



NOVEMBER 2015

Officers

President

Al Burr

sopmod@southjerseycamaro.com

Vice President

Linda Murphy

vicepresident@southjerseycamaro.com

Secretary

Art Henry

arthenry@southjerseycamaro.com

Treasurer

Ed Minchey

treasurer@southjerseycamaro.com

Sargent at Arms

Bill Grossman

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

SJCC News Editor: J. Cavallo

South Jersey Camaro Club

P.O. Box 168

New Gretna, NJ. 08224

www.southjerseycamaro.com

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



First, I would like to thank the club for giving me the opportunity to take on the Newsletter. With everyone's busy schedules, it's been difficult to get consistency in reporting out to members and prospective members our activities. Beginning with this newsletter I am hoping to accomplish a few things with your help:

- Deliver this monthly before the next meeting
- Spotlight one Member per month
- Add more to the Past Events section – so if you go to an event, send me a description, picture and if you won so I can highlight it.

If you would like to contribute to an upcoming newsletter, please send your articles and/or pictures to jcavallo@nsnj.com Thank you, Joe Cavallo

Elections

During the October meeting, nominations were held for the 2016 Club Officers. First, a HUGE Thank You to the outgoing officers for their hard work not only in leading this club but being the "Founding Fathers". Al, Art, Ed, Bill – we applaud you!

2016 Nominations:

- **President – Linda Murphy**
- **Vice President – Tom Gant**
- **Secretary – Sue Coulter**
- **Treasurer – John Hammond**
- **Sargent at Arms – Bill Grossman**

All positions were unopposed and per the by-laws, will be voted upon and inducted at the November 2015 meeting.

NEXT CLUB MEETING
Wednesday November 4th – 7:00pm
Victory Bar & Grill
795 Route 73, West Berlin

Member Spotlight

RANDY RADER & Superman!

I would like to thank Joe for featuring my car in the new letter and the rest of my Camaro family for being part of my life. I have always been a car enthusiast since my preteen years and here I am today still in love with muscle cars.

My love for the Camaro started since their introduction in the late sixties. I even remember my first ride in a Camaro which sealed the deal for my love of the car. I was over my Uncles house when my cousin's boyfriend showed up in his brand new 67 Camaro. He asked if I want to take a ride; he didn't have to ask twice as I think I was already climbing in the car before he finished getting the sentence out. It was a V8 automatic (I don't know engine option it had) not an SS car but it didn't matter. I never stopped grinning ear to ear from when I got into the car until I got out. That was it, I was done, been a pro Camaro person ever since.

I got my driving license back in December of 1972 and my first car in June of 73 when I graduated high school. It was a 1966 Impala SS, 283 powerglide. Well that car lasted a year until someone who was intoxicated changed lanes hitting my car which ended up totaling it. Now I was in the market for another car and I just didn't want another car I was in the market for a Camaro. I found my dream car of the day which was a 70 1/2 Z28 RS automatic with the split front bumper (well almost my dream car, wanted a 4 speed). It was my daily driver and of course I had to modify that car as well. I kept that car and sold it for \$500 in early 1977. Then I purchased a brand new 1977 Z28 mid-summer of 1977. The Z was a great car all 170 hp, LOL. I got married, had kids but held onto the Z as long as I could. Eventually selling it to my brother for \$500 in 1991.

I went through the next twenty one years without a Camaro in my life. It was only a matter of time before another Camaro would come into my life. Here is my new love.....



2012 2SS/RS inferno orange metallic manual with factory Hurst short throw shifter.

Modifications since I owned it: Suspension/drive train: 1LE strut tower brace, BMR rear trailing arms, BMR toe rods, SLP subframe, Pfadt solid subframe bushings, Hotchkis 1" coil springs, SLP larger diameter sway bars front/rear, ZL1 rims 20X10 front 20X11rear, tires 285/35/20 front, 315/35/20 rear, street slayer duel disk carbon fiber clutch and carbon fiber/steel flywheel, 1000 hp axels, separate clutch reservoir.

Engine: SLP supercharger with 3:2 pulley, 65 lbs. injectors, fuel pump amplifier, pinned balancer to crank, ECS roots style tensioner kit, Alky control ECS single nozzle kit with 4 gallon trunk mount tank, Elite catch can, RotoFab air intake, SLP 1:85 ration aluminum rocker arm package, 160 degree thermostat, SLP long tube ceramic coated SS headers, SLP 3" SS full exhaust with "X" pipe and PowerFlo mufflers and full dyno tune. 650rwhp, 629rwtq.

Exterior body: APR carbon fiber front splitter, VIS Carbon fiber hood with heat extractors, DJ Predator mesh grille, Seibon ST style carbon fiber rear spoiler, Glow Shift boost vacuum gauge, hood graphics pin stripping painted by Design Brilliance.

Maybe some future mods- blower cam kit, gut catalytic converters and new tires (rear tires just don't like the supercharger), time will tell..... *Randy*

Tech Corner

By: Rj Cilurso



This summer went by way too quick. However, this is a wonderful time to drive and work on your car. The cool breezes make knuckle smashing that much crisper but, that very dangerous monkey butt is significantly less likely to ruin an otherwise nice day in the shop. In this tech article I'm probably going to ramble on about some safety stuff, give a track update or 2 or just sit here and drool on myself. I like literally have no agenda I'm just typing as I go as usual. See, there I go, I just typed that and had no idea I was going to say that.

I took my son over to Atco to watch some test and tune and he had a great time. I had to shut him up about 7 times, he kept jumping up and down and screaming at the cars. I guess that's better than yelling about Pokemons but we may have been interrupting somebody eating French fries. We have still been seeing summer heat and that drastically affected our track

times. Many of the Camaros have been a half second slower due to weather. The 1LE car is doing better and better each time out. I saw a significant improvement as the car got closer and closer to finding a launch sweet spot. Launching at the track is like being an 8th grader up your girlfriend's shirt. Ya gotta fumble around till you find something good, and what is good on Monday, may not be good on Friday. I don't mean to offend anyone, so let me delete that last statement and say launching a car at the track is like looking trying to get your keys in a dark lock when a Lifetime special is about to start. Or, something. Or maybe it's just hard. The launching. Whatever. I'm a pretty horrible driver. All theory and no practice which will become glaringly obvious as I try to get myself back in the swing of things with 2 brand new cars. The 5th Gen Camaro however makes even good drivers look bad. I think the real problem with the Camaro after watching a bunch of them is weight. You are trying to get a very heavy hunk of steel moving. The hunk of steel does not want to do this. It wants to sit there all pretty not doing a damn thing kind of like my wife. It takes a violent amount of force to motivate both my wife and a Camaro. That violent amount of force if applied incorrectly ends badly. I think we suffer from wheelspin more simply because we have more mass at rest. The car not my wife. Momentum as they say in France is a summabitch. All that rambling to basically say I think it's harder to drive a Camaro fast than many other cars.

We recently installed some trailing arms on the white car and I'm very interested to see how they perform. The internet says they make a big difference. The internet also told me I could get an Ewok as a pet not too long ago and that Bruce Jenner is a man. But looking at the stock arms things can only get better.

We also did a catch can install. I will tell you, even on a stock car you can use a catch can. The LS motor along with many new motors suffer from oil ingestion. I believe it's because we went away from the archaic rattlely PCV system but what do I know. There is always a significant amount of oil in the intake every time I take one of these cars apart. I wish I could offer some suggestions on a brand, but I'm currently looking for one myself and confused by the bagillions that are out there. I'm leaning towards a UPR right now. Seems legit.

I tried a set of Mickey Thompson ET Street SS out on the Vette. 335/25/20. Not a bad tire at all. I would not drive these daily. Too much lateral movement. Pucker factory 10 at speed. They did a decent job of hooking up. I ran a 2.0 60 ft and trapped 133 before, now I can cut a 1.5 and trap 135. No miracles but much better than stock.

I also wanted to pass on a good and a bad review. I have always believed that your helmet should cost what you think your head is worth. These days I think my head is worth around \$400. You



can certainly get into an event with your motorcycle helmet, even get in with your ebay, dragon emblazoned BMX helmet, but its not always the best idea. Like I said I think these days my head is worth around \$400. I don't race often enough to really warrant anything more. Having said that, \$400 is at the bottom of the barrel when it comes to helmets, especially from the big brands. But I figured if they are going to put their name on it, certainly it must be a decent product. Right? Well not so much. I tried a GFORCE helmet first and the ebay dragon lid would probably be better quality. When I donned the helmet the inner shell was on my melon correctly but the eye hole of the helmet was pointed significantly starboard. I thought that was odd so I took it off, stared at it and tried again. Surely my intense glare would change things. Nope. Looking a second time I noticed whichever Chinese person assembled this magnificent hunk of crap had glued the inner shell in clocked a couple of degrees off. I guess I could have used it as a scare tactic. Imagine racing somebody whose helmet was looking at you the entire time. Anyway, it went back. Now, scared to death I figured no matter what I got it was going to be the same Chinese junk with a good name on it at my price point. I tried a Simpson Bandit, \$399 and love it. Yes, its Chinese junk, but at least they have a good degree of quality control and it is made a thousand times better than the GFORCE. I would prefer paying \$50 more and having it made in the USA, but for Chinese junk, this is pretty good junk.

Look for car features in the upcoming articles. I'm sick of listening to myself. I want to feature some of your cars. Please send photos and information to me. Perhaps we can arrange a photo shoot or 2, I used to take pics a long time ago and still have some real goods big boy gear. Tata for now, keep the shiny sides up.

Welcome

South Jersey Camaro Club would like to welcome our new members...

Kristin Holdzkom

Michael Martinez

Rick Snyder

Temel Uzun

Welcome to the best Camaro/Firebird Club in New Jersey. 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!!!



Upcoming Events

Sunday, November 1 9 AM - 3 PM
11th Annual Fall Finale Car Show/Swap Meet
Atco Raceway, Jackson Road, Atco, NJ

Sunday, November 1 CRUISE 12 Noon - 3 PM
The "Frostbite Cruise" Returns As "The Blue Cruise"
Supporting All Members Of Law Enforcement
Vineland High School Parking Lot, 3010 East Chestnut Avenue, Vineland, NJ
Please Wear Something Blue To Show Support For Law Enforcement & First Responders

Saturday, November 7 8 AM - 4 PM 20th Annual Pumpkin Run Car Show & Antique Tractor & Engine Show
Flemings Auto Parts, 353 Zion Road (CR615), Egg Harbor Twp., NJ
Show Cars & Trucks, Antiques, Classics, 50's Cars, Muscle Cars, Race cars, Motorcycles, Military Vehicles, Antique Race Cars, Or Anything Unique
Show Cars: \$15.00; Car Corral \$20.00

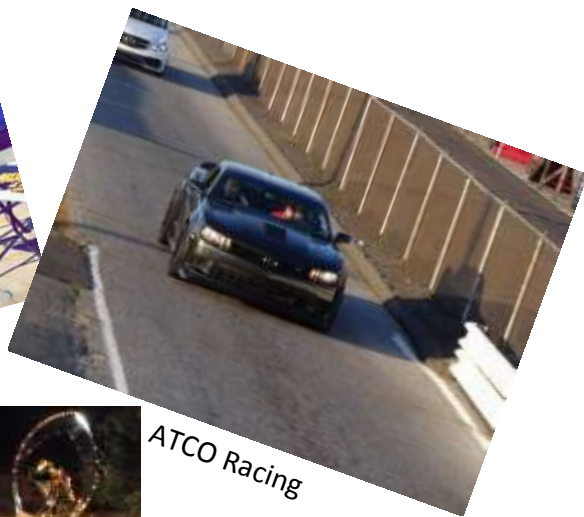
Saturday, Sunday November 7, 8 All Day Rain Or Shine
SJR-SCCA Auto-Cross Event
Bader Field, Atlantic City, NJ
Auto Cross events are open to all makes of vehicles

Saturday, November 21 TOY CRUISE 11 AM - 3 PM
5th Annual Toys For Tots Toy Drive & Classic Car Cruise
Johnson's Corner Farm, 133 Church Rd., Medford, NJ
Open To All Makes, Years & Models Cars & Trucks
Partner With The US Marines To Add Smiles To The Faces Of Children In
Please Bring A New, Unwrapped Toy

Past Events



Tune Time Performance Fall Open House



ATCO Racing



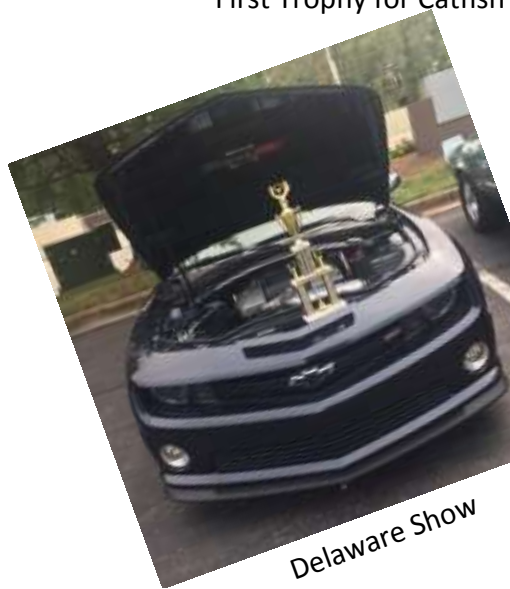
First Trophy for Catfish



Collingswood Cruise Night



Covered Bridge Cruise



Delaware Show



Ocean City Fun Run



F-Body Beach Blast



Great Pumpkin Road Rally