

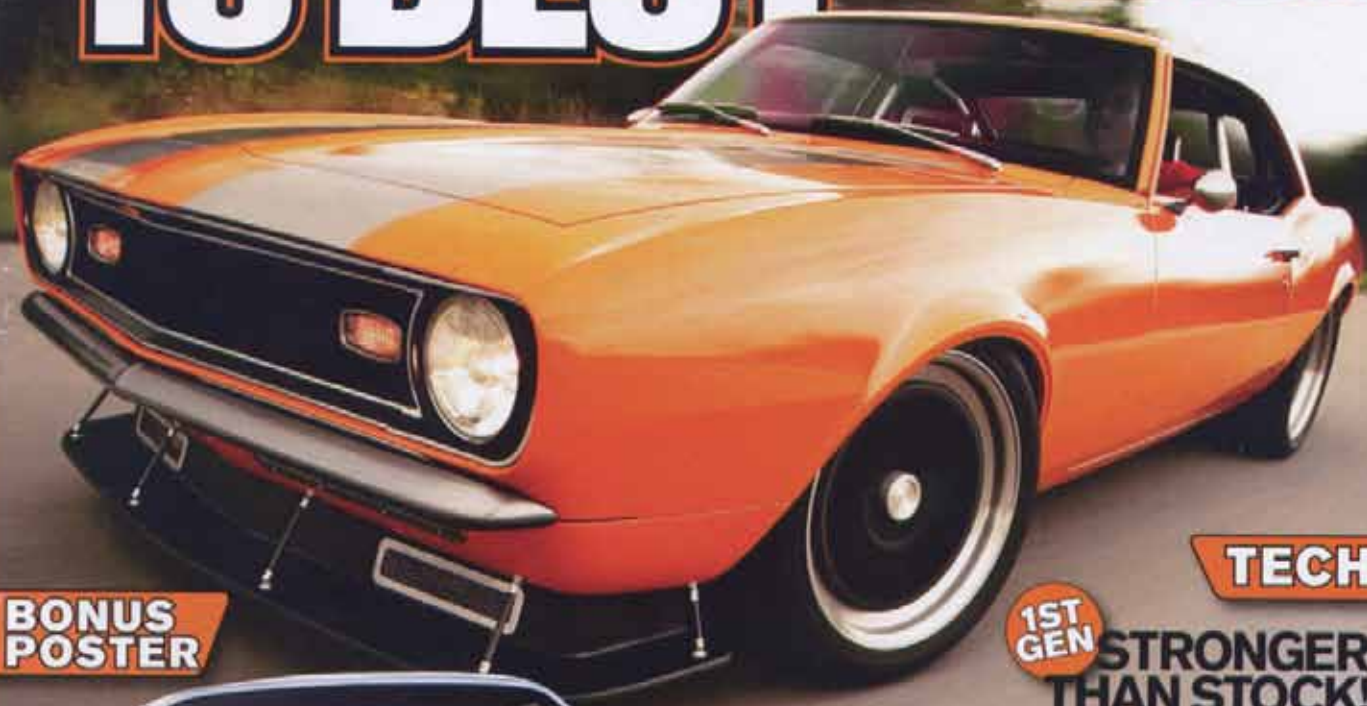
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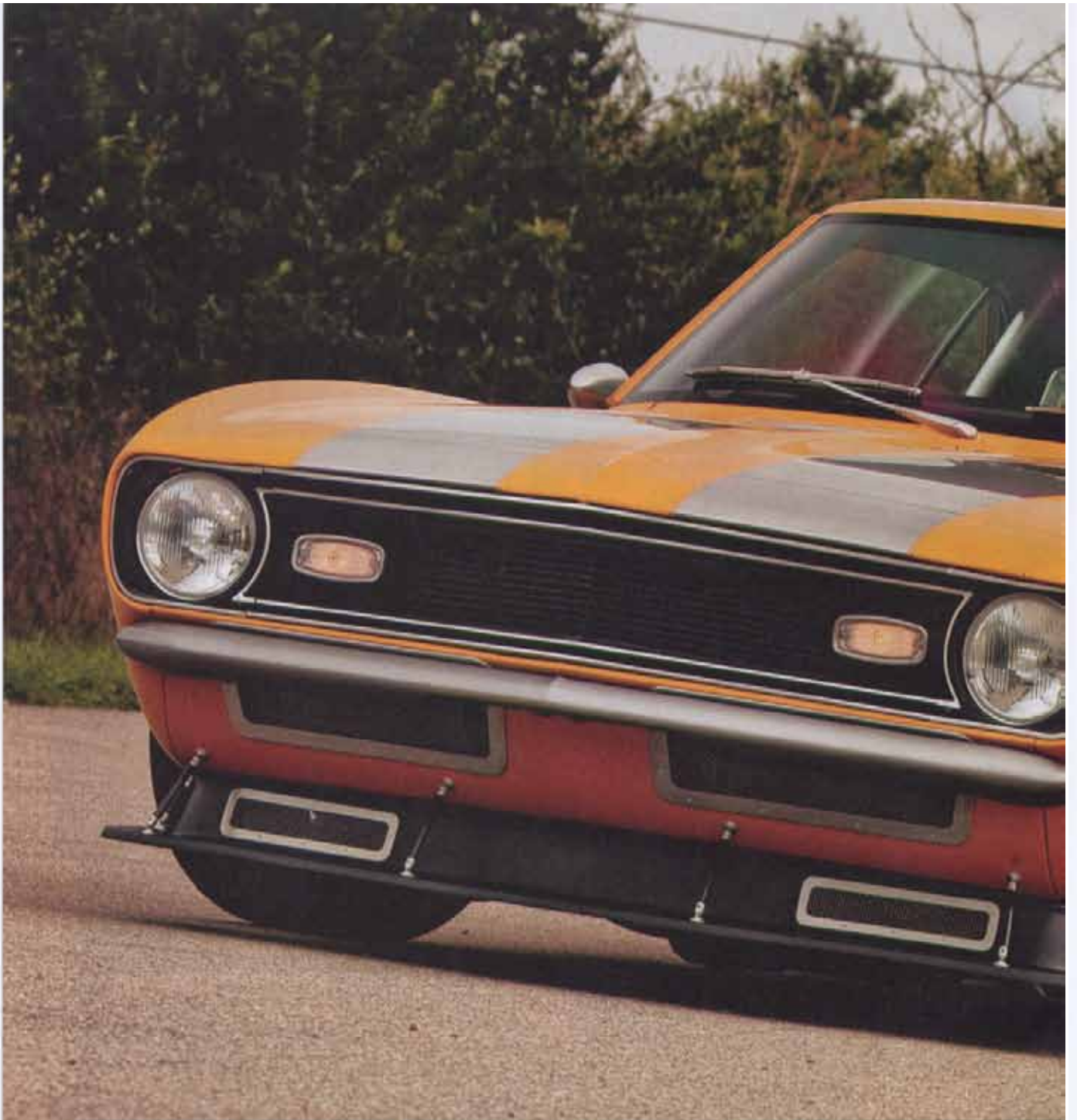
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RETROSPECT

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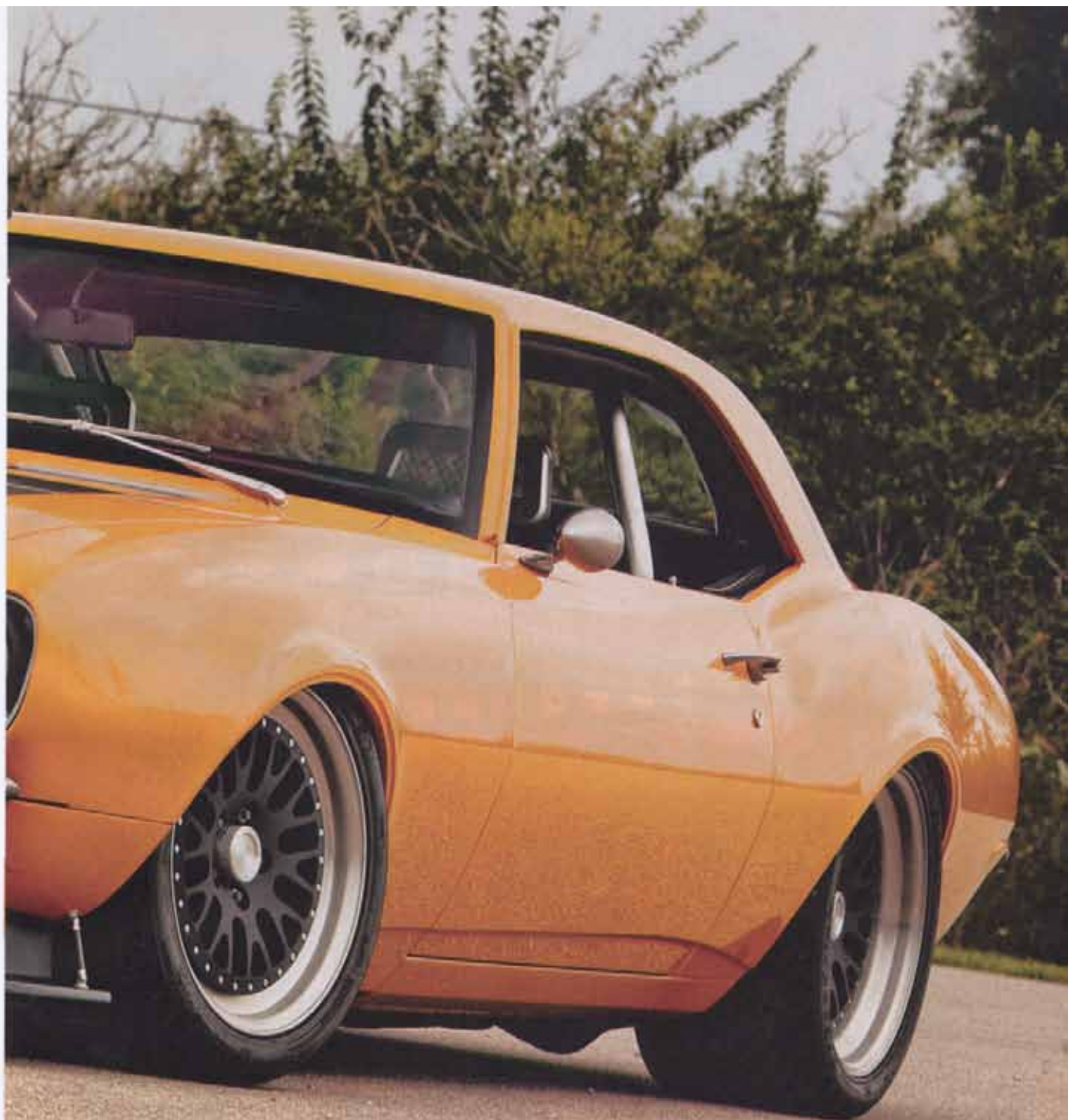


TERMINATOR

BRET VOELKEL TAKES IT UP A FEW NOTCHES WITH HIS '68 CAMARO

by Steven Rupp | photographs by Robert McGaffin

VE



Sigmund Freud would have a field day with the average gearhead. After all, when you get down to it we're all a bit "off kilter." We build a car and then immediately try to figure out ways to make better. We get done with one project, and as the last screw is tightened down, we're already planning our next build, getting worked up over how much better it's going to be than the one we just finished. To the uninitiated, our cars are just collections of rubber, steel, and fuel, but to us they are the realization of a vision—one that always seems just a bit out of focus and in need of just a little more work.

AL VELOCITY



burns the retina and guarantees the car won't get lost in the crowd.

The craftsmen at Precision Coachworks, led by body shop manager John Hemmer, tightened up the panel gaps and performed a host of custom touches, like bobbing the bumpers and tightening up their fit to the car. They also hand-formed the front splitter and rear air diffuser. They looked so cool that they decided to fire up their CNC machine and go for broke. Soon, milled aluminum screens festooned the front valance and billet widgets started multiplying on

the car like Tribbles on an old Star Trek episode. Some of the parts get so much attention that Bret is going to start reproducing them for sale to those of us without a five-axis mill in the garage. Bret relayed, "I didn't originally intend to get into the Camaro accessory market, but after some of the detailed pieces turned out so well, we decided to produce a few of them for sale. We are currently offering the fender braces, the light switch and wiper knobs, the air cleaner nut, the breather and oil caps, and the billet gas cap for sale." Lots of people ask about the front splitter, but at

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tems. To help Bret juke and jive his way around the track there's a 12.7:1 Detroit Speed steering box mated to a Turn One-prepped power steering box. In order to fit the massive 335/30/18 BFG KDWs out back, Precision Coachworks also installed a set of Detroit Speed mini tubs. Putting a halt to it all is a set of binders from Wil-

18x11-inch out back.

With the rest of the car coming out so slick, Bret knew he couldn't cheap out on the interior, so he asked John Hohegsang and the crew to fire up the CNC machine to make the inside of the car as good as the rest. While Brit Marolf was spending countless hours rewiring the car,

why we came up with the bolt-in TigerCage. We developed the Camaro application on this very car only after it was completed to insure it could be installed in a finished car.

Kurt Blackgrove fabbed up the center dash, gauge panel, and console cover. To track the vitals a RacePak IQ3 panel with GPS data logging capabilities

GT buckets. It's the perfect blend of function and style.

With barely 100 miles on the odometer, Bret debuted his Camaro at the Year One Experience in Atlanta. Coincidentally, it was exactly one year after his wife's '67 was pilfered from the same event. Hey, what better way to break in a fresh car than to thrash it around an autocross and road course? Since then, the car has seen a ton of action all over the country. Bret's not sure how many hundreds of autocross laps are on the Camaro, but he's gone through eight sets of tires.

So what's next for Bret? "More track and road time! He exclaimed. "I still have some of the typical gremlins to work out. The rear-end whines, the stereo whines and the trans leaks. Stuff like that. We'll also continue to use it to refine and develop more air suspension and TigerCage components. I've been offered a fair amount of money for it, but I'd really hate to let it go. It simply turned out so much better than I had planned."

"WE'VE SEEN BRET DRIVE THIS CAR AND HE SHOWS IT NO MERCY." -STEVEN RUPP

wood. With six-piston calipers coupled to 13-inch rotors in the front and 12-inch rotors with four-piston calipers in the rear, the Camaro is never at a loss for stopping power. Finishing off ride functionality, and providing some very stylish form, is a set of three-piece CCW Classic rims: 18x8-inch front, and

and adding an American Autowire kit, Rodney Mason was busy building the very first TigerCage. Bret recalled, "I started thinking about a stainless rollcage a couple of years ago and then thought about the problems associated with getting a cage built, installed properly, and painted. That is

was added to the mix. In the aesthetics department, the team added interior panels from Marquez Design, pedal covers from Modo Innovations, and a Flaming River column topped off with a Corsa wheel. Providing lateral stability and long-haul comfort is a pair of custom-covered Cerullo Sport

Over the summer Bret and his family have put over 7,000 miles on the Camaro, and there looks to be no end in sight. But if we know Bret, he's already thinking about the next car and how to build it just a little bit better. But we can't blame him, as there's no cure for his disease. Hopefully there never will be. ■

