



February 2017

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South Jersey Camaro Club

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



Next Meeting

Wednesday March 1st

7:30pm Start

Location: TBD

An email and Facebook notice will be sent once the location has been finalized.

This meeting will be to review the upcoming 2017 show season. Discuss the shows we will be hosting and identify additional activities the membership wants to participate in.

HOLIDAY PARTY

The Holiday Party was held Saturday night, January 21st at Auletto Caterers in Almonesson. The event was a fantastic time to get out from the winter blues and share time with friends. Food, Music and Drink filled the night along with dancing, door prizes and gifts. If you missed, you certainly missed a good time. A special thank you goes out to Gayle and Linda for chairing the event and to all of those members who assisted in making the night a fun time. See "Around the Club" for pictures of the event.

CAMARO NEWS (source: camaronews.com)

Not feeling like your 5th Gen has enough power? Read on....

The fifth-gen Camaro SS (2010–2015 model years) left the factory loaded with power—425 ponies for a manual-trans car or 400 hp in a 6L80E automatic—making it the most powerful Camaro SS to ever leave the factory, if measured by modern horsepower standards. But even with all that power, the SS still has a lot of room to grow. Heads, cam, intake, even larger displacement will net an owner more power but involve major engine disassembly and downtime.

Adding boost is an easy way to squeeze 100 additional horsepower out of an engine without major/complicated disassembly. While superchargers add boost, they typically have negative impacts on driveability during everyday driving conditions when the extra power and boost isn't necessary. When the blower starts making boost, it's typically an all-or-nothing proposition, bludgeoning your senses like a shot of cheap tequila filtered through a pair of gym socks.

The advantage of turbocharging (either with a single or dual setup) is the more controlled and civilized application of boost when the turbo(s) spool up, easier tuning, no drivebelt slippage to worry about, and the lack of parasitic power loss to drive the turbocharger. While superchargers are driven off an engine's crankshaft, turbochargers are driven by engine exhaust. This means no engine power is expended to create boost, as opposed to a supercharger/blower. Reggie Wynn of Turbonetics shared his thoughts with us on the recent rise in the popularity of turbocharging and the advantages offered by the exhaust-driven setup. "Unlike blowers, which require you to run a belt and adds more strain to the engine, turbos run off generated exhaust gases/flow," Reggie says. "It's also easier to adjust boost on a turbocharged application. Turbos are the way of the future. That is why you see more and more car manufacturers produce vehicles that come turbocharged from the factory."

In the past, many enthusiasts have avoided turbos because of the amount of fabrication typically required for the feed and exhaust pipes (including the need for a good pipe-bender and welder), along with mounting the turbo(s), intercooler, and making room for everything under the hood. [Turbonetics](#) has made this a non-issue with its new [full system turbo kits for the Camaro SS](#). The system includes already sectioned and pre-bent inlet and outlet piping to match the fifth-gen Camaro, the necessary connectors/pipe clamps to link everything up without needing a welder, and the necessary accessories to relocate items in the engine compartment to make room for the turbocharger and its related piping. Best of all, the new kits are 50-state legal and come with a preloaded tuner, so you don't have to find a shop for that later.

"This kit went through rigorous testing in the CARB Lab here in California, and it passed with flying colors. The key features that helped were keeping the factory cats, factory exhaust manifolds, and having the turbos get the

exhaust after the cats. The kit comes as complete as you can get. It even comes with a tuner preloaded with an optimal computer tune for the car's ECU."

For this install, we borrowed a friend's 2011 Camaro SS and took it to AntiVenom Performance in Seffner, Florida, where Greg Lovell and Kyle Miller installed the kit and handled the before/after dyno testing on the shop's Dynojet chassis dyno. The kit we used from Summit Racing was PN 15192 and included larger fuel injectors, special turbo spark plugs, and a preloaded tuner for the ECU. After all was said and done, the table below shows the results:

	Before		After	
RPM	HP	Torque	HP	Torque
2,900	182.11	329.75	207.95	376.61
3,000	187.81	328.79	220.87	386.68
3,100	194.07	328.8	231.83	392.77
3,200	200.02	328.3	245.83	403.48
3,300	206.36	328.43	259.9	413.65
3,400	214.42	331.22	276.2	426.66
3,500	223.45	335.31	295.62	443.61
3,600	233.58	340.78	318	463.93
3,700	243.89	346.2	337	478.37
3,800	254.91	352.32	362.83	501.43
3,900	265.2	357.14	389.41	524.38
4,000	264.57	347.39	414.72	544.52
4,100	270.27	346.22	429.15	549.75
4,200	276.15	345.33	445.1	556.6
4,300	286.13	349.49	463.98	566.72
4,400	296.89	354.39	481.35	574.55
4,500	305.15	356.16	492.88	575.26
4,600	315.97	360.77	494.94	565.09
4,700	324.26	362.36	512.17	572.31
4,800	328.21	359.13	510.8	558.95
4,900	336.43	360.61	524.82	562.53
5,000	339.64	356.77	505.03	530.53
5,100	347.9	358.28	517.1	532.54
5,200	351.89	355.42	537.66	543.02
5,300	357.39	354.16	551.08	546.07
5,400	360.2	350.34	518.01	503.78
5,500	360.74	344.49	536.28	512.08
5,600	360.29	337.91	550.63	516.43
5,700	363.64	335.07	536.48	494.32
5,800	363.62	329.27	567.58	513.97
5,900	366.39	326.15	577.25	513.9

We picked up 211 hp and 213 lb-ft of torque at the rear wheels for 577 hp and 575 lb-ft of torque net result, easily putting this SS on the same level as a ZL-1 or even a stock C6 ZR-1. And considering that everyday driveability wasn't compromised in the least with that massive horsepower and torque gain—and the power is smooth as silk when the turbo starts making its magic—it's almost impossible to argue against a turbo in favor of a blower. And even better, it's 50-state legal, so not even the California anti-performance storm troopers can shut you down from having some tire-roasting fun!

This month Around the Club....



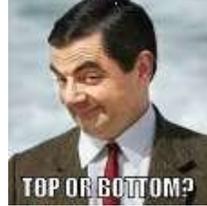
Preparing for SNOW!



Dreamin of Good Times with friends



The drooling, wishing, hoping, dreaming and divorce discussions began when the 2017 ZL1 arrived at Mall Chevrolet. Who's bank account is getting drained?



Tony plays, TOP or BOTTOM for days... Was there a preference?



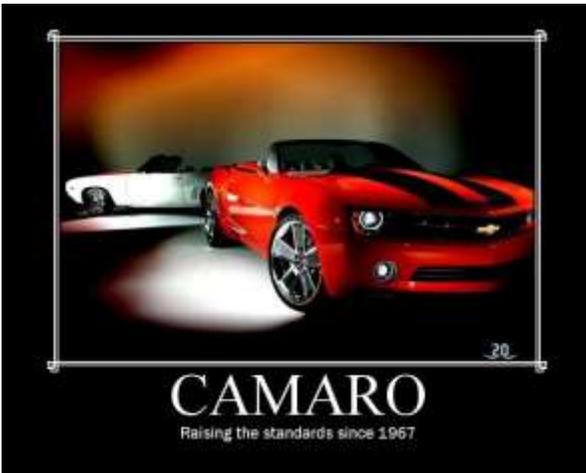
5 Beers, 3 hours re-running Spell Check – and Dave finally lettered his tires.



Possible new member, carded by Sue!







“SJCCC” – South Jersey Camaro Car Club

Something seem different to you in that title? Did you notice it on the sign at the Holiday Party? Read it again....

Yup, there is an extra word in there “Car”. No, we haven’t expanded to include Yugo’s, Mustangs or the occasional tuner...the club is now a non-profit organization. And due to legal, registration issues with the old name, a minor change had to be made.

We are made up of the same, loyal, loving, group of friends/family who share the enthusiasm and preservation of the Chevrolet Camaro. (and Firebird) As this coming year progresses, a new logo will be created, new merchandise will be made available, the website will be updated as well as Facebook.

While the transition will be subtle, your help will be needed to guide members and non-members alike to the correct pages on social media until the old pages can be removed. And any help you can provide to guide would be greatly appreciated.

Thank you to Sue for making this a reality, Linda and the other officers for their support ensuring we continue to thrive for the purpose the club was formed in the first place: to give back to our community in many forms such as donations, time and talent.



Coming next month.....

Photos from the:

