



April 2013

The View from the Top.

April 2013

Well its April and It appears to finally be warming up. I hoping the weather is good and we see lots of Camaros at the meeting!

WMCC April Club Meeting Sunday April 7th, 2013

For our March meeting we will be meeting at Ionia Bowl 300 in Ionia, MI. We are planning to have lunch at Dexters Smokehouse located inside the Ionia Bowl and then do a little bowling. This should be a great time.

Dexters looks to have a pretty good Menu.

<http://ioniabowl.com/>

What: WMCC April Meeting

**Where: Ionia Bowl 300
420 N Dexter St.,
Ionia, MI 48846
616-527-0925**

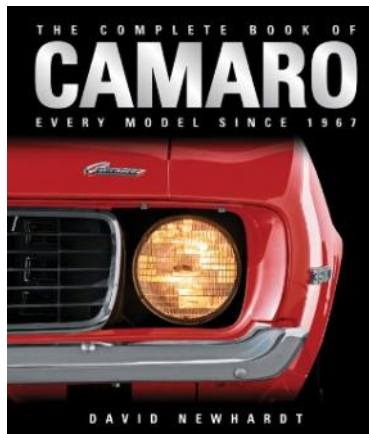
When: April, 7th 2013 @ 1:00 PM

I hope to see you all there!!!

The Complete Book of Camaro Special Purchase

The Book order was a GREAT SUCESS! We collected orders for 26 books. Motorbooks was very impressed and asked if they could add us to their list for other special promotions. I said Absolutely!

Books Should be here Thursday April 4th, so if you ordered a book please plan to attend the meeting and pick it up!



Z/28 is BACK!!!

NEW YORK – Chevrolet today introduced the restyled 2014 Camaro line at the New York Auto Show, including the return of the Z/28, the most iconic model in Camaro history.

The 2014 Camaro models feature a revised exterior design that integrates high-performance aerodynamics for more efficient cooling and stability at high speeds. The new Camaro Z/28 also features a full aerodynamics package that creates downforce at speed, which helps make it the most track-capable offering in Camaro's history.

“As the ultimate track-capable Camaro, this car restores the mission of the original Z/28, and serves as a testament to the expertise of Chevrolet as the best-selling brand of performance cars,” said Mark Reuss, president, GM North America. “The build sheet is the wish list of any racer: lightweight, high-revving, dry-sump LS7 engine; carbon-ceramic brakes; integrated coolers for track use; true aerodynamic downforce, and a significant reduction in curb weight. This car could only come from Chevrolet, and could only be called the Z/28.”



**Doug Warren, WMCC Founder
1953-2010
You will never be forgotten**

The first Camaro Z/28 was introduced in 1967, created to compete in the Sports Car Club of America's Trans-Am 2 class. It featured a smaller, lighter, 302-cubic-inch V-8 for improved weight balance, as well as quick-ratio steering and a heavy-duty suspension for track use. In keeping with its road-racing focus, the 1967 Camaro Z/28 was not available with an automatic transmission or air conditioning.

While the new Camaro Z/28 is not intended to compete in a specific race series, it is solely focused on track capability. In initial testing, the Camaro Z/28 is three seconds faster per lap than the Camaro ZL1. That extra speed comes from three areas:

Increased grip: The Z/28 is capable of 1.05 g in cornering acceleration, due to comprehensive chassis revisions

Increased stopping power: the Z/28 features Brembo carbon-ceramic brakes capable of 1.5 g in deceleration, and consistent brake feel, lap after lap.



Reduced curb weight: The naturally aspirated Z/28 weighs 300 pounds less than the supercharged Camaro ZL1, with changes ranging from lightweight wheels to thinner rear-window glass. Like the original, the 2014 Camaro Z/28 is offered only with a manual transmission. In a nod to modern convenience, air-conditioning is available, but only as an option.

"We set out to make the fastest road-racing Camaro possible that was still street-legal," said Al Oppenheiser, Camaro chief engineer. "While the Camaro ZL1 offers exceptional performance on the street, the drag strip, and the track, the Z/28 is entirely focused on the track performance. The Z/28 will be too track-focused for most drivers, but offers road-racers one of the most capable track cars ever offered from an automaker."

The new 2014 Camaro line will arrive at Chevrolet dealers later in 2013. The Camaro Z/28 is expected to be appearing at track events across the United States in spring 2014.

High-performance aerodynamics highlight changes for 2014 Camaro

The 2014 Camaro represents the most significant redesign since the introduction of the fifth-generation Camaro as a concept car in 2006.

"The 2014 Camaro is our opportunity to apply what we have learned listening to our customers, and our continuing development of high-performance models," said Tom Peters, Camaro exterior design director. "We look for solutions that are both functional and beautiful so that the result is genuine Chevrolet – simple, powerful, honest, and more than expected."

Compared to the previous model, the design represents a strong visual change front and rear, resulting in a wider, lower, more contemporary appearance. The front fascia features a wider lower opening, and a narrower upper opening that also updates the appearance of the iconic "halo ring" HID headlamps on the Camaro RS package. The functional hood vent on the Camaro SS helps reduce heat and aerodynamic lift. Moving to the rear, the sculptural decklid, horizontal lamps and diffuser complete the powerful statement.

The Camaro Z/28 also features a full aerodynamic package designed to produce downforce at track speeds. At the front, the Z/28 features a large splitter, connected to an underbody panel that further reduces lift. In profile, the Z/28 features fender flares over the front and rear wheels, as well as extended rocker panels that contribute to aerodynamic stability. An aggressive rear spoiler and functional diffuser complete the aerodynamic package.



Membership Dues

This is just a friendly reminder.

Yearly membership dues are due, for most members, in January. If you joined the Club *before* July of 2012, your dues are now due. It's \$30 for a single membership and \$45 for a couple.

Dues may be paid at a club meeting or mailed to the WMCC Membership coordinator Shelley Crippin.

Please make checks payable to:
"Western Michigan Camaro Club".

Mailing address:
WMCC Membership
C/O Shelley Crippin
56138 Wilbur Road
Three Rivers, MI 49093

On the interior, the Camaro Z/28 features trim in a distinctive, matte-metallic finish named Octane, the ZL1 flat-bottomed steering wheel, and standard Recaro seats with microfiber suede inserts. The new seats (also available on the coupe versions of the SS and ZL1 models), feature aggressive bolsters for high-performance driving, as well as seat cutouts inspired by the five-point harnesses found on racing seats. To save weight, both front seats incorporate manual adjustment.



The rear seats of the Z/28 have also been modified for weight reduction. A total of nine pounds (four kilograms) was saved by eliminating the seat-back pass through, as well as using high-density foam in place of the rigid structure of the seat back and steel mesh of the seat bottom.

“Unlike the Ford Mustang Boss 302, we felt it was important to keep the 2+2 configuration of the Camaro Z/28 as Chevrolet already has a world-class two-seat sports car in the Corvette,” said Oppenheiser. “By modifying the construction of the rear seat, we were able to reduce the overall weight of the Z/28 while still preserving the flexibility of 2+2 seating.”

7.0L, LS7 the heart of the Camaro Z/28’s track-capable performance

Like the original, the new Camaro Z/28 forgoes ultimate horsepower and torque for improved weight balance and track performance.

In 1967, the most-powerful engine available in a factory Camaro was a 396 cid V-8 with 375 horsepower. To prepare the Camaro Z/28 for road racing, engineers specified a lighter, 302 cid V-8, officially rated at 290 horsepower. While the 302 was not the choice for drag racers, it proved ideal for sports-car racing.

Today, the most-powerful engine offered is the Camaro ZL1’s supercharged 6.2L LSA, which delivers 580 horsepower. The heart of the 2014 Camaro Z/28 is the lighter, naturally aspirated 7.0L LS7 first introduced in the Corvette Z06.

“The LS7 is ideal for road racing because it delivers amazing performance in a compact, lightweight package,” said Jordan Lee, Small Block chief engineer and

program manager. “The broad torque curve and high redline of the LS7 mean fewer shifts are required for each lap, while the lightweight design improves the front-to-rear weight balance for better handling.”

Co-developed with Corvette Racing, the hand-assembled 7.0L (427 cid) V-8 uses a number of high-performance components, including:

- Titanium intake valves and connecting rods, and sodium-filled exhaust valves

- CNC-ported aluminum cylinder heads

- Forged-steel crankshaft and main bearing caps

- High-lift camshaft

- Hydroformed exhaust headers

- 11.0:1 compression ratio, and a 7,000 rpm redline.

- 10.5-quart, dry-sump oiling system

For the Camaro Z/28, the LS7 features unique induction and exhaust systems, and delivers at least 500 horsepower (373 kW) and 470 lb-ft of torque (637 Nm).

The racing-style, cold-air induction system and large K&N air filter provide maximum air flow.

The standard dual mode exhaust system and larger-diameter pipes enable improved air flow. By bypassing the mufflers during acceleration, the system increases both the torque and sound generated by the LS7 engine.

The Camaro Z/28 is exclusively offered with a Tremec TR6060 manual transmission. The six-speed features close-ratio gearing and 3.91:1 final drive ratio, both optimized for the power characteristics of the LS7.

Power is distributed to the rear wheels via a limited-slip differential featuring a helical gear set, rather than traditional clutch packs. The new design enables the driver to apply more power and get through corners



faster, by continuously adjusting the torque bias to maximize available traction.

The differential works in unison with Chevrolet’s proprietary Performance Traction Management system, which allows drivers to adjust the level of throttle and

brake intervention to match their capability and driving environment.

Unlike some competitors' "track package" offerings, the Camaro Z/28 makes standard all the cooling systems required for track use. This includes the dry-sump oiling system for the LS7, which is connected to an integral liquid-to-liquid cooling system for engine oil.

A second liquid-to-liquid system provides cooling for the transmission and differential. This system pumps over-cooled transmission fluid to a heat exchanger in the rear differential before traveling to the transmission. This reduces differential temperatures as much as 100 degrees F.

Camaro Z/28 chassis delivers 1.05 g in cornering grip

The singular focus of the Camaro Z/28 is most evident in the chassis, where the most has been made of every component for track use, from the ultra-high performance tires to race-proven dampers.

"We used the very best components in the industry to deliver uncompromised performance, lap after lap," said Mark Stielow, Camaro Z/28 engineering manager. "We made nearly 200 changes to improve the track performance, which cumulatively make the Z/28 capable of 1.05 g in cornering. For perspective, with all other things, equal increasing maximum grip from 1 to 1.05 g can cut up to four seconds per lap."

The Camaro Z/28 is the one of the first production cars fitted with race-proven, spool-valve dampers. Compared to a conventional damper that offers only two-way tuning for bump and rebound, a spool-valve damper allows four-way adjustment to precisely tune both bump and rebound settings for high-speed and low-speed wheel motions. The wider tuning range allowed engineers to dramatically increase the damper stiffness on the Camaro Z/28 without a significant change in ride quality. Additional chassis changes include stiffer spring rates and suspension bushings for improved cornering response.

The Camaro Z/28 features 19-inch diameter wheels and tires, which reduce unsprung weight by 42 pounds (19 kilograms) per car compared to the 20-inch wheels standard on Camaro SS and ZL1. In addition, the smaller diameter wheels lower the center of gravity by 33 millimeters, further improving handling.

At all four corners, the lightweight, forged aluminum wheels are wrapped in massive 305/30ZR19 tires. This is the first production application of ultra-high performance Pirelli PZero Trofeo R tires, and believed to be the widest front tire on any production car.

To fully exploit the grip of the Pirelli tires, the Camaro Z/28 also features Brembo Carbon Ceramic Matrix™ rotors and fixed, monoblock calipers. The large 394 x 36 mm front rotors are paired with six-piston calipers,

while the 390 x 32 mm rear rotors are paired four-piston calipers. Compared to similar-size, two-piece steel rotors, the lightweight carbon discs save 28 pounds (12.5 kilograms) per car.

The combination of tire grip and braking power enable the Camaro Z/28 to achieve up to 1.5 g in deceleration. With standard front brake cooling ducts, the Z/28 is also capable of continuous track use unmatched brake feel, lap after lap.

"What makes the Z/28 so addictive is it inspires confidence through every section on the track," said Stielow. "The incredible, balanced performance helps you carry much more speed through every corner: the brakes are so good you can adjust your braking points later and later; the grip and suspension damping allows you to carry more speed through the apex; and then the limited slip allows you to make the most of the LS7 as you power out of the corner."

Extensive lightweighting saved 300 pounds over the Camaro ZL1

To optimize the track performance of the Camaro Z/28, the engineering team subjected it to an intensive lightweighting program, saving 100 pounds (45 kilograms) compared to the naturally aspirated Camaro SS and 300 pounds (136 kilograms) to the supercharged Camaro ZL1.

"We looked at every subsystem for opportunities to save weight," said Oppenheiser. "Our goal was to get rid of everything that didn't make the car faster, and keep only what was required by law. For example, we wanted to eliminate the audio system completely, but we had to keep a single speaker for the seat-belt chime to meet safety requirements."

Other examples of weight savings include:

Eliminated the tire-inflator kit, except for Rhode Island and New Hampshire, where it is required by law
Removed interior sound deadener, and carpeting from the trunk, Replaced the standard LN4 battery with a smaller, lightweight, LN3 battery, Specified thinner, 3.2-mm glass for the rear window, compared to 3.5-mm glass on the standard Camaro, HID headlamps and foglights are not available, Air conditioning is only available as a stand-alone option.

"The team was so fanatical about saving weight, we



even stripped the unused wiring out of the harness when we eliminated the fog lights, speakers, and air conditioning,” said Oppenheiser. “Every ounce saved contributed to making this the most track-capable Camaro we have ever built, and a worthy successor to the Z/28 name.”

9th Annual GVSU Carshow April 13th, 2013

Date: Saturday, April 13, 2013

Time: 11:00 AM to 3:00 PM (Reg. opens at 10:00 AM)

Location: Parking Lot H at the Grand Valley State University Allendale Campus

Cost: FREE! *However, a donation of \$10 or more will allow you to be eligible for voting and prizes

Registration: Open now! Donations may be made through Paypal, or given at the time of the show

All proceeds raised will benefit Grand Rapids-based charity Fashion Has Heart.

Upon arriving, members of the GV Car Club will direct you on where to go. Please enter Parking Lot H from the eastern sides of the lot (as illustrated in the image). The show begins at 11, but registration begins at 10.

Parking is based on a first-come, first-serve basis.

Voting ballots will be administered throughout the day to those who donate \$1 or more. If you register your vehicle and pay \$10 or more, you will receive one ballot.

All applicants who register their vehicles will also have their names submitted in an entry to win cleaning prizes. Winners will be drawn throughout the day. Between 2:00 and 2:30, the show winners will be announced and certificates will be given.

3rd Annual MSU Racing Club Spring Car Show April 21st, 2013

Show is located on MSU Campus in East Lansing Lot 40. Registration is \$10 for general entry. This show is open to anybody with any kind of vehicle—imports, muscle cars, 4x4s, motorcycles, you name it.

If you wish to pre-register, please send an email to MSUraciing@gmail.com with the following information:

Year

Make

Model

Class (from above)

Student-owned (y/n)

Additional vehicle info (optional)

Only owners may vote for the winners in the vehicle classes. Voting for the People’s Choice awards is open to anybody (owners or spectators).

If you have any questions, feel free to post or email any of the addresses above!

‘Z/28’ not ‘Z28’...

The ONLY reason for the original 'Z/28' was to go road racing. SCCA Trans Am racing had a rule that no competing car in the series could have an engine displacement larger than 305 CI.

The Camaro SS-396 was FAST.....but it wasn't really a 'track' car. So the purpose of the Z/28 was to compete in Trans Am Racing – meaning it had to stick to the road like Velcro. Tidbit: None of the 602 1967 model year Camaros with 'option code Z28' had a nameplate that said Z/28 on them. It really wasn't meant to be a main-stream entry.

By 1974, performance was so diminished that the Z/28 was dropped at the end of the model year because it had become to many of us a 'caricature' of what it once had been.

When the Z28 came back in 1977 (note the difference in the name.....there was no “/”....) it was definitely a road hugger – and it DID offer more performance than any other From then on – whether right or wrong, the Z28 was the 'performance' Camaro....until the IROC came along. The Z28 was then relegated to '2nd fiddle' and that didn't set well with Z/28 purists. But – on the other hand, the Camaro was the “International Race Of Champions” chosen brand – and one could go down to their Chevy Dealer and buy a new Camaro – an IROC Camaro – that sure looked a lot like the real race car.

And then Chevy pulled out of IROC racing -- and the Z28 was once again the 'ultimate' Camaro...that is, unless you ordered one with 1LE.

Fast forward once again to the advent of the 4th gen. We offered a Camaro Sport Coupe with a V6 engine – or a V-8 Camaro Z28 with an LT1 small-block with a 'blistering' 275 horsepower. It all became moot when the Camaro went onto Hiatus in the late summer of 2002.....and I continued to say to you, our Camaro Enthusiasts – to “keep the faith...” - -that GM understood the importance of the Camaro nameplate. Yes, there were a few people within the corporation that proposed moving the name to the J-car platform.

So after all that, The 5th gen Camaro hit the streets and blew people away.....it's still #1 in the segment – so I think the team did a pretty good job, don't you agree?

Volumes will be written about the 2014 Z/28 – but what's important to understand is that while we made “Z28” enthusiasts happy over the years with 275hp – and then 285hp – and then an LS1 based Z28.....we continually disappointed the “Z/28” purist.

The 2014 is dedicated to the “Z/28” purist. This is a track car that makes no excuses. That this car is a full three seconds faster on a track than the mighty ZL1 speaks volumes to its intent. Make no mistake – this isn't a slap at the mighty ZL1. Far from it. If you want a car that blows other cars off a road course on Saturday and Sunday – and yet will get you to the office in comfort on Monday morning – the ZL1 is the car for you. If you want blistering track performance at a reasonable cost – the 1LE is prescribed. And – if you want to shame exotics on a road course – with an automobile that's not meant for daily driving, then the Z/28 makes no apologies and may grab you by the collar – shake you silly -- and shout “LET'S GO MAKE HISTORY!”

...Quotes from the Fbodfather regarding the Z/28'

For Sale

Doug Warrens 1974 Z28 Type LT. As many of you know this is the car that started it all and without it there probably wouldn't have been a Western Michigan Camaro Club. Many of have some very found memorys of this Camaro and its owner. However Anita has made the difficult decision and needs to sell Doug's beloved Z28. This has not been a easy decision for her, but its what must happen.

On to the details...

1974 Z28 Type LT

Stored Winters NEVER driven in snow. Completely rebuilt after spending 20+ years in storage. Car was completely repainted from top to bottom. The underside of this Camaro is cleaner then most cars are on the topside.

Car was Painted by Berger Chevrolet.

The ORIGINAL Black vinyl interior is PERFECT!

Rebuilt L82 350

T56 6 speed transmission

17" "LT-III" ET Wheels wrapped in Bf Goodrich Rubber

QA-1 Coilovers

Global West Sub-frame connectors

Global West Tubular Control Arms

Global West G-Braces

Global West Solid Body Mounts.

All Polyurethane suspension bushings

SSBC Disc Brake all the way around

AND MUCH MUCH MORE. No expense was spared in rebuilding this Camaro.



Asking \$26,500

For more information call Gary @ 269-506-0411



2013 Events Calendar

(*denotes Official WMCC Event)

WMCC Monthly Membership Meetings:

- ~~*Jan 6, 2013 January WMCC Meeting ~ Quaker Steak & Lube, Grand Rapids, MI~~
- ~~*Feb 3, 2013 February WMCC Meeting ~ TGI Fridays, Kalamazoo, MI See Newsletter for Details~~
- ~~*Mar 3, 2013 March WMCC Meeting ~ Branns, Caledonia, MI~~
- *Apr 7, 2013 April WMCC Meeting ~ Ionia Bowl 300, Ionia MI see newsletter for details.**
- *May 5, 2013 May WMCC Meeting ~ Mendon Dustoff Carshow Mendon, MI**
- *May 25, 2013 June WMCC Meeting ~ Lane Automotive Show, Watervliet, MI**
- *Jul 7, 2013 July WMCC Meeting ~ TBD**
- *Aug 4, 2013 August WMCC Meeting ~ TBD**
- *Aug 25, 2013 SEPTEMBER WMCC Meeting ~ TBD**
- *Oct 6, 2013 October WMCC Meeting ~ TBD**
- *Nov 3, 2013 November WMCC Meeting ~ TBD**
- *Dec 7, 2013 WMCC Annual Christmas Party/Club Meeting - TBD**

All Camaro (& F-Body)/ All Chevrolet Events:

- Jul 5-7, 2013 Camaro Superfest 2013 Riverside Park, Ypsilanti, MI
- *Aug 23-24, 2013 14th Annual Berger Chevrolet "All Chevy Show" - Grand Rapids, MI**

Other Automotive Events of Interest:

- Apr 13, 2013 9th Annual GVSU Carshow. Lot H Grand Valley State University Allendale Campus 11am-3pm
- Apr 27, 2013 Four Star Muffler Car Show Battle Creek, MI \$10 9am -2pm 269-275-4720 or 269-830-2168
- Mar 17, 2013 Swap Meet Russ Milne Ford Macomb, MI \$3/person 8am- 2pm 810-798-8803 or 586-949-3727
- *May 5, 2013 50th Ann. Dust Off @ Mendon High School, Mendon, MI 269-273-3535**
- May 10, 2013 Car Show Woodveiw Christian Church, Wyoming, MI 5-8pm 616-532-5303
- May 11-12, 2013 26th Ann. Car Show & Swap Meet Coldwater, MI www.coldwaterswapmeetandcarshow.com
- May 19, 2013 Antique & Vintage Motorcycle Swap Meet & Show. St Joesph County Fairgrounds Centreville, MI 269-375-2295
- *May 25, 2013 25th Ann. Lane Automotive Car Show (Free!!!!), Watervliet, MI**
- Jun 8, 2013 33rd Ann. Vicksburg Car Show, Downtown Vicksburg, MI \$14 www.vicksburggoldcarfestival.com
- Jun 8-9, 2013 Machines of Muscle Car, Truck & Motorcycle show Olde World Village Augusta, MI www.Oldeworldvillage.com
- Jun 15, 2013 Three Rivers Car, Truck & Motorcycle Show, Downtown Three Rivers MI \$10 269-278-8193
- Jun 16, 2012 32nd Annual Fathers Day Carshow @ Charlton Park, Hastings, MI 269-945-3775
- Jun 22, 2013 10th Ann. Covered Bridge Classic Car Show, Centreville, MI \$10 www.centrevillecoveredbridgedays.com
- Jun 22, 2013 Car, Truck, Bike & Tractor Show 8326 W. DE Ave Kalamazoo, MI 8am- noon 269-344-8250
- *Jun 30, 2013 3rd Annual Summer Classic Carshow, Light & Life Wesleyan Church 3 Rivers, MI \$7 www.ltwclive.com**
- *Jul 6, 2013 6th Annual Adam Shafer Memorial Car Show - Lawton High School, Lawton, MI**
- Jul 13, 2013 Kindleberger Car Show Parchment, MI 8am-2pm \$15 www.kindleberger.org
- Jul 20, 2013 Iron Brigade Burnout Carshow US12 Speed & Custom New Buffalo, MI \$10 269-231-5234
- Jul 20, 2013 25th Ann Wayland Car & Motorcycle Show, Wayland, MI 9am- Noon \$10 269-673-3032
- Aug 3, 2013 Red Barn Spectacular, Gilmore Car Museum, Hickory Covers, MI \$10/person
- Aug 17, 2013 August Village Car Show Augusta, MI 1-5pm \$15 269-731-5334
- Aug 25, 2013 Hastings Summerfest Car Show Downtown Hastings, MI 8am-5pm \$10 269-248-8789
- Aug 31, 2013 Classic Car Show Lawerance, MI 10am-2pm \$10 269-655-9147
- Sep 6, 2012 11th Annual Trendway Benefit Cruise-IN, 13467 Quincy St, Holland, MI 5-9 PM \$5 616-218-1570
- Sep 8, 2013 Muscle Car Plus Car Show Gilmore Car Museum, Hickory Covers, MI \$15 269-345-2202
- Sep 26-29, 2013 Ducktail Rod & Custom Show Gas City, IN 1972 & Older www.ducktailrun.com

Cruise Nights

Saturday - Dairy Queen Hastings, MI - 2nd Saturday of each month May - Sept 6pm-Dusk



**Don't Miss the Next
WMCC Meeting Sunday April 7th, 2013
at Ionia Bowl 300 @ 1:00pm
in Ionia, MI.
See Newsletter for Details.**

The Western Michigan Camaro Club

Is dedicated to the enjoyment, preservation and promotion of the Chevrolet Camaro as the premier four passenger sports car ever. The club was formed in 1975.

Meetings

The WMCC holds monthly membership meetings on the first Sunday of each month. Times and location vary, so see the Newsletter or check the club's web site at www.wmcamaro.org for specific times and locations, or call one of the officers.

WMCC Officers

President: Gary Crippin 269.273.5051
Co-Vice President: Carl Lins 269.795.7878
Co-Vice President: John Falkenhagen 269.795.7612
Secretary: Bonnie Edwards 517.765.9929
Treasurer: Anita Warren 616.531.7482
Membership: Shelley Crippin 269.273.5051
Webmaster: Gary Crippin 269.273.5051
Newsletter Editor: Gary Crippin 269.273.5051
Club Archivist
& Photographer: Ray Cochran 616.403.3941

Club Sponsor

Berger Chevrolet ~ BERGERCHEVY.COM

Website

www.wmcamaro.org

Watch www.mifbody.com for the latest info on upcoming **WMCC** events.

Camaro Corner



**56138 Wilbur Road
Three Rivers, MI 49093**