



JANUARY 2016

Officers

President

Linda Murphy
sunnymurf@aol.com

Vice President

Tom Gant
vicepresident@southjersecamaro.com

Secretary

John Hammond

Treasurer

Sue Coulter
treasurer@southjersecamaro.com

Sargent at Arms

Bill Grossman

If you are looking for more information, feel free to drop us a line at: info@southjersecamaro.com

SJCC News Editor: J. Cavallo

South Jersey Camaro Club

P.O. Box 168

New Gretna, NJ. 08224

www.southjersecamaro.com

For more photographs and additional information about current events, visit the South Jersey Camaro Facebook page



SJ Camaro

2015 Holiday Party

- When:** Saturday January 9, 2016 7:00pm
- Where:** Villa Nuova Ristorante
1447 Good Intent Road
Deptford, NJ
- RSVP:** Please sign-up, select dinner choice and pre-pay on our website.
- Notes:** **BYOB**
Everyone is invited to Tom and Gale Gant's house after dinner for Cocktails, Music and Dancing:
452 Warwick Road, Deptford

NEXT CLUB MEETING

Reminder – there are no meetings in December or January

MEMBERS RIDES

Is your car on the Member's Ride section of our website?



If not, please send pictures and a description of your car to our WebMaster at:

info@southjersecamaro.com



**MEMBER
SPOTLIGHT**

Jim Wotring and “The Beast”

I was born and raised about an hour north of Pittsburgh, PA in a small town of about 1500 people. I always had a passion for muscle cars and was always working on them as a teenager. I went to Vo-tech in High School for three years to learn about auto mechanics and I must say that is

my foundation for what I know today. My friends and I were always working on cars as teenagers and you could find us a lot of time working on our cars until three o'clock in the morning. Like I said, I hail from a small town and there wasn't much else to do, so we turned wrenches. My very first car was a white 1980 Olds Cutlass Supreme with a small V-8 which probably only produced about 110 horsepower. I only had the car for a short amount of time before I ripped that puny V-8 out and slammed in a 455 Buick engine out of a 1971 junk yard car. I obviously rebuilt the motor and although I didn't have all of the tools needed, I managed to get it done by borrowing tools and having the local machine shop help me. When all was said and done, this thing was a “Torque Monster”. The transmission lasted about a ½ of mile before the “Monster” shredded it to pieces. I replaced the transmission with a much beefier product. This all happened in the late 1980's before I signed up to become an Airman in the United States Air Force at the age of 19.



My Air Force career had me moving about every 3-4 years and I was able to see a lot of the world outside my little 20-mile radius of my small town. I lived in Ft Walton Beach Florida, Lompoc, California, Biloxi Mississippi, Dover Delaware, Osan Air Base South Korea, and Cherry Hill New Jersey. I've been in about ¾ of the United States even if for a brief visit. My last duty station in the Air Force was McGuire Air Force Base here in New

Jersey and is where I retired after 20 years of military service. I left NJ in 2010 and headed back to the Pittsburgh area which is where I thought I'd start the next chapter of my life. I swore I would never return to NJ after I retired. I enjoyed a few months off after retiring before I started looking for work. The job market was very slow and I wasn't getting many bites on my resume and applications. I was starting to get worried by the end of the year as I was still without a job and had bills to pay. I had applied for a job with the Federal Aviation Administration earlier in the year but never heard anything for about 6 months. One day out of the blue I received a phone call from the FAA and was asked if I would be interested in working at the Atlantic City International Airport and if I would consider doing a telephone interview to compete for the position. YES! I am ready for work now! They scheduled me for a telephone interview and the day after the interview, I received another phone call with a job offer. Hurray! I was moving back to New Jersey in 2011. So here I am almost 5 years later working for the FAA as a GS-13 in the Air Traffic Control Tower. I maintain the radar and automation equipment needed for the Air Traffic Controllers to do their job.

So, let's get back to "The Beast". I was driving a 2010 Cadillac CTS at the time I went to Elkins Chevrolet to look at the Camaros and had the intention of trading it in on a 2013 Camaro SS. I believe there were about 5-6 Camaros all in a row when I fell in love with my white and black BEAST. I took the car for a test drive and knew I had to have it. We went back and negotiated the trade and price of the car and off I went



with my new car. I was so happy and felt like a 19-year old kid again. I had worked hard for the past 20 years and put my life on the line a couple of times so I was well-deserving of getting something that I truly wanted. As most of you know, buying car parts is an addiction worse than Heroin. I have been buying parts for The Beast since she was brand new and I cannot stop. Well, my budget has slowed me down but not stopped me completely. I have spent most of my money to make my car faster. I think I'm somewhere around 580 horsepower at the engine but I want more. My plan is to one day install a Procharger but they are very expensive and I struggle with the "want" vs "need" aspect of getting it. I guess one day in the future I will be beaten by a Honda and that will be the end of my struggle and I'll dump the \$10,000 needed for the Procharger.

I am very happy that I joined the South Jersey Camaro Club because I have met a lot of great people and have expanded my friend pool. I love that there are people who have a passion for cars like myself and that we do things together as a club. I will tell you this funny story before I forget. Right after I joined the club, there was an email that went out asking if anyone wanted to go to the Silver Diner Car Show. I loved going to car shows (as a spectator) so I jumped on board and stated that I would be very interested in attending. Art Henry had me meet him at a location near the event and so could we drive to the car show together. This entire time I thought we were going just to look at cars as spectators. We finally pull up and park and I am noticing that we are parked in line with the rest of the cars at the event. I looked at Art with I am sure was a shocked look and asked, "Are we actually in the car show?" Yes, he replied. Oh, really? I had no idea but ended up walking away with my first trophy.



Nitrous Oxide

Lots of fun if you don't blow up!

In my latest attempt to prove how stupid I really am I have added a direct port system to the LS9...because racecar. I want a comma in my horsepower and I'm not afraid to chop up a beautiful car to get there.

Truth be told, I'm pretty anal about my installs. If it does not look factory it does not belong in your car. Race car or not. But besides all that the first thing you need to avoid at all costs is melting your \$20k mill. Or hell your \$5k mill. Or hell your sneakers. Melting things is generally bad unless we are talking

about chocolate and graham crackers.

To stay safe you need in my opinion, to take as many safety precautions as possible. With the technology today, there are lots of these available.

Sometimes however, technology gets in the way. In our new fangled cars, It's pretty darn tough to pull timing for a nitrous hit. In the old days you can use a MSD timing retarder that will pull timing when the nitrous system is engaged. Today, that is a little tougher. Sure, you can have a separate tune, but who wants to go around swapping tunes every time you are going to spray? There are a few methods I know of to pull timing on the fly, but

here is a neat one I used on my car.

Ever since like 08 or 09 or somewhere thereabouts, General Motors has included a flex fuel tab in the PCM of their cars even if they are not flex fuel cars. This is great for a couple of reasons. 1. You can convert your car to e85 and use that table to run the car, and 2. You can use that table as your nitrous tune. For about \$100, you can buy a flex fuel trigger that emulates the presence of e85 and sends the computer to the flex fuel tune. Normally, a flex car has an ethanol sensor

that can determine the amount of ethanol that is in the tank.

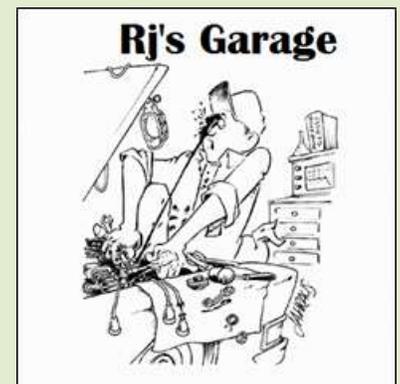
At a certain point it will switch over to the flex fuel table to properly run the car. In this case, you are sending a trigger to the PCM to tell it to switch to that table when you want to. It wires into the PCM and takes a ground signal to activate. This again is a good thing for 2 reasons. 1. It's pretty easy to wire up a toggle switch that will send ground to the flex fuel trigger. Flip a switch, you are on the nitrous tune. 2. My progressive nitrous controller has a ground signal output. We can talk about that next.

IF YOU WANT TO DO THIS RIGHT,
IT'S NOT CHEAP OR EASY. BUT
JIM IS.

The progressive controller does a bunch of stuff I will try and summarize here. This one is only

"NOS"

Nawz gained some infamy with the release of the Fast and Furious movies. Amidst automotive jackassery at its finest, we are constantly bombarded with NOS this and that which makes me want to slap people. NOS is a brand. The stuff you spray in your car is N2O. I suppose it's just not cool to roll up to your car club meeting bragging how you have "Nituoh".



around \$300 so its not the mack daddy, but it still does some good things. First off, it looks for WOT to activate the nitrous.

This obviously keeps the nitrous off during shifts if of course you are lifting. Here again tech bites us in the ass because we can't just slap a micro switch on the throttle linkage. The controller however assumes this and looks for a 0-5v signal on one of its circuits as a backup for us drive by wires peoples. The purple wire on the throttle position sensor is usually the 0-5v signal on a GM.

The next thing it looks for is an RPM window to fire. You set this to whatever is best for your car. But you need to have a tach signal. Just pull the wire off the distributor, oh wait, ass-bitten again. You can get this from the coil packs, but it's not the same on every car and it can get dicey. I chose to pull it directly from the PCM. The PCM puts out a square wave that reports engine RPM. You

can jump on this but more than likely you will need to run a pull up resistor to strengthen the signal. Tachs and controllers can't really tell the difference between 0 volts and 5 volts very fast. You need to wire a resistor to this feed and a 12v signal to pump up the positive pulse and have it read.

The next thing the controller will do is delay engagement and also ramp engagement. So, if it takes you 1.5 seconds to get out of 1st gear, tell the controller to wait 1.5 seconds then start spraying. Keeps the wheel spin down. Also, you can tell the controller to start spraying at 10% and ramp up to 100% in 9 seconds or whatever you want. Makes the hit smoother and less likely to rip the ass out of your car or put it in the wall. Notice I said less likely not impossible. I still expect to eat wall. Lastly, when the controller is hitting the solenoids it will send out a ground signal. I use this as a

redundant trigger for the flex fuel toggle. If I ever forget to flip the switch, this will send the computer into nitrous timing.

The last safety I have on the car is a bottle pressure driven heater. Its basically armed and heats the bottle to keep it between 950-1100 psi. That makes the nitrous consistent and healthy.

All this for just the nitrous delivery and I didn't even get into the purge system or anything else. There is more wiring in this car than the space shuttle, I just hope I can fair better than the one ole Sally went up on and didn't come back. Nitrous is a terrific power adder that if done right can be very safe if you keep it reasonable or have a nitrous built motor. But to do it right takes a bit of planning and a whole lot of wire. Till next time, keep the shiny sides up and enjoy this mild winter.

UPCOMING EVENTS

EVERY Saturday in January – 8:30am – Till
“Cars & Coffee” by High Octane
Weather Permitting
550 Fellowship Road
Mt. Laurel, NJ

Jan 30th – Feb 7th
Philly Auto Show
Pennsylvania Convention Center
1101 Arch Street

Feb 26th – 28th
Fall Classic in Atlantic City
Show & Auction
Atlantic City Convention Center

High-Octane
South Jersey



Past Events



Blackwood Christmas Parade

December 5th



John F. Kenndy School – South Plainfield, NJ
December 22nd

