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## FACTORY-BACKED ON TRACK

Our Ultimate Track Camaro SS hit the track again recently, and it's holding up as well as ever. When we left off last time, we were adding heavier oil and installing a mechanical thermocouple, because we were seeing oil temp readings of nearly 320 degrees (or more) on the factory gauge.

Turns out that was a false alarm.

Rather than an actual thermocouple gauge to measure oil temperature, this Chevy uses a computer algorithm that takes into account various parameters—ambient temps, rpm, load, throttle position and a zillion others—to simulate what it thinks the oil temperature must be. That's right, instead of measuring the oil temperature, it basically measures everything else and uses that data to model the temperature.

Chevy says the system works great—except under occasional weird circumstances, when it doesn't. Since this Camaro sees 90 percent of its on time at full throttle, we'd say that counts as weird.

So Chevy sent us a mechanical gauge and a thermocouple that we



installed before our Ultimate Track Car Challenge event at VIR. The result: nearly ideal oil temps. Readings ranged from about 275 to 285 degrees in the pan, which we can completely live with.

In the spirit of monitoring even more parameters, we also installed a cool little device from Auto Meter called a DashLogic. Plugged into the OBDII port, the DashLogic hijacks the driver info center in between the tach and speedo and lets you display custom info from the OBD system—stuff like steering angle, throttle position and timing. This sub-\$300 device installs in about a second and provides a meaningful service, so we call it a big win.

## SOURCES

**AUTOMETER GAUGES**  
autometer.com

**AUTOPower INDUSTRIES**  
autopowerindustries.com  
(619) 297-3300

**CHEVROLET**  
chevrolet.com

**CONTINENTAL TIRE**  
continentaltire.com

**MOBIL 1**  
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