



## January 2017

# The View from the Top.

### January 2017

To all of our Camaro Family I hope you had a wonderful Christmas and a Happy New Year. Next I want to send out a great big THANK YOU to Matt Berger & Berger Chevrolet for paying for our annual WMCC Christmas party & also Carl Lins for making all the arrangements for Christmas Party again this year. What a great time, and what a great turnout. I am already looking forward to next year.

### WMCC January Club Meeting Sunday January 8, 2017

For our January club meeting we will be meeting at Riverdog Tavern in Middleville, MI 49333. Meeting will be on Sunday January 8, 2017 at 1:00pm. Riverdog Tavern looks to have a nice menu and they also have a full bar with many Michigan craft beers. Riverdog tavern is located just a few block east of M37 on West main st in downtown Middleville.

**What: WMCC January Meeting**

**Where: Riverdog Tavern**

**117 Main Street**

**Middleville, MI 49333**

**(269) 295-2139**

**When: January 8, 2017 @ 1:00 PM**

**<http://riverdogtavern.com/>**

So mark your calendar and Please plan to attend, I look forward to see you all there.

### 2017 Berger ZL1

First Matt Berger and myself want to wish all you car people a GREAT Holiday and a Great New Year,

If one of you or any one of your friends is looking for the rare and best Camaro to come from Gen-

eral Motors here it is just in time for Christmas! A 1017 Camaro ZL1 coupe in Hyper Blue Met. options 6 speed manual, EXPOSED WEAVE CAR-



### 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 2015, 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



**Doug Warren, WMCC Founder**

**1953-2010**

**You will never be forgotten**

BON FIBER HOOD, CHEVROLET MYLINK AUDIO SYSTEM W/NAVIGATION with 8" touch screen, PERFORMANCE DATA AND VIDEO RE-



CORDER, FUEL DOOR W/ EXPOSED CARBON INSERT (DEALER INSTALLED) ENGINE, 6.2L SUPERCHARGED V8 with 650-hp and 650- lb-ft out of the box and a full factory!!! Please give me a call at [616-293-1850](tel:616-293-1850) to talk more on this GREAT CAR and a piece of automotive history!!! with the limited availability this car should not last long!

Remember he who waits until tomorrow to make up his mind loses, as the person from yesterday called me today.

Best Regards  
 Dick Jacques  
 Berger Chevrolet  
[616-293-1850](tel:616-293-1850)  
[dickjacques@hotmail.com](mailto:dickjacques@hotmail.com)



**Tour Missouri #2**

"Save the Date" April 27-May 1 2017, Why?.....Tour Missouri #2....Will tour the backroads of Missouri Fri April 28 through Sunday April 30th 2017. See sites of a new State and get your car out early!

More info to come.  
 You can email Randy "Doc" Martin  
[bicycledoctor@sbcglobal.net](mailto:bicycledoctor@sbcglobal.net)  
 or Call at [734-368-8726](tel:734-368-8726) to with any questions

Sincerely, Randy S. Martin

**Route 66 Cruise Sept. 8-24, 2017**

by Jeff Peloquin

I would like to take this opportunity to invite anyone who was not at the WMCC Christmas Party / Dec. Club Meeting, and is not yet aware of our plans, to cruise with Debbi and I from Chicago IL to Santa Monica CA Sept.9th thru Sept. 24th 2017. We will be traveling about 200 miles a day for twelve days to the California coast allowing four days for the return trip. There will be a 'Meet and Greet' dinner Friday evening Sept. 8th on Historic Route 66 in Romeoville IL. We will be staying at some of the iconic Old Route 66 motels and hotels as well as modern chain hotels. Debbi and I plus two other couples have already made our reservations. The larger hotel-motels have allowed me to 'block' rooms. Many of the smaller Mom and Pop motels have agreed to 'hold' rooms until Jan. 15th 2017. Other small motels are on a 'first come -first served' basis with rooms available at this time.

If you would like to receive information about the Route 66 Cruise please contact me at: [j.peloquin@sbcglobal.net](mailto:j.peloquin@sbcglobal.net)

The sooner reservations are made the greater our chances of staying at the same motels..... Thanks....Jeff





## Michigan F-Body Meet & Greet 2017

It's official - the 2017 Meet & Greet will be June 10th, 2017. That's one week later than we typically have it. Since Detroit Grand Prix has infringed on our weekend and refuses to move their date, I'll move ours.

June 10th 2017!

FB event is also live on Michigan FBody Association FB page - <http://www.facebook.com/mifbody>  
As some of you may know, about a year ago Angie and I moved to New Haven, MI - about 30



miles northeast of Detroit. In the past year, we've met a lot of great neighbors and one of them has a very unique story. The couple who live across the street from us have a son named Elliott who is battling

two extremely rare conditions. First, he has what's called "FPIES" which essentially means he has an allergic reaction any time he ingests proteins found in food. Problem is - the protein is found in almost everything so he's really limited on what he could theoretically eat. But the sucker punch is the poor guy also has what's called Mast Cell Activation which means that as if FPIES wasn't enough, everything else that's protein free and he should be able to eat ... he has an allergic reaction to as well.

For you parents out there, imagine if your child was allergic to virtually everything he puts in his mouth. Earlier in the year, Elliott picked a little piece of paper up off the floor and ate it - his reaction was so severe they had to call the ambulance to rush him to the hospital. The only thing he CAN "eat" is water and breast-milk - and even then, his mom has to be on a strict diet to ensure the milk is safe for him.

While our previous charities are no doubt deserving, I believe the International FPIES Foundation really needs our support this year. They're trying to raise \$150,000 this year and I really think we can help get them there -- even if it's only a little bit. I'll be doing what I can to try and drum up more opportunities to raise money at the 2017 Meet & Greet, so please be sure and bring your wallets and credit cards!

To hear more about Elliott's story, here's a 5 minute segment which aired last night on WDIV last night. I warn you though - at least for me - it will choke you up.

<http://www.clickondetroit.com/news/local-4-news-at-11/boys-rare-condition-means-he-cant-eat>

For more information on FPIES, including what it stands for because it always eludes me LOL, visit <http://www.fpies.org/>

Brian Meissen  
Owner, [MiFBody.com](http://MiFBody.com)

## Chevrolet Unveils New NHRA Camaro SS Pro Stock Car

Chevrolet has unveiled its new NHRA Pro Stock car, which introduces the sixth-generation Chevrolet Camaro's styling to the popular all-motor drag racing class.

The bodywork on the new-look Camaro pro-stock car is more aerodynamically optimized and athletic looking than the fifth-generation Camaro body on the outgoing car, Chevy says. Camaro drivers won 23 of 24 Pro Stock events in the 2016 NHRA Mello Yello Drag Racing Series season, with Chevy's Jason Line taking the championship.



“Our goal was to minimize aerodynamic drag within the NHRA guidelines and incorporate as many design cues from the production car,” Camaro exterior design manager John Mack said of the new Pro Stock car. “The result is a sleeker and more aerodynamic Camaro SS.”

Track testing for the 2017 Pro Stock Camaro SS will begin in late December ahead of its competition debut next year. It will join Chevy’s new 2017 COPO Camaro program at the NHRA events, which competes in the drag racing series’ Stock Eliminator production-based class.

### **Michigan International Auto Show**

February 2-5, 2017

DeVos Place - 303 Monroe Ave NW  
Grand Rapids, Michigan

This is the greatest annual opportunity to view your "next new car!" Car manufacturers from around the world will bring their finest traveling displays with new vehicles including sedans, vans, SUV's, trucks, hybrids, electrics and sports cars. Not only is the Auto Show the best place to shop and compare options for every day vehicles, it is also the first opportunity for West Michigan residents to see many of the most recently released or "soon to be released" models!

<http://www.grautoshow.com/>



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**DeVos Place, Grand Rapids**  
**February 2-5, 2017**

### **North American International Auto Show**

**January 14-21, 2017**

**Cobo Center**

1 Washington Blvd. Detroit, MI 48226

#### **ALL ROADS LEAD TO NAIAS**

Detroit is where future mobility innovations meet the pavement. With the largest concentration of the world’s top automotive and technology executives, designers, engineers and thought leaders, the North American International Auto Show serves as the global stage for companies to debut brand defining vehicles and industry-shaping announcements.

#### **THE 2017 SHOW**

Last January, the 2016 NAIAS featured 61 vehicle introductions, a majority of which were worldwide debuts. News coming out of NAIAS is heard across the globe as more than 5,000 journalists from 60 different countries annually attend to cover the latest and greatest happenings our industry has to offer.

With the integration of AutoMobili-D, the 2017 NAIAS will serve as the world’s leading showcase of vehicles and technologies aimed at defining how people across the globe experience mobility.

NAIAS is unmatched in the industry in presenting six unique shows in one, including: The Gallery, an ultra-luxury automotive event, AutoMobili-D, an inside look at future mobility platforms, Press Preview, Industry Preview, Charity Preview and all concluding with a nine-day Public Show.

#### **PUBLIC SHOW - JANUARY 14-22, 2017**

Experience an automotive event unlike any other. At NAIAS you have the opportunity to see up-close the vehicles and technologies that will shape the future automotive landscape. From muscle and electric cars, to high-performance supercars and full-size trucks, NAIAS has something for everyone to enjoy. Dates and Times

8 a.m. daily - Early access for handicapped individuals Enter at the Hall C Entrance only

Saturday, January 14 - Saturday, January 21, 2017  
9 a.m. - 10 p.m. (no admittance after 9 p.m.)

Sunday, January 22, 2017

9 a.m. - 7 p.m. (no admittance after 6 p.m.)



NORTH AMERICAN INTERNATIONAL  
**AUTO SHOW**



## Celebrating 50 Years of Camaro and the Birth of the Most Iconic Chevrolet

Drew Hardin Dec 29, 2016

### The Birth of the Most Iconic Chevrolet



The automotive world changed forever on April 17, 1964.

For Ford, the debut of the Mustang on that day launched not only a wildly successful new car but a whole new personal sporty car market segment. It wouldn't take long for "personal sporty car" to morph into "ponycar," in tribute to the model that kicked it off.



For Chevrolet, it was a nightmare. Even before the Mustang's reveal executives knew that the public's tastes in cars were changing, and that the economical Chevy II/Nova and sporty Corvair couldn't shore up its end of the small-car market without help. For a short time a cadre of Chevy brass pinned its hopes

on the Super Nova, a New York Auto Show dream car with a fiberglass body reminiscent of the Buick Riviera but sitting on tried-and-true Chevy II mechanicals.

Handsome as it was, though, the Super Nova was deemed by some as a threat to the then-new Chevelle. So the project was killed, right about the same time that the Mustang was born, leaving Chevrolet with a whole lot of nothing to answer the Mustang's challenge. But that wasn't entirely true. It would take two years for Chevrolet to bring a competitor to market, but the Super Nova project gave designers and engineers a head start on developing a new small car, which was code-named XP-836.

Like the Super Nova, the XP-836 would be based on

the Chevy II platform to shave development time and costs. But Chevy's engineers realized this new car had to be better than the Mustang in every way possible. So to improve rigidity as well as NVH, the Chevy II front subframe was extended back farther under the car's body and mated to the unibody with isolating rubber mounts. Handling was revised by redesigning the front suspension with unequal-length control arms, coil springs over shock absorbers, and a sway bar.

The XP-836's rear suspension didn't receive quite as much attention, as the Chevy II's monoleaf springs



carried over essentially unchanged. Radius rods were designed for V-8-powered models to work against axlewrap, but it would

be a while before the monoleaves were addressed.

The XP-836's exterior design roughly mimicked the Mustang's long nose and short rear deck, but otherwise the two were very different from the get-go. Chevy's stylists opted for curving lines and a pinched waist for the car where the Mustang was all straight lines and slab sides. The photos of models and mock-ups you see here illustrate how much variation there was along that major styling theme, but also how early—by 1965—the looks were getting close to the car we know now.

Several names were considered for the XP-836, including Gemini and Chevette. For a long time the car was known as the Panther; even as late as April 1966 Chevy GM Pete Estes announced that name to reporters at the New York Auto Show. Eventually, Chevrolet decided to maintain its tradition of using car names that start with the letter C, and the Panther became Camaro, a term reportedly found in a 1936 French-to-English dictionary meaning comrade or pal. In June 1966, more than two years after Mustang rocked its world, Chevrolet introduced the new Camaro to the news media, and in September it made its public debut. It was available as a coupe or convertible, in Sport Coupe, Rally Sport, or Super Sport trim, and with engine choices ranging from a 140hp inline six to the all-new 350ci, 295hp L48 small-block V-8 available in SS models. Big-block engines would come a little later, as would the high-revving 302 as part of RPO Z28 to homologate the Camaro for Trans-Am racing.

In that first year, more than 220,000 Camaros were

sold. Solid performance, but a figure that was less than half of Mustang's sales for 1967. The battle for sales,



as well as for the hearts and minds of car (and racing) enthusiasts around the world, would continue for the next 50 years, and

shows no signs of slowing down as it enters its sixth decade.

The Camaro's roots go back as far as the Super Nova, a dream car created for the 1964 New York Auto Show. Though it was killed as a project, it gave



Chevrolet designers a head start when an immediate answer to the Mustang was needed.

There are two interesting things about this photo of an XP-836 mockup: The picture is dated Nov. 10, 1964,



indicating how early in the planning process the rough shape of the car we know now was being considered. And see the rival Mustang right there in the room? Mustangs appear

in a lot of design studio photos from this period, indicating the stylists were keeping a close eye on the competition—probably to make sure their car looked nothing like it.

Another photo from Nov. 1964 shows a full-scale model that looks much more like the Super Nova. Note the Panther fender badge.



A year later, Oct. 1965, the full-scale model looks much more like what the car will become. Already designers have worked up an RS version, complete with nose stripe. But the em-



blem on the nose says Panther, as does the license plate. And the small badge on the fender is a leaping cat.

The XP-836/Panther program was veiled in secrecy, even from other GM employees. Prior to start of manufacture in Norwood, Ohio, a run of 49 cars was built by hand (to test assembly techniques) in a room at the plant separate from the rest of the facility. The first of those cars, a gold/gold six-cylinder coupe bearing the serial number N100001, survives, has been restored, and is making appearances at events across the country as part of the Camaro's 50th anniversary. Visit [pilotcar-registry.com](http://pilotcar-registry.com) to learn more about this car and the



early build program at Norwood.

Aug. 11, 1966: A month before the car's unveiling, a production-ready RS is parked next to one of the earlier XP-836 design studies, showing just how different the car could have been.

### **Camaro: The Next Generations** **Second Generation: 1970-1/2-1981**

What's New: European-influenced styling; powertrains start strong, end weak due to emissions and fuel economy mandates

Highlight Models: Z28

Peak Output: 375 hp (1970 396 L78)

Road Test Quote:  
"The Chevy guys are finally back in the ballgame with their 1980 Z28"—*Hot Rod*

Marketing/PR Spin:  
"A Sports Car for the Four of You"





### Third Generation: 1982-1992

What's New: Shorter wheelbase, lighter than predecessor; hatchback bodystyle; major revisions to suspension; fuel injection; 350 V-8 and convertible return



Highlight Models: Z28, IROC-Z, 1LE  
Peak Output: 245 hp (1990-1992 5.7L)  
Road Test Quote: "With 14-second e.t.'s and near-100-mph trap speeds, the IROC lives up to its muscle car heritage and delivers far more than its well respected ancestors from 20 years ago"—*Hot Rod*  
Marketing/PR Spin: "IROC 'n Roll Camaro"

### Fourth Generation: 1993-2002

What's New: Longer overall, heavier; steeply-raked windshield and backlight; plastic body panels; short/long control arms replace MacPherson struts



Highlight Models: Z28, SS, 1LE  
Peak Output: 325 hp (2001-2002 LS1)  
Road Test Quote: "...a car designed and engineered to get you into trouble"—*Automobile*  
Marketing/PR Spin: "If everyone owned one, maybe we could have prevented disco"

### Fifth Generation: 2010-2015

What's New: All new after eight-year hiatus  
Highlight Models: ZL1, Z28, COPO  
Peak Output: 580 hp (2012-2015 supercharged LSA)



Road Test Quote: "The new ZL1 is the ultimate factory Camaro—now and probably ever"—*Autoweek*  
Marketing/PR Spin: "Street art. Really, really fast street art"

### Sixth Generation: 2016-

What's New: Lighter architecture; powertrains range from 2.0L turbo to 6.2L V-8  
Highlight Models: 1LE, ZL1, 50th Anniversary, COPO  
Peak Output: 640 hp (2017 6.2L super-



charged LT4)

Road Test Quote: "What if a Corvette Z06 had four seats?"—*Motor Trend*

Marketing/PR Spin: "Only two parts carry over from the fifth-generation Camaro to the new Gen Six: the rear bowtie emblem and the SS badge"

### Wait, What Year is It?

Revisions for the second-generation Camaro were so extensive that it took Chevy's engineers far longer than expected to have the car ready for production. The new cars finally went on sale on February 26, 1970, which is why many consider them 1970-1/2 models.

This photo from GM's archives, of a 1969 Camaro



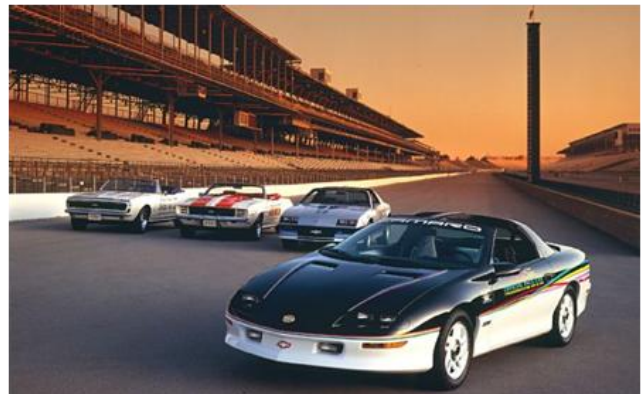
wearing a 1970 plate, leads us to believe Chevrolet was con-

cerned that the car wouldn't make it into the model year at all. But Chevrolet opted to continue selling them as 1969 models, making the model year—at 17 months—a banner one for Camaro sales.

### Keeping the Pace

Since its birth year, Camaros have been used to pace the Indy 500 nine times: in 1967, 1969, 1982, 1993, 2009, 2010, 2011, 2014, and 2016. Last year's race was paced by a 2017 50th Anniversary model, to mark the Camaro's birthday.

The frequency increased considerably after 2002, when Chevrolet made a deal with the Speedway to be the exclusive supplier of pace cars and other official vehicles. Since then the job has been swapped between Camaros and Corvettes. Corvettes have paced the Indy 500 the most, at 13 times, with Camaro close behind at 9. Mustang has managed a measly 3.





**Don't miss the next WMCC Meeting**  
**January 8th, 2017**  
**At Riverdog Tavern**  
**In Middleville, MI**

### **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 weekend of each month. Times and location vary, so see the Newsletter or check the club's web site or face book page for specific times and locations, or call one of the officers.

### **WMCC Officers**

President: Gary Crippin 269.506.0411  
Co-Vice President: Carl Lins 269.795.7878  
Co-Vice President: John Falkenhagen 269.795.7612  
Secretary: Bonnie Edwards 517.765.9929  
Membership: Shelley Crippin 269.506.0901  
Newsletter Editor: Gary Crippin 269.273.5051  
Club Archivist: Ray Cochran 616.403.3941

### **Club Sponsor**

**Berger Chevrolet ~ BERGERCHEVY.COM**

### **Website**

[www.wmcamaro.org](http://www.wmcamaro.org)

### **Facebook**

<https://www.facebook.com/groups/westernmichigancamaroclub/>

*Watch [www.mifbody.com](http://www.mifbody.com) for the latest info on upcoming **WMCC** events.*

### **Camaro Corner**



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