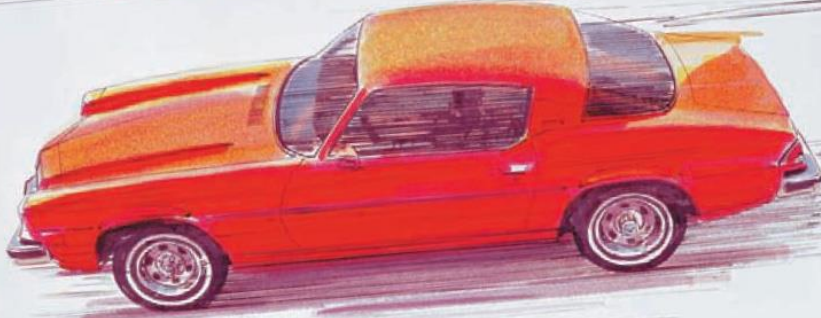


**THERE IS NO LAW  
AGAINST DRIVING WITH A  
SMILE ON YOUR FACE.  
'75 CAMARO.**



**1975 highlights.**  
The Camaro Six is extensively refined with a new cylinder head and new carburetor. You get greater fuel economy along with improved performance.  
All Camaros equipped with catalytic converters help reduce hydrocarbon emissions by 90%, carbon monoxide by 61%.  
Camaro's new High Energy Ignition system (HEI) delivers from 25% to 40% more spark voltage to the spark plugs for more power in all weather. No more points or condenser to replace at service time.  
The Camaro's new front end is generally wider and stiffer than last model's. The result is improved at all engine speeds, and a head-on collision standard for the 1975. The new side-impact racks, which give you more time to react in a crash, are standard on all Camaros. Your steering should last at least 25,000 miles now.  
The use of chamfered wheel covers gives you more time to react in a crash, and your steering should last at least 25,000 miles now.

You're driving slower now, and perhaps you're driving here, but nobody ever said you had to drive fast. To that principle and all the others...

Low profile, wide stance, sloping hood and deck. And the way it looks is the way it goes. Camaro responds eagerly when you touch the pedals or turn the wheel.

The wheelbase is 108 inches. The standard engine in the standard model is a reasonably economical 250-cubic-inch Six, recommended for 1975.

**Sport Coupe, LT or Z.** The important news, though, is that Camaro is what Camaro was: A sensibly sporty compact that looks like a million and drives like it looks. There are two models. The Sport Coupe, LT or Z.

enjoy it. All you have to do is drive it. Which we hope you'll do soon. And with a smile.

**CHEVROLET  
MAKES SENSE**

1975 CHEVROLET CAMARO MAGAZINE AD

# April 2016 NEWSLETTER

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## EXCLUSIVE!

### We Have Performance Numbers on the 2016 Chevrolet Camaro ZL2

By Brandon Gillogly, Contributors: Elana Scherr.  
Courtesy of Hot Rod News

We might just have the mother-load of super-secret squirrel info on the 2016 Chevrolet Camaro that we've all been dying for. While the rest of you saps were lapping up the thin trickle of teaser info from Chevy, we've been sending spies out to every private track test we can find, bribing Michigan-based FedEx guys, and generally hanging from ceilings and peering through peepholes. Let's just say that it only takes one disgruntled ex-employee to find out lots of Camaro info that isn't supposed to be announced until car-show season this fall.

Let's talk body building, shall we? You've heard that the 2016 model is going to be lighter, and yeah, the base Camaro will be about 3,600 pounds, thanks to already-announced aluminum and composite in the chassis and dash, but what you haven't heard is that those exotic materials will be making their way to the panels as well, at least in the performance models. Guess all the development of cheap carbon-fiber fabrication for the Stingray is going to be shared with its little brother. There's only so much weight we can expect the sixth-gen to drop, though—it still has to pass all the safety and crash testing. Our source wouldn't give us an exact number, but they said to expect something in the 3,400-pound range. Lightweight!



The overall design will be similar to the outgoing model, but pinched, and squeezed, and taking some more design influence from the early 1970s, including a split-bumper option in the front. Louvers remain in vogue, as do various intakes in the front grille and fascia, all of them functional for either cooling or venting. In the rear, the Camaro is taking a page from Chaparral and will offer the first-ever automatic adjustable rear wing in an American production car. Sure, Bugatti has its air-brake wing, but can you imagine the faces of the crowd when you move the rear ducktail in a Camaro at the drags?!

It's going to be ages before Chevrolet announces the high-

performance models, but we won't make you wait. Our little birds tell us that the Camaro is going big. Big and blown. Tired of pushing small displacements to their limits, Chevrolet decided to go with a more square bore/stroke combination and ended up with a familiar number, a big-block displacement of 396 ci. The extra inches allow for fast turbo spool-up—oh yeah, did we mention turbos? Now we have. It makes sense, with a turbo-four as a foregone conclusion for the base models, why wouldn't they use the same tech in the top tier? With the snails and the space, the new LT6 small-block provides more torque than even the Zo6 Corvette's 650 lb-ft LT4, yet still allows for high-revving fun—as titanium rods, valves, and keepers reduce both reciprocating and valve-train weight. We've heard that the LT6 uses twin Garrett GT3776 55mm inducer turbos, each good for up to 500 hp. The number we were quoted from an anonymous Pontiac, Michigan, dyno operator was 808 hp at about 8 pounds of boost. We've also heard from a supplier that the high-pressure, direct-injection fuel pump from the LT4 will be carried over and additional fueling at WOT comes from an extra set of injectors mounted way upstream to help cool the intake charge. Cylinder heads are the same casting as the LT4, but are CNC ported, a practice gleaned from Chevrolet Performance's LS3 cylinder-head package for the fifth-gen Camaro.

It appears that this über-Camaro will offer an automatic transmission, as Chevrolet brought in extra help from Allison Performance Research & Integration Logistics, a division that works closely with the Formula Optimization & Outright Lap Sector teams to test cars on the track and improve lap times. Initial testing at the Nürburgring is rumored to have shown a best time of 7:32.185. Stick-shift fans will have options as well, with the Corvette's seven-speed Tremec TR-6070 a definite, although we've even heard rumors of an eight-speed manual. Who cares, those extra gears are just for fuel mileage anyway. Initial testing at the Nürburgring is rumored to have shown a best time of 7:32.185.

## Twin-Turbo LT6 Gen V Small-Block

**Bore:** 4.060

**Stroke:** 3.825

**Displacement:** 396 ci

**Transmission:** Eight-speed auto and seven-speed manual

**Rear Gears:** 4.10:1

**Tire Size:** 305/30ZR19 front, 335/30ZR19 rear

Stick-shift fans will have options as well, with the Corvette's seven-speed Tremec TR-6070 a definite, although we've even heard rumors of an eight-speed manual. Who cares, those extra gears are just for fuel mileage anyway. We'd take this thing with a three-on-the-tree it sounds so good! Oh, speaking of sound, the Camaro rights a wrong in the Corvette in that it automatically defaults to the loudest, most raucous exhaust setting on start-up. If you want to make your neighbors happy, you'll have to make a custom sissy setting that keeps the flapper valve closed.

What do you think? Will the Camaro knock the Hellcat from the horsepower throne and make the Mustang 350R look like a fat Shetland pony? We can't wait to find out.

*If your mouth is watering for this Camaro you may be waiting a long time..... **APRIL FOOLS!***

## Area Events Attended By Members:

### 4th Annual "Cars for a Cure" Car Show Extravaganza

On April 10th, 2016 we attended the Cars for a Cure in Blackwood NJ. It was a great day for a car show and about 150 cars were in attendance, all the proceeds went to the St. Baldrick's Foundation for Childhood Cancer Research.



### South Jersey Region SCCA Racing at Thunderbolt Track "Devil in the Dark"

On April 22nd & April 23rd at the Millville Motorsports track in Millville NJ. The SJR SCCA held their "Devil in the Dark" 12 Hour endurance Race. This the first time I've attended a night race let alone an endurance race. I must tell you it was amazing, seeing cars at night traveling well over 140 mph.

## Welcome

Delaware Valley Camaro Club would like to welcome our newest member, *Darryl Riley*.

Welcome to the *BEST* Camaro/Firebird Club in the Tri-State Area. This club is all about our membership and our love of the cars we drive, in particular our beloved Camaro and Firebird.

You all make it that much better!!!

DVCC News Editor: C. Gager

DVCC Design Editor: P. Jamieson

### Area Events

Check the "Area Events" section of the web site for more listings

## Officers

President: Pete Jamieson	pjam208@gmail.com
Vice President: Ray Weldin	rocketeer1111@comcast.net
Secretary: Carol Massa	clothesforkids@aol.com
Treasurer: Jeanne Weldin	rocketeer1111@comcast.net

## Announcements

The next Delaware Valley Camaro Club meeting is scheduled for May 11<sup>th</sup>. The location of the meeting is Timothy's at the Riverfront Walk in Wilmington, DE. The meeting typically starts at 7:00PM. Come early and join other members for dinner. See you there!!!

## Contributors Wanted

If you want to have a story published or you have gone to an event and would like to tell all the members about your time, just jot down a little story, include some photos, and send it to charlesgager107@comcast.net. We will do our best to get it in the next newsletter.

If you are looking for more information, feel free to visit [www.delawarevalleycamaro.com](http://www.delawarevalleycamaro.com). If you have questions or suggestions for events in your area send us a line at: charlesgager107@comcast.net

## Monthly Car Humor To Pass Along

