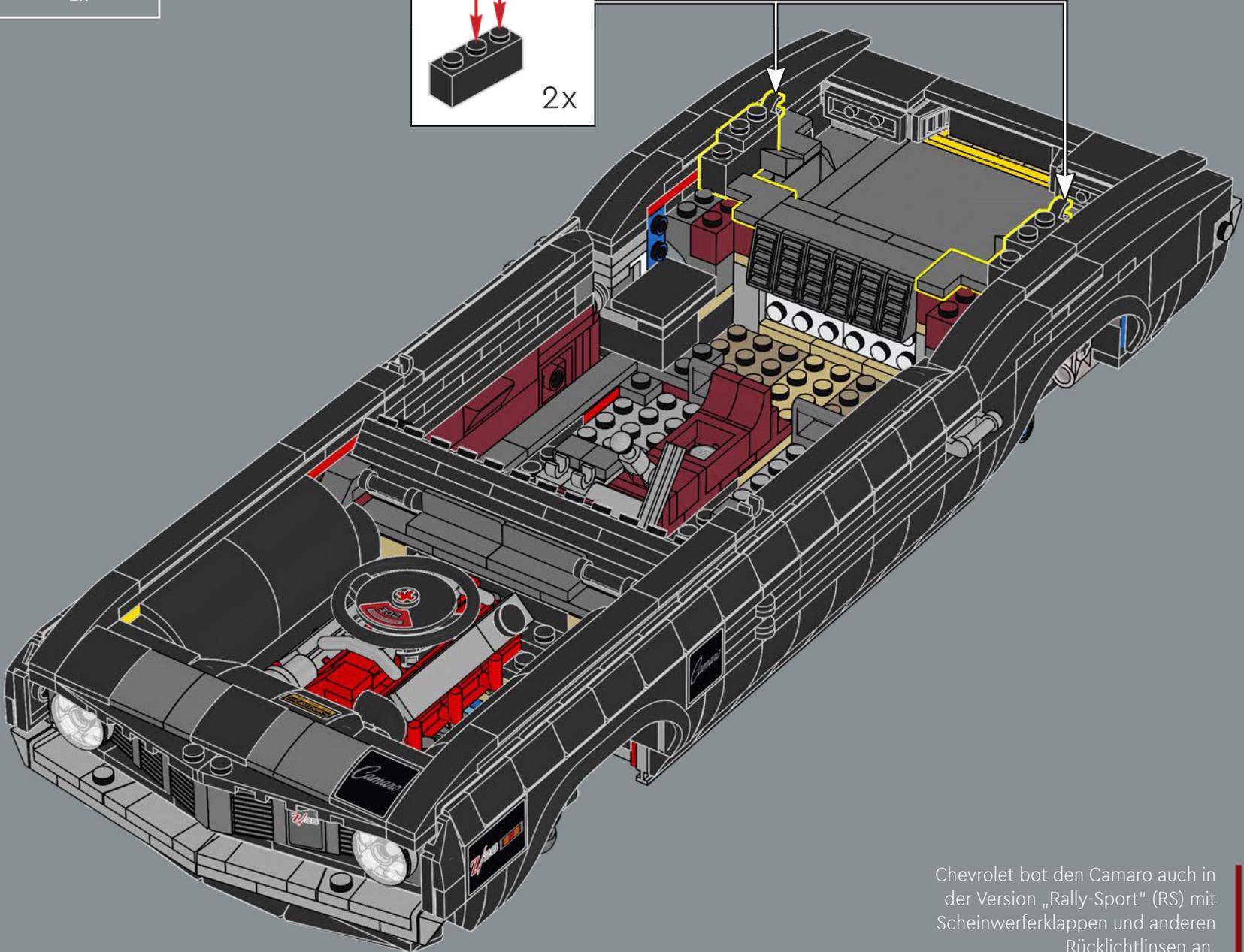
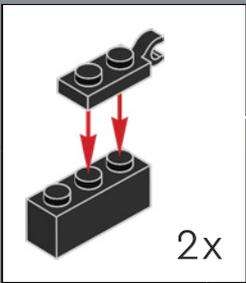


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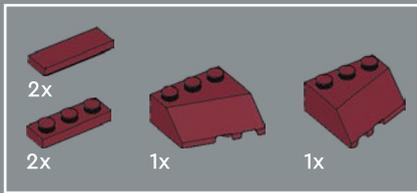




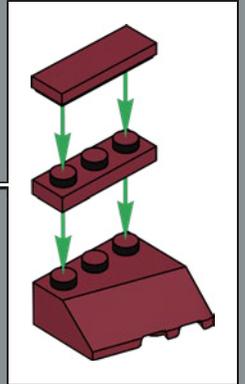
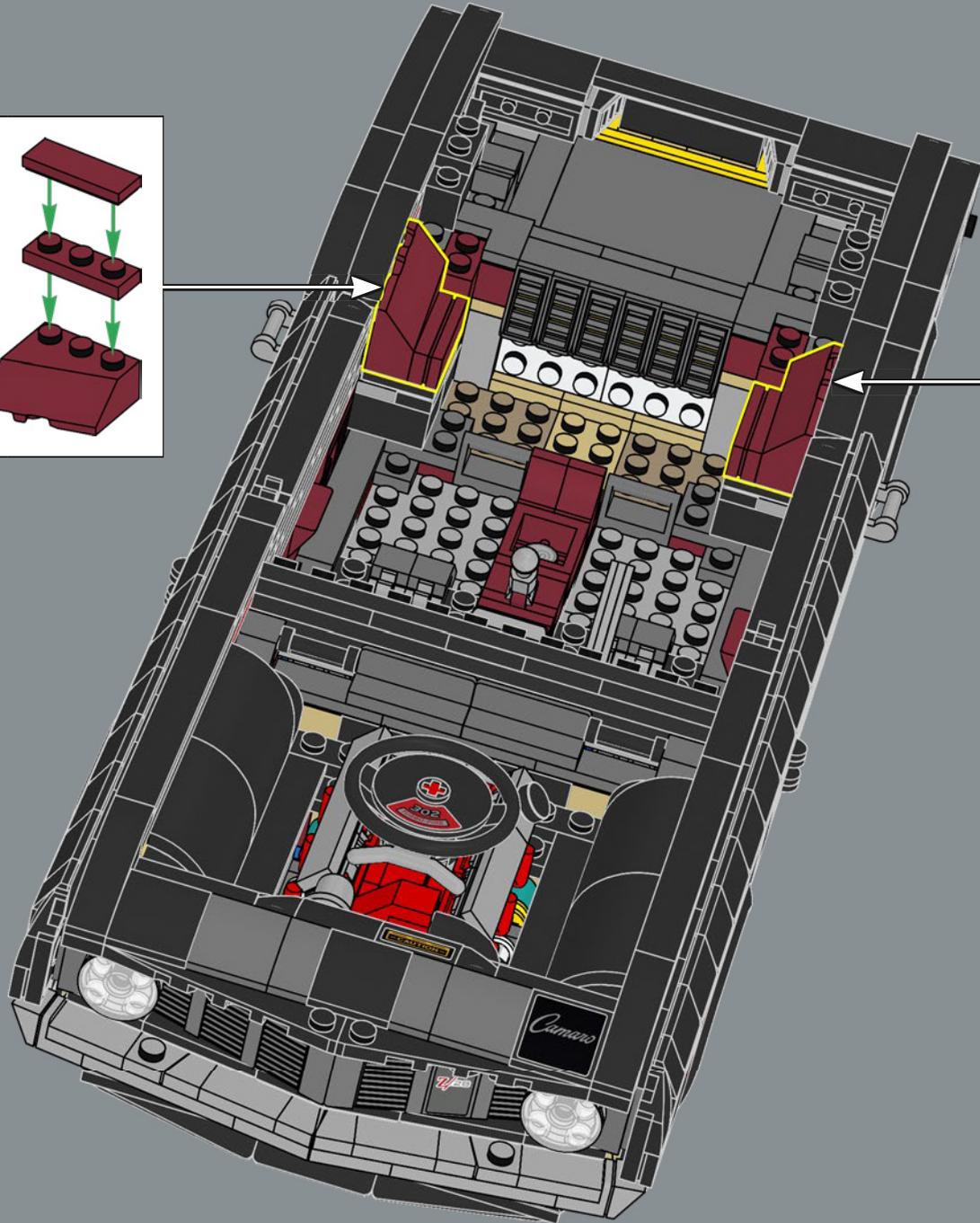
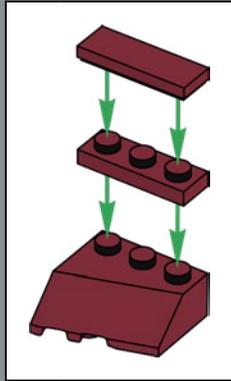
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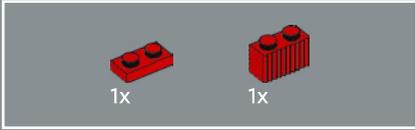


Chevrolet bot den Camaro auch in der Version „Rally-Sport“ (RS) mit Scheinwerferklappen und anderen Rücklichtlinsen an.

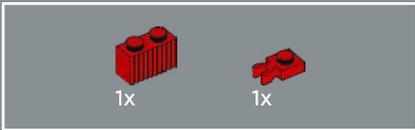


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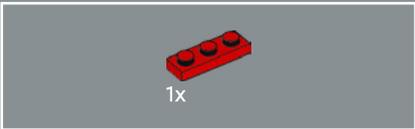
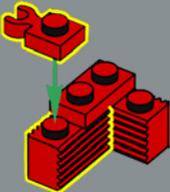




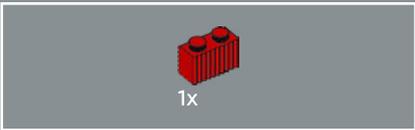
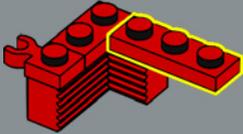
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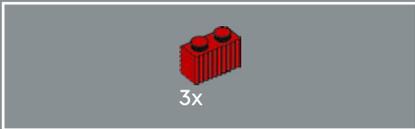
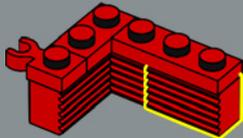
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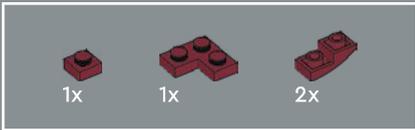
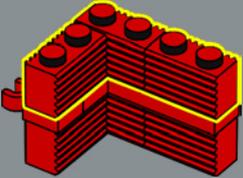
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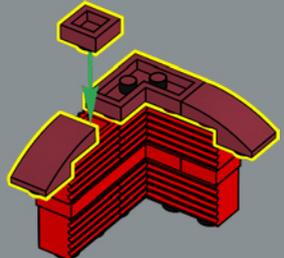
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264

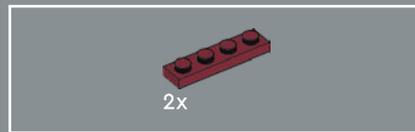
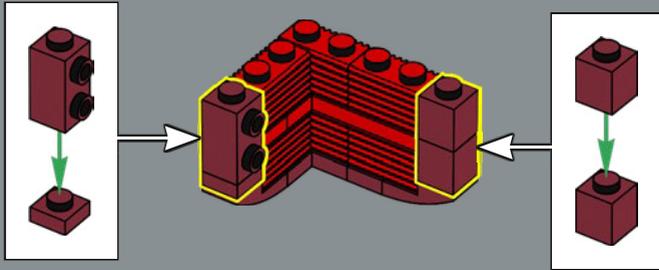


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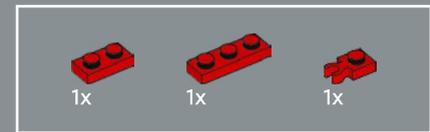
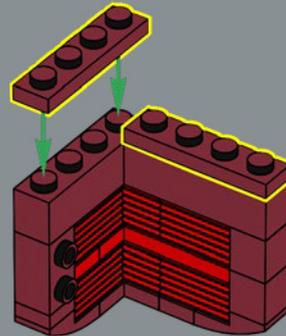




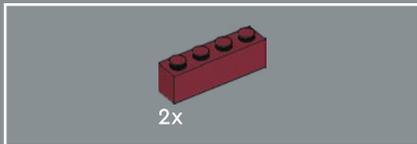
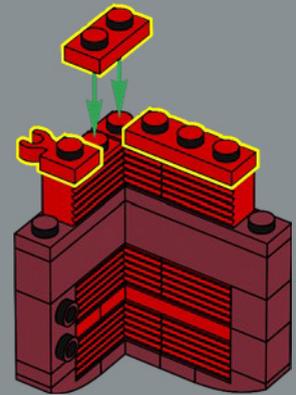
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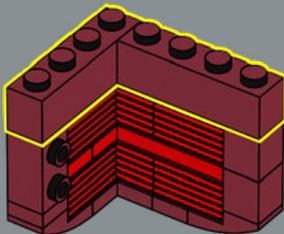
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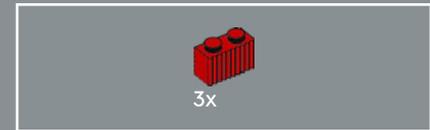
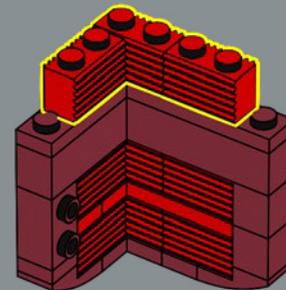
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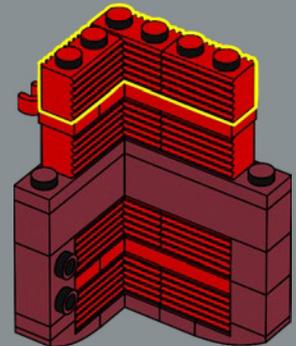
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269



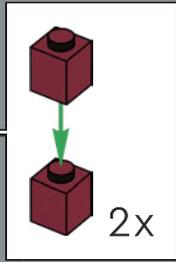
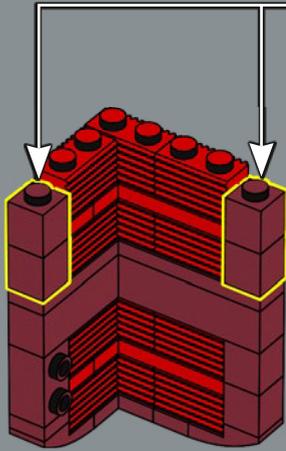
271





4x

272



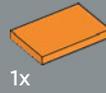
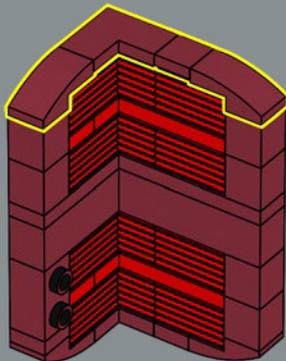
2x

1x

2x

1x

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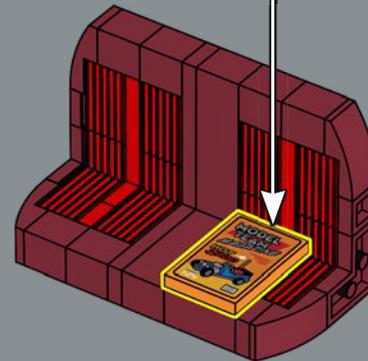


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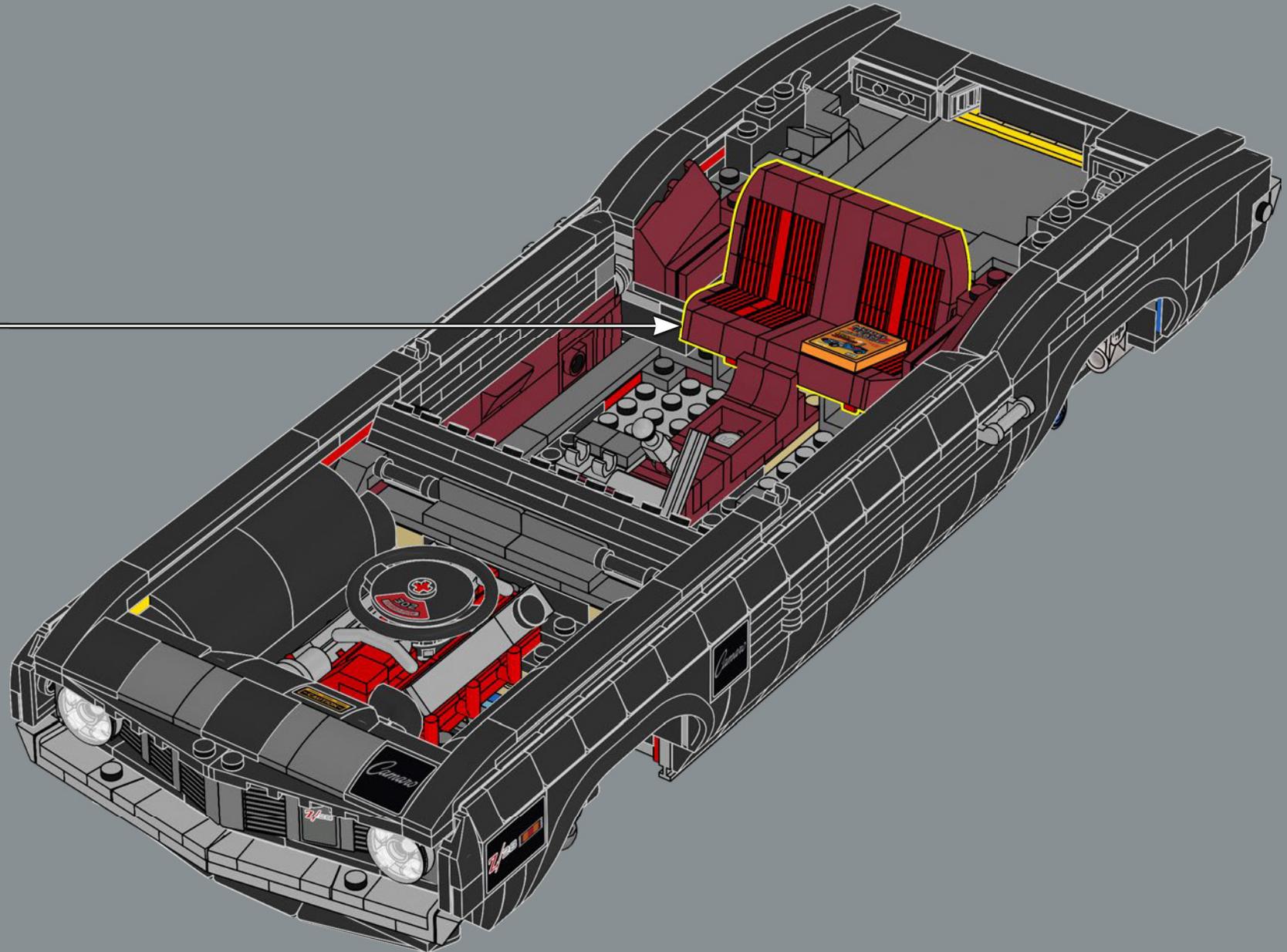
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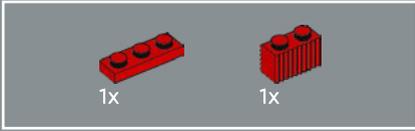


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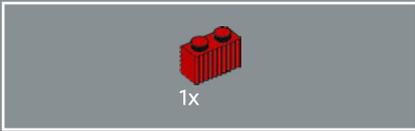
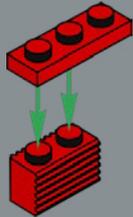


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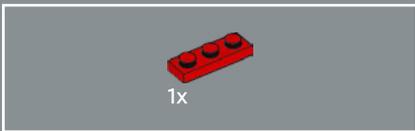
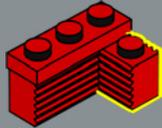




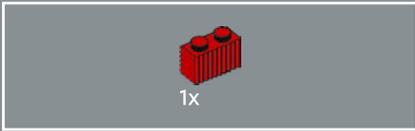
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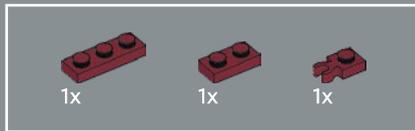
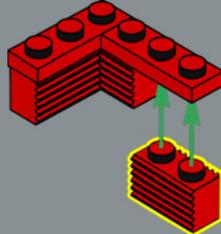
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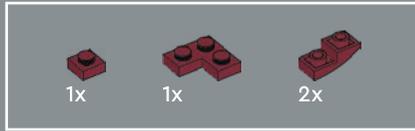
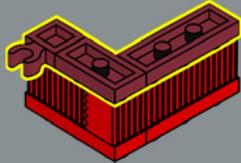
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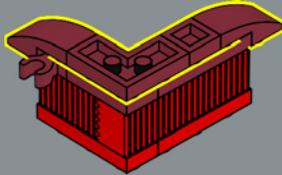
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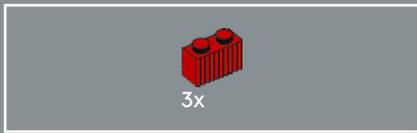


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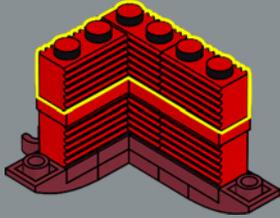


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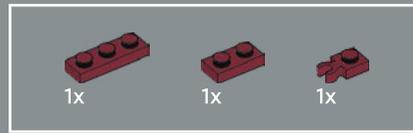
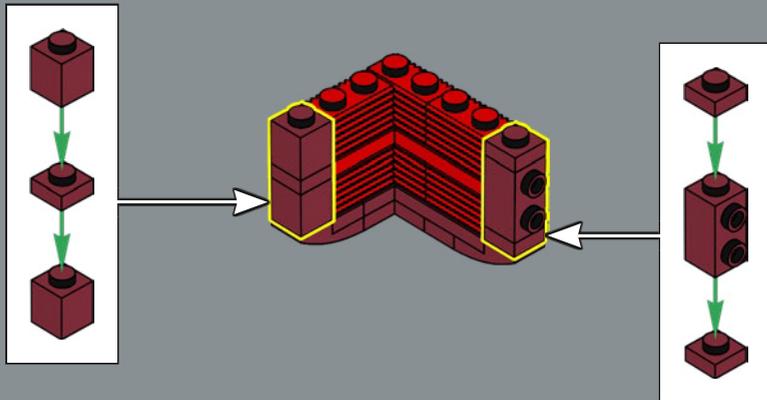




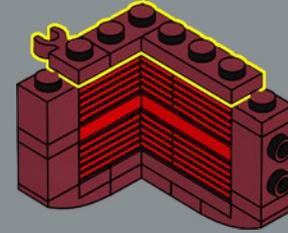
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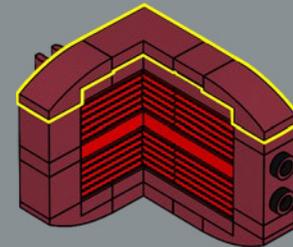
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284



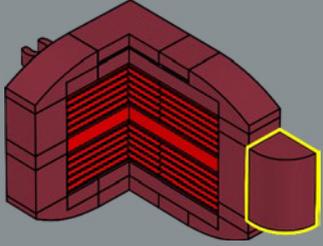
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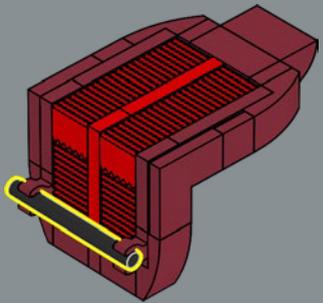
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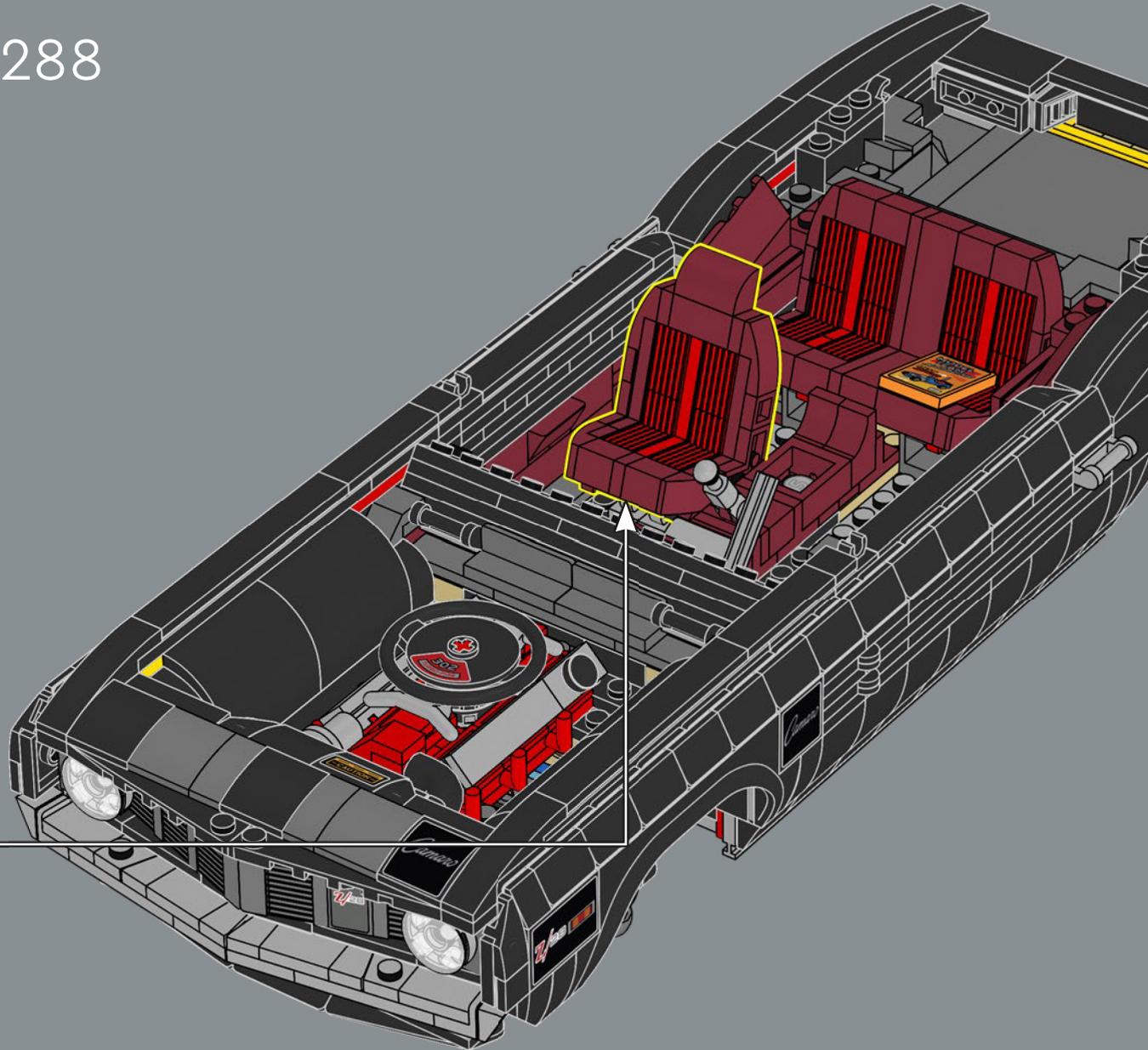


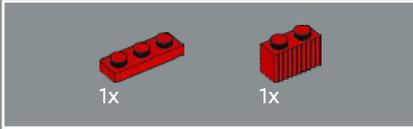
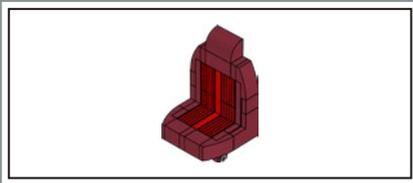
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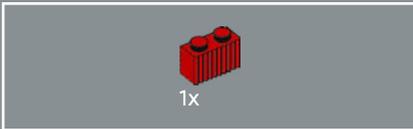
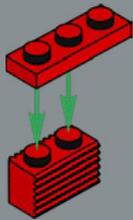


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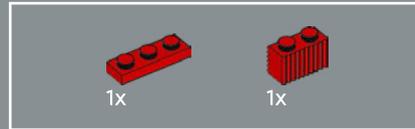
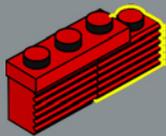




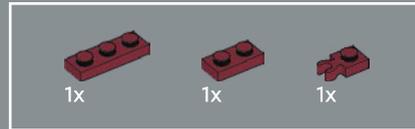
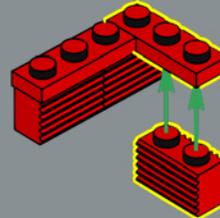
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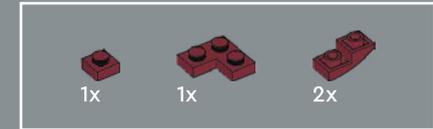
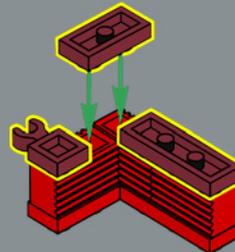
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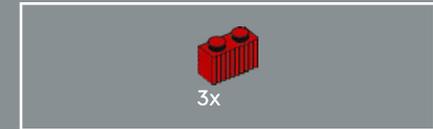
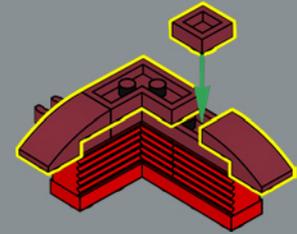
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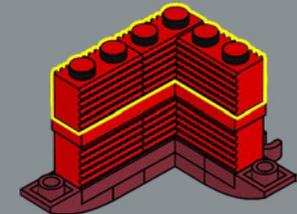
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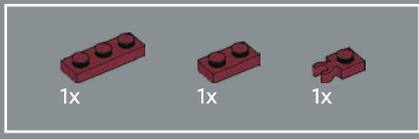
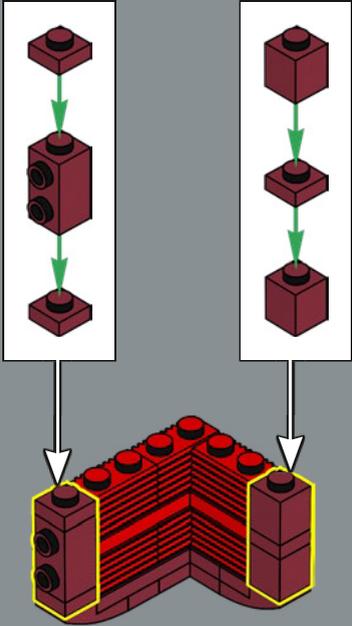


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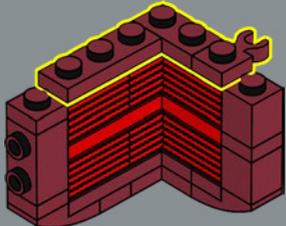




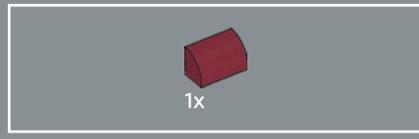
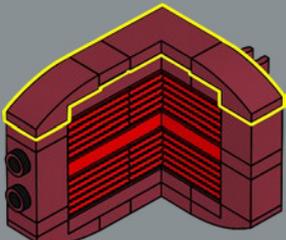
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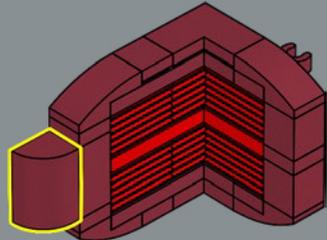
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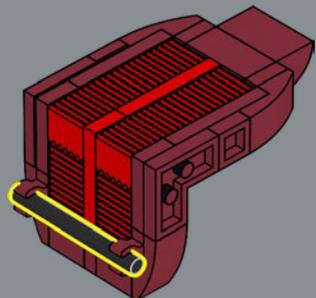
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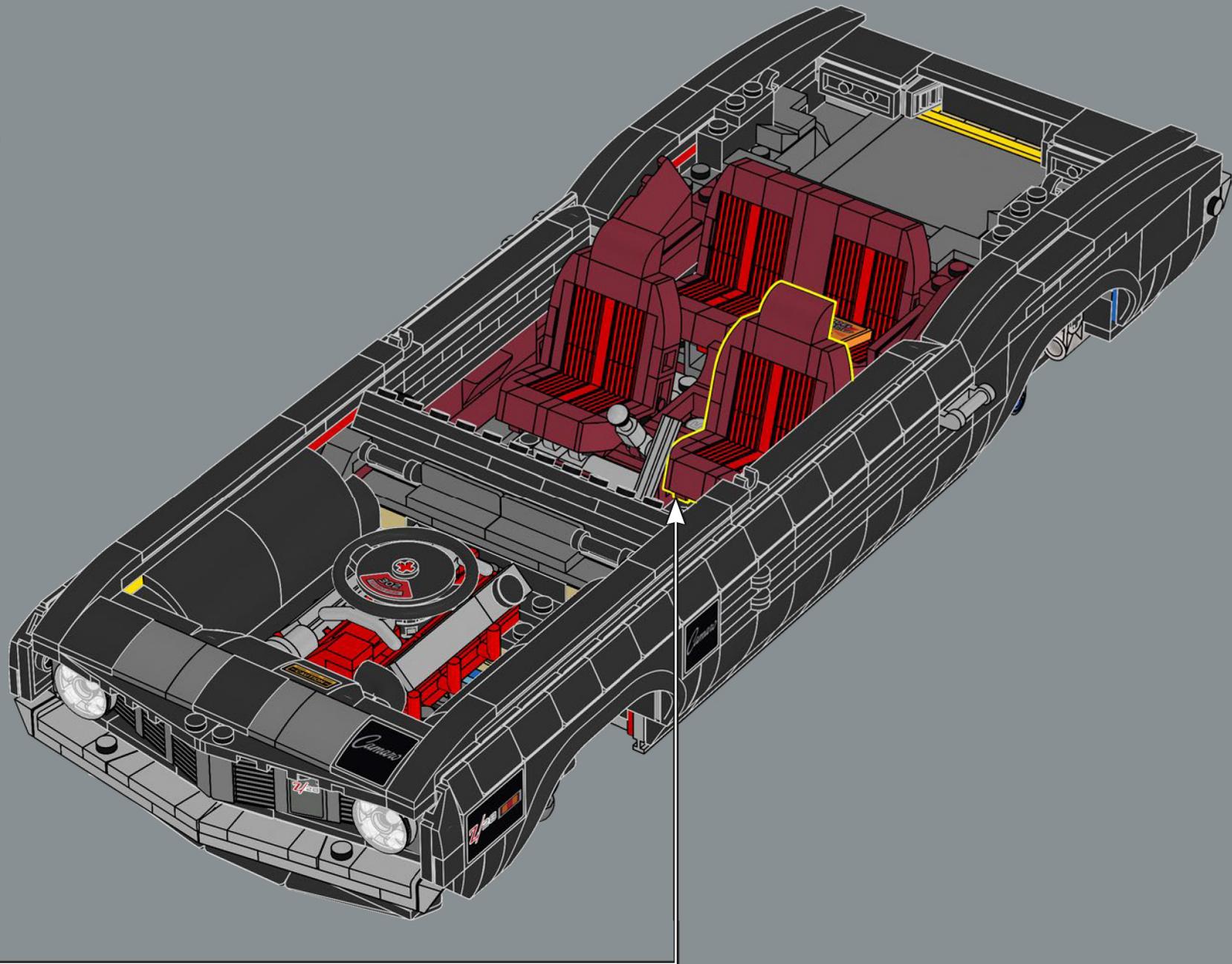
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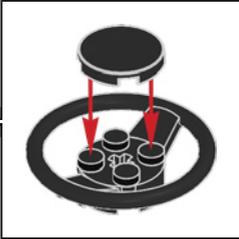
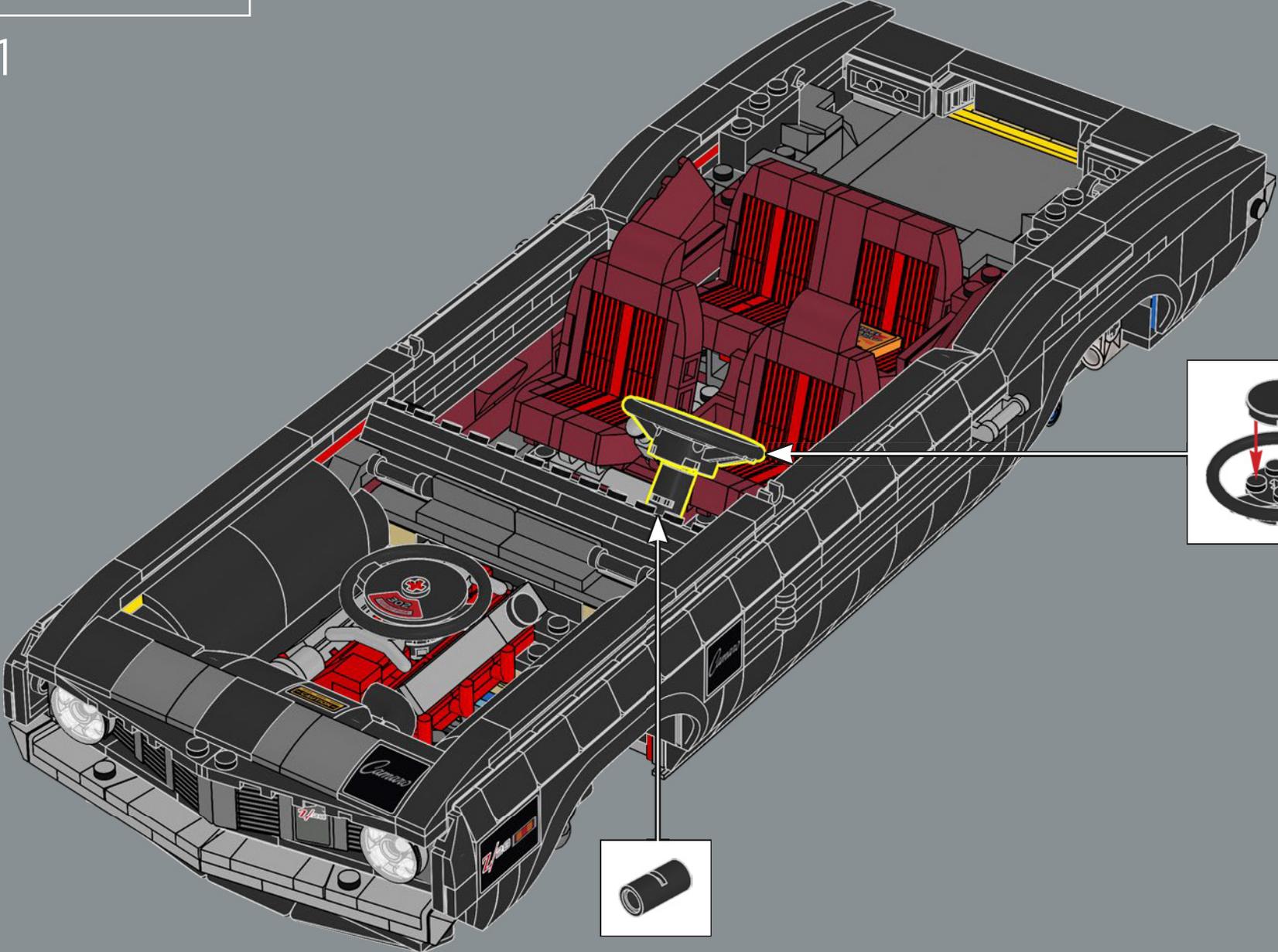


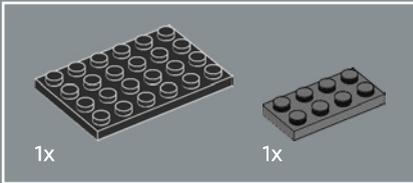
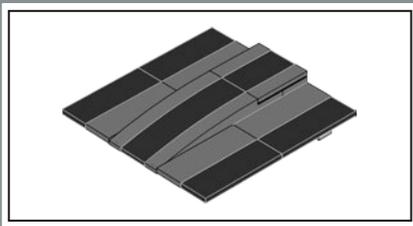
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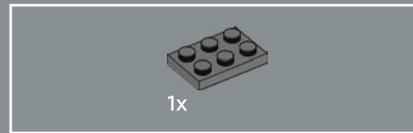
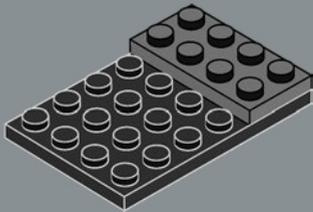


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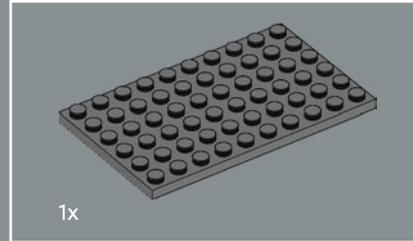
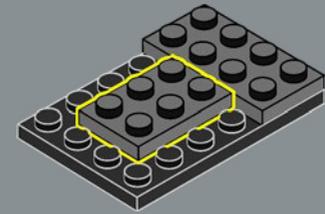




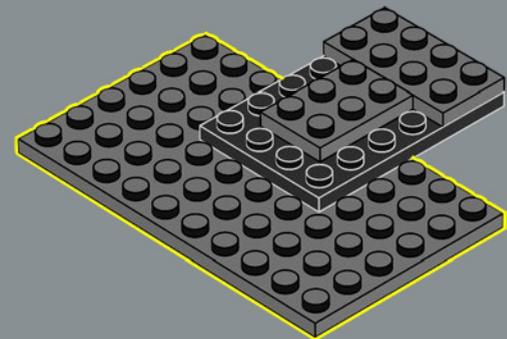
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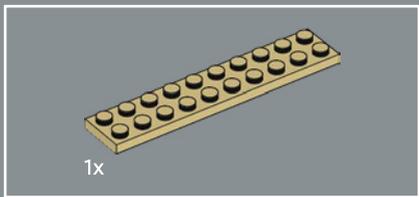


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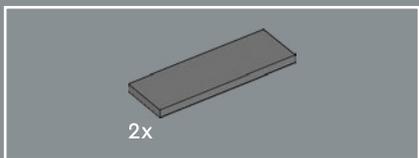
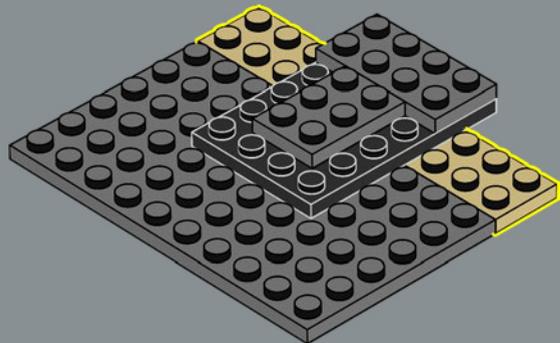


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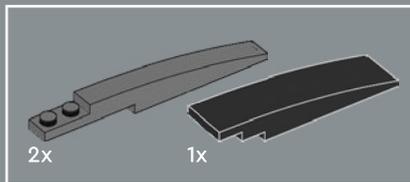
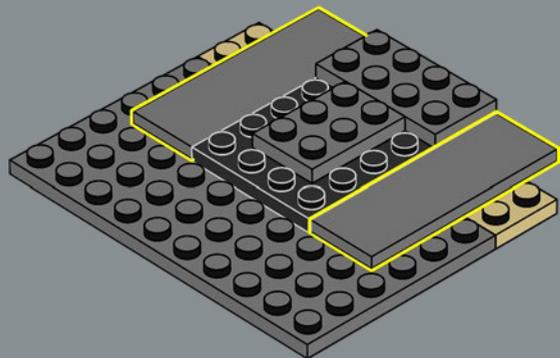




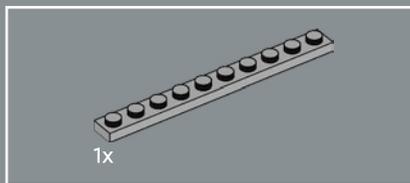
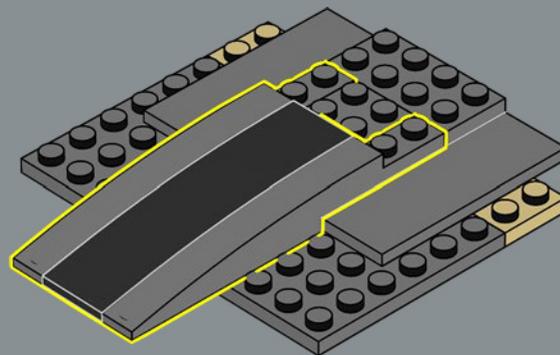
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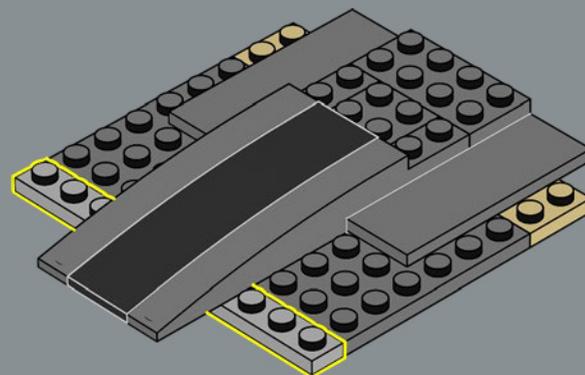
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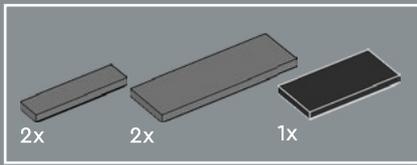


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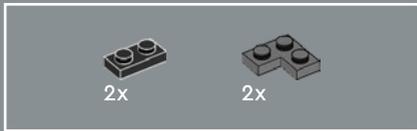
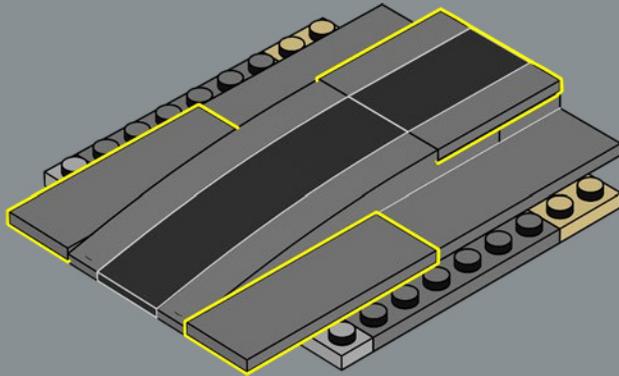


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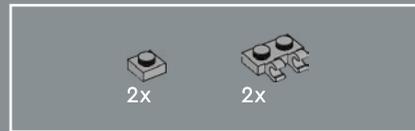
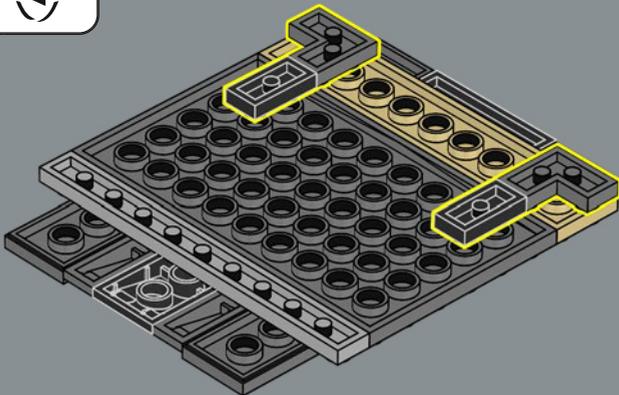




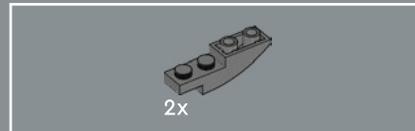
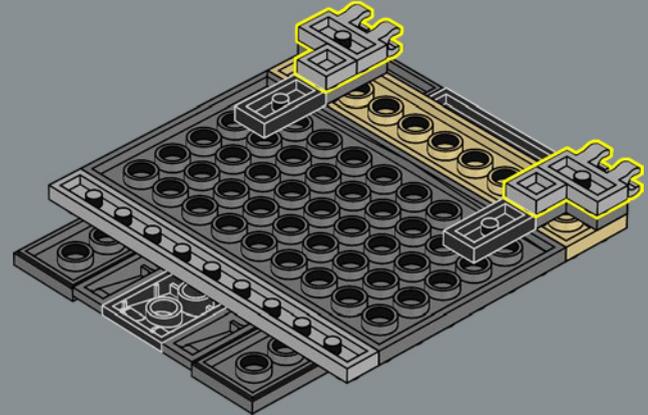
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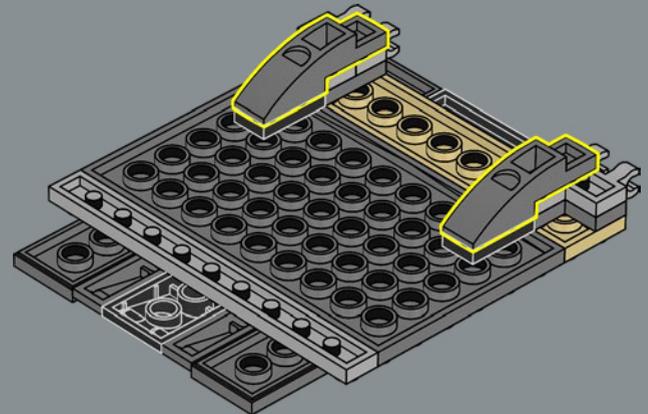
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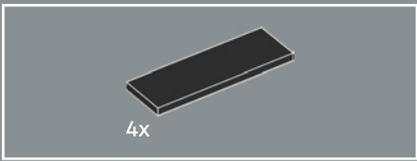


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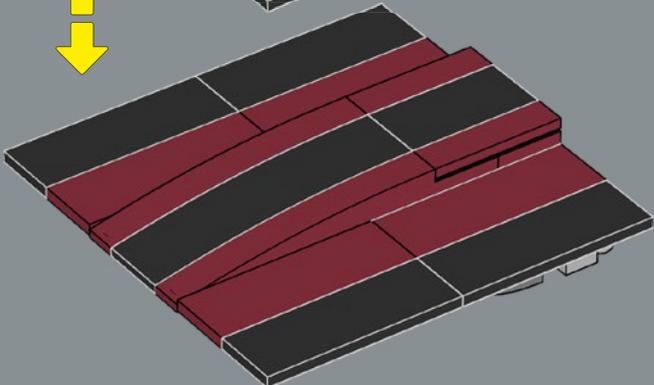
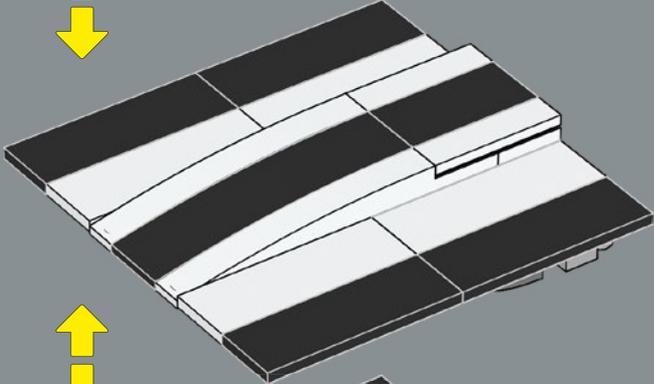
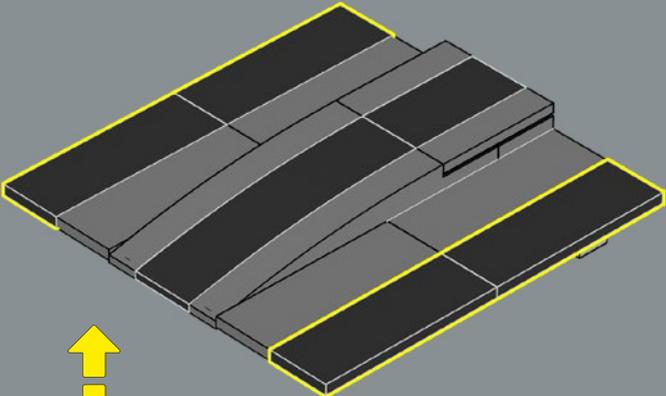


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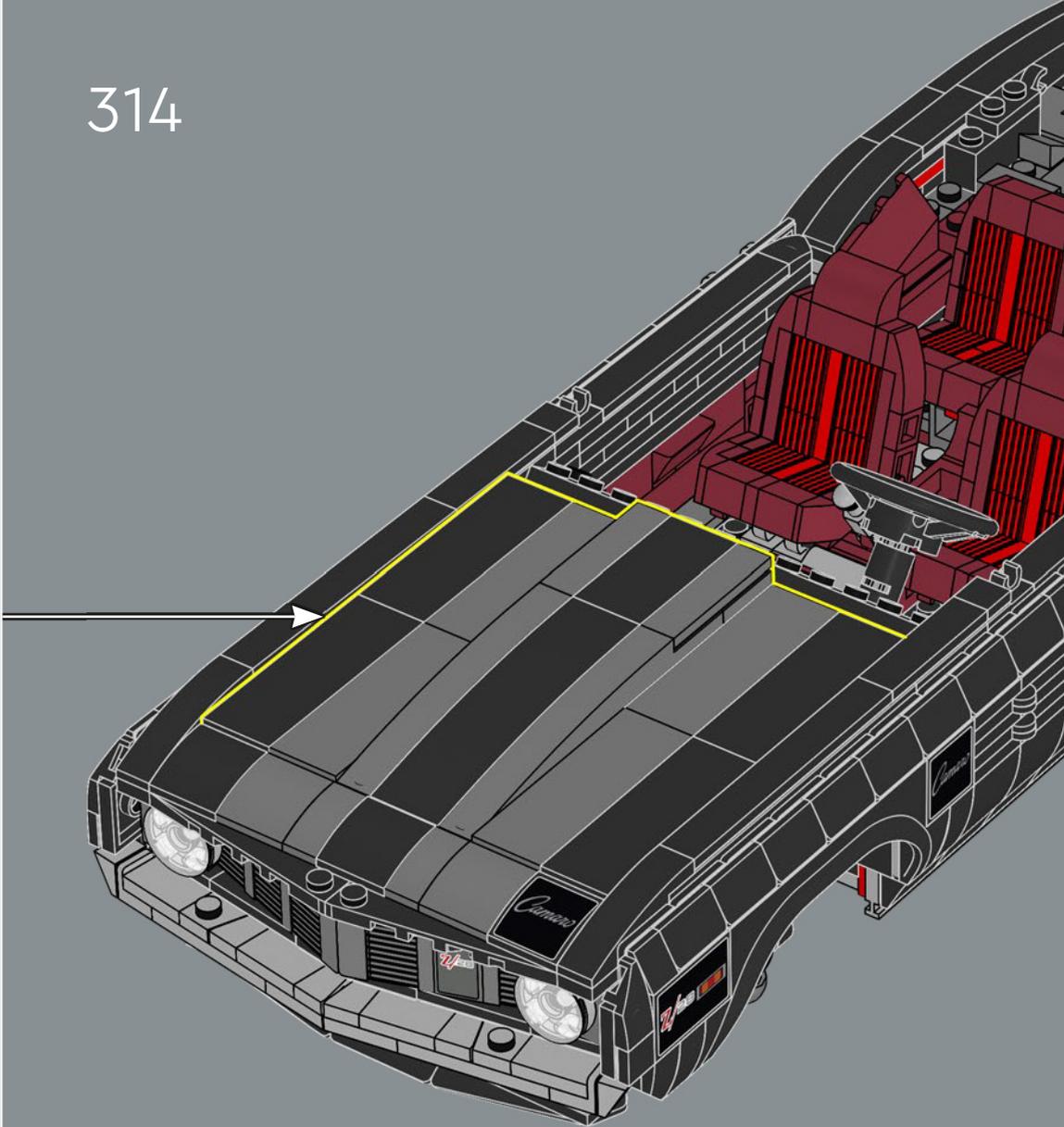


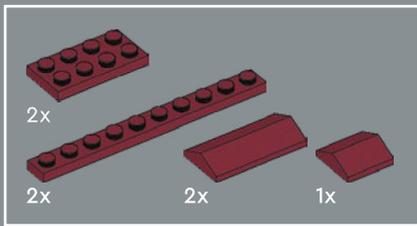


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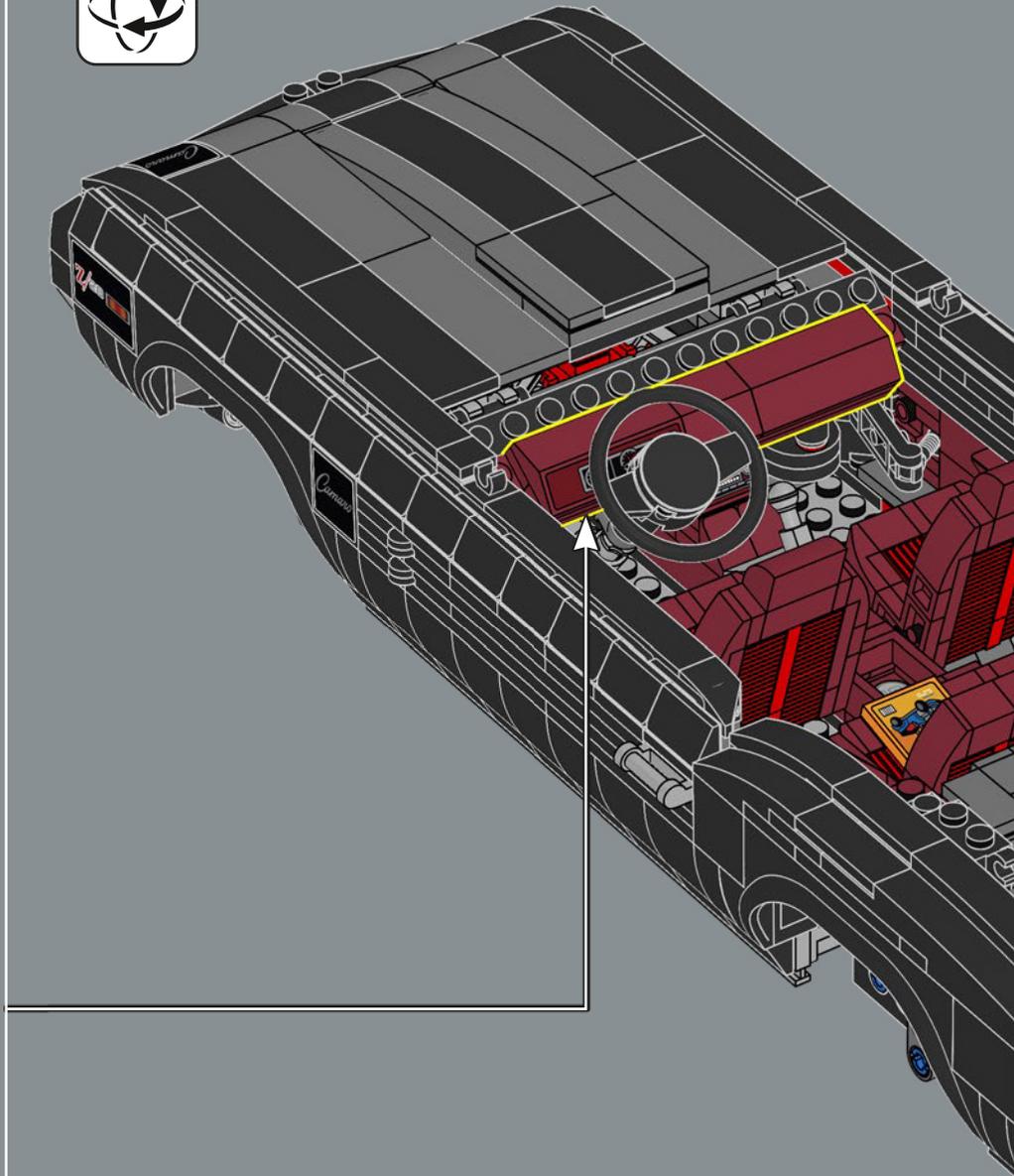
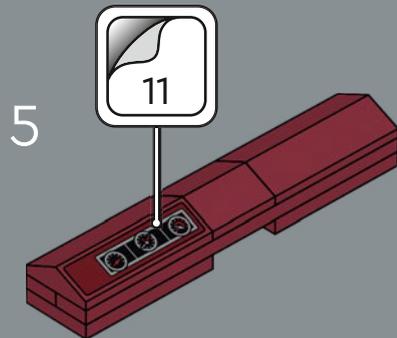
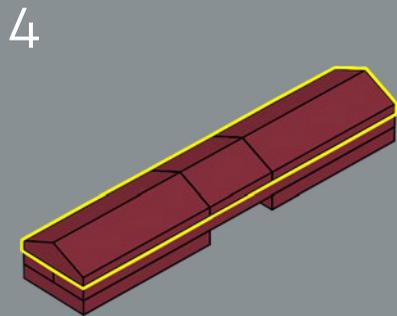
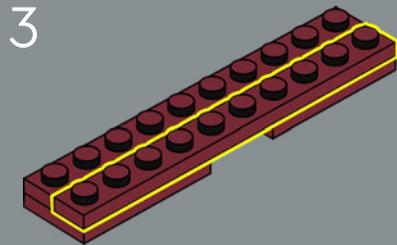
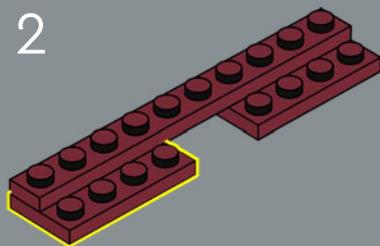
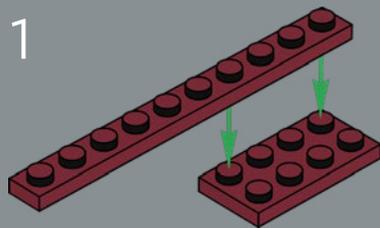


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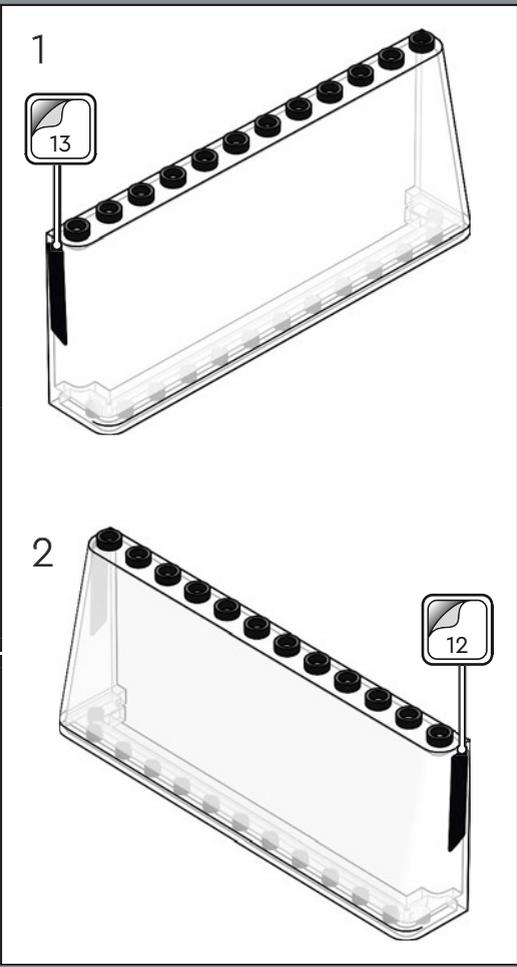
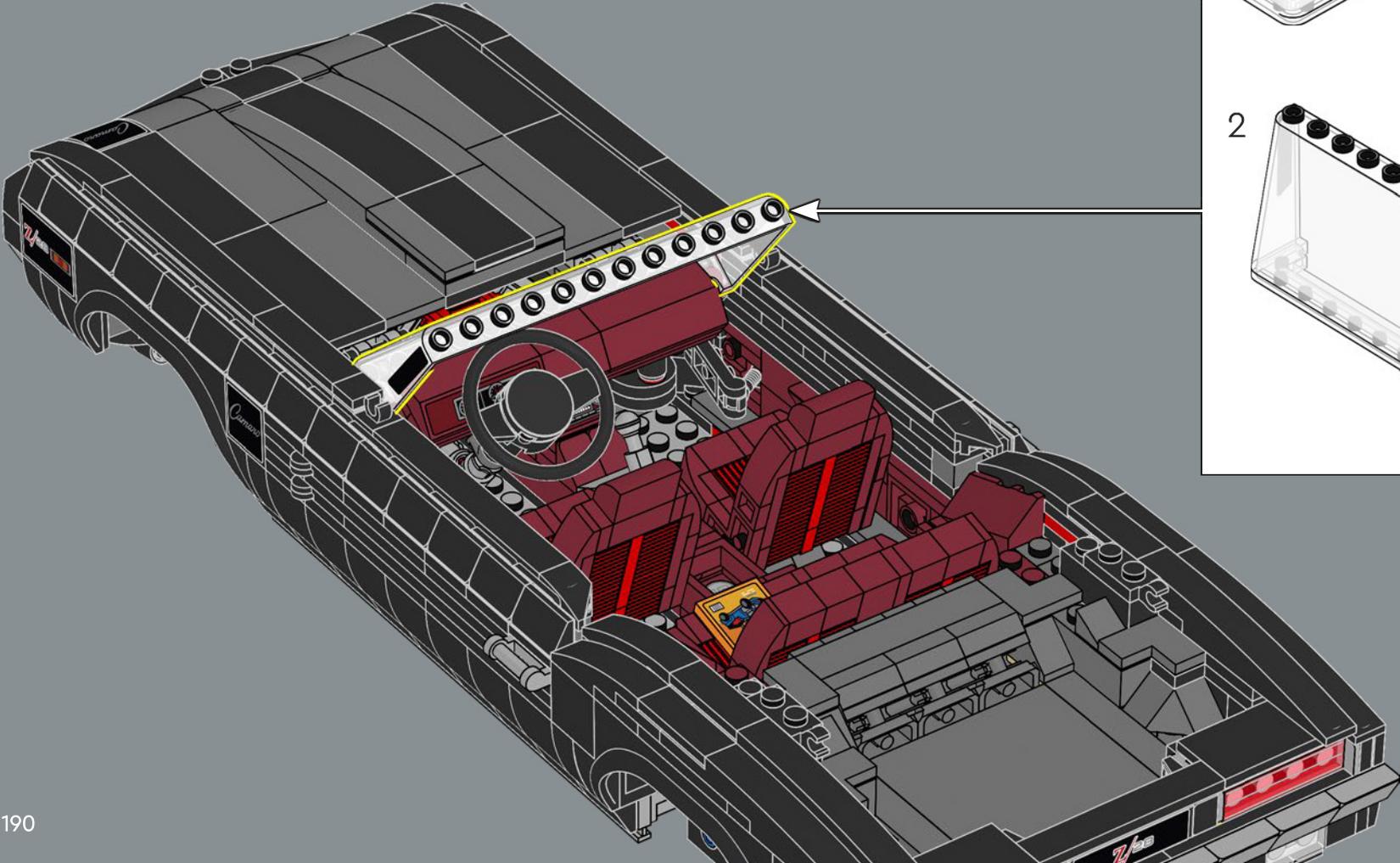


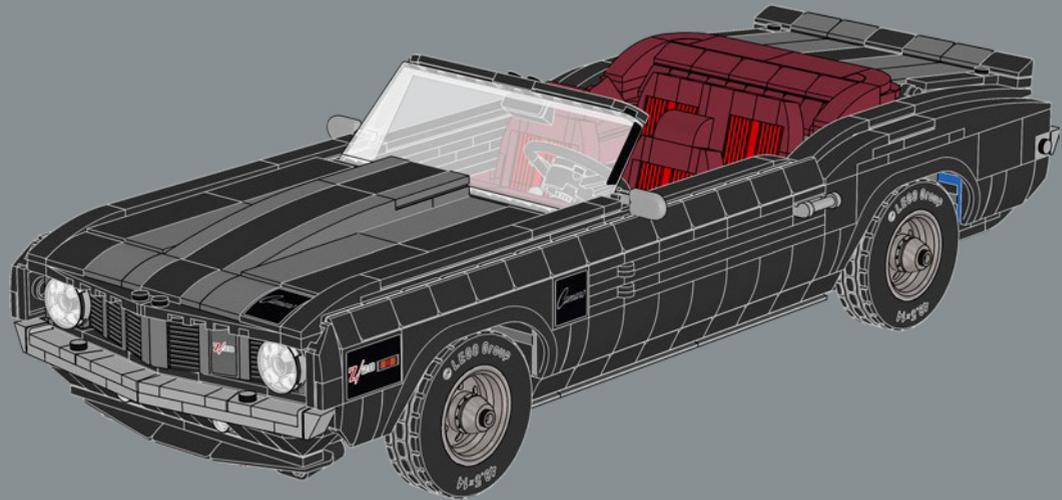
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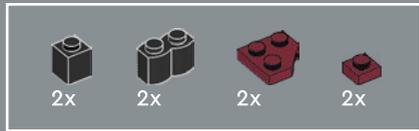
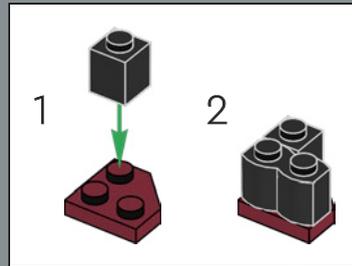




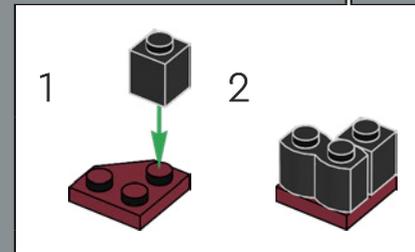
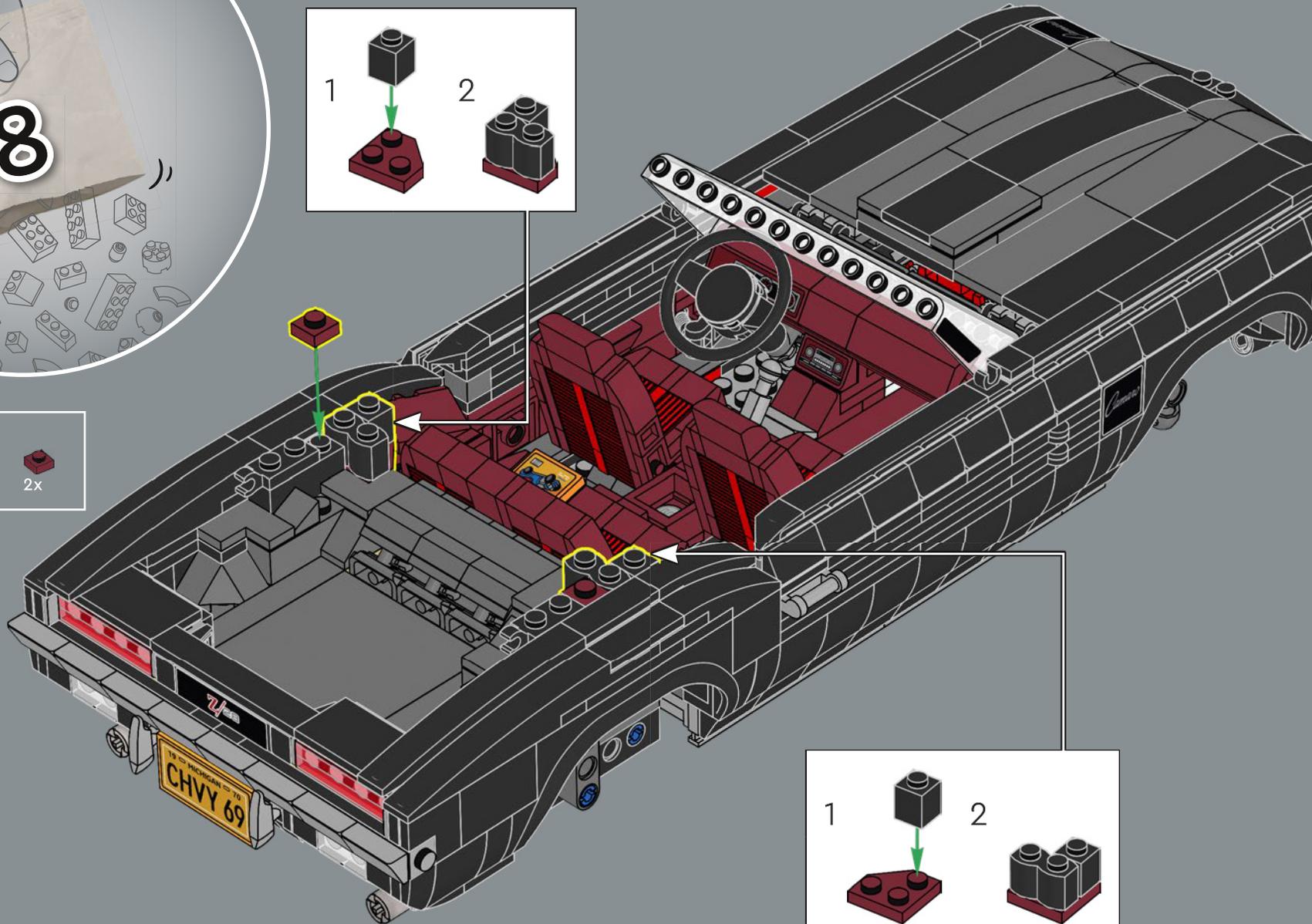
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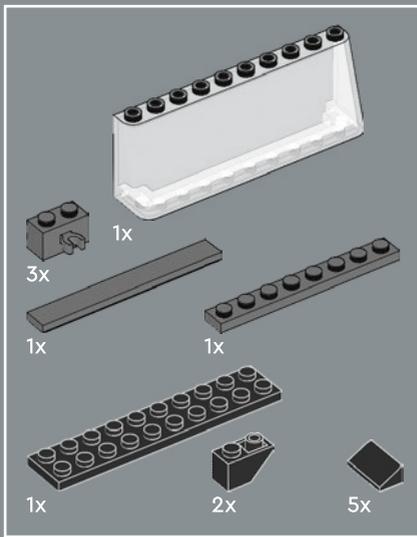






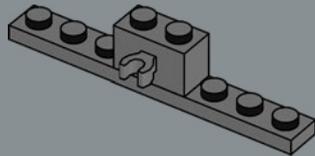
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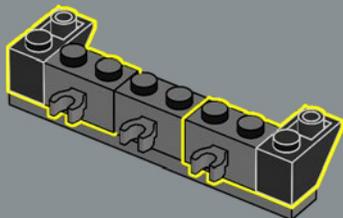


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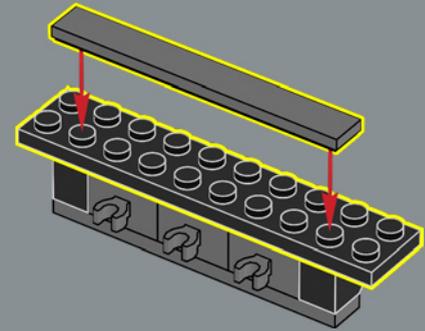
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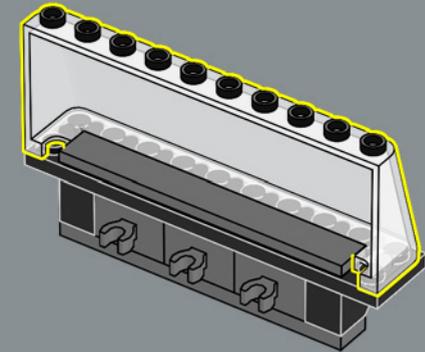
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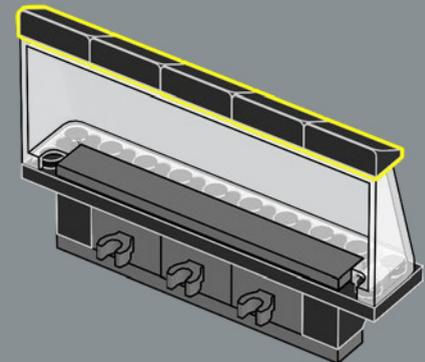
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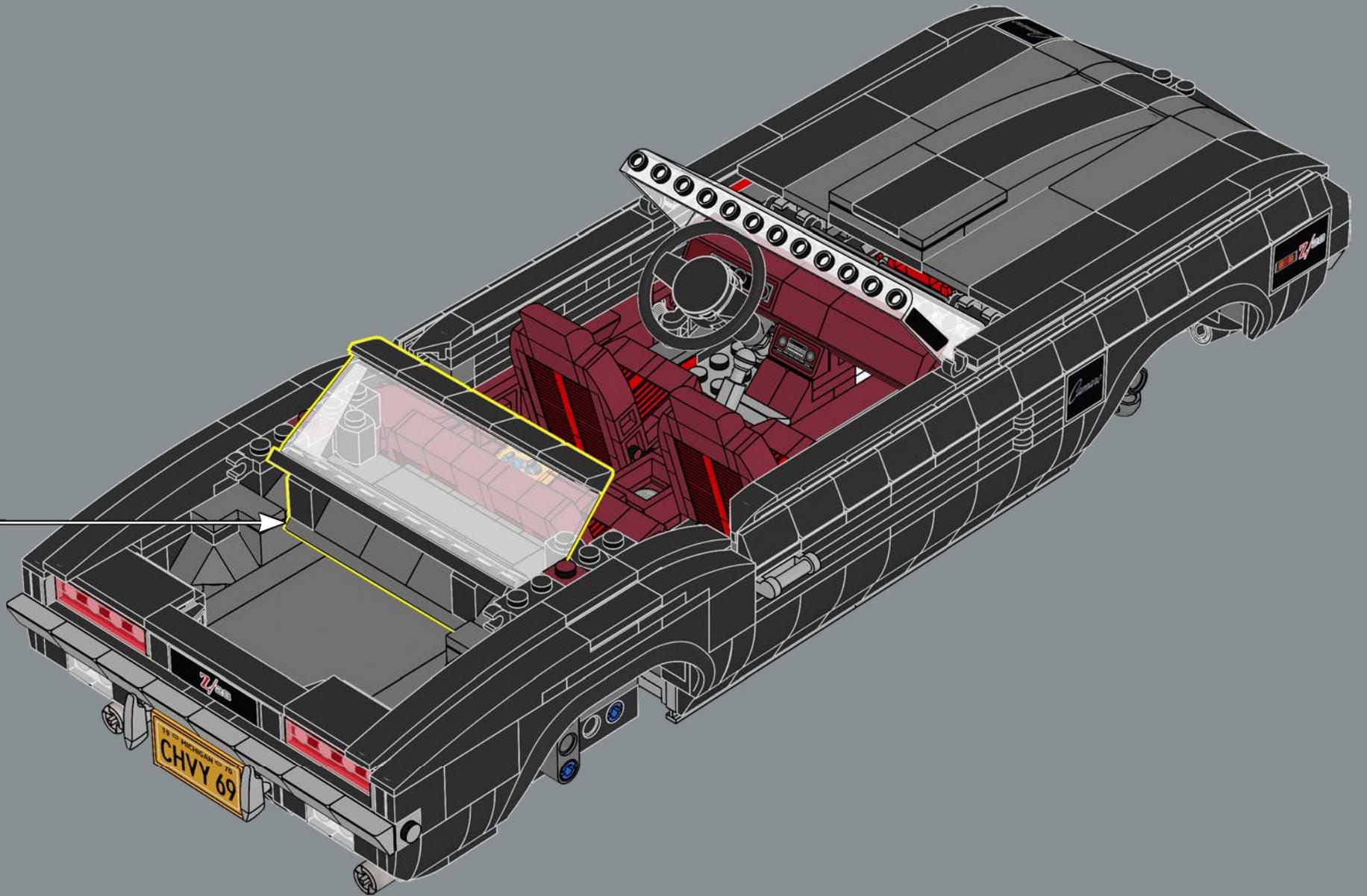


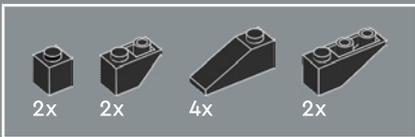
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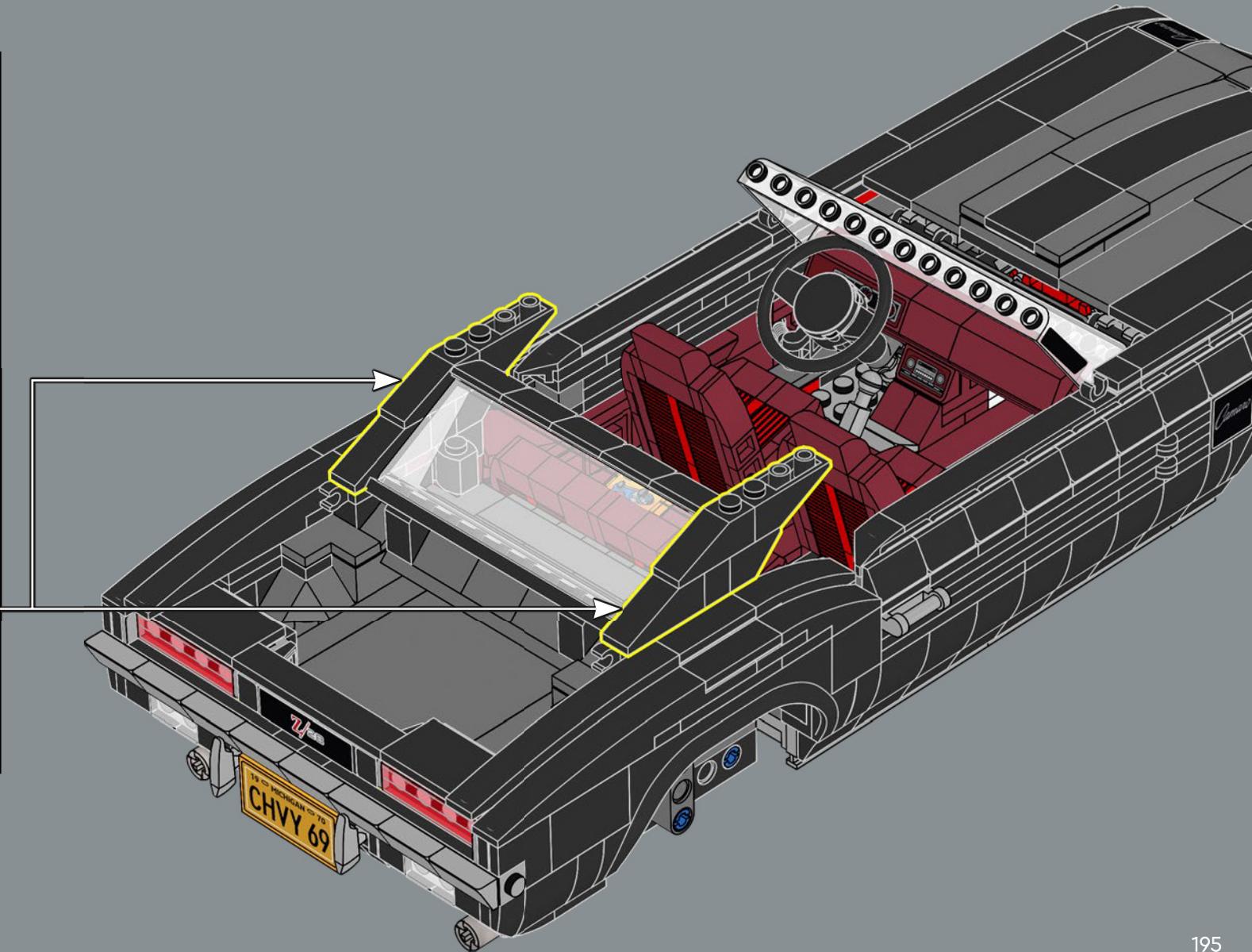
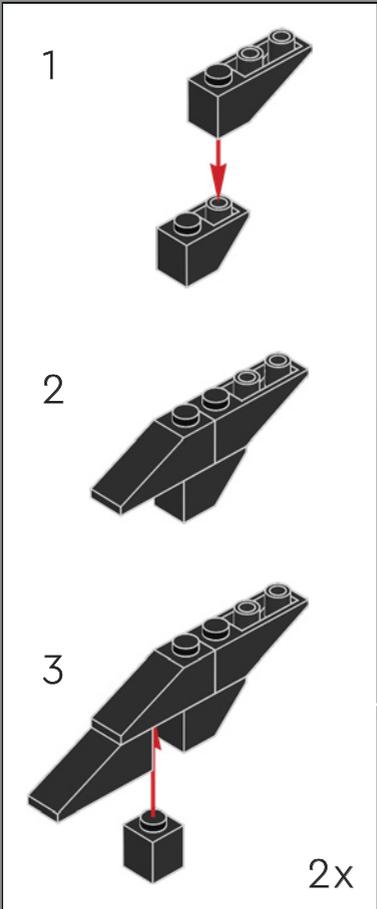
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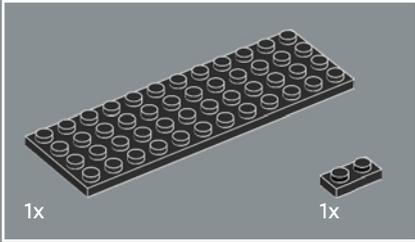
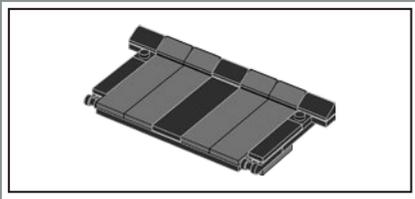




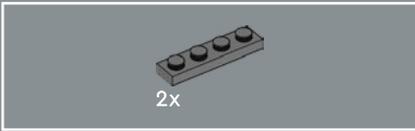
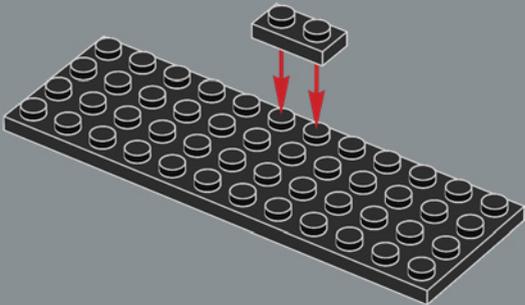


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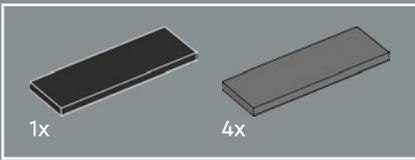
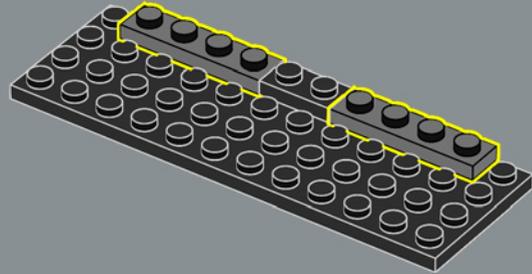




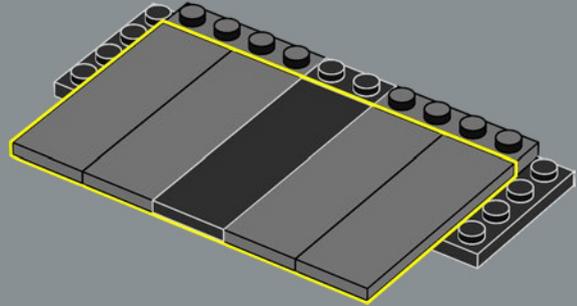
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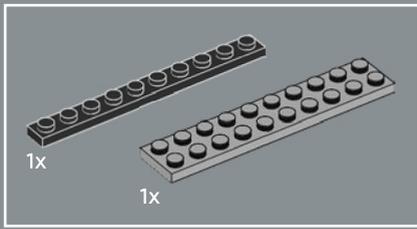


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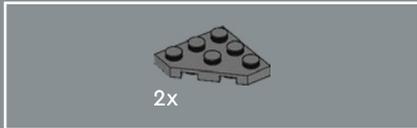
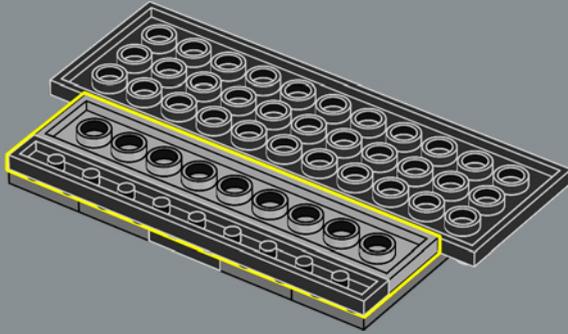


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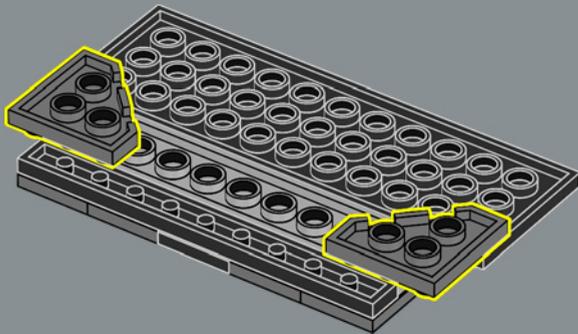




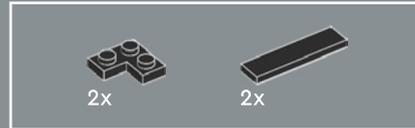
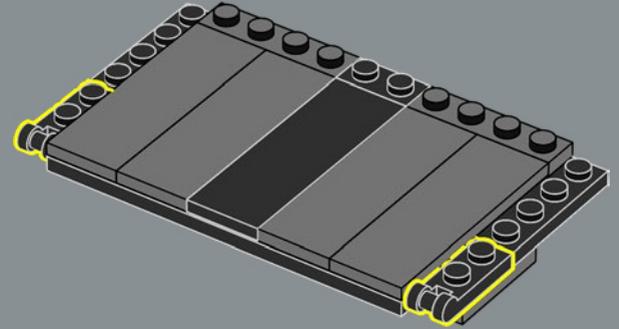
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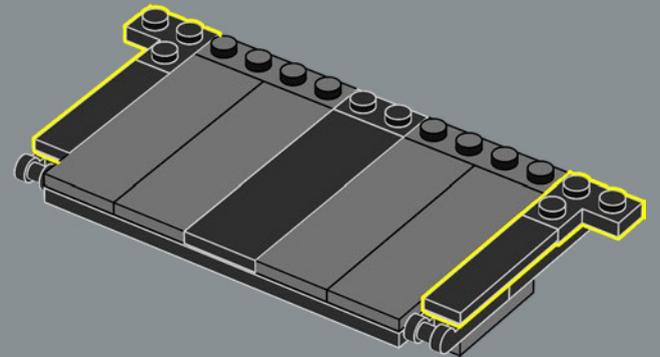
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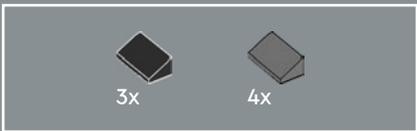


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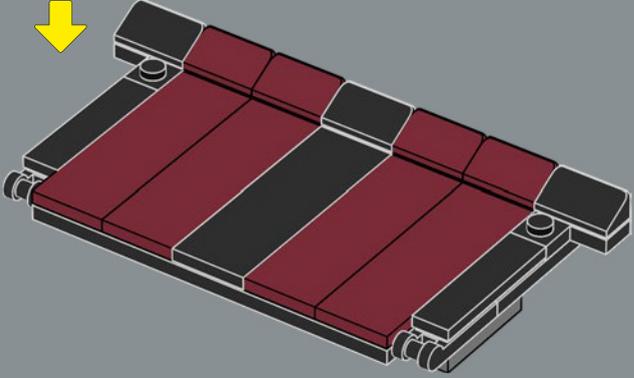
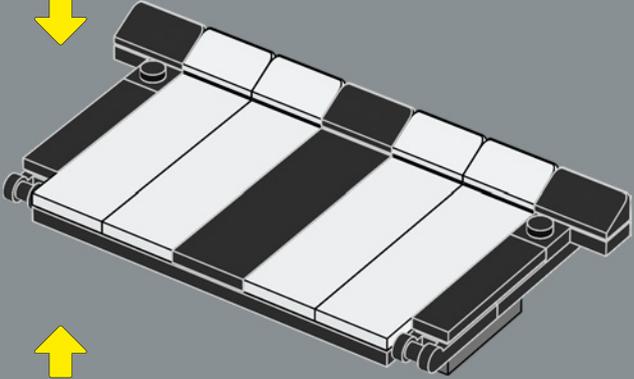
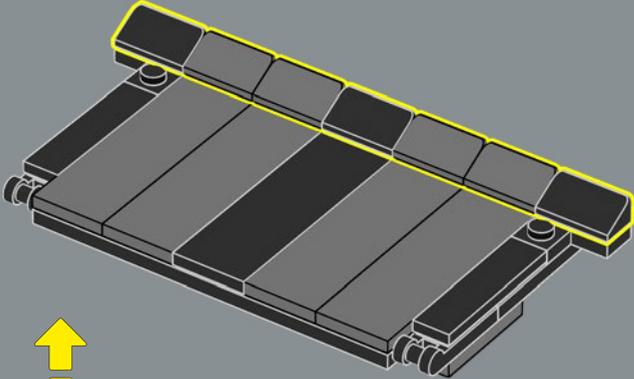


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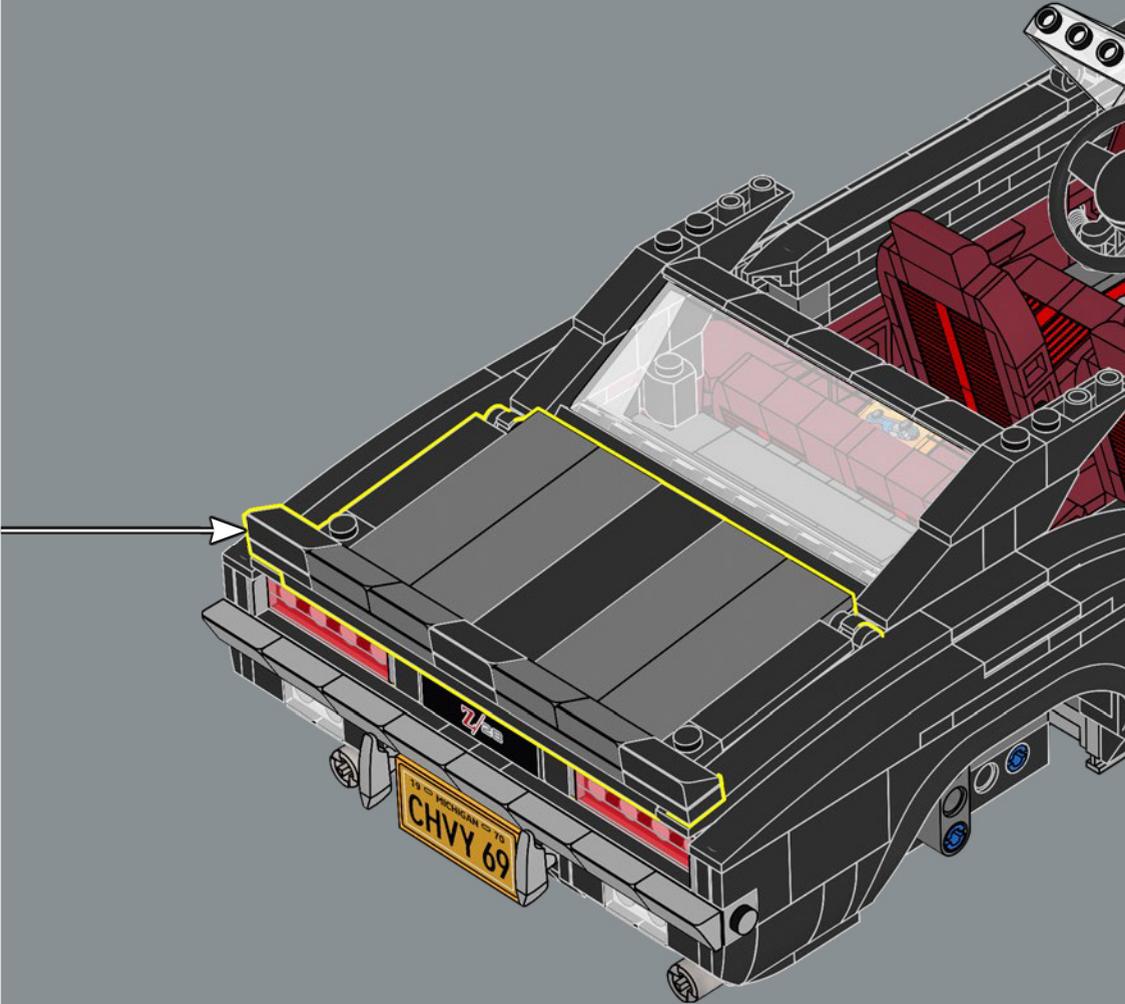


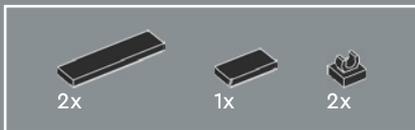


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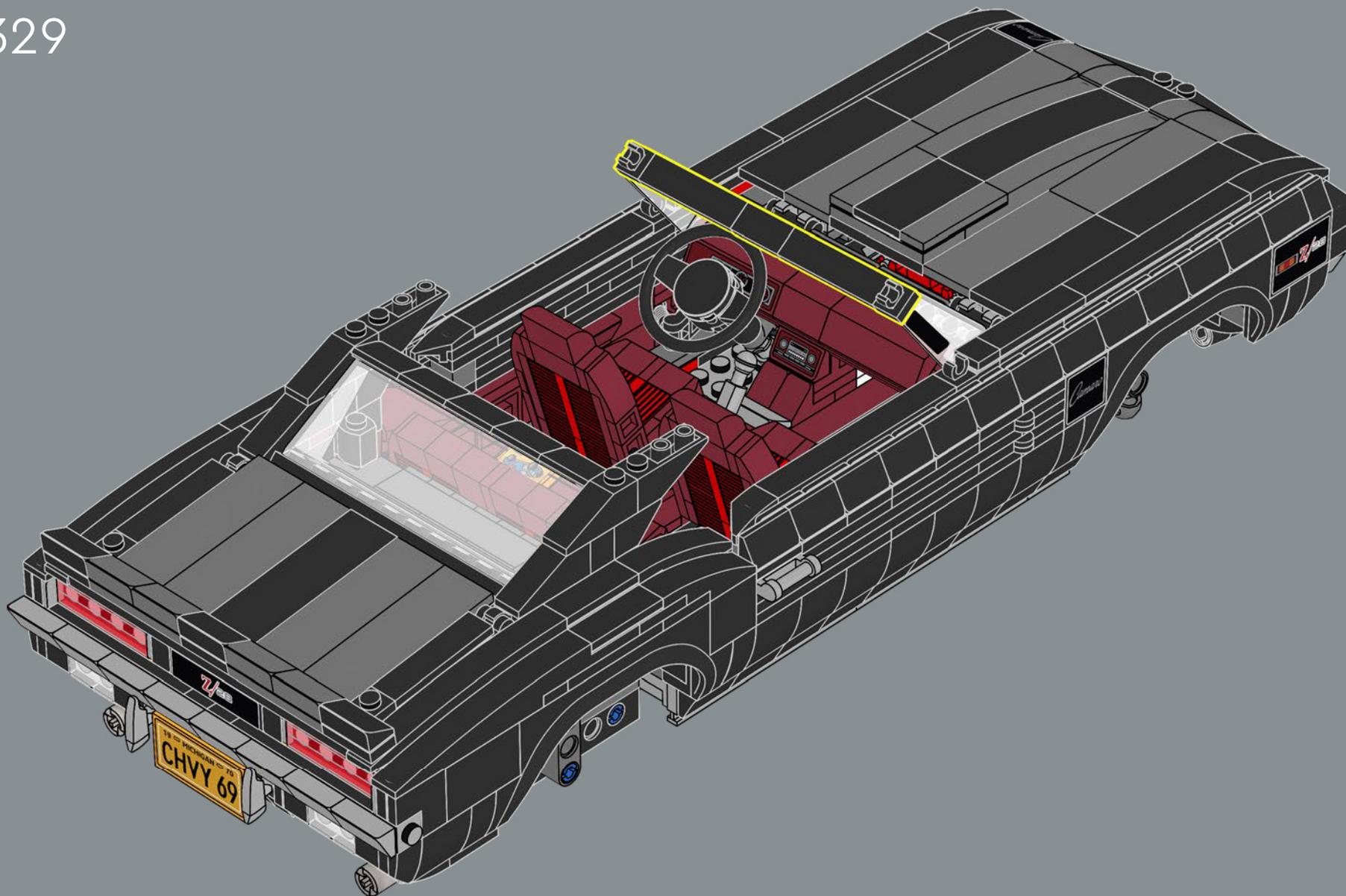


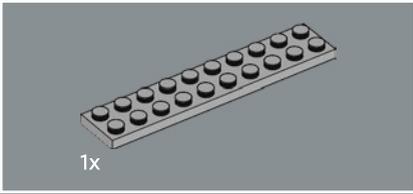
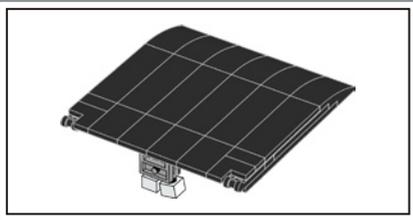
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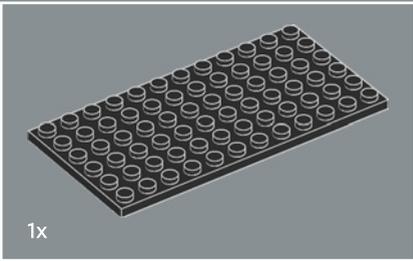
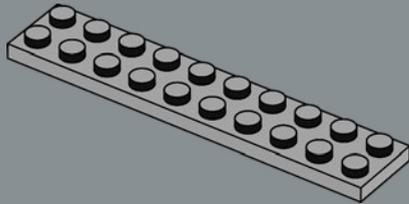


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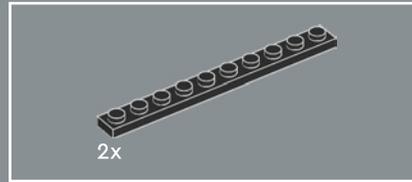
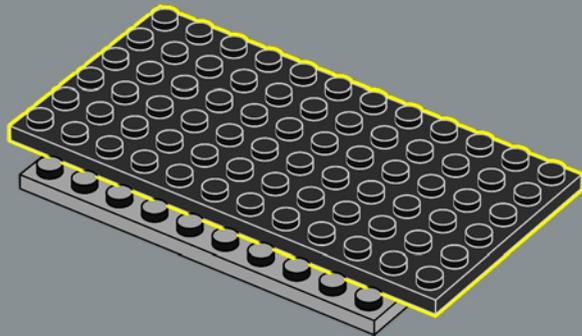




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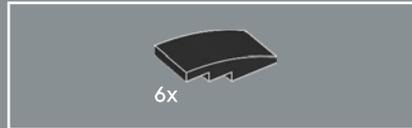
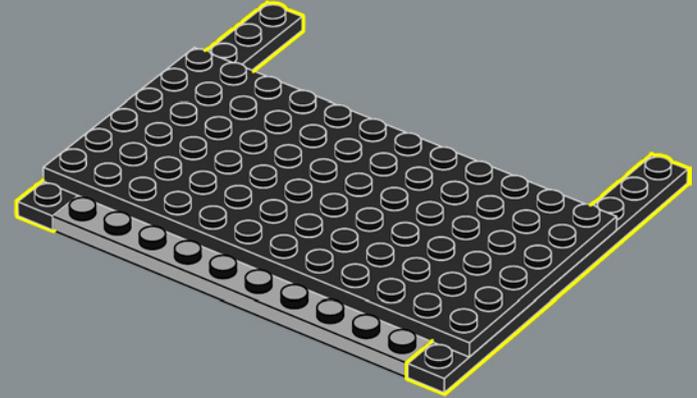


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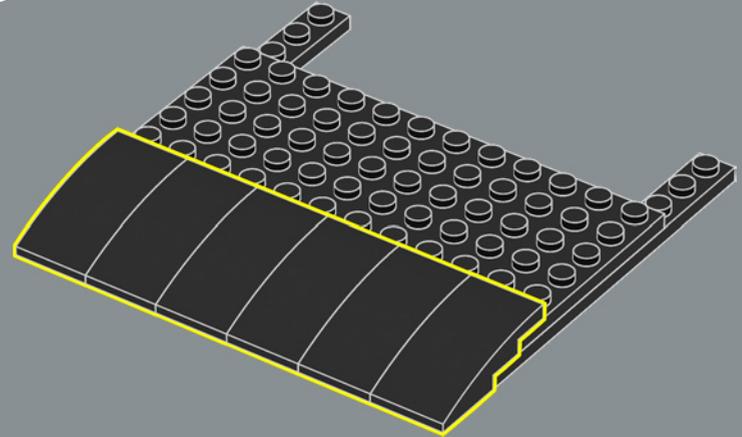
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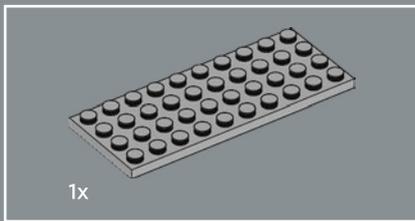
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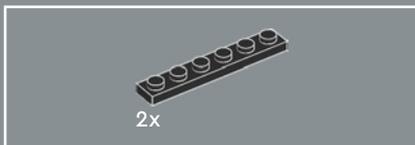
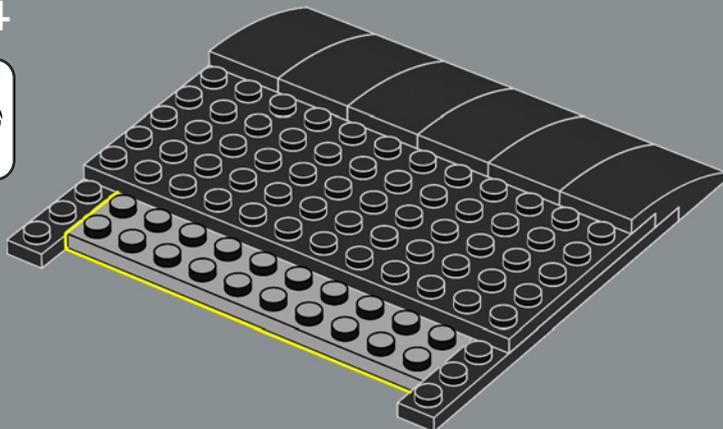
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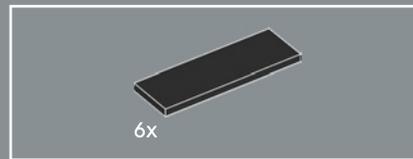
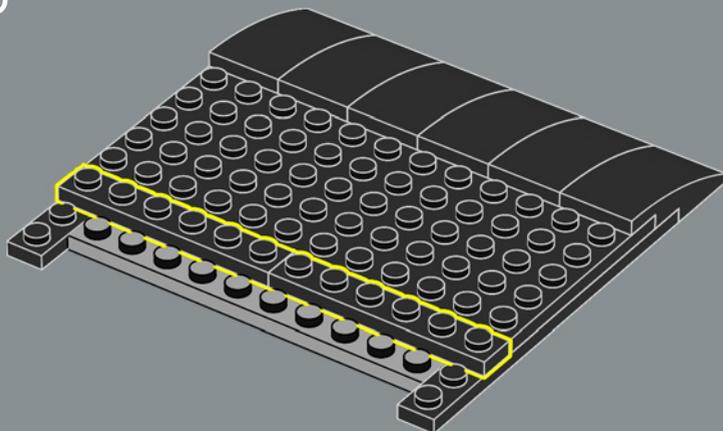




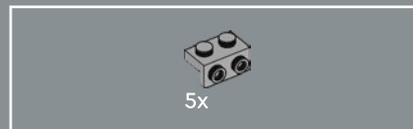
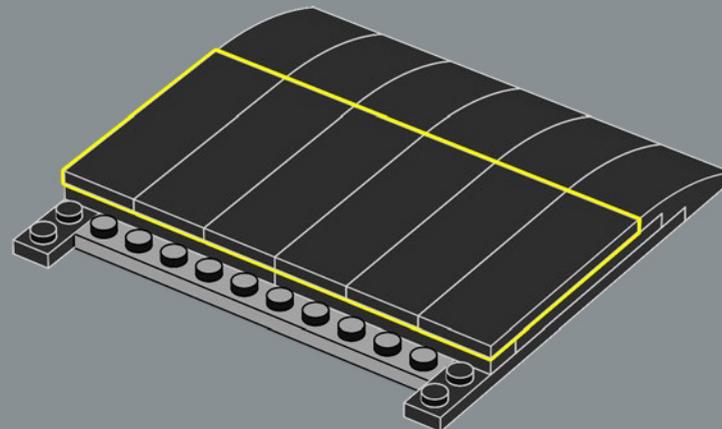
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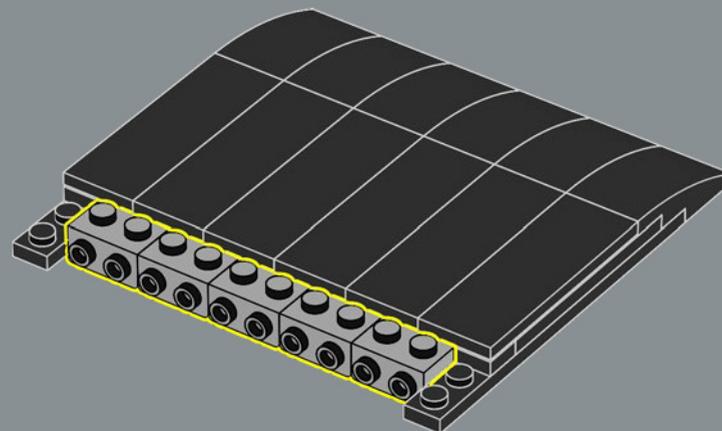
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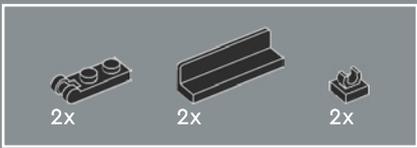


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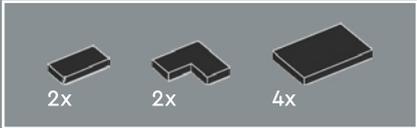
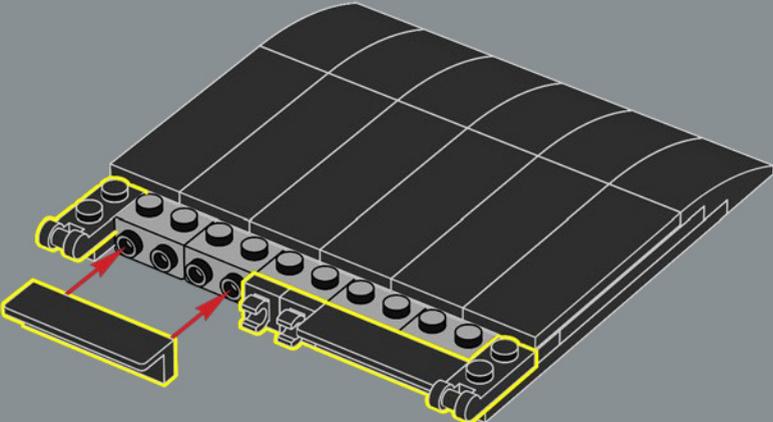


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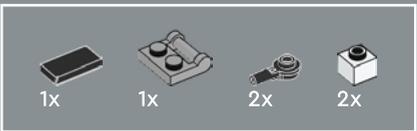
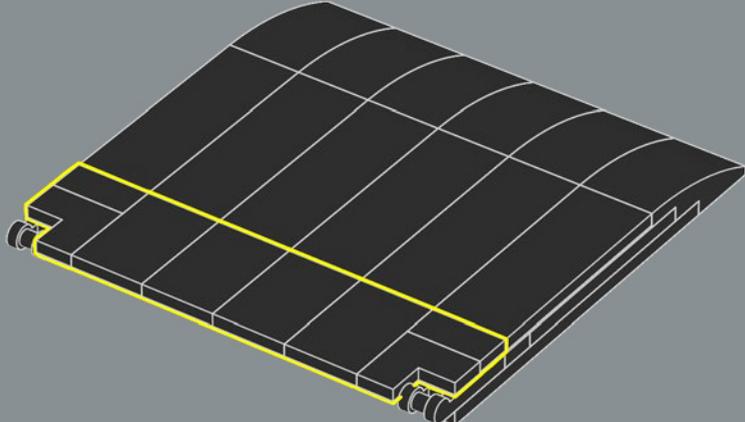




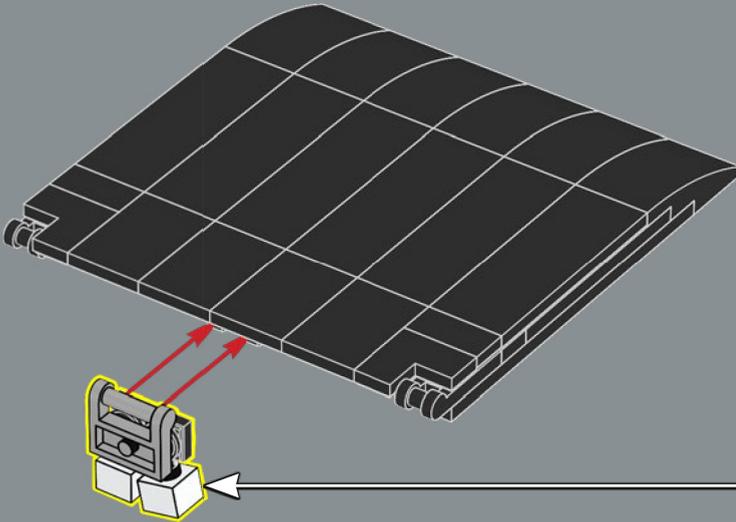
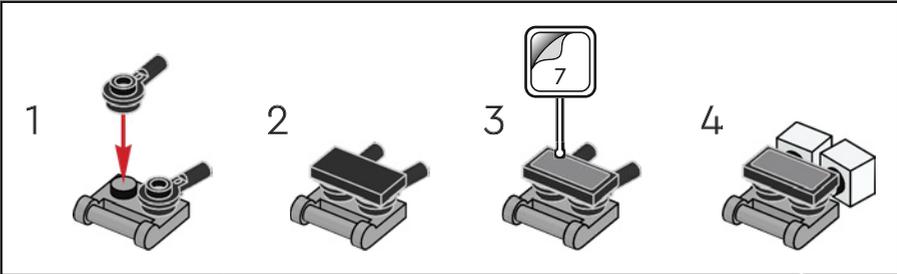
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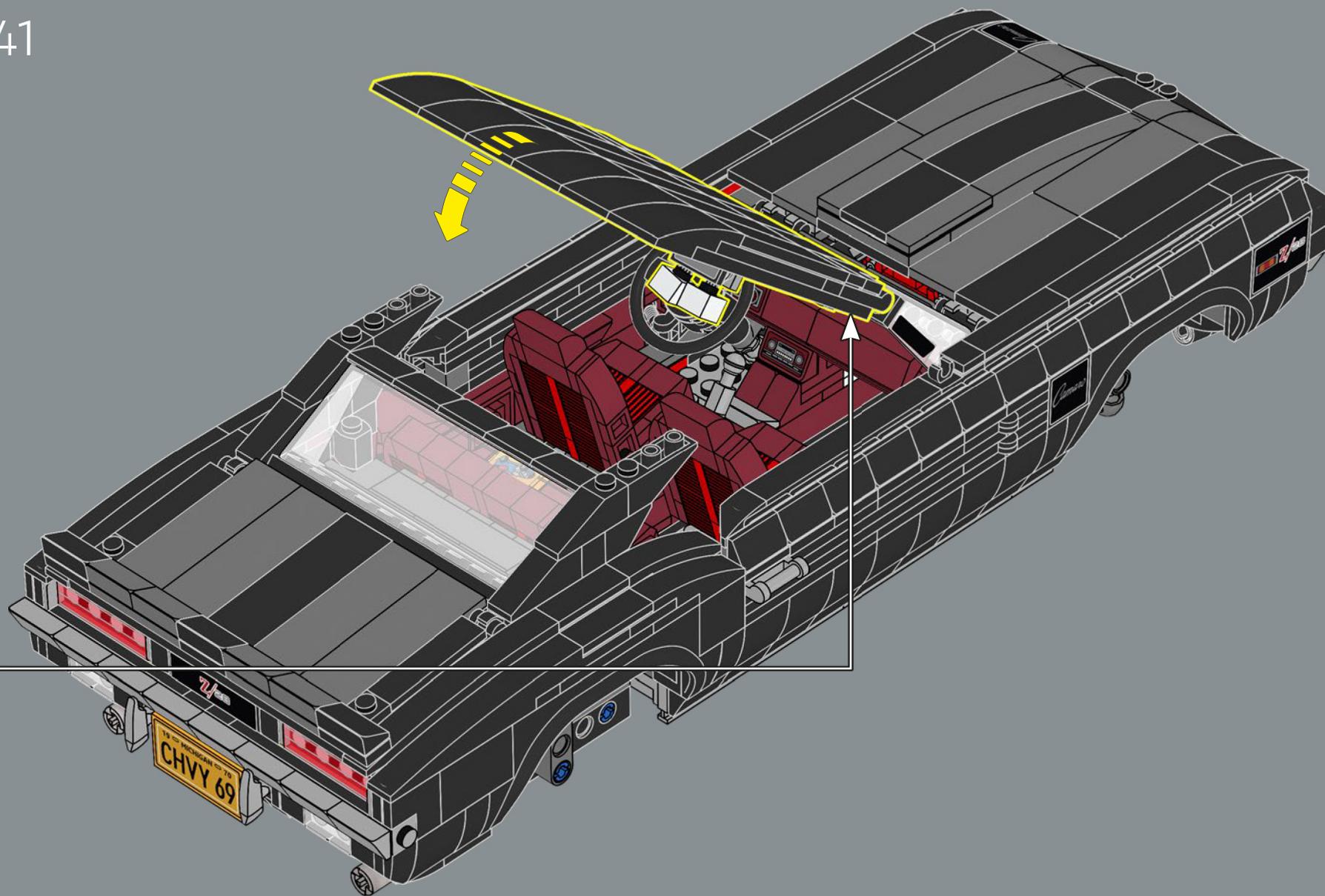
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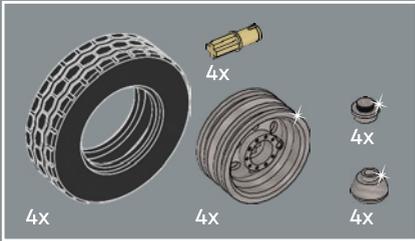
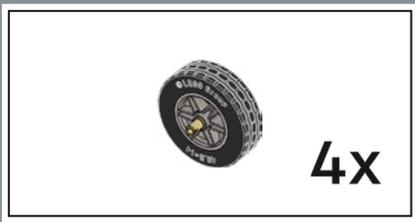


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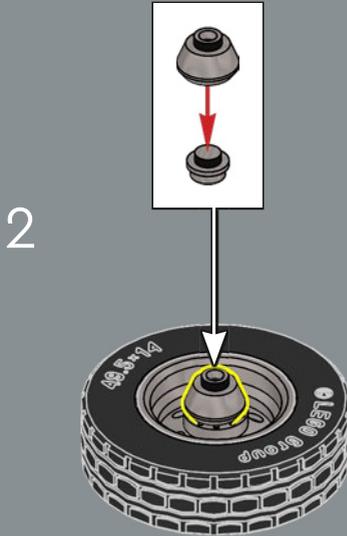


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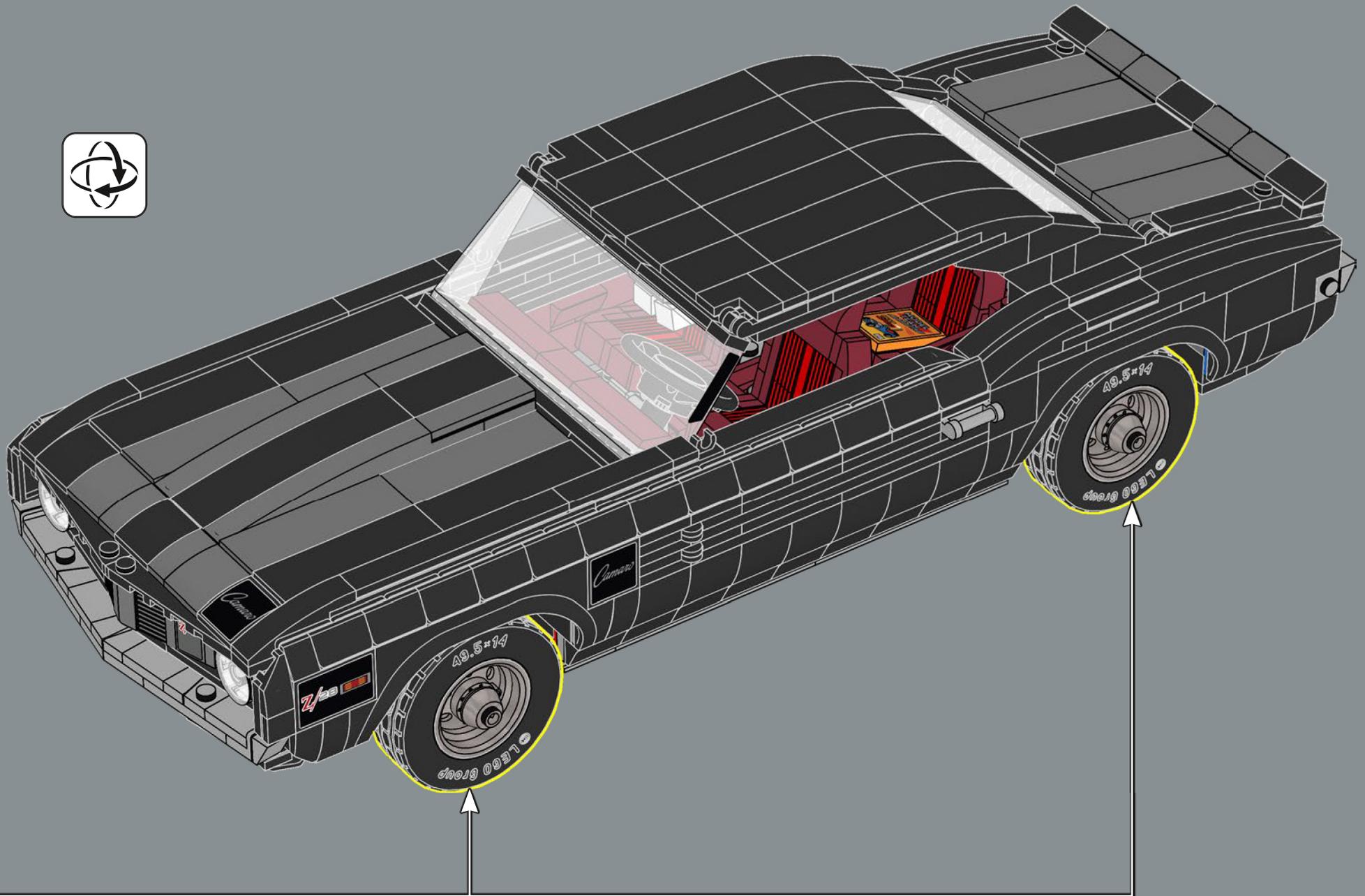




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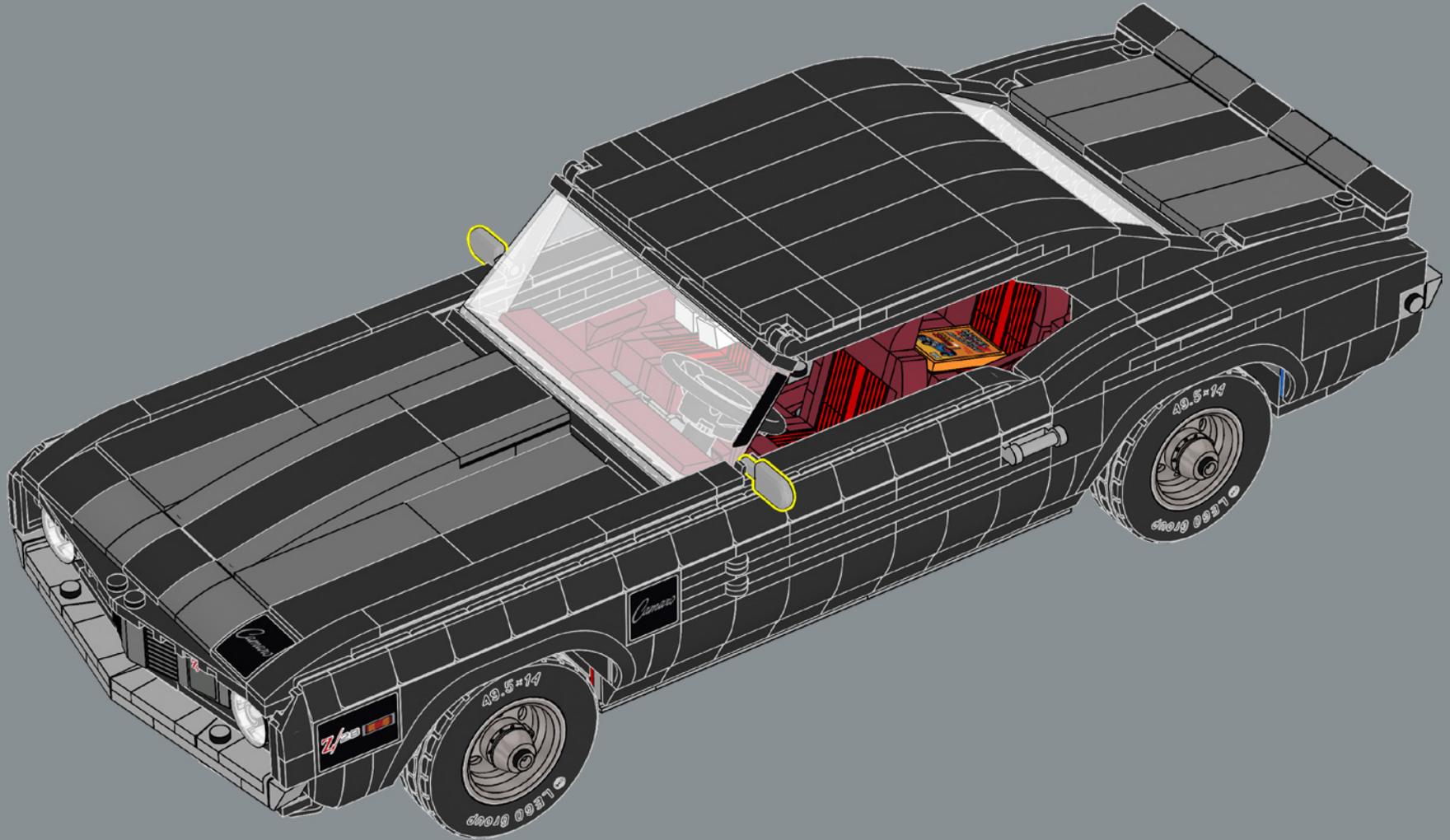
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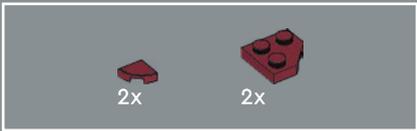


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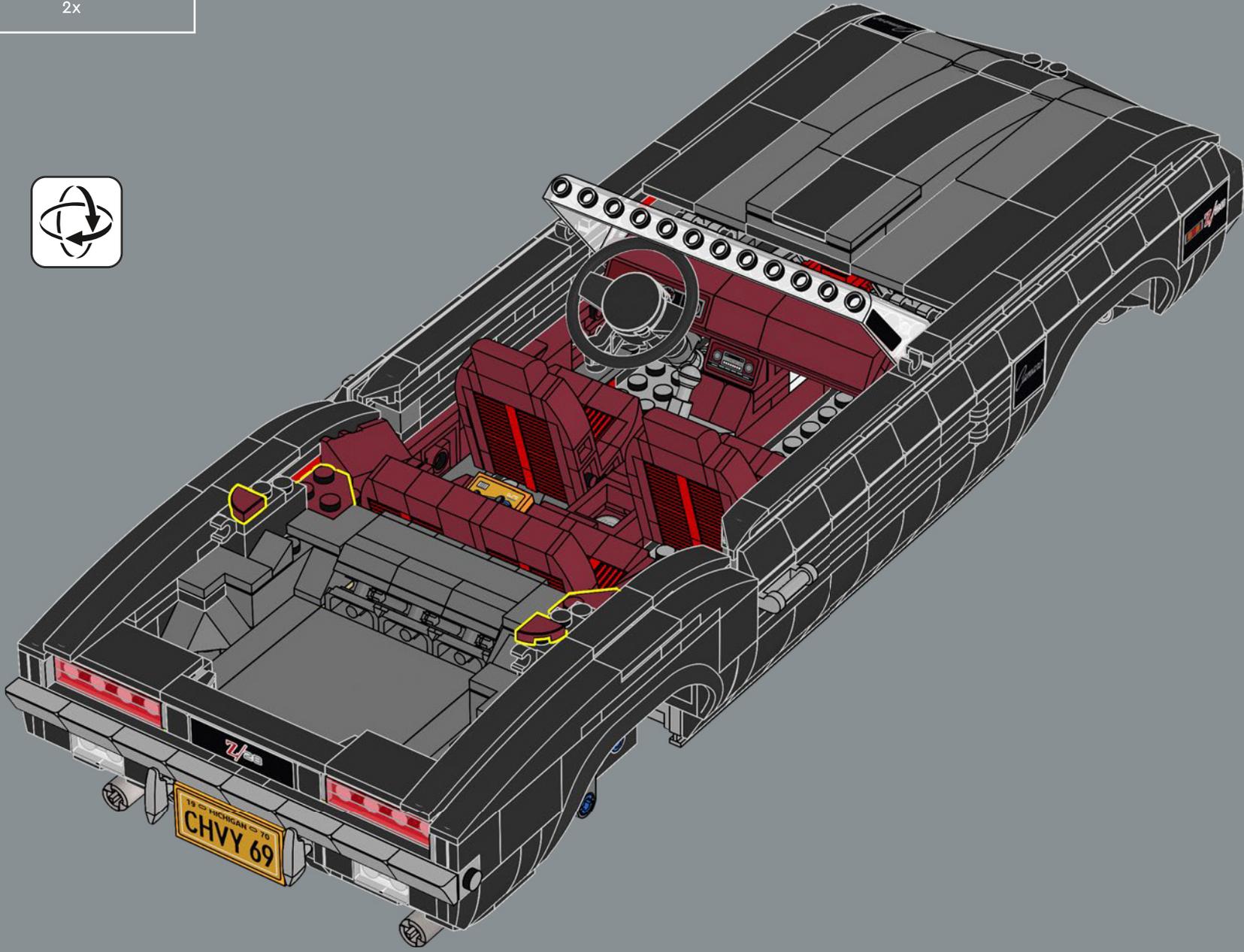
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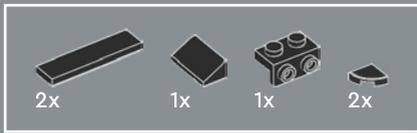




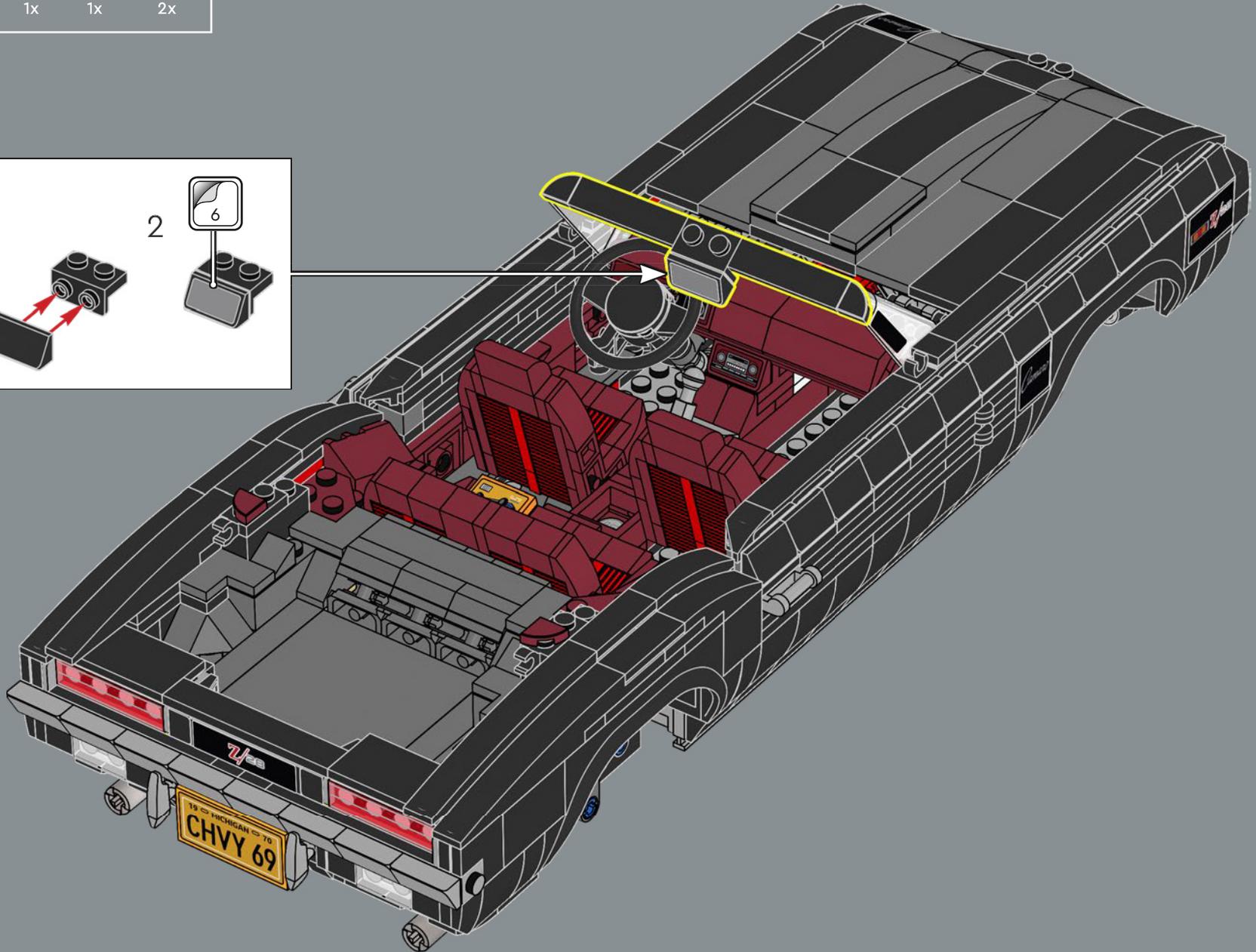
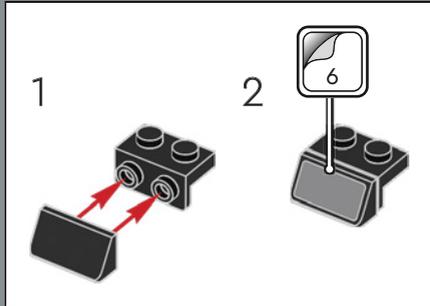


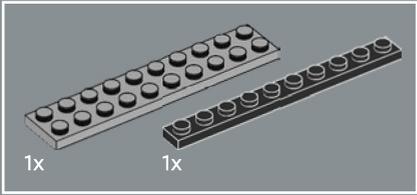
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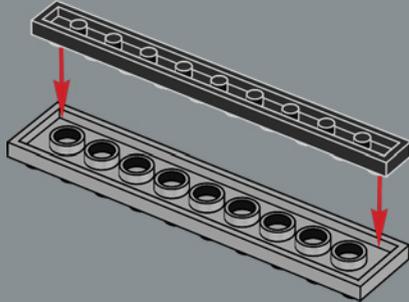


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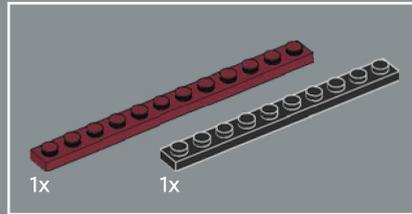
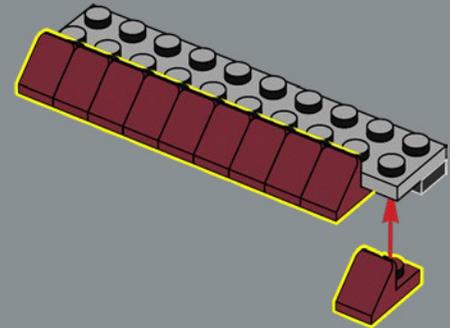


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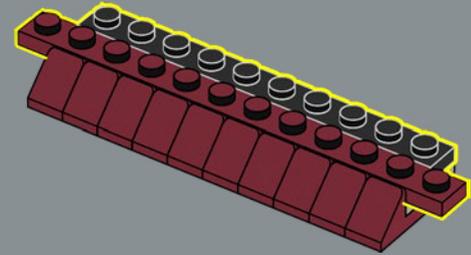
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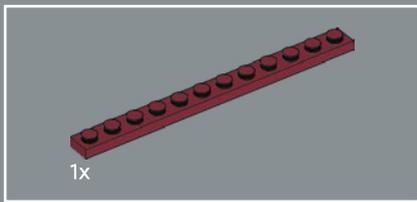


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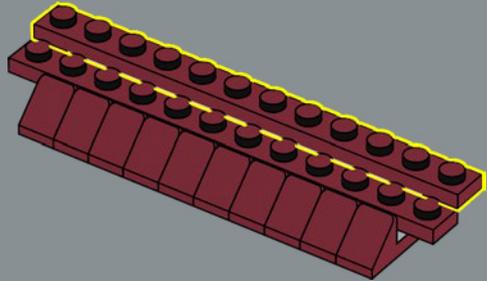
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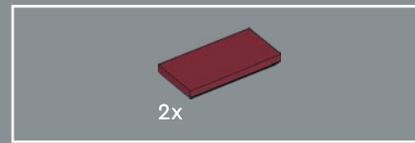
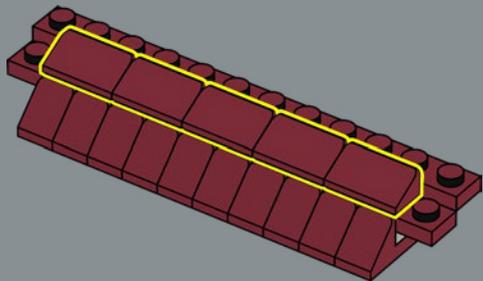




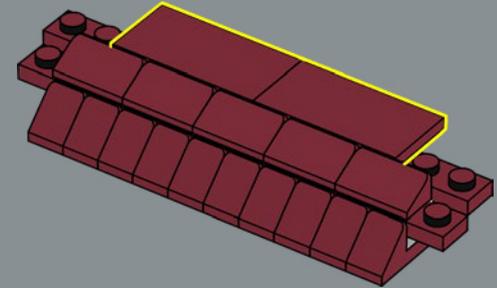
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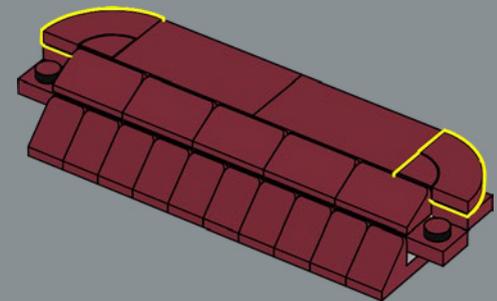
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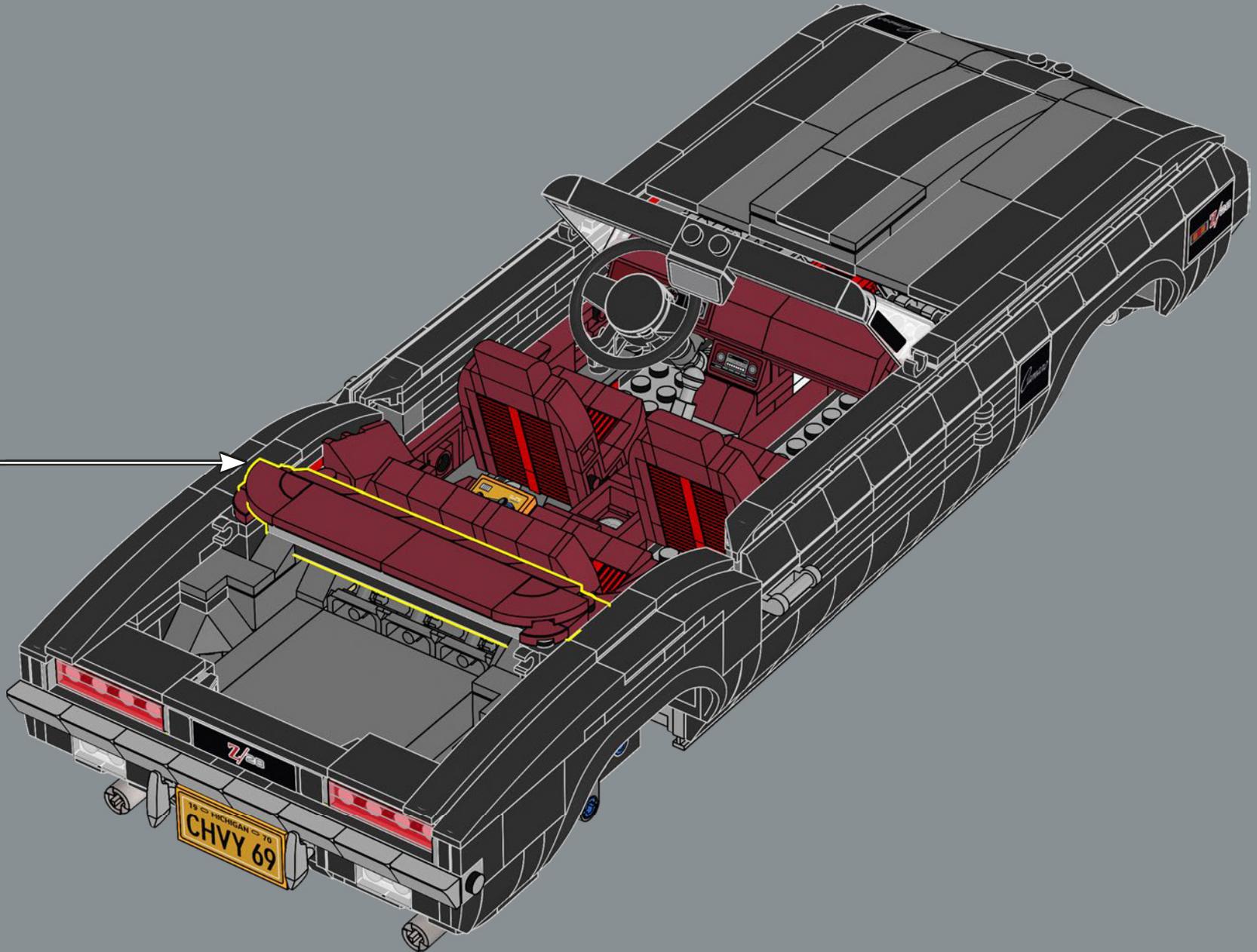
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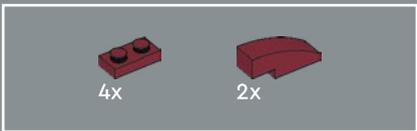


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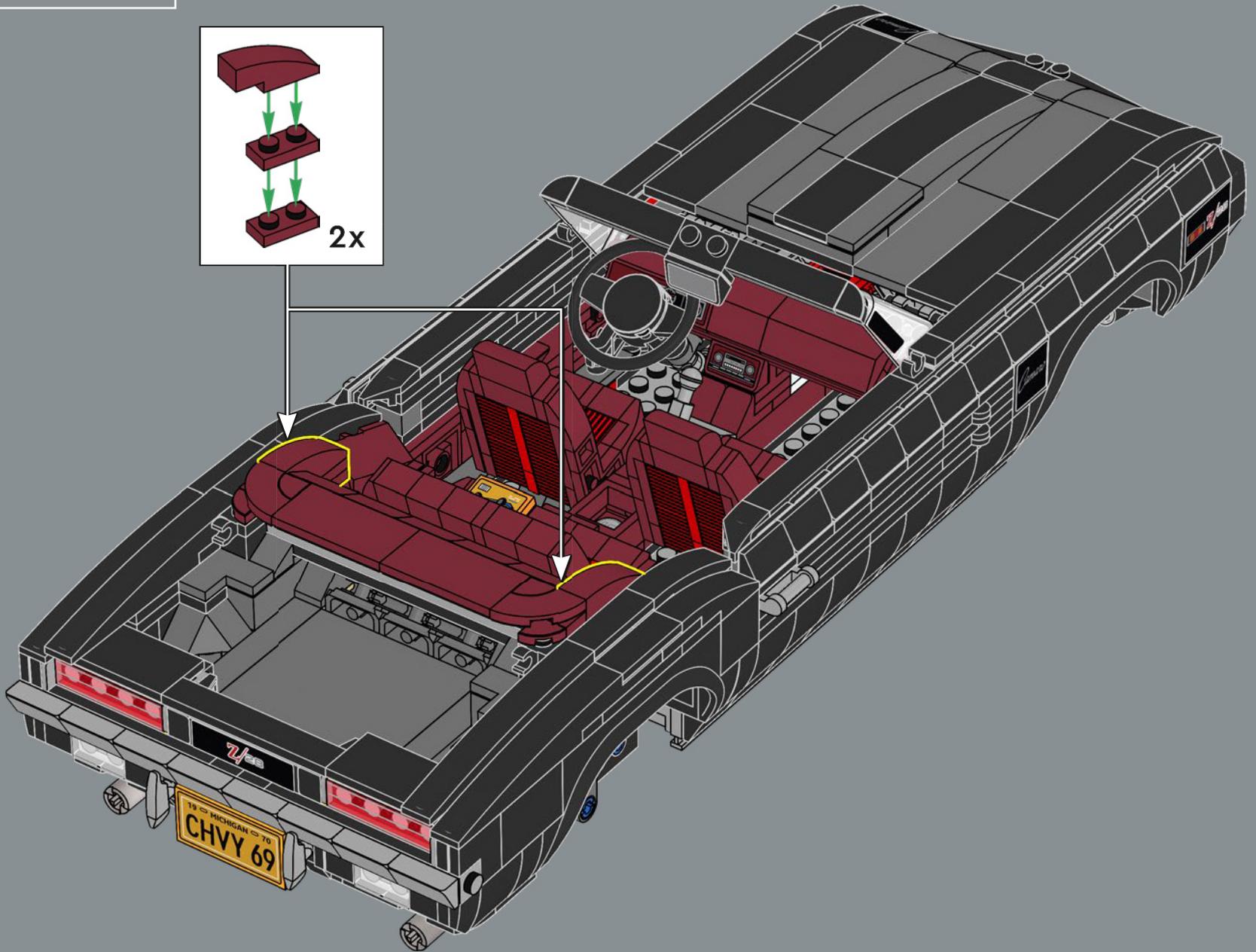
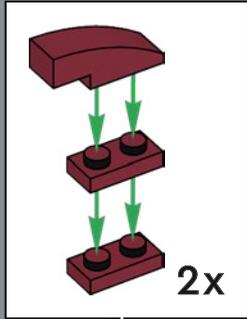


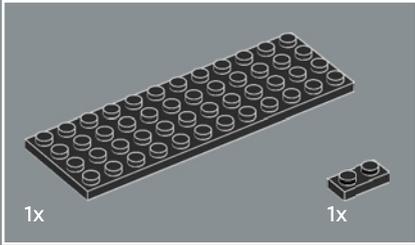
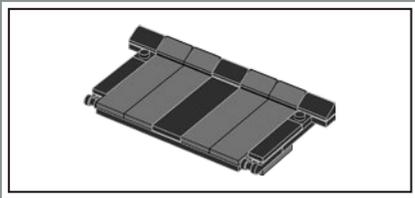
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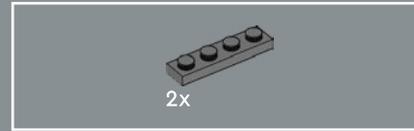
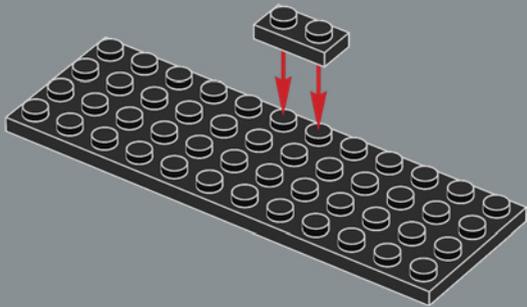


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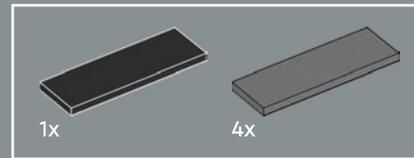
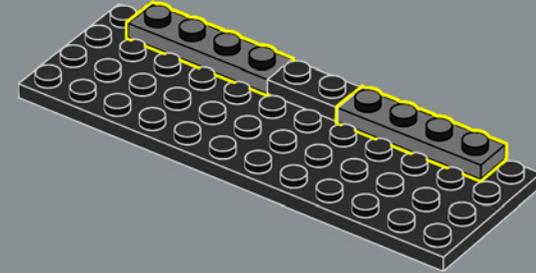




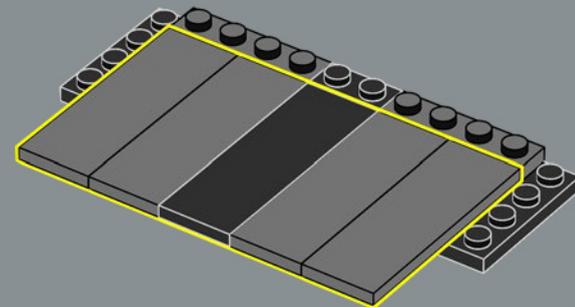
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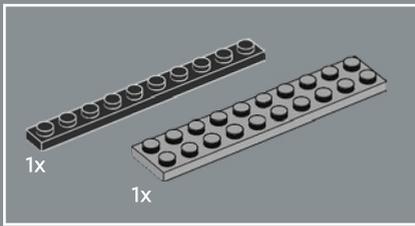


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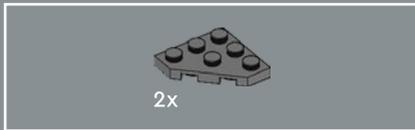
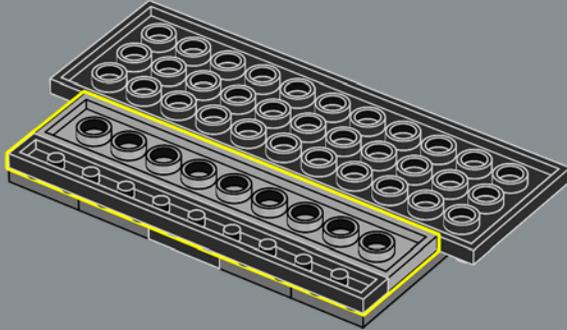


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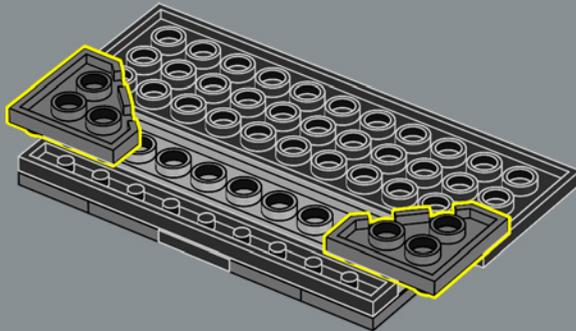




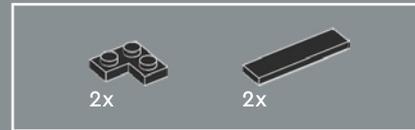
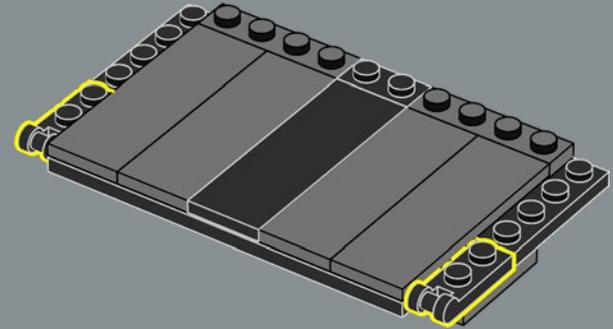
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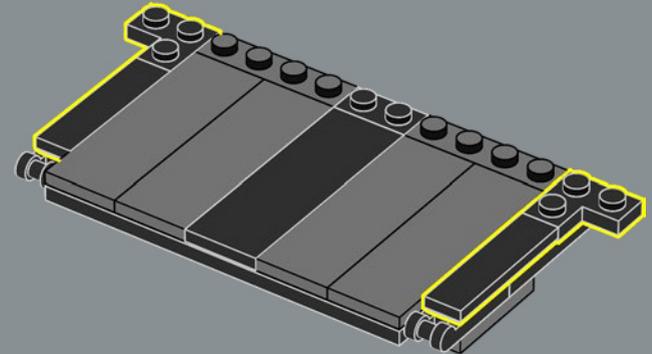
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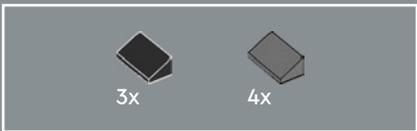


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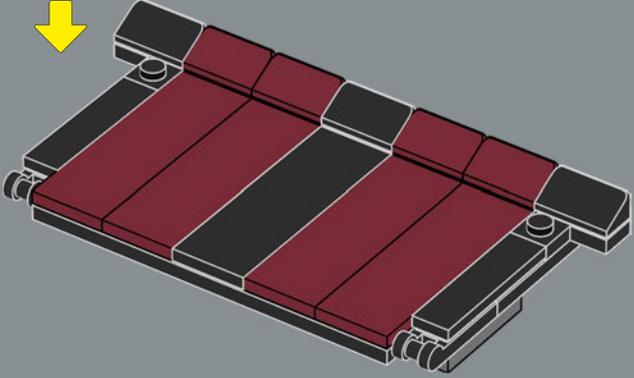
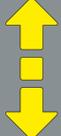
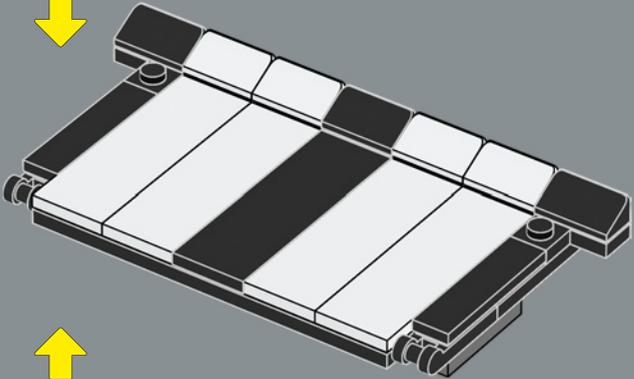
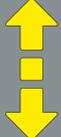
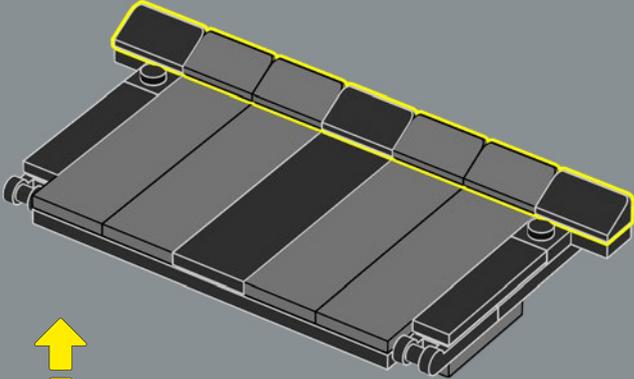


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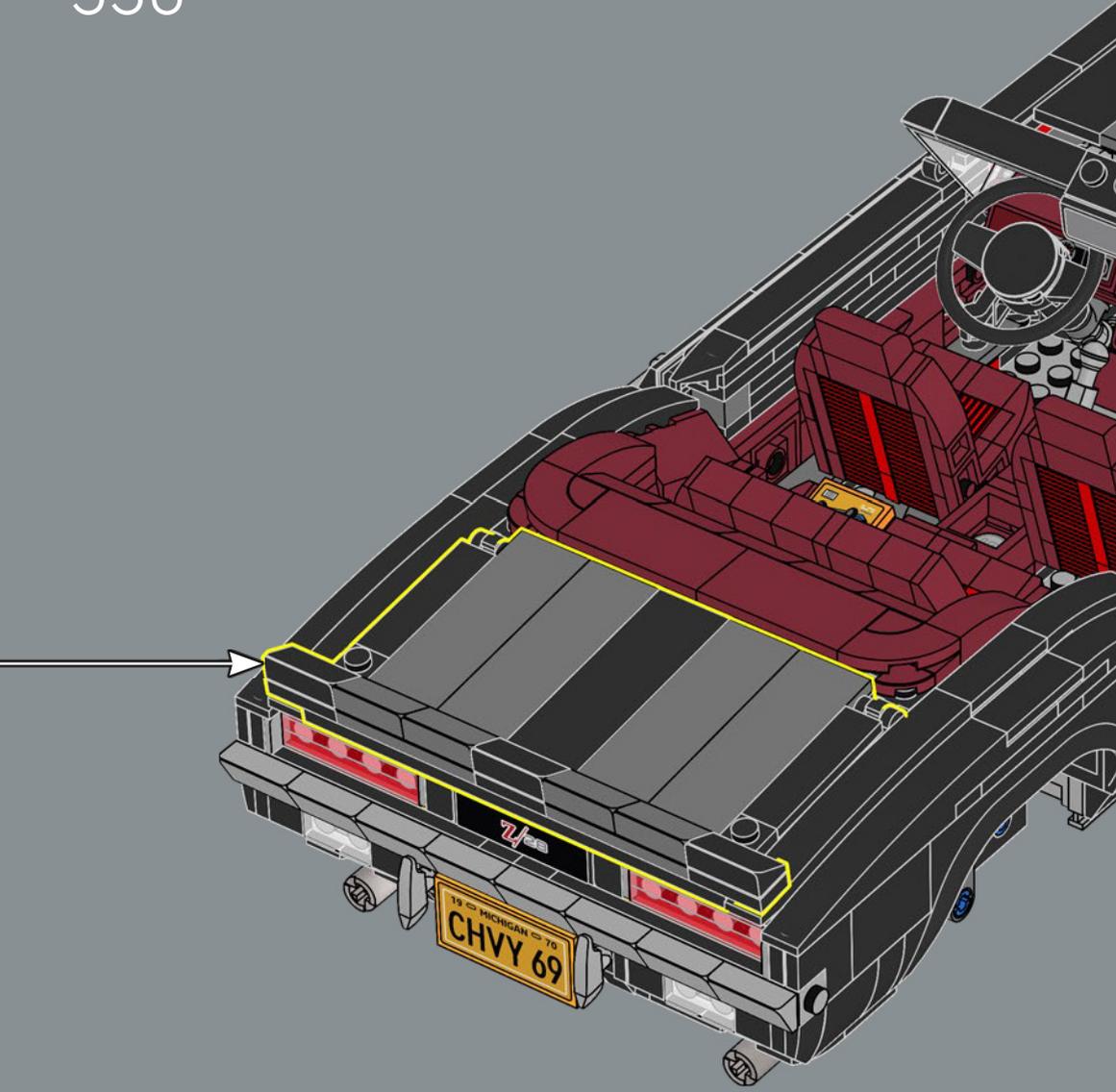


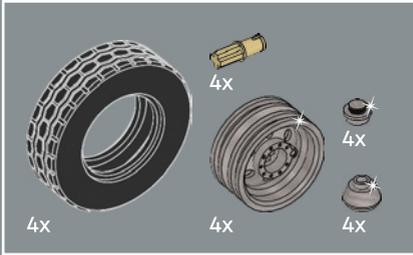


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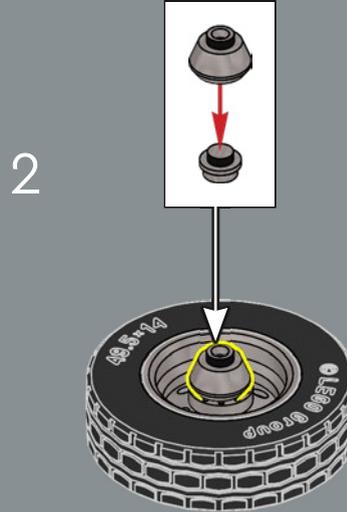
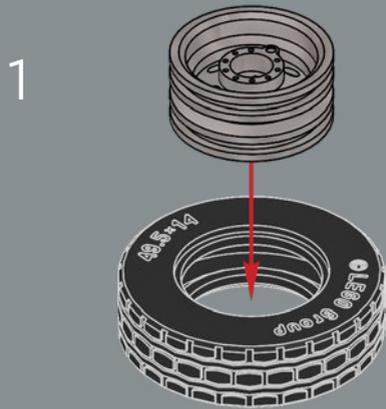
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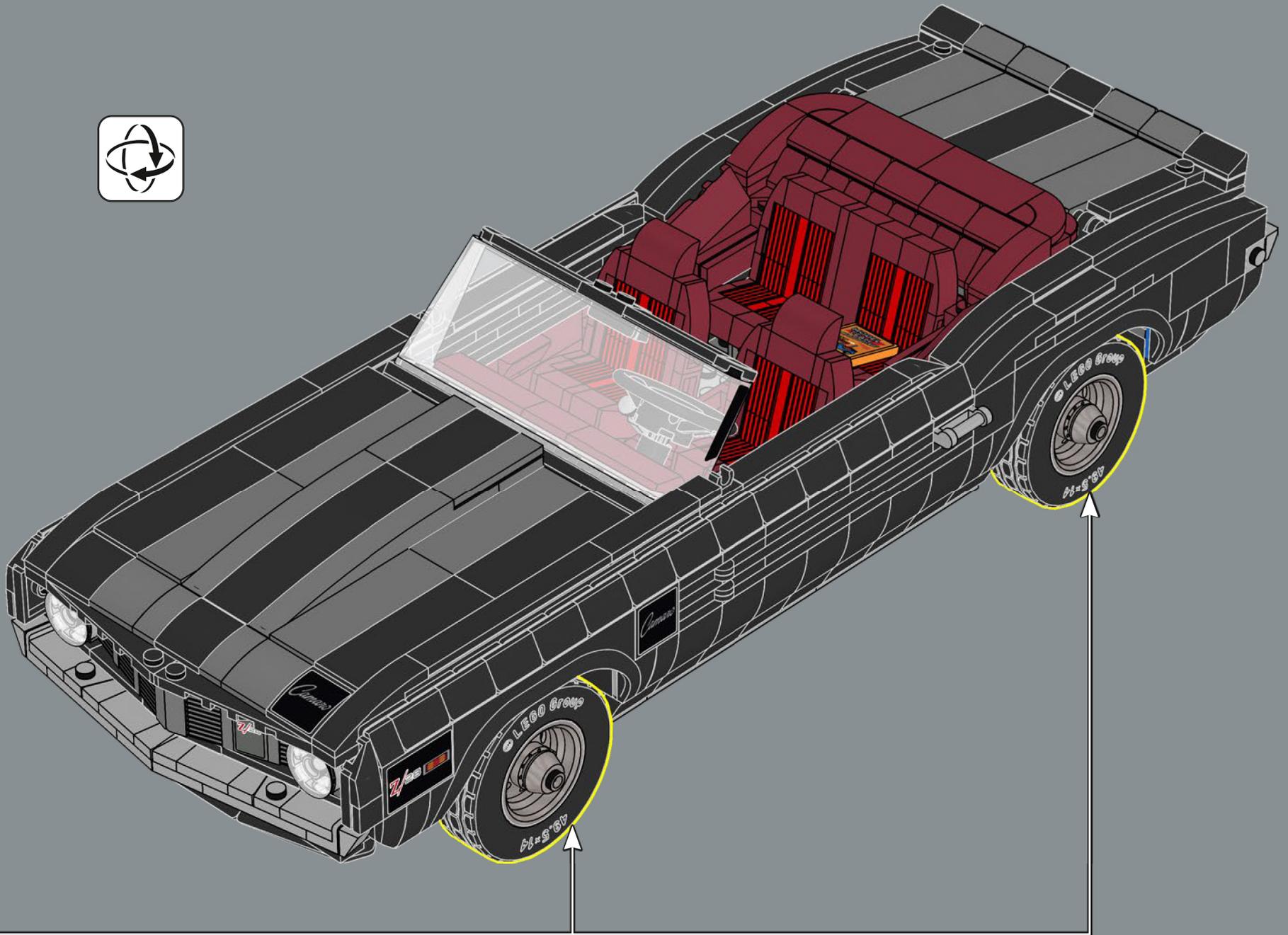


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Der Camaro Z11, der als Safety Car beim Indy 500 im Jahr 1969 zum Einsatz kam, wurde in Kleinserie nachgebaut und zählt heute zu den begehrtesten Camaro-Modellen.

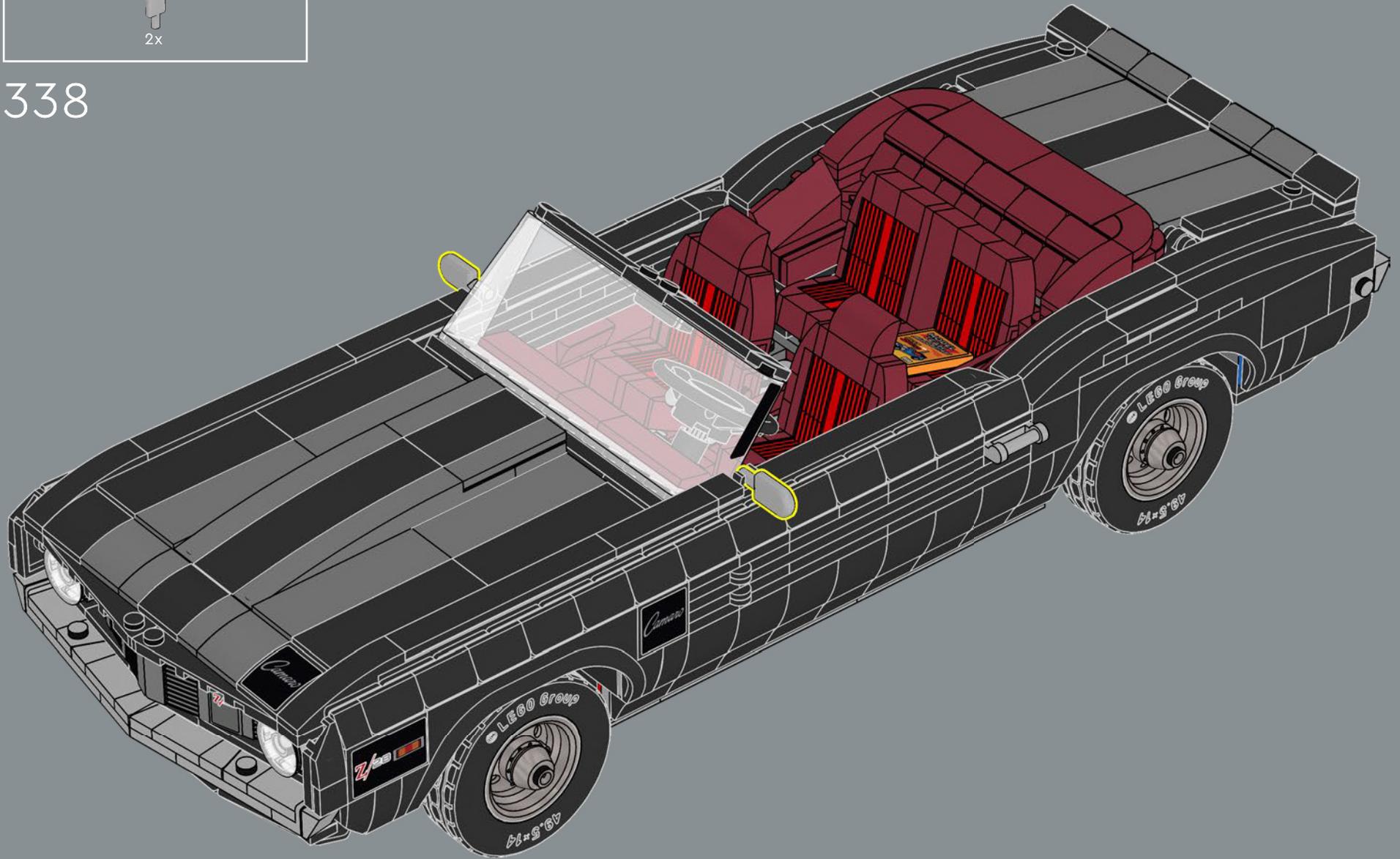


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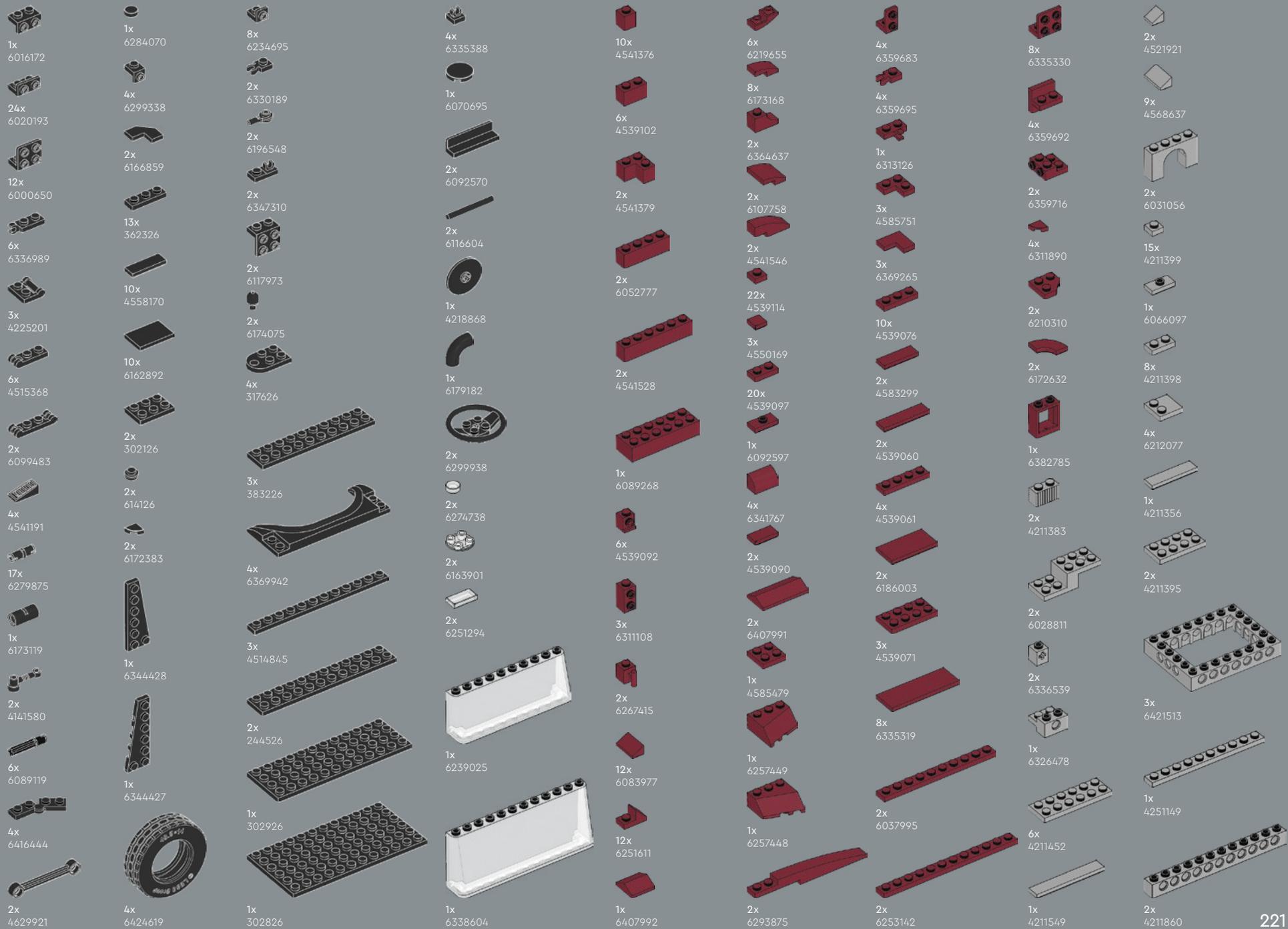


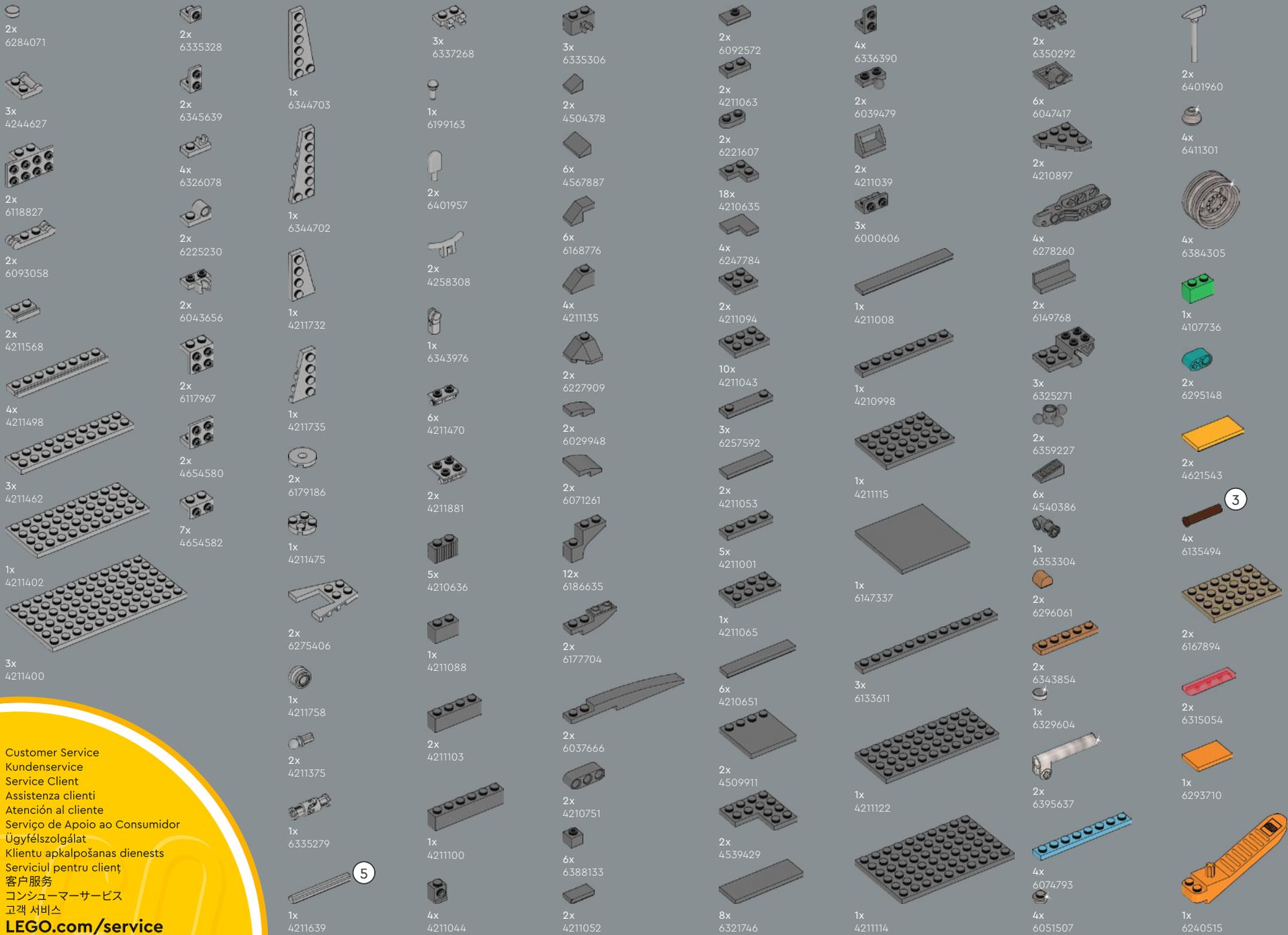


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- 4x 4547489
- 2x 6034044
- 2x 6047220
- 4x 6276981
- 2x 6383985
- 4x 302201
- 2x 243101
- 2x 371001
- 2x 6104805
- 3x 302001
- 8x 6332042
- 2x 6035405
- 2x 6242241
- 3x 6347287
- 1x 6265740
- 2x 6146525
- 2x 614101
- 1x 6371416
- 1x 6289797
- 2x 4162465
- 8x 4118793
- 2x 6360037
- 8x 6024495
- 6x 4523145
- 8x 4121921
- 3x 4143409
- 3x 4249019
- 6x 6253003
- 2x 6013938
- 4x 4666579
- 2x 6416525
- 24x 6219677
- 2x 300321
- 2x 4558886
- 1x 654121
- 2x 370021
- 2x 6385920
- 1x 6275178
- 1x 330021
- 2x 307021
- 2x 302321
- 4x 6092565
- 2x 306921
- 6x 362321
- 2x 6378120
- 12x 371021
- 1x 303221
- 1x 303421
- 2x 6337002
- 2x 6347308
- 6x 6261351
- 5x 6168634
- 1x 6266205
- 8x 6168619
- 1x 6271820
- 3x 4142865
- 4x 6347789
- 1x 6130002
- 6x 393721
- 2x 300223
- 6x 6290531
- 1x 4212411
- 1x 6171063
- 2x 6057802
- 2x 306923
- 4x 6252060
- 2x 6196596
- 3x 303423
- 3x 6117968
- 4x 4206482
- 10x 6299413
- 2x 393723
- 2x 300524
- 2x 235724
- 2x 654124
- 14x 302324
- 1x 6171063
- 2x 6057802
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- 4x 6252060
- 2x 6196596
- 3x 303423
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- 4x 4206482
- 10x 6299413
- 2x 393723
- 2x 300524
- 2x 235724
- 2x 654124
- 14x 302324
- 2x 6195183
- 2x 6271167
- 1x 6170294
- 1x 6331822
- 2x 366624
- 6x 6248833
- 10x 300526
- 2x 4644456
- 4x 300426
- 6x 362226
- 2x 300226
- 5x 301026
- 2x 4584274
- 3x 370226
- 4x 4504382
- 53x 4548180
- 2x 4121966
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- 6x 366526
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- 4x 302426
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- 14x 6192346
- 4x 306826
- 2x 6312724
- 10x 302226
- 6x 242026
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- 5x 6181713
- 2x 6184784
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- 2x 6350415
- 3x 663626
- 12x 366626
- 11x 6318582
- 6x 416226
- 1x 303226
- 1x 395826
- 14x 447726





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