



June 2016

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Sargent at Arms

Bill Grossman

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

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South Jersey Camaro Club

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www.southjerseycamaro.com

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



NEXT Club Meeting

**Wednesday
June 1, 2016
at**

Victory Sports Bar
795 Route 73
Berlin, NJ



Meeting start time is 7:30.
As always come earlier if you are coming for dinner.

Our Next Show....

presented by
SOUTH JERSEY **Camaro** CLUB

ALL MAKES AND MODELS

★ **VICTORY** ★
BAR & GRILL

CAR SHOW
SATURDAY, JUNE 25, 2016

Hosted by
Victory Bar and Grill
795 Route 73
Berlin, NJ 08091

Free Spectator Admission
Top 25, plus specialty trophies
Discount at restaurant
for registered cars

www.southjerseycamaro.com
\$20 - REGISTER DAY OF SHOW
Show 9a - 2p

Upcoming SHOWS in June that Members are or have attended in the past:

Friday, June 3

CRUISE 5 - 9 PM Friday Night Farm Cruise & BBQ
Johnson's Corner Farm, 133 Church Road, Medford, NJ

Saturday, June 4

8 AM - 12 Noon Rain or Shine
Silver Diner Memorial Day Breakfast Show
Silver Diner, Rt. 38, Across From Cherry Hill Mall, Cherry Hill, NJ

Saturday, June 4

8AM – 12 Noon Rain or Shine
Sea Pirate Campground
148 Main Street
West Creek, NJ 08092

Saturday, June 11

5 - 10 PM Rain Date: Sunday, June 13(2-7 PM)
25th Annual Cruise Down Memory Lane - The Largest True Cruise In New Jersey
Landis Avenue, Downtown Vineland, NJ

Sunday, June 12

11 AM - 4 PM Rain or Shine
1st Annual Wine & Shine Car Show
In Conjunction With The Medford Art, Wine & Music Festival
Main St., Medford, NJ
Wine & Craft Beer Tasting, Artisans & Crafter, Food, Live Music

Saturday, June 18

10 AM - 3 PM Rain Date: Saturday, June 25
Chariots Of Fire Car Show - Honoring All Fathers The Day Before Father's Day
Franklin Mint Museum, Rt. 1 & Valley Rd., Wawa, PA

Sunday, June 19

CRUISE 12 Noon - 'Til?
House Of Brews American Grill (formerly Fuddruckers)
WalMart Plaza, Black Horse Pike (across from Auto Mall), Turnersville, NJ

Saturday, June 25

9 AM - 2 PM Rain or Shine - **Hosted By South Jersey Camaro Club**
Victory Bar & Grill Car Show
795 Route 73, Berlin, NJ

Sunday, June 26

8:30 AM - 2:00 PM Rain or Shine
30th Annual Red, White & Blueberry Car Show & Festival
Hammonton H.S., Rt. 30 & Old Forks Rd., Hammonton, NJ

Coming in the not so distant future.....

GM NATIONALS

Carlisle, PA June 17 – 19

CHEVROLET EXPERIENCE

Chevrolet Experience at Hershey Park.

July 9, August 13 and August 28.

See Linda Murphy for more details.

CAMARO NIGHT AT THE BLUE ROCKS

The Camaro night is Friday, July 1, 2016.

There will be a pre-game car show beginning at 4 PM with DJ (arrive when you can). The game starts at 7:05.

We will drive on the field again this year for the fireworks display, line up at the bottom of the 8th inning.

The cars will be announced and displayed on the jumbo screen.

Tickets this year are \$10 but the seats are vastly improved.

All of the bleacher seating has been removed and stadium seats installed.

If anyone has a convertible Camaro, we may be able to drive some veterans on to the field.

It's a military theme night again.

F-BODY BEACH BLAST

October 13 - 15

Rooms are running out at the resort we are staying at in Myrtle Beach. Currently we have Tom, Gale, Tony, Lenore, Jess, Rob, Sue, John H, Leo, my brother John and me. We are staying at Ocean One Resort .

If you are going and interested in staying at the same resort contact Linda Murphy for details.



NEW SHOW by South Jersey Camaro Club?

Potential Show at the
Tilted Kilt
645 Crosskeys Road
Sicklerville, NJ

Details to follow from Linda Murphy and John Hammond

MAY Meeting Minutes

5/4/2016 Meeting Minutes

Attendance was taken:

John Hammond, Jess Hurry, David McNally, John Wade, Susan Coulter, Art Henry, Randy Rader, Jim Jordan, John LaRatta, Tom and Gale Gant, Leo and Brian Murphy, RJ Cilurso, Anthony Kotsedakis.

First Time Attendees: Jim Jordan.

The meeting was called to order at 7:29pm by Tom Gant.

Secretary Report

- Previous months minutes were read by Sue Coulter.
- All new members in attendance introduced their selves.

Treasurer's Report

- There's money in the bank

President's Report

- Nothing to report (worked could not attend)

Vice President's Report

- **Old Business**
 - Tune Time show was a success. 18 members came out to help and we had a total of 100 cars.
 - Thanks to Brian and Gabby for allowing their garage to store club stuff.
 - John Hammond to talk to Tilted Kilt about a possible show in July.
 - If you are unable to attend and help the Victory show could you please donate for Chinese auction.
 - Lancaster cruise is still scheduled for July 16.
- **New Business**
 - John Hammond has arranged a coast guard helicopter ride for TJ. Once finalized details will be announced for those that want to attend.
 - Club BBQ is slated for 8/27 at either the Gant or McNally residence.
 - The F-body beach bash is 10/12-10/15 2016.
 - Next meeting will be at Tailgaters.
 - John Hammond has a guy that does professional photos of cars. If interested let him know.
 - Art Henry suggested we donate \$500 sponsorship for Veterans group of Philadelphia for a Car show on 7/16 at Camden County college. There is also a 2nd show at the Battleship New Jersey.
 - RJ Cilurso says the shop is open
 - Jess Hurry is looking for someone to replace her as car show coordinator as she is moving this summer.
 - RJ Cilurso offered his house as possible storage for club trailer.
 - Jess Hurry brought up about possibly having an exhaust contest at future shows.
 - 50/50 pot \$50.00. Won by Anthony Kotsedakis.

Motion to Adjourn

Motion to Adjourn at 7:47pm accepted by RJ Cilurso, 2nd by Art Henry.

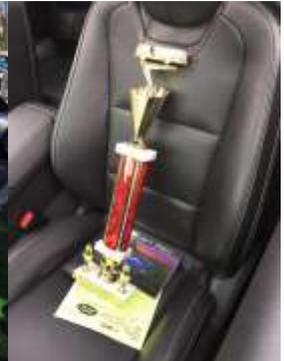
Winners!



Voorhees Police Show



Dave McNally – Laurel Springs Show



AROUND THE CLUB THIS MONTH



New "Special Edition"



Superman in da howze!



Not everyday is a good day.



New Club MASCOT!



Have to shout out to Jean on an AMAZING new CTS-V.



Collingswood Cruise Night



US Coast Guard Representing!



Memorial Day Show

| ATCO DRAGWAY JUNE 2016 | | | | | | |
|--|--------|-------------------------------------|-----------|---|---|---|
| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|  | | | 1 | 2 | 3 4:30 | 4 11:00 AM THRILL SHOW NO PRO RIDERS & MODS... No Test of Tune |
| 5 9:00 AM Presents Junior Dragster Presents - Polaris RZR High School, Hobbies Nostalgia ANCCA 80 THRILL SHOW | 6 | 7 4:30 Gardners Test of Tune | 8 | 9 | 10 4:30 Test of Tune Street Car Wars | 11 9:00 AM IMPORT RENTAL No Test of Tune |
| 12 9:00 AM SBO IMPORT FACE OFF No Test of Tune | 13 | 14 4:30 Gardners Test of Tune | 15 | 16 | 17 OUTLAW & OPEN Test Session 3:30 AM 4:30 Test of Tune Street Car Wars | 18 9:00 AM XTREME OUTLAWS KNOX, OGLE, NET S, UAT 3rd 4-50, 10:00 & 11:30 Pro Out & Top Sponsor No Test of Tune |
| 19 9:00 AM GRUDGE DAY RASCALS ALL NO TIRE ALL DAY No Test of Tune | 20 | 21 4:30 Gardners Test of Tune | 22 | 23 9:00 AM \$5 SUMMER \$5 \$10 JACKPOT \$10 Day 787 & PM Gardners Race No Test of Tune | 24 9:00 AM \$5 SUMMER \$5 \$10 JACKPOT \$10 \$20,000 No Test of Tune | 25 9:00 AM \$5 SUMMER \$5 \$10 JACKPOT \$10 \$10,000 & \$20,000 No Test of Tune |
| 26 9:00 AM \$5 SUMMER \$5 \$10 JACKPOT \$10 \$20,000 No Test of Tune | 27 | 28 4:30 Gardners Test of Tune | 29 | 30 | | |

| General Admission | NOTES | ALL TIMES POSTED ARE GATE OPENING TIMES |
|---|--|---|
| NON EVENT DAYS Child Entry (Age 12+): \$1.00 per child Child Entry (Age 12-): \$5.00 per child Adult Entry (Age 12+): \$10.00 per person Adult Entry (Age 12-): \$15.00 per person | **Test of Tune: drive in street cars, motorcycles, trailers in, ATV's, modified and unmodified...NHRA approved! Race Pricing for Test of Tune Night: Street Cars & Pro: Street Cars \$20, Trailers in cars \$15, Motorcycle & ATV's \$20 and No Tire \$10 Race Pricing for Test of Tune on Weekends: Drive in Street Cars \$25, Trailers in \$15, Motorcycle & ATV's \$25 and No Tire \$10 | |

Some Basics of Drag Racing

Here's a quote from a 2001 post by the Bowerboy, a famous Corvette drag racer.

With an old/stock clutch your options are limited. You will have to hold your RPM's below 3K and slip it slightly. If you had an upgraded clutch (not stock or Z06) I would recommend launching at 3500 to 4000RPM with a slight slip. The type of Tire you will use will also drive your launch.

If you are running stock tires, keep your launch below 2500 RPM regardless of clutch type. If you are running a drag radial, make sure you sufficiently heat them with a burnout before staging. Either way make sure your stage shallow.

The following is a description of staging shallow: The are 2 yellow lights which indicate the staging area. They are separated by 7 inches. When the track worker waves you up you approach the lights and as your car rolls you will turn on the top light first (pre-stage). As soon as the first light goes on, stop. Then slowly nudge your car forward until the second light goes on (staged). Stop immediately! When you launch your car, the clock does not start until you break the beam of both the pre-stage and stage lights (the starting line).

As soon as both lanes are staged (The staged light in each lane is lit), the first of three large yellow lights will light. On the third yellow light begin your launch. With a shallow stage. your car will have a few inches to begin rolling before the stage lights are triggered indicating you official start.

Once under way, quick shifts improve ET and MPH. Be sure to max out your RPMs without hitting the rev limiter. I shift at red-line minus 300 rpm. On your 1st to 2nd shift, power shifting (leaving your foot on the gas to the flow as you depress the clutch and make your shift) is not recommended do to traction. The 2nd to 3rd shift can realize a significant gains with a power shift however, this is the trickiest to maneuver (directional angle of the path between 2 and 3). The 3rd to 4th shift is the easiest to power shift.

NHRA Drag Racing Basics

Burnout Without a Line-lock--The Procedure

Drag radial tires must be heated by a burnout or else they'll provide traction no better than a stock tire. I've found through experimentation that stock tires too benefit from some heat. This only matters once driving is dialed-in. But heating the stock tires by a burnout will improve traction on launch and shifts. Here is the procedure.

Step 1

Put car in Competitive Driving mode (C5 Corvette) or TC-Off (C6 Corvette). Other platforms should use the setting that disables traction-control but retains stability control.

Step 2

Drive around the water. Keep the front tires dry, Otherwise, your heated rears will drive through the water trail left by wet fronts on the way to the line.

Step 3

Back into the damp area, not the wet area. Back up enough to get 3/4 or more of the tire tread damp. Don't spin the tires in the water. You just want to get most of the tread with a sheen of water.

Step 4

Roll forward to the leading edge of the damp area. Start the burnout there. Do NOT roll so far as to put the rear wheels onto the heavy sticky rubber/VHT prepped area. The car should start and finish the burnout with no more that a foot or so of forward movement.

Step 5

Put the tranny in 2d gear. This will enable the tires to heat faster, because they'll spin at a higher indicated mph. Since the tires are damp, they spin quite easily in 2d. Some owners prefer first gear. And that's OK.

Step 6

Rev the motor to 3500 and pop the clutch. Immediately lightly apply the brakes with your left foot. The brakes help keep the rear-end from walking sideways.

Step 7

Bring the rpm to about 5000 and hold it there until the drag radials smoke strongly and start to drag down the rpm. At that point, back out of the throttle and release the brakes. You'll roar forward. The tires are heated. For stock tires, spin them only to first smoke. It is helpful to adjust the driver's outside mirror to view the left rear wheel/smoke.

Warning: if you botch the burn-out, don't retry it with dry tires. Doing that will likely glaze the clutch...or...break an axle. Instead, start again at **Step 3**, **by rewetting the rear tires.**

Practice will help get the synchronization of the foot movements.

You can practice in a level asphalt parking lot with water from a couple gallon jugs. Draw a couple lines with chalk to help establish an alignment guide. Pour out three or four gallons of water generally at the wheel points. Voila. You've got a pseudo water-box. An observer/spotter is a plus.

Don't worry about brake wear. Five seconds on the brakes is like braking 60-10. You do that every time you drive the car.

Burn-out of Stock Tires

After you have accumulated 30+ passes and have started to produce consistent 60' and ETs, you will want to find a way to improve. Here is one way....

If you are running the stock Z06 tires (GY F1SCs), a full burnout will lower your 60' times, all other things being equal.

Avoid driving THROUGH the water. Instead drive around the water and back up until the rear tires are just into the damp area. I then do a full burnout just like on DRs. I don't have a line lock and here is my procedure (no claim it's the best way):

Back into the damp area forward of the waterbox.

Make sure you're in COMPETITIVE DRIVING mode. Put the tranny in 2d.

Drop the clutch and feed the throttle and (if necessary), quickly lightly apply the brakes with your left foot. I don't usually need the brakes but some folks find it helpful for keeping the rear end from walking to far sideways.

Bring the rpm to about 6000 until the tires smoke strongly. At that point, back out of the throttle and (if applied) release the brake, and you'll roar forward. The tires are heated. I don't count seconds but just spin them strongly until they smoke hard.

Takes a little practice. But remember, if you botch the burn-out, DON'T retry it with dry tires. Doing that will likely glaze the clutch...or worse.

Using this procedure, I'm usually getting high 1.7s or low 1.8s on stock tires. That is about a tenth improvement compared to what I was getting with a simple clean-up spin before staging. The burnout also helps to better hook the shifts to 2d and 3d.

The Essence of Launch

Before doing launches at the track, you need to turn off Traction Control. You want the setting that allows wheel spin but retains Active Handling/Stability Control.

In a C5 Corvette you want to be in Competitive Driving mode.

In a C6 Corvette you want to be in Traction System Off mode.

Other platforms will have different descriptive settings.

Lower your stock rear tire pressure to about 25 psi (hot).

The exact pressure varies by platform, tire model, and track conditions. The goal is to remove 15-20% of the air, again "hot."

This will increase the size of the tire's contact patch with the launch surface and cushion the shock to the drive line on launch and shifts.

I recommend a launch procedure with three deliberate elements that are inter-related and must be coordinated.

(1) launch rpm

(2) clutch release

(3) throttle squeeze

Hold the launch rpm and then quickly but smoothly release the clutch with full engagement occurring over the first 3-10 feet of forward movement, depending on conditions.

Don't feed more throttle until the tires are hooked.

Then and only then, squeeze the throttle progressively to the floor.

Drag radials will take throttle quicker than stock tires but even on DRs it's still a "squeezing" action rather than just "hammering it" to the floor in one movement.

The goal is getting a bit of wheel spin which gives way to a rapid rise in engine rpm, rather than a bog. If it bogs, raise the launch rpm a few hundred on the next time. If it spins too much, lower the launch rpm a few hundred on the next pass.

Finally, it takes seat time and passes to embed the techniques in muscle memory and learn to read what surface conditions dictate on any particular day.

I urge avoiding the classic launch error: engaging the clutch and hammering the throttle simultaneously.

Launching on Stock Tires

Here is what I do. No claim it's the best way.

Competition mode. AC and audio system off. Windows up. Tire pressure 44-48 psi (front); 24-28 psi (rear).

Try 2800 rpm. Increase or decrease the rpm 200-300 each run until you find the sweet spot for your conditions.

Engage the clutch over the first 2 to 10 feet of movement depending on conditions. Go WOT ONLY once the tires are hooked, and do so by squeezing the pedal progressively to the floor.

If you do some practice on old blacktop and ambient outside temp is around 75, you ought to be able to launch leaving only about 10 feet of rubber.

Another key is on the 1st-2d shift. Ease the throttle just enough to avoid a lot of wheel spin, which will hurt your time. When I began drag racing the Z06, I shifted to 2d at an indicated 6200, 3d at 6300-6400 and 4th at 6400. Objective is to shift as high as you can without hitting the rev-limiter.

What you are after is developing the launch "touch" combining input from all yours senses. I can feel the tires spin in the steering wheel, clutch pedal, and seat of the pant. Sight and sound help too. But the F1SC tires don't make much of a squeal when they spin.

I use Competition mode rather than "AH/TC off" because I want AH to intervene should the rear get substantially out of line. Just some insurance to limits "the worst that can happen."

Two last things you probably already know. Be sure your oil is above 155 degrees (preferably above 170) before you do launch practice. Also choose your spot wisely.

Launch on BFG Drag Radials

I hold the launch rpm (usually starting with 3600-3900 on an average prepped track) and then quickly but smoothly releasing the clutch with a full engage occurring over the first 4-10' of movement. I try not to feed it more throttle until I think the tires are hooked. There is a delicate balance to find. But it entails squeezing the throttle progressively to the floor between 10-25 foot off the lights. Drag radials will take throttle more quickly than stock tires, but it's still a "squeezing" action rather than a "stomp." Another big advantage of DRs is that they do a great job holding the shifts to 2d, 3d, and 4th without spinning (much). Most of my sub-12 runs have comes when the shift to 2d little wheel-spin and the car feels as though it jumps forward on that shift. Ditto the shift to 3d.