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Events at a Glance

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Mar	April 2010							May
Sun	Mon	Tue	Wed	Thu	Fri	Sat		
4	5	6	7	8	9	10	1	2
11	12	13	14	15	16	17	18	19
18	19	20	21	22	23	24	25	26
25	26	27	28	29	30			

2010 April Newsletter



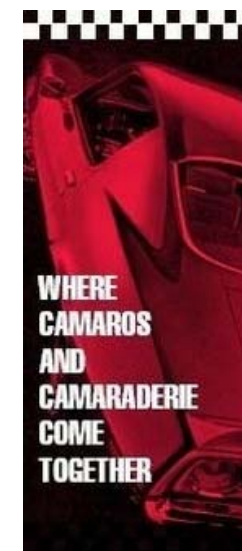
Feature Member Ride – James DeLong

1970 RS Camaro

I bought the car in 1993 from a very good friend of mine Jeff, who bought it in a farm auction in Wisconsin. The car came from Lompoc, California and was licensed with CA plates until 1992. The car was never driven on Minnesota or Wisconsin winter roads. When my second daughter was born, I figured that I better do something with this car now when my girls are young, or I may never get the chance. I remember bringing the car home on a trailer and my wife saying, “what are you going to do with this? It looks like a junker”.

A friend of mine Loran (Mogie) came over one night to look at the unrestored, unmolested 31 year old Camaro that was in storage for nearly nine years and said, “wow, this car is all here and in awesome shape, you need to restore this back to original”. Loran has restored many cars and trucks over the years and suggested that I bring it out to his garage and start on the restoration. So most evenings and some weekends Loran and I started restoring the Camaro. I started by disassembling the car and placing parts in plastic bags and boxes being careful to label everything and make lists of where everything goes. Every nut, bolt and washer was taken off the Camaro. I wanted to either use all of the original parts or at least find NOS parts that I was not able re-use.

I spent a lot of time on the Internet looking for just the right part. I remember calling Mark at a junk yard (Chicago Muscle) most every week looking for parts and asking questions and he asked me once “what year are you restoring again”? And I said a 1970 RS, his response was “of all of the years of Camaro’s, you had to pick to restore, you had to pick a 1970”. He went on to say that being a 1970, the first year of the second gen, a lot of parts were only used on the 70 and changed in 71 so finding the exact part would not be easy.



Minneapolis, MN

Currently

54°F

Cloudy

Humidity: 45%

Wind: NNE 6 mph

Chance of Precip.: 20%

[Hour-by-hour](#)

Today's Outlook

64/38°F

Mostly Cloudy

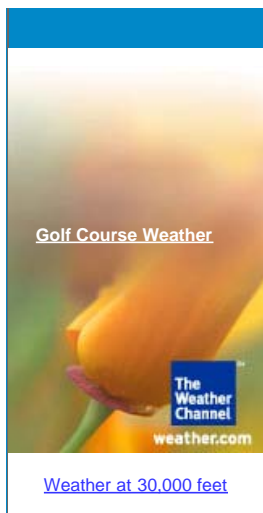
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[Fitness Forecast](#)

[Winter Games Countdown](#)



Being that the car was unmolested and that all but a few parts needed to be replaced, I was able to use all of the original parts. Those that I needed came from other 1970 Camaro's that I found in junkyards from Michigan to Arizona. The most difficult part of restoring the car back to original was the interior. I searched for nearly two years to find the bright blue comfort weave cloth for the seats.



I was searching for the cloth on the Internet one day (as I did most days during my lunch hour) and found a small shop in Isanti, MN called Classtique Upholstery that advertised having upholstery for older cars. I called and talked to Colleen and said that she did not have that material but may know where to get some. So I made the trip up to Isanti and meet Colleen at her shop. Colleen and her husband used to be a supplier for GM in the 60's and 70's and had all of the sample books for all of the materials used in the interior. She said "if you can reach that binder up on that top shelf, you can look and see if what your looking for is in there".

I reached for the binder, blowing about 20 years of dust off of it before opening it and found what I was looking for. She said "I don't have it here, but I know who to call". She called a contact in California and he had what I needed. I said I would take all the material he had. He also could get me the correct headliner and visors. Once I got the material, Brian and his crew of Premier Upholstery in Rogers, MN did the seats, carpet, headliner and the vinyl top. My favorite part of the car is the interior. Just Dashes of California did the upper dash and American Classic Restorations Inc. of Uxbridge, Massachusetts did the lower dash.

The car has been fully restored back to the original condition, as it would have sold in 1970. I was able to duplicate the build sheet after finding partial build sheets that I found under the carpet and on top of the fuel tank. The car has the original engine, transmission, axle, spare tire, and all other parts are numbers matching per the build sheet.

The complete restoration took 2 ½ years to complete, countless hours into the wee hours of the night and a lot of research to get it right. I purchased an assembly manual with all the build sheets so that I could assembly the Camaro "by the book". I could have never done this without the support and understanding of my wife Tracy and my good friend Mogie who laid down the perfect Mulsanne Blue paint job. He not only painted the car, but also let me use his shop, tools and test his patience with me during the restoration.

The car has shown nicely at many car shows and events and has even won a few. It has won Best in Class twice at the World of Wheels, First Place at the Muscle Car Classic, and Best 2nd Gen a few times at our own Northstar Camaro Club shows.

The show that I'm most proud of was the Great Late Chevy show that was held in Bloomington in 2006. The car scored 995 points out of 1000 and was awarded GOLD and also won Best Paint, Engine, and Interior in the Driven Class.



Chip Foote of the TV show Overhauling was in Minneapolis for an event and he spent a few minutes looking over my Camaro. He had lots of questions about 1970 RS Camaro's and his comments were 'nice job on the restoration' and 'man this is so very clean.'



Additional Member Ride Pictures: <http://www.northstarcamaroclub.com/MemberRides/JamesDeLong/tabid/181/Default.aspx>

Key Facts

Engine	Turbo-Fire 350 250 hp L65 
Transmission	Turbo 350
Rear End	Stock 273
Suspension	Stock
Exhaust	Dual – Flowmaster
Brakes	Stock Power Brakes – disc front, drum rear
Wheels	Stock Rally Sport rims with Firestone F70x14 tires (Boyd Coddington Smoothie wheels)
Exterior	White Vinyl Top
Interior	Deluxe with Bright Blue Comfort Weave Inserts Premier Upholstery – Rogers MN Car is all numbers matching. Air Conditioning, Center Console, Power Steering



Paint

Mulsanne Blue
Mogie – Andover MN





'Ready For Spring' Tip

An early spring has many of us getting our classic Camaros out of storage and on the road. Yahoo! But before you do Tim McNair of Hagerty's Magazine (Spring 2010) offers these preparation tips.

'A large part of bringing any car out of hibernation involves checking fluids, a basic safety check to make sure everything still works properly and a general cleaning before taking it out on the road.'

Before we get to Tim's tips, you may have already had a similar experience as I did uncovering the beast for the first time. First my battery was dead, so an overnight charge was in order. Next I found various fluids on the floor, so a quick refill of the Power Steering Pump and Transmission Fluid. After that the car surprisingly started right up. Now lets read what four steps that Tim recommends for a Spring Detailing.

Step 1 - The Initial Exam

Give your car a once over to make sure everything works. Inspect for leaks, check the tires for correct air pressure and sidewalls for cracks, check under the engine and behind the wheels. Start the car and test all of the lights, turn signals, and horn. Put the car into gear and test the reverse lights.

Step 2 - An Inside Job

Inspect the carpets and seat surfaces for mold or mildew. Standard cleaners (see list at the bottom of this article) and sunlight is all that is needed to address mold and mildew. Be sure to move the seats as far forward as you can to check underneath. Vacuum the carpets, making sure to remove mats and brush around pedal bases. Use a small, soft bristled brush to carefully clean the seat piping and seams to prevent dirt from damaging the material. Clean the seats, door panels, and dash using an interior cleaner. To save material and prevent overspray, spray it on the towel and then wipe. Remember to test a small area before using any new product. Glass and chrome will respond well to a little glass cleaner on a towel.

Step 3 - Outer Appearance

Next come the wheels. If they are dirty, use a good quality wheel cleaner; otherwise any spray detailer will suffice. Scrub the tires with a tire cleaner to remove mold releases and film. This allows the dressing to setup and last longer. Then apply a low gloss tire dressing. For the body, use a detailing spray to remove light soil and dust. If the car is muddy or dirty, I recommend a hand wash. Once the paint surface is clean, I like to use a clay bar to remove the paint contamination. I always start with the mildest grit bar first. When using a clay bar, spray the lubricant liberally working about a two-foot section at a time. Use short strokes and light pressure going in the direction of the car, front to back. Listen carefully to the clay bar riding against the surface; you should hear it getting smoother. Turn the bar often. If you drop it put it aside to use for the lower sections of the car. Wipe panels dry with a microfiber towel. Once the paint fills smooth it is time to polish. Using a foam pad and a good orbital buffer will produce better results quicker. Set the speed to around 4 to 4.5 and apply polish to the pad in a 'dot' pattern. Before turning the machine on, smear the polish on the panel to evenly coat the pad and reduce 'sling.' Move slowly, going back and forth and side to side. Remove polish with a clean microfiber towel, remembering to turn frequently. Apply a good wax. Do one panel at a time and the hood, roof, and trunk in quarters. Allow it to dry to a haze before buffing off.

Step 4 - The Finishing Touches

When the wax is removed, start on the detailing. I usually start in front of the car and move from corner to corner. Polish chrome and apply a little wax to finish it off. For bare aluminum and stainless steel use a good quality metal polish with a cotton flannel cloth. My favorite detailing tool is the bamboo skewer. It gets into places a toothbrush can't and it doesn't scratch. Use it around trim and emblems, or wrap a towel around it to get between grille spokes. Small soft bristle brushes from a craft store are great, too. Use paintbrushes with the bristles cut down and the metal ferrules wrapped in tape for cleaning hard to reach places. Cotton swaps in many sizes and shapes help with final details.

Tim McNair is a professional detailer who has worked the *Pebble Beach*, *Villa d'Este*, and *Amelia Island* concours and is recognized as one of the world's top detailers. Here are some of his recommended detailing products:

Spray Detailer	Meguiar's Flagship Ultimate Detailer
Polish Machine	Meguiar's 205 Ultra Finishing Polish (pro line)
Polish Hand	P21 Gloss-enhancing Paintwork Cleaner
Wax Paste	Pinnacle Souveran Carnauba Paste Wax
Wax Liquid	Griot's Garage Best Of Show Wax
Interior Cleaner	Griot's Garage Interior Cleaner
Leather Cleaner	LEXOL-pH Leather Cleaner
Vinyl/Rubber Dressing	Prima Nero
Plastic Cleaner/Polish	Plexus
Cleaner/Wax One Step	Duragloss Total Performance Polish #105
Metal Polish	Nuvite NuShine II Grade S
Tire Cleaner	Westley's Bleche-Wite



A Potpourri of Car Stuff!

Need ideas for that special muscle car nut? Here are a few:

<p align="center">Custom Billet License Plate Frame</p> <p>Each frame is CNC machined from solid billet aluminum. Characters are CNC engraved. All polished frames are hand polished, clear coated, and waxed for durability. Black anodized frames are anodized, clear coated, and waxed for durability.</p> <ul style="list-style-type: none"> • Up To Four Lines Custom Engraved • Solid Billet Aluminum • 100% CNC Machined • Polished Aluminum or Black Anodized Finish • Hand Polished • Clear Coated, Sealed and Waxed <p>Price: \$29.95</p> <p align="center">www.billetframes.com</p> <p>UPDATE: You get a 10% discount (refund) by mentioning you are with the Northstar Camaro Club. Bulk orders over five get another discount. Email them for a quote.</p>	<p align="center">Something Old, Something New</p> <p>Limited edition signed and numbered print from artist Thom SanSoucie. A must have for any Camaro collector. Size: 24" x 36"</p> <p>WELCOME TO GARAGE ART! "THE SOURCE FOR YOUR ULTIMATE GARAGE" We have the largest selection of vintage hot rod,drag racing, motorcycle,gas,oil,neon signs in the market.Check out our selection of clocks,hot rod,muscle car art, gas pumps and more. Garage gifts and garage gift ideas.</p> <p>Price: \$99.95-149.95</p> <p align="center">www.garageart.com</p>	<p align="center">Spotlight Rechargeable Flashlight</p> <p>The compact spotlight is a convenient solution for when you need some extra light. Whether it's changing a tire, searching for lost items or locating your keys, the spotlight will always be at it's peak power. Due to the clever charging system, your vehicle's 12 volt cigarette lighter power outlet, the spotlight is always charged ready to help and within reach.</p> <ul style="list-style-type: none"> * 6061 anodized aluminum body * Rechargeable Ni-MH battery * Red glow 'charging' indicator * 120 minutes per charge, charges in 7 hours <p>Price: \$19.95</p> <p align="center">www.superbrightleds.com</p>


I ordered a custom billet plate last week and would highly recommend them. The order came within five days and the frame is of high quality. An excellent value for under \$30 considering you pay about that price for standard ready made frames that are not customized exactly the way you want. They are located in Wisconsin so the shipping is fast and reasonable at about \$5. I will bring the frame below to our next club meeting so you can take a closer look.



[GM Performance Parts](#)


GM Performance Parts is an excellent resource for everything related to GM Performance. Here is a list of the web site features:



 The **2011 Camaro SS** is to pace the 2010 Indianapolis 500. This year's pace car features an Inferno Orange Metallic paint scheme with White Diamond rally stripes that travel from the front to the rear over the top of the body, as well as extending to the instrument panel. The design is a modern interpretation of the original rally stripe that debuted on the 1969 Indianapolis 500 Pace Car. This year's pace car is equipped with a stock 400 hp 6.2L V-8, an RS appearance package and leather interior with Inferno Orange interior accents. The pace car also features unique design cues that further enhance the Camaro's head-turning design. Features unique to the pace car include:

- * 2010 Indianapolis 500 event logo painted on doors and embroidered on driver and passenger headrests
 - * 2010 Indianapolis 500 event logo badges on front fenders
 - * All-new front grille insert that Chevrolet plans to offer as a future Camaro accessory
 - * Amber lens tail lamps
 - * Complete safety strobe light system with custom interior light bar in the rear window (no rooftop light bar)
 - * All-new GM Accessory floor mats with red and orange accent stitching
- Unfortunately, GM is not planning on producing this pace car for the public.



 The 2009 SEMA Show took place in Las Vegas in early November 2009 and is the premier automotive speciality products trade event. In the next few newsletters we will be spotlighting a custom Camaro that was rolled out at this show. This month we are highlighting the **Hendrick 25th Anniversary Camaro**.

PERFORMANCE DATA:

- 582 BHP @ 6400 RPM
- 546 lb. ft. @4000 RPM
- 1/4 Mile in 11.9 @120 MPH
- 0-60 MPH in 3.9 Seconds
- TVS 2300 Supercharger System
- High Flow Intake System
- Low Restriction Exhaust System

Carbon Fiber Rear Diffuser

- Short-throw Shifter
- Carbon Fiber Front Splitter
- Hendrick/Callaway Nine Spoke Wheels
- Hendrick & Callaway Badging
- Carbon Fiber Rear Spoiler
- Carbon Fiber Rocker Panels
- "PowerWindow" Hood





Camaro Z28 Test Mule Spotted

As reported on *camaro5.com*: It's alive!! Although not the best photos, the way that this Camaro has been camouflaged (front fascia completely covered) makes it very likely that we're looking at a Camaro Z28 test car! The only other likelihood is that it's some type of facelifted Camaro, but a facelift for a car not yet one year into production seems highly unlikely. Also, one change which is not camouflaged are what appears to be wider fenders, particularly in the rear, no doubt to accommodate the Z28's wider track and to provide the car with a more aggressive look.

This car was spied during an extremely brief test track run, but the exhaust was said to be "blaring". The front and rear fascias on the car are extremely camouflaged, but based on past hints from GM, the new Camaro Z28's front fascia will be very close to the Transformers 2 Bumblebee Camaro. We do not yet see any type of ram air scoop type hood yet, but expect one on the Z28, which will require much more air to be fed to its monster engine.

According to the photographer (**take this info with a grain of salt as it has yet to be confirmed**): *"The wheels and tires on this Z/28 are likely non-production, however, we felt like we'd seen this particular setup before. A quick look into the archives and we realized the 2009 Cadillac CTSv sedan prototypes used almost exactly the same wheels and tires as we see on this Z/28 test car. That isn't surprising when you consider the Z/28 will share a heart with the CTSv!"*

Lurking under the hood is the 6.2L, supercharged V8 known as the "LSA." While that motor is good for 556hp in the CTSv, there seems to be some debate as to whether GM will allow the Camaro to have that much power. Along with a lot more power, an upgraded suspension package along with even better brakes can be expected."

Multiple sources have now corroborated that GM has recently placed an order of over a dozen Camaro Z28 driveshafts from its manufacturer, for delivery by sometime in the third week of this month. This would indicate that 1) the masked Camaro spotted was indeed a Z/28 test mule and 2) more Camaro Z/28 test mules are currently in production or planned for production shortly. Expect more sightings soon! The sources also indicate that they believe the start of production for a Z28 Camaro is sometime in 2011.



The 2010 Camaro has sold over 73,501 to date and has outsold the Mustang and Challenger for ninth straight months.

It's being reported that Ford has laid off 900 workers at a Mustang plant due to slow sales last year due to the tough economic times, as well as competition from the 2010 Camaro.

2011 Camaro production will start June 7th with a last 2010 order date of April 10th.

COLORS Produced to Date (March)

Synergy Green - No Data Available

Aqua Blue Metallic (3,610 units) - 4.50% [Discontinued for 2011]

Imperial Blue Metallic (4,679 units) - 5.83%

Summit White (5,718 units) - 7.13% [Late 2010 Start]

Red Jewel Tintcoat (6,289 units) - 7.84%

Cyber Gray Metallic (6,439 units) - 8.02%

Rally Yellow (7,697 units) - 9.59%

Inferno Orange Metallic (8,590 units) - 10.70%

Victory Red (8,927 units) - 11.12%

Silver Ice Metallic (9,155 units) - 11.41%

Black (19,148 units) - 23.86%

Grand Total 80,252 units



According to *Automotive News*, GM will be building 20,000 convertibles. However, GM has also pushed out the production out until the later half of 2011. Additionally, the convertible top will be built by a Canadian company called *Magna*. The tops will be built in Bowling Green, Kentucky with fabric from Mexico. The production **2011 Camaro SS Convertible** has been spotted in Michigan as reported on *Camaro5.com*.

As reported on *Camaro5.com* the bottom picture is the first ever photo of a Camaro convertible preproduction test mule spotted in its natural state - with its top down, in Madison Heights, Michigan. Camaro convertible test mules have been spotted with more frequency lately, but always with its cloth top up. The test driver of the convertible was kind enough to chat with the photographer and led on that the Camaro convertible will be in showrooms by April 2011.





New color for 2011 – Synergy Green.

Latest news:

- * Will be available in limited quantities from February to May of 2010
- * Will only be available for the 1LT (V6) Model
- * Will NOT be available in the RS package
- * The Convenience & Connectivity package will be available
- * Green interior accents and seat trim stitching
- * Accented with Cyber Grey Rally Stripes



Note: Camaro News information found from many sources including *Camaro5.com*, *GM.com*, and the various muscle car magazines.



Be the first Northstar Camaro Club Member to guess the member who owns the Camaro pictured below and win a new 2011 Camaro Convertible . . . April Fools. Club officers are not eligible for the prize but can try and guess for bragging rights. Send your guess to this e-mail address: sgtatarms@northstarcamaroclub.com

We will announce the winner in this column as soon as it happens, but we will identify the member ride later in the month to allow more people to enjoy the contest.

So without further delay, here is the next member ride to identify:



Bruce Larson was the first member to guess that the March Guess the Member Ride was Jim Brink's 1979 Camaro. James Reiter, John Caye, and Chris Williams also guessed correctly.



March was awesome and now we have April with such warm weather! Everyone seems to be bringing their Camaros out early. Therefore, our Tip of The Month is on how to detail your car for the spring. There are some excellent tips and product suggestions.

It is our plan to continue to update this newsletter by the first day of every new month with categories such as Tip of the Month, Product of the Month, and Camaro News. We may have different categories in different months. For example, these categories may be featured from time to time: Junk Yard Find, Tech Tip, Featured Drive In, etc. We are working on a huge feature called Product Spotlight that will showcase one example from each of these categories: Tech Tip, Crate Motor, and Wheels.

Our new feature is the GUESS THE MEMBER RIDE CONTEST. This is another way to showcase a member ride and bring some fun to our website. Enjoy the contest.

Our main focus is on the Feature Member Ride which we will attempt to update every other month. That way the feature ride stays on-line for two months. We randomly select six members each year to feature their Camaro in this e-newsletter.

We have a new ride featured this month with a spot appearance from Chip Foose. Wow!

But to make this e-newsletter really take off we need articles from you the members, especially TECH articles. So if you have any suggestions or feedback please send an e-mail to sgtatarms@northstarcamaroclub.com.

We hope that you continue to enjoy this new feature of our great club website.

Walter 'BamaKid'

PS: Here is the link to a vintage Radio Commercial for the 1968 Camaro:

[1968 Camaro Commercial.mp3](#)

Newsletter Archives

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