

**YOU CAN BUILD IT! STROKED & BLOWN LS3
600 HP TO THE TIRES!**



JANUARY 2011 VOLUME 8 NUMBER 1

CAMARO PERFORMERS

THE ULTIMATE ROCK★STARS

★ LS 9-POWERED PRO TOURING '69 ★ 8.5-SECOND STREET '88

★
**FREE
CALENDAR
INSIDE**
★



INSIDE:

BADASS BINDERS
4TH-GEN BRAKE UPGRADE



SAFE AND SANE
2ND-GEN ROLLCAGE INSTALL



BEECH BEND BLAST
HOLLEY'S INAUGURAL LS FEST



JERRY NOONAN'S
2010 BERGER SS

CAMAROPERFORMERS.COM

01
\$5.99 US/\$6.99 CANADA-DISP. UNTIL 01/18/2011
A SOURCE INTERLINK MEDIA PUBLICATION



FIRING UP

Nick Licata nick.licata@sorc.com

With a little help from my friends

■ **Back in September**, *Camaro Performers* magazine tech editor Steven Rupp and I took two of our project cars to the inaugural Holley LS Fest in Bowling Green, Kentucky—a three day event featuring drag racing, autocross, and Speed Stop Challenge. We brought Black Betty, our '01 Z28, which has been upgraded with an all-new Global West suspension system and some minor engine mods, and our supercharged '10 SS, which as of yet has no name and way too many engine upgrades to list. But just to give you an idea, it makes over 640 hp to the wheels. It's also been upgraded in the suspension department with handling goodies from DSE, BMR, and Penske. The thing is a total monster and a blast to drive. Anyway, the whole purpose of this trip was to find out for ourselves, and to show you readers, how well the cars would do on a fairly long drive and how they would stand up in the heat of competition against other cars of the same generations. Well, both CP project cars did really well driving from Indianapolis, Indiana, to Bowling Green, Kentucky. They got great gas mileage (24 mpg in the '01 and 22 mpg in the '10), felt smooth the whole way, and had no issues. And it's not like 250 miles is a really long distance for a couple of late-model hot rods, but its the furthest we've been able to take them since performing most of the upgrades.

Well, doing the drive and all was fine, but we were really looking forward to getting these cars on the dragstrip and the autocross.

We're happy to report everything went great for the first half of day one, as we were making laps in both cars on the autocross and working on getting our times lower with each run. But to say we had problems on the drag strip was a slight understatement. At least that was the case with the '01. Actually, everything was going well during the first four runs on the dragstrip, but knowing the car was sporting a totally stock driveline, I feared a hard launch on a track prepped with VHT could pose a problem; which ultimately, it did on run number five. What I didn't take into account was that the stock 3-inch aluminum driveshaft would give up before the 10-bolt rearend. That was actually good news. Had the rearend taken a dump before the driveshaft, I would have been down the rest of the weekend and looking for a trailer to get the car home. Another thing I didn't count on was the number of people willing to help out when a fellow competitor runs into a problem.

With Black Betty's driveshaft mangled and in three pieces, I had to figure out a way to get the broken one out, find a

replacement, and get said replacement in. So, I made my way over to the School of Automotive Machinist's camp to see about borrowing a jack, a couple of stands, and some wrenches. Before I could finish asking for help, four eager SAMS students had made their way over to my wounded fourtgen and had it up on jacks, already deep into the removal process of the broken driveshaft. I can't tell you how refreshing it is to know fellow hot rodders at these events have your back should you break something.

So, with the damaged driveshaft out and 90 bucks spent on a used driveshaft, Black Betty was armed and ready to roll in just two hours time. How cool was it that I wheel hopped my way into a bad situation, only to be back in the game within a couple of hours thanks to some fellow racers? Very cool in my book.

Even before that "little" incident, I've been accused of being fairly hard on cars

and parts, and that situation in Bowling Green got me to thinking about possibly dialing it back a bit. But the way I look at it, it's my job to beat the crap out of this stuff to see how much it can take before I suggest you put them in or on your Camaro.

Hey, someone has to do it.

And since this is the January issue, I figure what better time for me to make a



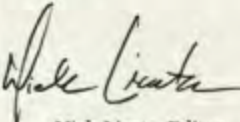
Robert McGaffin

• Chris Hubbell, Brian Falcon, Terry Eldred, Sean Francis, and Andrew Bishop from the School of Automotive Machinists were responsible for getting Black Betty back on track at the Holley LS Fest.

New Year's resolution. I usually don't do this kind of thing because I never end up keeping them, but this year I'll make an exception. So, here goes ... My New Year's resolution for 2011 is to be even harder on cars and parts than I was in 2010.

So there it is—simple, to the point, and one I shouldn't have any problem keeping.

Here's to wishing you the best in 2011 ... You in?


Nick Licata, Editor

Drive It Into the Ground

By Nick Licata

Indy to Bowling Green

There's just something about driving your car that makes all the hard work worthwhile. We're not talking just driving a few miles to the local car show, although that's fun, too. We mean really drive it!

Since upgrading our fourth-gen Z28 project car we call Black Betty with some stout suspension goodies from Global West we're very happy with its newly found handling capabilities. Up until recently, we've had it at a few autocrosses and done really well, but it's mainly been used as a daily driver for the most part, so when the opportunity came to get the car out to the Holley LS Fest, we were all over it.

We had that car and our '10 project car shipped over to Mike Norris at Norris Motor-



sports in Indianapolis, Indiana, via Reliable Carriers for some dyno tuning since both cars received some engine upgrades the week prior (we'll get into those in upcoming issues).

Tech Editor Steven Rupp and I arrived at Norris' shop on Thursday afternoon. After a few pleasantries and a dyno run or two, we grabbed *Camaro Performers* magazine photographer Robert McGaffin and hit the road—240 miles to Bowling Green, Kentucky. Needless to say, Norris had both cars dialed in. It was fun to finally get these cars out on the open road. There aren't very many highways in SoCal where we can do this, so we took full advantage of it.

Once we arrived in Bowling Green, a mileage check confirmed we were getting 24 mpg in our fourth-gen and 22 mpg in our supercharged fifth-gen—not bad, especially in the '10, which belts out 640 hp to the wheels. You just have to love fuel-injected LS power.



▲ Black Betty, our '01 Z28 project car performed great on the autocross all weekend (well, in between repair jobs). With a best lap of 1:06.05, we were certainly in the thick of it.

1. In case you're wondering how much photography equipment and luggage you can fit into an '01 Z28 Camaro, we're not exactly sure, but after photographer Robert McGaffin and myself got into the car for a 250-mile drive, there was absolutely no room left for hitchhikers.

2. Once we arrived in Bowling Green, we topped off the tanks with some good ol' 93 octane. With three days of racing ahead of us, going through a full tank would be an easy task.

3. Ol' Black Betty spit up the driveshaft on the line at the drag strip. Thankfully, the Beech Bend track crew and Chevy High Performance magazine associate editor Sean Haggai helped push me off the track. Right after, the rain started. Yep, I was that guy.

4. Here is the end result of some massive wheel hop off the line. The combination of too much rpm and a good amount of VHT was the culprit.

5. The guys from SAMS (School of Automotive Machinists) were quick to step up and get the broken driveshaft out from under the car—rain puddles and all.

6. We ended up tweaking the front end of the car out on the autocross (I referred to it as the motocross) course, and found out that Mike Norris of Norris Motorsports has some mad alignment skills, so we enlisted him and Kyle Briese from BMR to get the car pointed in the right direction.