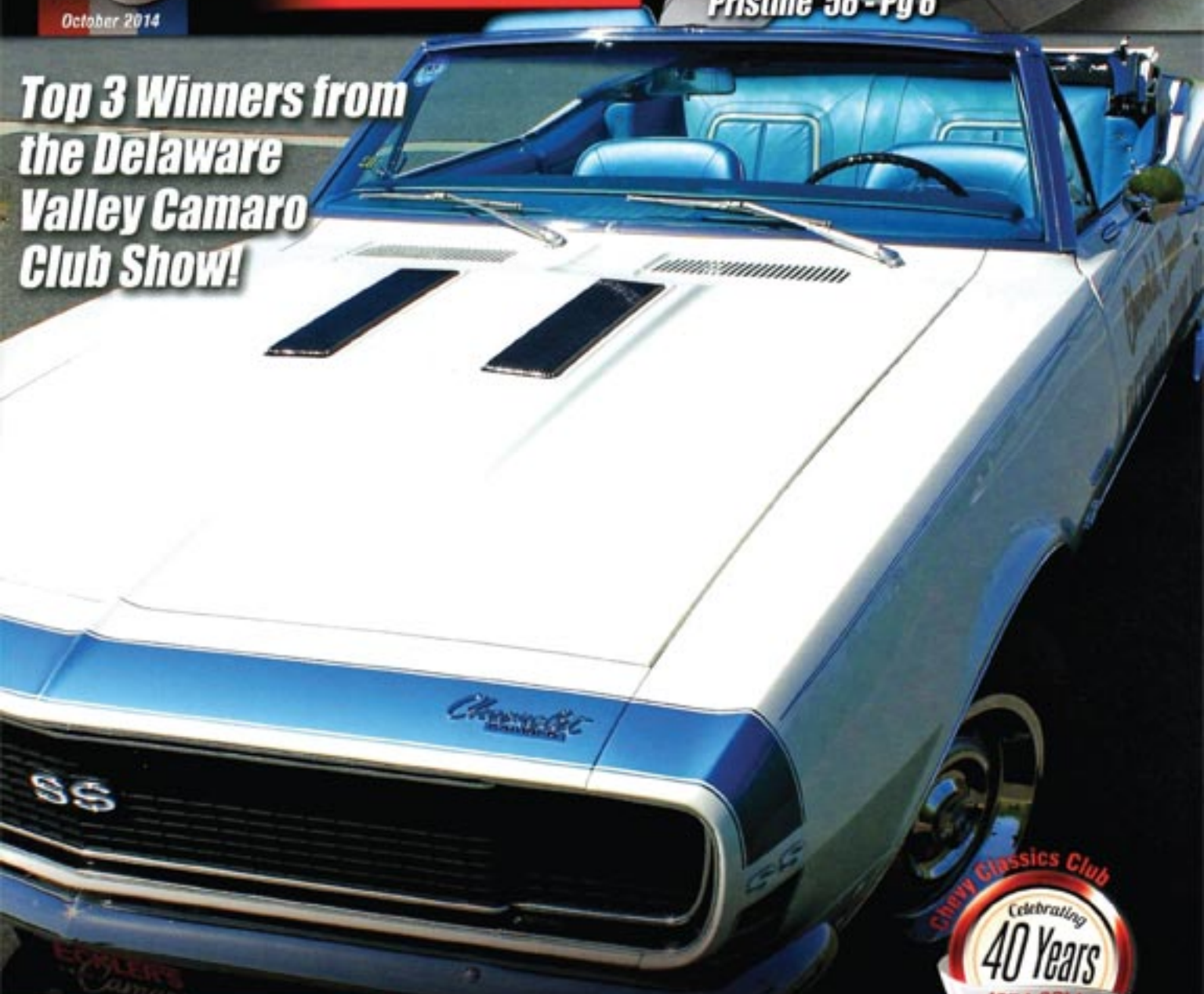


CHEVY Classics

October 2014

Pristine '56 - Pg 6

**Top 3 Winners from
the Delaware
Valley Camaro
Club Show!**



YOU CAN DO IT!

▶ **Installing Front Disc Brakes - Pg 32**

▶ **Bodywork: Filling And Sanding- Pg 40**



CAMAROS ON THE RIVERFRONT!



Always a great turnout of first generation Camaros!



Nice to see the second gen Camaros in such a wide range of years.

The Delaware Valley Camaro Club held its 10th Annual Riverfront Camaro Show in Wilmington, DE on June 1, 2014. This is a one-day show that's held along the scenic Christina Riverfront in the city of Wilmington's south side. The show typically attracts 100-150 Camaros every year and is primarily sponsored by two local Chevrolet dealers; Diver Chevrolet and NuCar Chevrolet.

The 10th Anniversary show was the most successful yet—attendance included over 160 Camaros and Firebirds, featuring some of the finest Camaros in the area. Represented were all generations from restored originals to pro-streets, to a rare 1969 COPO.

In addition to the Top 25 Best In Show awards, the inaugural Prestige Invitational event turned out to be the highlight of the show. Eight cars were invited to compete for three featured spots in Chevy Classics Magazine with the 1st place car awarded placement on the cover. By now, you've seen the cover, and you know who won!



Pontiac F-Body fans who came to see their faves were not disappointed.

2014 MARKED THE DELAWARE VALLEY CAMARO CLUB'S MOST SUCCESSFUL SHOW YET.



The Registration and Memberships area was kept busy as the cars arrived.

A 300-point judging system was used to determine the winners. Lead judge and club member, Pete Jamieson, developed the judging system along with a committee of other club members who had experience in judged events. They offered expertise in different elements of the cars including the engine compartment, interior, fit and finish, and paint. The cars were judged for the quality of their restorations and their correctness. Other judges included Bowtie lead judge from the Camaro Nationals, Chris Shallcross, legendary Camaro enthusiast and owner of several rare gems, Mike Williams, and his son-in-law Rory, and original-owner of an award-winning first gen, Ray Weldin.

Each of the eight cars were extraordinary, and it came down to the smallest of details between them, but, in the end, only three could win. The top three cars are featured here.

The Delaware Valley Camaro Club is a nationally recognized club and a member of the American Camaro Association, the Worldwide Camaro Club and the Association of Chevrolet Enthusiasts. Its membership is comprised mainly of residents from the eastern-Pennsylvania, southern-New Jersey, Delaware and northern-Maryland areas. Its members own a variety of Camaros & Firebirds, ranging from original stock to modified, and daily drivers to top-of-the-line show cars.

The 2015 Riverfront Camaro show is scheduled for Sunday, June 7th. For more information, please visit www.delawarevalleycamaro.com. For consideration in the Prestige Invitational, please email Pete Jamieson at pjam208@gmail.com



Doesn't it just seem like yesterday that third gen Camaros were all over the streets? Now they're approaching classic status! Feel old?



Nice turnout of the fourth generation Camaros and Firebirds.



It looked like the majority of cars at the show were fifth gens. This car really attracts the younger crowd, which can only be good news for our hobby!



This beautiful 1970 Camaro RS/SS 396 was one of the special cars invited to compete in the Prestige Class. This car featured: 396 L34 engine (350 hp), Muncie 4-speed with 3.31 Posi-Traction, Factory A/C, Autumn Gold, 1 of 1,854 produced with the L34 option. Owned by Dave Nelson, Vineland, NJ.



How about an unrestored original with only 9,000 miles? That's what we have here in the Prestige Class—a 1991 Camaro RS Convertible. Features include: 5.0L EFI engine with 170 hp, automatic transmission, Bright Red, AM/FM cassette, 1 of 5,329 RS Convertibles produced. Owned by Ken and Cathy Smith, Bear, DE.



This slick '87 IROC-Z was part of the Prestige Class. Still owned by original buyer Dom Griffo of Mt. Laurel, NJ, this IROC brought back many late '80s memories! Features: 5.7L Tuned Port, 225 hp, automatic with 3.27 Posi-Trac, Flame Red, Auto-Adjust Rearview Mirror, Fog Lamps, Radio Delete.



Yes, a real deal COPO in the Prestige Class. What a beast! This car is COPO 9561. Features 427 L72 425 hp big-block, Muncie 4-speed with 4.10 Posi, Special Ducted Hood (ZL2), Cortez Silver, 1 of approximately 1,000 produced. Owned by Bernard Pfeiffer, Lehighton, PA

CAMAROS ON THE RIVERFRONT!



This '69 Camaro SS 396 is decked out in a rare triple green color combination. Part of the Prestige Class, this car features: 396 L35 (325 hp), Muncie 4-speed, 12 bolt Posi, Fathom Green, Green Vinyl Top, Green Interior, Center Console with Gauge Package. Owned by Jack and Suz Steczak, Downingtown, PA.

One of the show's main sponsors, Diver Chevrolet from Wilmington, DE, displayed some of their merchandise, and was at the ready to answer questions from potential buyers.



A main show sponsor, Nucar Chevrolet out of New

Castle, DE, was on hand to answer questions about their product line and sell some of their apparel.



This 1969 Camaro is equipped with the rare LM1 engine option: a 350 cube V8 with 255 hp. This car is the 3rd Place Winner in the Prestige Invitational Class and belongs to George Cureton of Bear, DE. For the full story on this special Camaro, please see pages 18-21.



This 1968 Camaro RS/SS packs the 375 horsepower 396 L78 engine. It is the 2nd Place Winner in the Prestige Invitational Class and belongs to Robert Campbell of Wilmington, DE. For the full story on this special Camaro, please see pages 22-25.



67 Prestige: This 1967 RS/SS Camaro Pace Car Convertible is 1 of approximately 560 produced. It is the 1st Place Winner in the Prestige Invitational Class and belongs to Bruce Hoffberger of Baltimore, MD. For the full story on this special Camaro, please see pages 26-31.



A rare option on the 1969 Camaro spelled muscle on a budget!

I was introduced to fast cars with my first job at Al Rossi's ESSO at age 15. Al raced a C Gas '56 Pontiac powered by a Pontiac engine and regularly took me to the drag races. I was hooked and knew then that cars were going to be a huge part of my future. I began NHRA drag racing with an I/SA Chevy street piece and year after year continually improved

my equipment. With the help and guidance of Alex Jarrell, I built a 1956 G/SA Chevy Sedan Delivery, bought a Bill "Grumpy" Jenkins motor, honed my driving skills and became an overnight successful drag racer. At the early age of 21, I won the 1967 NHRA Stock Eliminator World Championship in Tulsa, OK, driving the Sedan Delivery. The following year, I married Elaine, my wonderful wife of now 46 years. Racing was our life for over 20 years! Elaine, myself, and the racecar even honeymooned at the 1968 Tulsa World Finals. I had several cars through the years, all named Tokyo Rose. As we traveled throughout the country, we won numerous championships, national events and held many NHRA national records.

The Circle of Life

Photography by Colin Date

*A '68 Camaro RS/SS
endures a lifetime of duties,
and comes out on top.*

Bob Campbell's 1968 Seafrost Green 396/375 RS/SS Camaro has a story that many can't boast. Ordered new with an L78 engine and a Muncie 4-speed, this car was equipped with performance and comfort items like power disc brakes, an 8 track stereo and a Walnut steering wheel. The car was a terror on the street in stock form. That didn't last long however, as the Camaro soon found its way to the drag strip where it would spend its weekends blazing 11 second quarter miles. That was during the late '60s and the early '70s, and the feat was documented by dozens of time slips from that era.

As the gas crunch hit, the group of guys who raced the car retired it and sold it to a gentleman by the name of John Harter. John, also feeling the pains of gas rationing, promptly pulled the big-block and dropped in a small-block. Then, his wife drove the car back and forth to work for many years.

Fast forward to 1983: John Harter responded to an ad in the local paper for a Camaro 12 bolt rear end. John needed the axle as one would put his wife back behind the wheel of her aging Camaro. The axle's seller, Jim Brady, agreed to deliver it to John's house. Jim dropped off the rear end and caught sight of not one, but two 1968 SS 396 Camaros in a small, dirt floor garage. One was an Ash Gold 396/325 hp 4-speed coupe, the other an RS/SS in an odd "silver-hued" color, with a 6000 rpm redline tach.



Chevrolet Camaro

OFFICIAL PACE CAR

51st ANNUAL INDIANAPOLIS 500 MILE RACE - MAY 30, 1967

Keeping the Pace

THIS SHOW-WINNING '67 CAMARO PACE CAR STILL GETS DRIVEN—BY THE ORIGINAL OWNER!

So here I am driving down a country lane on a gorgeous spring day. The convertible top is down, the sky is beautiful and the V8 engine sounds like it is really enjoying the experience. Shifting gears has always been fun for me and today is no different—the 4-speed is behaving nicely. What seems odd is that drivers coming from the other direction and even alongside are smiling, waving and honking their horns. Then it dawns on me it's because I am driving my 1967 Camaro Pace Car home from its restorer. The car looks incredible! I have owned and driven it since July 3, 1967. All 110,000 miles are mine!

Ken Lucas and Don Myers from Lucas Restorations completed the fabulous frame-off job in 10 months and the car

looks better than brand new. Kudos to Jerry

Breznick at Jerry's Hot Rods for the new paint.

This journey began in the summer of 1967. I was entering my sophomore year at the University of Maryland in College Park, MD. Taking the Greyhound bus back and forth to Baltimore from campus had run its course. I needed a set of wheels. My father, brothers and I started a search at the local Chevy dealerships. Although I had some attraction to a Camaro with broad stripes running from nose to tail at the A.D. Anderson dealership, I fell in love with a white Camaro convertible that had a bright blue nose stripe and pinstripes along each side of its body. It was parked all alone in the Fox Chevrolet lot. To me it looked like it needed a home.

On July 3, 1967, the big day arrived and we finished up all of the paperwork. To save some insurance money, we put the car in my mother's name—and it stayed that way for almost 10 years.