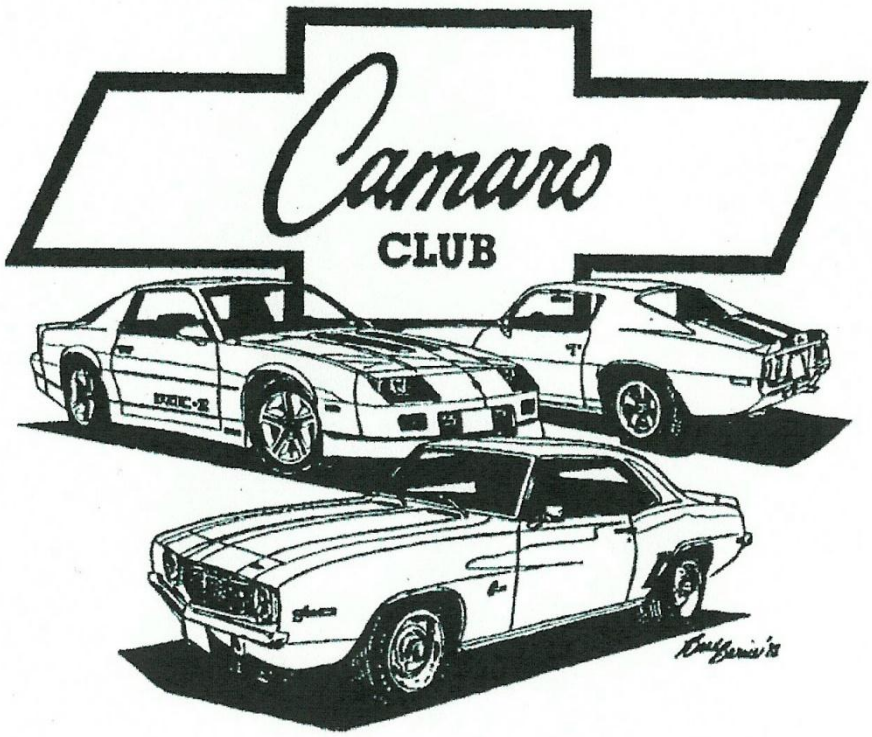
THE *Heartbeat* OF THE NORTHWEST

PACIFIC N.W.



March – April 2013

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Note: You must call Ricks Camaros and use the customer ID listed. Make sure you specify your address for shipping or your parts are going to Mike M's house!

A Word from the President

With this newsletter, I begin my third month as Club President; as such I am getting up to speed on all of the events, activities, and general operation of the Club. I have to admit, I am very grateful of those who are and have held offices prior to me for the advice I, and others can get from them.

As a new Club member prior to my election as president, I would hear about all of the events and activities, attend when we (with my wife Vicki) could, and move on to the next, never realizing the amount of work that went into it all. THAT has changed, as I now am involved with almost everything the Club is doing. We have a very good group of leaders who are putting their heart into making and keeping this Club a successful entity. Thank you! One of the things that amazed me is how far into the future we have to make plans for, excluding the XXX Camaro and All Chevrolet Show this summer, the Club is looking into 2014 for some of the events we would like to participate in, such as the Sturgis Camaro Rally, possibly the Camaro Nationals on the east coast, events at Pacific Raceway, in addition to the 2014 Camaro Show.

Since all raffle and brag events are gifted directly to charities, we have changed the Club meeting raffle procedures a little bit which is now being spearheaded by Debbi Montgomery with help from my wife Vicki. Instead of one or two people trying to get items to be placed up for raffle, (very time consuming and many times out of their pockets), we would like to have Club participation whereas each person, or couple, bring a gift to donate to the raffle. The better the gift, the better the participation, bringing in more money for the charities and having better items to choose from. Items acceptable to the ladies of the Club are welcome also. Choose wisely please! We are also seeking a greater Dealer participation this year for both club discounts and donations to the raffle events for the Camaro show this summer.

On a different subject, the daylight hours are getting longer, it is still cold, but once in a while the sun will stay out long enough to take the Camaro or Corvette out for a spin to circulate the fluids, and have a little fun, but also it reminds me that these two cars are going to need a little spring cleaning and maintenance to keep them looking good. Hope the gas prices stay in a reasonable range where we can do a little more traveling than was done last year. 65 dollars to fill up a tank is a lot of money, especially when you are retired. Have to choose your priorities a little carefully.

With that, I hope to see more of our members bring out their classics a little more than last year, I know many are getting close to finishing their long time projects, and many years of work are about to pay off.

Well, time again to sign off, enjoy the newsletter, and hope to see ya all at our next meeting. The next Board meeting will be held at the 405 Denny's (across from the Seahawks training center) at 5:30 PM on Tuesday March 26th. The Club meeting will be March 30 at the Burien Roundtable at 5:00 PM, with the XXX Camaro and all Chevrolet show meeting one hour prior.
Glenn G. Wiest
2013 PNWCC President

The ***Heartbeat of the Northwest*** is the official publication of the ***Pacific Northwest Camaro Club*** and is provided bimonthly to active members. Distribution is also provided, by the direction of the Club President, to other individuals, clubs, and/or commercial enterprises. The ***Pacific Northwest Camaro Club*** is a non-profit organization dedicated to the preservation and enjoyment of the Chevrolet Camaro, and no person shall be denied membership because of age, sex, race, or religion.

Are you receiving an electronic copy of the newsletter? We're still working out the kinks, but if your name is on the President's email list you will receive the electronic newsletter with color pictures and live hyperlinks. If you don't get the online version and you want it, email "add me to your email list" to president@pnwcc.com and you will get both. If you decide you no longer need the hard copy version, send a separate email to the president saying "no more hard copy for me!". Newsletter publishing and mailing is one of our club's biggest expenses, and you can help the club save a few bucks if you opt out of the hard copy.

PNWCC Store

Store Manager Robert Copeland has a number of club items for sale, including: T shirt, club logo on the front, 5 generations on back: Short sleeve in black or ash - $10.00 Long sleeve in black or ash - $15.00 PNWCC window cling - $2.00 PNWCC pin or patch - $3.00	

We have a number of items available for sale including: jackets in several styles, t-shirts and hats. Contact the store manager Robert Copeland for ordering information at storemanager@pnwcc.com .

Hot Rod Hall of Fame

UPDATE:
We have sold all reserved 20 seats for the banquet.
The host hotel will be the Holiday Inn Express Tacoma for anyone wishing to spend the night.

http://www.hiexpress.com/hotels/us/en/tacoma/tacwa/hoteldetail Discounted rooms are available for banquet guests.

Articles and Activities in Review:

January 2013 Car Show Planning

We held the first 2013 All Camaro and Chevrolet Show planning meeting at the Round Table Pizza in Burien on January 26th. The show planning meetings are held one hour before the regular monthly member meeting. I volunteered to lead this year's show and convinced Don Berry to help. This is easy street for me though as Don has planned some of the biggest shows the club has ever held.

Last year we developed judging criteria in an effort to improve the judging process and consistently select the best cars that attend. This worked very well and will be maintained with some minor improvements that were identified after last year's show. We had numerous club members judge the non-Camaro classes which we will continue to do. We still require help from the show participants to judge the Camaro classes and some of the other Chevrolet classes that we cannot get to in the necessary time to support the tabulation and award schedule. We will begin the selection of the 2013 PNWCC judges at the February planning meeting. We have excellent car crafters in this club. What better way is there to show your expertise than to help select the cars that should receive recognition at the car show?

Planning progress is already being made. We have secured Convertibles Only to sponsor, judge and award the trophy for best interior and Blood Enterprises will sponsor, judge and award the trophy for best engine. I am currently working to get sponsorship for the best paint award.

The DJ who has been at our past Issaquah XXX shows has raised his fee beyond what the club budget allows and is intransigent in making any rate adjustment. Last year I attended the Old Rides Car Show at the XXX and they had an excellent DJ named Mr. Cliff. He played and interesting and broad mix of music and was very good at entertaining the crowd as the show progressed throughout the day. I discussed our show with him and his fee fit our budget so I presented the proposal to change DJ's to the PNWCC Board. With their approval we have hired Mr. Cliff for the 2013 show.

Each year the Issaquah XXX chairs a meeting with all the clubs that hold their car shows at the XXX. This meeting is to go over the XXX rules, requirements, goals and objectives with the club's leadership. One of the objectives that the XXX management is now stressing is the desire to have the clubs bring in vendors at their shows. They use to try and limit vendor support to three vendors but now "no limit", "we want vendors, vendors, vendors". Seems like there is a limit with the available space as each vendor takes up show car space. So far for 2013 show I have scheduled Vics 66 and Hagerty Insurance.
http://www.vics66.com/
Summit Racing is providing the Goody Bags, decals for the bags and entrant placards. Hagerty is providing pens and decals for the bags. Haggerty will also have other paraphernalia that they will hand out at their booth.

The Issaquah Hilton is once again offering room discounts for all car show entrants and attendees. They have parking space tor trailers and plenty of rooms. 425-837-3600, ask for Laurie Carlisle. If you stay at the Hilton show your receipt to the XXX for an additional $10.discount

If you do not have sufficient time to volunteer to help with the planning there is still plenty of time to get that Camaro ready for the 2013 show. On March 2nd there will be another tech session on color sanding, buffing

and polishing. Details are in the Club Events list. By the time you read this the session will be most likely be over so I will provide the details in the next newsletter.

Here is the 2013 Car Show flyer which was approved at the January show planning meeting. This color version prints nicely in black and white so please make some copies to share with family, friends and Camaro/Chevrolet owners you pass along the way!

The show entry form is in the back of this newsletter and will be included in each newsletter until the show.

The Painter and *Assembler*

On a recent Saturday I went over to Larry DeCamp's shop to have a look at the progress on Marc Goodwin's 69. I reported in the last newsletter that Marc had reached the point where the car was ready for painting and he had selected Larry to be the painter.

Upon completion of the painting, color sanding and polishing Marc decided to begin the reassembly while the car was still in Larry's shop. Marc and Larry are working together and Marc can utilize Larry's car crafting skills during the week since Larry has recently left the daily work life routine behind and retired.

As I arrived they were just finishing the final preparation in order to refinish the trunk with factory correct spatter paint. The area was prepped and the entire car was masked off. I wanted to photograph the progress so Larry removed some of the protective covering and then I could see that the engine was fully installed and had already been running. I asked Marc how it sounded (see next article in this newsletter on The Big Cam) and they immediately volunteered to start it. Marc said he had installed a hydraulic roller cam and that the profile was similar to the famous Duntov 30-30 camshaft.
http://en.wikipedia.org/wiki/Zora_Arkus-Duntov

Marc turned the key and the engine started right up. The car was backed into the shop so certainly the sound was amplified by the enclosure but this car sounds stout and loud. I ran a GM 30-30 cam in a 283 many years ago and it did not sound as wild as Marc's 302. Marc, the brave man that he is, not only applied a custom color to an original Z28 but he also installed stainless steel headers hooked up to a chambered exhaust system! Marc is concerned that it may be too loud. I loved the way it sounded and don't think it is too loud but it will draw attention. When this car drives by or pulls up to any stoplight it will be impossible to ignore. It has *that* sound that gets us "big merican V8"(sic) muscle car guys/girls/enthusiasts excited.

You can see the concern on Marc's face. "It is too loud", no Marc it is just right!

Notice the factory correct brake system. With the way the cam sounds I wonder how much vacuum the engine is making. I did not ask but knowing the attention to detail of these two guys I am certain engine vacuum has been evaluated. Update: I talked to Marc at the February member meeting and he told me he drove the car to the gas station that day and all systems are working great!

Most of the wiring is done and the drive train is completed so it looks like the next step will be the glass and interior. Look for Marc's Z at this years 'car show and probably in another newsletter.

The Sweet Sound of a Big Cam

As I listened to Marc Goodwin's 302 I was impressed by the sound of the chambered exhaust system and also the nice sound of the hydraulic roller cam he had selected. What is it about a hot cam that is so exciting? For me, I can trace it back to my childhood and all the time at the race track. Nothing like a big cam and many just want to install the biggest, baddest cam they can find. Comp has even come out with a new line of cams with the primary goal of the design to produce a "nasty muscle car sound". Their primary design goal was to produce a cam that sounded mean because "so many customers ask for it".

That is what many want, a cam that sounds like a race car but is satisfactory for everyday use. Go too big though and that cam is no fun. A cam with little valve overlap produces good vacuum but is also sedate in its' sound. A cam with lots of overlap sounds awesome but the more overlap that is added the more the vacuum is reduced. *Overlap is the time when both valves are open as the piston pushes exhaust out and starts to draw fuel and air into the cylinder. When the exhaust valve is closing and the intake valve begins to open, there is a time (on high performance cams) where both valves are open at the same time. As both valves are open at lower RPMs, a little "reversion" gets pushed up the intake valve which slows the overall velocity of the fuel & air coming into the cylinder, and exhaust gas trying to get out of the cylinder.*

This overlap period in the valve timing is what causes that "muscle rumpity rump" sound everyone likes and wants so much. Overlap also causes a scavenging effect as the engine RPM increases. This is why performance cams come alive at higher RPMs. It's not just the cam making the power, it's the cam's scavenging effect as the RPM increases which increases cylinder pressure. Cylinder pressure makes the power. The downside to that rumpity rump sound in street engines is that as overlap increases it causes a decrease in manifold vacuum making power brakes and throttle response a real problem. A few years ago we went to a car show at Alki Beach. They were parking cars on the grass close to the seawall near the old bathroom. A Nova came down Alki Blvd and you could hear it coming. He stopped on the street and that car sounded wild, real wild. They directed the driver down to the grassy area next to the rest room and he almost drove off the seawall because his engine was making very little vacuum and his vacuum assisted brakes were not working. He had power brakes until the engine was at idle. Big cam, study the cam catalog and call the tech line and ask for guidance. No brakes is no fun!

1/26 Member Meeting

The first meeting of the year was held at the Round table Pizza in Burien. The meeting started at 5:00 P.M. At this time of year it was still dark outside at 5:00 but the weather was dry so there were numerous Camaros in the parking lot. The new Club President Glenn Wiest chaired the meeting and began by introducing the other new club officers for 2013.

The secretary Kim Mejer provided an update on the current membership and renewals and Mike Mejer, the new club treasurer, provided the current club financial status. Kim stated that the membership renewal was up now up to date and current thanks to the help of Jon and Karen Nidermayer.

I provided the status on this newsletter and briefed the members on the just completed car show planning meeting. (See article in this newsletter) As I always do I asked for member ideas, articles and/or photos to be used in the newsletter.

Dale Krehbiel and Larry DeCamp, the activities directors, went over the upcoming events highlighting the upcoming Puyallup Swap Meet and the Lovers Getaway.

Marc Goodwin and Mike Cox, the Car Club Challenge co-captains, discussed the upcoming race season and asked for more participation so we can "beat the Ford guys". They stressed that you can race any car and it is not about beating someone down the track but maintaining consistent times. I think I still would want to beat someone down the track!

Dale Krehbiel reminded everyone about the upcoming shop tour at D&L Restorations in Everett and the upcoming polishing session at Larry DeCamp's (bring your car). This session will be similar to the session held last year at Dale's house. At Dale's we used his Corvette as the demo vehicle. This session is going to use one of Larry's cars that he plans on re-painting. I asked Renee Charawell to bring out her 73 that has been covered in the newsletter over the past year so we can see how glossy we can get her car.

2/23 Member Meeting and Car Show Meeting

The February member meeting was held at the Roundtable Pizza in Burien. The meeting began at 5:00 P.M. but was preceded by the 2nd car show planning meeting which was held one hour earlier.

Car Show Meeting current status:
We have commitment from Blood Enterprises to sponsor the Best Engine award. We have commitment from Convertibles Only to sponsor the best interior award. I am seeking the sponsor for best paint award but have been informed that D&L Restorations may be interested in this sponsorship.

We discussed adding a new class for first generation Camaros called Day Two. Day Two is a term used today to define period correct bolt on options that many owners added to their cars when they were new. Typical Day Two options are aftermarket wheels, exhaust systems and engine intakes. Anything beyond a limited short list would put the car into the modified class. This is a class that is judged at the Camaro Nationals. Sam Besser suggested that we do not add the class this year but that we display a Day Two car at the show, gauge response and see how many Day Two qualified cars are at the show. Sam's suggestion was approved for this year.

We have committed support for the "Goody Bags" from Summit Racing and JEGS and have formally requested product samples form Mothers and Meguiars.
Don Berry, Mike Cox and Tracy Mehus have volunteered to help secure donations for the raffle. We need more help at this so please contact me if you are interested.

Vicki Wiest and Debbi Montgomery will manage the raffles (50/50 and the donated items)
Barbara DeCamp and Jean Krehbiel will manage registration
Tammy Ivey will be forced into running the club both ☺
Don Berry will lead the parking process
Don Berry will MC the award ceremony with Joe Karuza
Sam Besser and James Nance will (manage) define the show classes based on the entrants. They will also tabulate the completed judging forms to provide the class winner list to Don for the presentations.
I will lead the judging process which includes: obtaining additional judging help from show entrants (with help from Don); scheduling and conducting a pre-judging meeting to go over the judging sheet and the definition of terms and requirements. Once the meeting is complete we will hand out the classes to be judged.
Volunteer Judges so far:
Larry DeCamp
Dale Krehbiel
Paul Coder
Mike Montgomery
Mike Mejers
Glenn Wiest
Mike Cox
Marc Goodwin

We need more judges and will be discussing the top 12/ Best of Show process at the next meeting.

Sunset Chevrolet/RV has offered an RV for us to use the day of the show. We need a volunteer to go to Sunset RV the morning of the show and pick up the RV which I was told would be a Class C Motorhome.

The Car show meeting ended at 5:00 then Glenn Wiest assumed command and began the monthly member meeting.

Glenn introduced two new members. I had just completed running the show planning meeting and was making notes so I did not write down the names but some of us know Paul Coder who was one of the new members. Paul is one of the founding members of the Evergreen State Camaro Club as well as the PNWCC. Paul is a lifelong hot rodder. I grew up with Paul and we went to the same schools so I was glad to see him come back to the club. The other new member whose name I did not write down has four Camaros and a 1980 Malibu that is a street legal race car. He said it runs in the low 10's. He will be a welcome addition to the Car Club Challenge if he chooses to join our race team.

After the introductions Kim Mejer provided a membership update and stated that three new people had joined the club at the Puyallup swap meet.
Mike Mejer then provided the current club financial status which seems to remain somewhat constant month to month.

I provided the current newsletter status which is that the March/April copy is ready for printing as soon as I receive the Presidents Page from Glenn.

James Nance and Dale Krehbiel gave a summary of the recent club events and activities some of which are covered in this newsletter and then went over upcoming activities:
March 2nd - Color sanding and buffing Tech Session at Larry DeCamp's shop
March 10th - Club visit to the new location for the Museum of History and Industry followed with lunch at the museum
April 4 thru 7 – Trip to the Portland Swap Meet. Several members are going on Friday the 5th
April 13 – Visit to Corvettes of Auburn
April 20th – Hot Rod Hall of Fame Banquet

Maggie Gregory presented the idea of caravanning to her home town near Lillooet in British Columbia for what she described as a very nice car show in what usually is "very nice weather". This trip is planned for the weekend starting Friday July 19.

Larry DeCamp suggested that we consider attending the big Sturgis Camaro gathering in 2014.
http://www.sturgiscamarorally.com/
Too late to plan for 2013 but if you are interested in going come to the next meeting or email one of the club leaders. I could not drive our car. A 396/4 speed with 4:11 gears is not for long trips on the freeway. I would trailer it though if others would caravan along.

I suggested that we begin planning on attending the Camaro Nationals next year in Maryland.
http://www.camaronationals.org/

This is one of the premier gatherings of Camaros. They have multiple judged classes including certified concourse classifications for 1st and 2nd generation cars where everything on a car is analyzed and verified. The Washington Monument, Lincoln Memorial, Martin Luther King Memorial and numerous other monuments are near the show area so we could make the trip about more than the car show.
Debbi Montgomery investigated potential flights and found that there are several non-stop flights from Seattle to the Washington DC area (leave the cars at home). Another national show that we might consider attending is the Muscle Car and Corvette Nationals.
http://www.mcacn.com/

We will discuss these potential trips further at subsequent meetings.

Excerpted from the January Hagerty Newsletter

New Year's resolutions, like the fine china are there for breaking, right? Well, hopefully not. At any rate, these should be a lot more fun than cutting out reality TV and fatty foods or getting a gym membership. Here are five of our favorites:

1. **Buy and preserve an unrestored car**: Nicely preserved unrestored cars occupy a special place in the classic car world. As the old saying goes, "it's only original once." And although awareness of the uniqueness and value of these cars is on the rise, appreciation for them is still not that widespread. So this year, go find an unmolested, original paint, original interior survivor-type car, preserve its originality and see if your favorite car show has a preservation class. If not, suggest that they start one.

2. **Have a constructive dialog with a Prius owner**: It seems like Prius drivers have acquired the reputation of being not particularly friendly to the internal combustion engine (even though the Prius sports a small one). Strike up a conversation with a Prius driver and try to find some common ground. Maybe there's a former VW Beetle or Microbus owner with a great story or two behind the wheel of that Prius.

3. **Give back to the hobby**: The wheels of the old car will grind to a halt without another generation to pick up the torch. Resolving to give a little back by taking a kid to a car show, participating in programs like the Hagerty Driving Experience, donating to the The Collectors Foundation or supporting the efforts of the Historic Vehicle Association are good places to start.

4. **Have a new automotive experience**: As car people, some of us tend to go with what we know and stay in our comfort zone, going to the same events every year and paying attention to the same makes and models. For those who resist a new experience, think of the book that so many of us enjoyed as kids , Green Eggs and Ham." Porsche people try a Corvette; Corvette guys, give a Porsche a spin. Mopar people, check out a Mustang. And so on. Who knows, you might like it if you try it.

5. **Take a road trip in your classic**: Few things are more rewarding in life than getting off the Interstates and the blandness that goes with them and seeing the small towns and sights that are America in a classic car, truck or motorcycle.

The Cost of Fuel Efficiency - Roads and your Fair Share

Several states including Washington are looking for more funding for road building and road maintenance and are considering new ways to raise revenue. A combination of a slow (but improving) economy, better mileage vehicles, and electric and alternative fuel vehicles is resulting in less money from state gasoline taxes. Road maintenance and development have been funded historically utilizing gasoline taxes but as we use less gas, less revenue is generated.

As you may know the state is now planning on adding tolling to the I-90 bridge and there are rumors that tolling may be coming soon to sections of Interstate 5. The still developing strategy could be to continue to add additional tolls, elimination of the existing gasoline tax and going with a higher sales tax, increase vehicle registration fees plus add an additional fee on vehicles that don't use gasoline. Some or all of these options are being considered.

One method being strongly considered is a mileage tax to replace the gasoline tax or **in addition** to the existing gasoline tax system. In the coming months six states are going to experiment with this idea while Oregon has already begun testing mileage based taxation of vehicle use in several counties.

This is how it works. A device is installed in your car that counts the number of miles driven. The miles driven are multiplied by the tax rate and you pay that amount at a still to be defined interval but most likely on a monthly basis. This system could replace our current gasoline tax. Oregon has been evaluating this method for about a year. The charge was 1.2 cents per mile driven paid at the pump when the motorist fueled. They were not charged the state's 24 cent gas tax per gallon. Their vehicles had a Global Positioning System (GPS) device installed to document vehicle movement as well as a system installed to monitor the odometer mileage to count mileage for the tax. Oregon also gave the testers the option of not using the GPS tracking. Oregon calls this a road-user fee. The Washington States legislature is looking at this very seriously and some experts believe this will eventually replace the existing gasoline tax per gallon system.

There are some problems with the road-user fee that will need to be sorted out. You could get charged for driving down your own driveway and other roads that are not maintained by the state or local governments. I travel on unmaintained gravel roads in the National Wildlife Refuge system and the Bureau of Land Management system frequently. I should not be taxed for those miles. What happens when you take a trip out of state? The GPS monitor would know when the vehicle is out of state or on private roads. If the user elects to not have the GPS monitor installed then how can the mileage be correctly tabulated. In the Oregon test the users without GPS were billed for all vehicle mileage.
What about privacy issues and the use of GPS? The state government could now have stored data about everywhere we drive our cars and the exact time and date of each trip.

I read an article in the Portland Press Herald where they reported that 91% of the 260 people who participated in the Oregon test of the road-user fee liked it better than the gasoline tax but still voiced privacy concerns. We use GPS to track people on parole, not law abiding citizens said one attorney. The big problem is funding roads and this looks like a solution to some of our lawmakers.

Sam has a Chevrolet Volt, we have a new Honda fit and I am sure many of you have also purchased vehicles to limit your need to buy expensive fuel. Thought we were going to really be saving but maybe not as much as we assumed.

Club Visit to D&L Restoration **by Sam Besser**

On February 2, members of the club visited D&L Restoration in Everett, the shop that restored Sue Besser's 1967 convertible as well as Don and Chris Berry's Rallye Green 68 coupe. D&L's Louie Cohen Sr. and Jr. have long been supporters of the Camaro club. D&L has recently moved to a new location (2626 119th St. SW in Everett) and we wanted to get a look at the new digs.

It was a dry and sunny Saturday so I rolled the 70 Camaro out of the garage and drove it the few miles over to their new location. About halfway there I remembered that I have a slow air leak in my passenger front tire, and sure enough when I arrived that tire was nearly flat! Luckily I was in the right place to get it aired back up! Louie Jr. was quick to fill up a portable tank with air so I could take it to the parking lot.

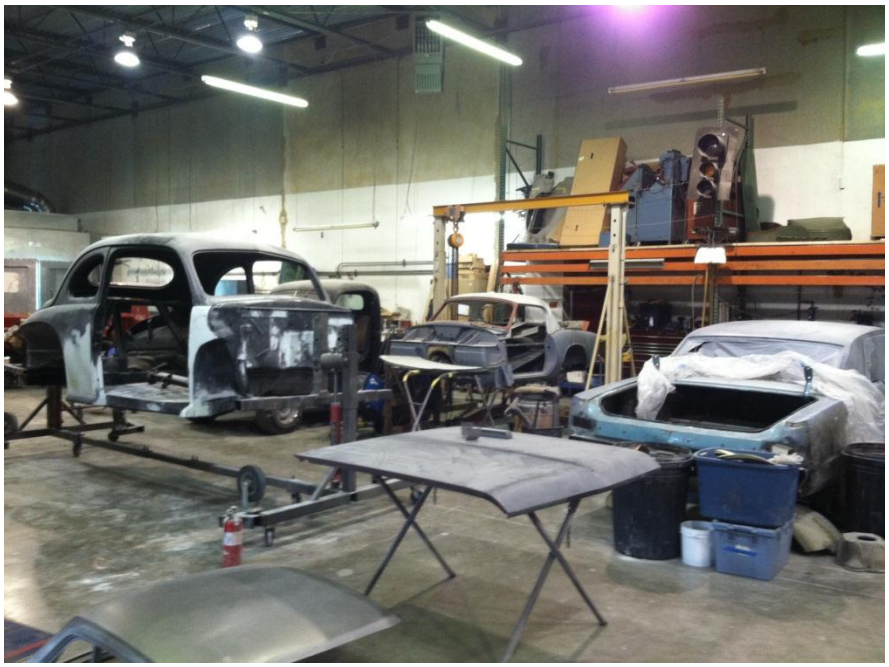
Some of the folks who showed up included Larry DeCamp, Dale Krehbiel, new member George Montanaro, James Nance, Don Berry, Mike Cox and Marc Goodwin.

The new shop is roomy and well lit. When we were there contractors were putting the finishing touches on the paint booth installation, and there were fenders and other body parts from a 67 Pontiac LeMans waiting their turn to be painted.

Another car in the shop was a 1972 Dodge Dart Demon with a modern-looking 440 engine installed in it, that looked to be very near completion. There was also an old Chevy truck and older Mercury sedan under construction, plus a Triumph Spitfire.

There was a 69 Firebird under construction at the other end of the shop; the gentleman working on it explained that he had used 3M adhesives in some locations to attach the quarter panels in place of spot welds. He explained that the advantages of the two part adhesive include no panel warping from heat, and any corrosion protection on the panel's back side does not get burned off by welding.

After the shop visit, most of us traveled to a nearby Chinese restaurant where we had lunch. We all agreed that D&L Restoration has a great new location!



Club Visit to D&L Restoration Continued and Upcoming Events Report by Dale Krehbiel

We attended a tech session at D and L restorations http://restoreyourcar.com/ on February 2nd at 10 AM in Everett, WA. Louie had several works in progress including a 72 Chevelle pro street, 68 Road Runner, 65 Lemans, Triumph Spitfire, 48 Cadillac, 72 Dodge Dart Demon and a, pardon the expression, 65 Mustang. Perhaps the most interesting vehicle was a 1914 Buick in the last stages of restoration. Louis was in the last stages of installing a new state of the art paint booth as well.

Feb. 9 and 10 – Corvette and high Performance swap meet. We set up our usual PNWCC club booth and were able to sign 3 new members. Thanks to those who helped set up and man the booth.

February 2-16 and 17 - Lover's Getaway – This well attended event was held at Seaside, OR this year. Some of us traveled down Friday while the rest of the group met up with us on Saturday. We had a great feast at the Silver Salmon Restaurant then adjourned to Suite at the Tides Motel for some additional socialization. It was nice to meet new members Tom and Renee. It should be noted that Kirk Olsen broke with tradition and did not consume his usual copious amount of oatmeal for Sunday Breakfast at the Pig in a Blanket Restaurant.

Upcoming events:

March 2 – Tech session at Larry DeCamp's. Larry will take us through the various stages of color sanding a new base coat clear coat paint job using his 73 Camaro as the subject matter. Pizza and soft drinks will be served. This is an opportunity learn how to get orange peel and runs out of a new paintjob.

March 9 - Pacific NW Camaro Club MOHAI visit - We will visit the Museum of History and Industry. (See the link to the directions below.) at 10 AM. Be sure to wear your club jacket as we will have some new members who will want to hook up with us. Admission is $14.00
Museum of History & Industry
860 Terry Ave N, Seattle, WA 98109
http://www.mohai.org/visit-us
Lunch will follow at Mohai.
http://blogs.seattleweekly.com/voracious/2012/12/mohai_opens_first-ever_sit-dow.php

March 10 - Jerry Yoder at Sunset has invited the club to the open shop day. 2013. 9am- 4pm. we will be able to use the hoists and Dennis (technician) will be there to answer questions or help with difficult things. This is also a potluck and Sunset is providing the hot dogs, so bring a dish.

March -30 General Meeting at Round Table Pizza at 5 PM. There will be an All Chevy Show meeting at 4 PM.

April 4-5 and 6 Portland Swap meet. We will meet at Larry' at 5 AM Friday April 5th.

April 13 – There will be a tech session at Corvette's Of Auburn at 10 AM. Dan Tumia will take us through the work in progress and answer technical questions as well. This will be a chance to see his new dyno and discuss *a dyno session at his shop,*
http://www.corvettesofauburn.com/

A Lift for the Garage

by Robert Copeland

Do I need a lift? Well, that's a whole other story. Fast forward to " yes, I need a lift", now, which one and how to install it. There are many different options, i.e., which manufacturer, single-post, two-post, four-post, height, width, lift capacity and cost. In my case, I have limited height and width so it narrowed down the options. Four-post seemed to be the favored option among club members (lots of free advice and then some). After much research (and more advice), Direct-Lift had the best reputation and had a size that would suit my needs.

Lift costs are is in the $2,000 - $3,000 range. Plus there is a delivery charge and the complication of how to unload it from the truck. The lift weighs approximately 1,700 lbs and most trucking companies require a forklift to unload. You also need to buy five gallons of hydraulic fluid plus an additive. The cost does start to add up.

Fortunately, Direct-Lift has a distributor in Oregon (Tim Morrissey) and he is willing to bring it up on a trailer and unload it at your garage / driveway without a forklift, if there is adequate room to maneuver.

It helps on delivery cost if you can find others that want a Direct-Lift. Luck would have it, Larry DeCamp and Dale Krehbiel also wanted a lift. They also attended the SEMA convention in Las Vegas, where they were able to get a discount coupon for an additional $100 off the price. Coordinating delivery date and time for three locations for three different people was not the easiest task but we finally got it worked out.

Assembly was the next big hurdle. In theory, one person can assemble the lift. In addition to theory , having a degree in engineering, unlimited time and a strong back would make the task just a bit easier. Easy is a relative term. I'd put it in the same class as swapping out a transmission. If you've done it before, not as much of an issue.

Another lucky break, Tim Morrissey knew a couple of guys who could assemble the lift in two hours (vs. 10 hrs on my own). Dale didn't even hesitate and had the guys over the next day. Larry, on the other hand, took the chore upon himself (with some supervision from Dale). Being the mechanically inclined (and cheap) person that I am, I was leaning towards doing it myself until hearing some of the challenges Larry ran into. I broke down and had the guys come by on the weekend and assemble the lift. I'm glad I did. If you have someone who can help that has done it before, you should be ok. If not, I'd recommend hiring experienced guys to do it. It will at least save your back.

Now that the lift is installed and operating, it makes the task of working under the car seem effortless (almost). Besides the ease of lifting the car with a push of a button, no more divots in my head from rolling around on the creeper, banging my head into sharp objects. If your garage is high enough, you can park another car under the lift, hence, now you have room to store another Camaro!

Here's the contact info for Tim Morrissey, the Direct-Lift distributor. He can also put you in touch with the local guys who can assemble it for you if desired.

Tim Morrissey
Direct-Lift Distributor
253-988-2693
Toolmantim2008@gmail.com

Puyallup Swap Meet Photos by Glenn Wiest

Excited about the New Cadillac ATS and the new LT1 Engine

The fifth-generation Camaro has been on the road long enough where talk is shifting to discussion of the 6th generation. The current model is based on GM's Zeta rear-wheel drive platform that was developed by Holden in Australia. While the Zeta cars, the Camaro and the late Pontiac G8, have generally been praised for their dynamics, they are not perfect. The platform is on the heavy side and is physically a little large. Rumors have been saying that the next model will be smaller and lighter and now there are strong indications that the new Cadillac ATS chassis will be the foundation for the next Camaro.

The new ATS has a lightweight, rear-wheel-drive architecture with one of the lowest curb weights in the class the car competes for sales in. The ATS currently has three optional engines including two four-cylinders and a V-6 which capitalize on the lightweight structure for performance with efficiency. General Motors goal was to finally match the BMW 3 series and make the ATS one of the segment's lightest and best handling cars. "Low weight gives the ATS a more nimble and controllable feel, while also optimizing the performance and efficiency of the powertrains" said David Masch, ATS chief design engineer. "But we were careful to manage the weight while maintaining Cadillac's signature levels of refinement."

The design goals were obtained . The ATS has received stellar reviews from the automotive press with the only criticism aimed at the current engine offerings. We can be certain that General Motors will address this issue and there are now rumors of a hot rod V series ATS running the new Corvette LT1.

Chevrolet continues down the path laid with the new ATS and just announced the new SS built on the same chassis and running the Corvette LS3 engine.

As Camaro owners and worshippers we can be excited to consider a 6th generation Camaro built upon this excellent architecture. This will certainly be the best handling Camaro yet and with the new Corvette LT1 engine also just released perhaps we can anticipate the resurrection of the famed Z28 nameplate. That would get many of us into the dealer showroom.

Your PNWCC as We Know IT!

Last year we conducted a survey of several long term members inquiring what their thoughts and expectations were of the club. I wrote an article about the survey and we published it in the newsletter. There were several good ideas about new activities the club could undertake but when we held the annual Events Planning meeting the people that made these suggestions or anyone who supported them did not attend. One of the suggestions was for the club to become involved in autocross. I thought that was a great suggestion but it takes someone willing to lead the club in that direction for that to happen. I personally do not know anything about autocross but would go watch if we became involved.

I did some research when we conducted the survey last year about car clubs and after the planning meeting I did more research and decided to write on this subject again.

With any typical club or association:

- *5% of members run the club and show up for almost every event;*
- *Another 15% of members regularly participate;*
- *Another 20% occasionally participate;*
- *The remaining 60% never show up for anything!*

With these statistics in mind, how do we build a strong and vibrant club that actually grows and inspires the membership? The PNWCC does inspire but like the data just listed the inspired audience is about 30 to 40% of the membership. How do we inspire that other 60% to participate in club activities?

Most clubs also have a turnover rate of 15-20% per year. People leave because they lose interest, they do not find the club and its activities interesting, they move or because they feel are no longer being served by the club and the things the club offers. Some clubs lose people because they cannot even get renewal notices sent out reliably so members have no idea that it's time to renew. We had difficulties with our membership renewal process just this past year.

Some clubs don't present or market themselves very well, figuring that "passion" alone is enough to keep people interested or consider that they have a captive audience. We try very hard at communication with a bi-monthly newsletter, a variety of monthly activities and regular email communication about these activities and other pertinent subjects from our club president. We hand out samples of our newsletters at events and the car show flyer is also passed out at car shows and other activities. We have also opened up the car show to include all of Chevrolet.

People can get disillusioned or “burned” out and others need to step in and take up the mantle of responsibility for running the club and its activities. Working together on either running the club or managing the activities can create true friendships that extend beyond the club where these friendships began. Running the club can also be a large amount of work with the only compensation being the thanks (or complaints) of the members. The infusion of new membership can lessen the burden on the club leaders and also provide inspiration and leadership in new directions. This year we have several first time club officers. We have to thank them and recognize them for their willingness to assume these roles. We also have seen new membership drive change in our car show processes.

And yet as some of us know, being a member and participating in club activities is fun and has enormous rewards. We get to share our passion with others who have the same passion. We learn new things all the time and we make those new and lasting friendships. We also get to do good deeds and help strengthen our community. At the recent Issaquah XXX show planning meeting the President OF Life Enrichment Options (LEO) reported that the clubs that conduct their shows at the Issaquah XXX had contributed over $200,000 to LEO. When I talked to Sam Besser about this he told me that the PNWCC has contributed over $6,000 to LEO through our annual show proceeds. The PNWCC could do even more if more of the membership would work together help plan and run the annual show. We could add a second show as was suggested in the survey.

So the question to all of us is: how do we create a strong club, one that members want to join and renew, one with a strong and growing core of active members, one with a group of people who want to get involved, which in turn generates more events and discussion and knowledge exchange, which in turn gets more people to join and renew?

Some clubs don't have a clear understanding of what their members are looking for. They may think they know, but it's easy for entrenched board members and core members to assume that everyone in the club thinks the same way they do and is looking for the same things. It is also easy for member needs to change without the Board quite realizing that this is happening because the either the membership is not communicating their needs and desires or the leadership is not listening.
As Sam Besser requested last year, it is a good idea to survey the membership on a periodic basis to understand if they are satisfied with the club and its activities, and query what other activities and programs they would like to see added to the calendar. We should also conduct "exit interviews" of members who don't renew their memberships to find out why they left. Sometimes it's because they're moving or they no longer have free time or may have health reasons. It also could be because the members no longer fell they are being served by the club. I propose that we send out an anonymous membership survey at the end of each year.

I often approach Camaro owners at our show as well as other car shows I attend to see if they know of the PNWCC and inquire if they would like to join. What is our process to try and expand and get new membership? We have a booth at the Puyallup Swap Meet. Some of us attend other car shows and spread the word there. We provide an application for the club and our car show in each newsletter. These applications are for you but also for you to spread the word about our club to others.

Our annual car show is a large multi-faceted project. Planning and organizing takes several months but we also have numerous smaller, less formal events that give members a chance to meet each other, socialize and share experiences and even get your hands dirty working on each other's cars. Sometimes a get together is as simple as a holiday or birthday party. Sometimes it is as extensive as helping Don Berry lay the rebar in his foundation for his shop. We try to create events that support the membership in all ways that we perceive would be beneficial and entertaining. Events are created that educational and technical while others are meant to provide a means to socialize, bench race and share the passion.

As I stated In many clubs, more than 1/2 of the members never attend an event! Their primary means of staying in contact with other members is via the club newsletter, or through the club web site. During my term as the owner of the newsletter process I have strived to make it humorous, interesting and also like this writing inspirational (hmm, maybe not so inspirational). Robert Copeland has undertaken the task to create a new PNWCC website with the goal of providing improved communication. As of this writing Robert has documented an extensive list of requirements for the new site including an online discussion forum, newsletter posting, improved member information, communication portal from the president, improved

image galleries. We want to make sure the newsletter and the club website provide useful information and communications to strongly reinforce member connection to the club.

At the events planning meeting I asked that we add another car polishing tech session like we had last year. This request was not for my knowledge. I asked so we could try and get some new people to bring out their cars and learn how to detail their car and get that special deep wet look shine.
You may have a race car or an autocross car, bring them to the car show this summer. I would like to see them and I am sure others would too. Do you have web development knowledge? Come to a member meeting and look at the developing requirements and talk to Robert Copeland. Do you want to get involved in the car show? How about learn how to judge? Come to the next planning meeting, I would welcome your help.
In summary, this is your club; it is all in the newsletter, and more!

Car Club Challenge **by Mike Cox, CCC Co-Captain**

As spring is approaching, it's time to get those cars tuned and ready for this year's car club challenge. Last year the PNWCC came in second place in the standings. We would like to see more of you come out and get points for our club and help us knock the ford guys out of first place. It doesn't matter what type of vehicle you want to race, it's all about points, and you don't have to be a member of the club to race, so tell all your friends. The race schedule is set, pacific raceways on Fridays and Bremerton on Saturdays, (check the dates in the newsletter). Come on out and burn your tires legally and have some fun. We also try to have a BBQ at the track. If you have any questions you can reach Marc Goodwin or myself by phone, email, or come and talk to us at the monthly meeting. Happy Racing!!!

The big innovations in Engine Design

Most people know that the Ford Model T was the first truly affordable automobile and that Henry Ford created the first mass production system. Did you know what kind of engine that Model T had? The original Model T, released in 1908, was running a 2.9-liter four-cylinder engine with 22 horsepower.

That's a small output for its size compared to the engines of today, but it in 1908 that was powerful and sure beat the engine in what's considered to be the first automobile, the 1885 Mercedes Benz Patent Motorwagen. The Mercedes had a single piston engine and generated just two-thirds of a single horsepower.

Automobile engines have been in constant evolution since the beginning of car design. Thanks to constant advancements in engineering and technology, today's engines are more powerful, quieter, more durable, less polluting and more fuel-efficient than they have ever been. Automotive engineers are constantly working on ways to improve the internal combustion engine and set new standards and therefore attract more buyers. What are the biggest developments in internal combustion engine design?
Four stroke engine cycle
Overhead valves
Forced Induction
Fuel Injection
Aluminum Engine Components
Direct Injection
Overhead Camshaft Design
Variable Valve Timing
Computer Engine Control (preceded by distributerless ignition)
Clean Diesel
Hybrid Engine Design

Hemmings Find of the Day – 1967 Chevrolet Camaro Z/28

This 67 Z/28 was ordered by Heinrich Chevrolet in Rochester, New York, and driven by Watkins Glen famed driver Gary Morgan. It is the 17th pre-production Z-28 built to kick off the Chevrolet SCCA Trans-Am racing program. The car set both 1967 and 1968 Watkins Glen speed records, collected 11 victories and two second place finishes and also claimed an SCCA Area 11 championship. As is often the case with successful racing campaigns, publicity led to major sponsorship, and this historic Camaro eventually headlined a trio of TV commercials which aired during the 1968 presidential debate and the 1969 Apollo 11 moon landing. Today authenticated by both Gary Morgan and the definitive Camaro authority Jerry MacNeish, it's a 100% correct restoration of a racing icon that is believed to be the only complete pre-production SCCA Z-28 ever publicly displayed.

After racing for several years, the car was tucked away in storage for almost 20 more years. The current owner found this rare Camaro and it still had 95% of its original paint and with just one minor repair on a rear quarter panel. Once he started to delve into the details he noticed its "4P" cowl tag and knew something was special and once the rarity of the car was revealed he conducted a high-quality frame-off restoration which accurately recreated a 1968 spec SCCA race car. The car is painted correct Bolero Red with Ermine White rally stripes and is adorned with era correct logos and decals. Notice the aluminum headlight and parking light covers on the front of the car. It also has a 68 specification D80 front and rear spoilers. These items were special for SCCA but made it as production options in 68. Function is provided by bright trimmed vent windows, correct chrome mirrors and obligatory factory door handles. And at the back of the car, stainless trimmed back glass props, full-length braces above a polished fuel filler, hood pins, a 1968 trunk spoiler, pristine Camaro taillights and an aluminum block off plate for the car's factory fuel cap..

With an extensive and storied race history, authentication by recognized authorities and many major car show awards this car is one of the crown jewel Camaros.

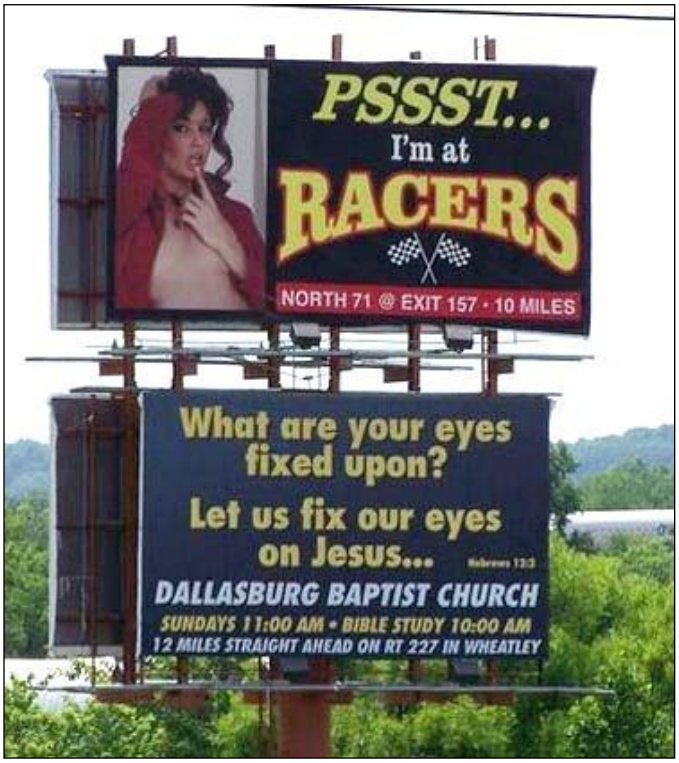
Local Cruise Spots

If you don't see your local cruise spot listed please contact me with the information and we'll add it to the list, vicepresident@pnwcc.com:

Friday Nights - April-Sept.	Lynwood Taco Time
Friday Nights - June-Sept	Lacey Speedway Brew Company
Friday Nights – May-Sept	Covington WalMart
Saturday Nights - June-Sept	Renton Fred Meyer
Saturday Nights - May-Sept	Triple XXX - Issaquah
Saturday Nights - April-Sept. -	Clearview McDonalds
Saturday Nights	Everett Hefty Burger
Saturday Nights	Lynnwood Fatburger
Saturday Nights	Bonney Lake Sonic Drive In
**bonus ½ off entire order if you bring a classic car*	
1st Tuesday - April-Sept	West Sound Bank, Bremerton
Wednesday Nights - April-Sept	Port Orchard A&W
Friday Nights – May - Sept	Downtown Harley Davidson Renton
Friday Nights – May - Sept	GasLamp Bar and Grill Issaquah
Saturdays Year Round 4PM	Haggens Food, Arlington

If you attend any car shows, cruises, or other noteworthy events including races, please send pictures to me and I will get them in the newsletter.

Fun from the Internet



An Irish priest and a Rabbi get into a car accident. They both get out of their cars and walk to the side of the road. The Rabbi looks at the smashed cars and says, "Oy vey! What a wreck, what a wreck!"
The priest asks him, "Are you all right, Rabbi?"
The Rabbi responds, "Just a little shaken."
The priest pulls a flask of whiskey from his coat and says, "Here, drink some of this. It will calm your nerves." The Rabbi takes a swig and shakes his head ruefully, still looking at the cars. They are severely damaged. "Oh, but this will be sooo expensive!" he says.
"Yeah, well, it's just money, rabbi. Have another swig; in fact you can drink the whole bottle if you like."
The rabbi nods and drinks most of the bottle, never taking his eyes off the broken cars. Then he turns to the priest and says, "What are we going to tell the police?"
"Well," the priest says, "I don't know what you're going to be telling them. But I'll be telling them I wasn't the one drinking."

Camaro Club Birthdays

Julia Weaver	3/3	Teresa Solam	3/27	Marc Goodwin	4/16
Mike Montgomery	3/3	Mike Cox	3/28	Karrlie Chetnik	4/16
John Parker	3/7	Ludy Garvin	3/29	Mark Cornelson	4/17
Robert Baker	3/18	Michael Harris	3/30	Jim Ross.	4/18
Lucy Harris	3/18	Mark Smith	4/1	Paul Raidna	4/20
Brian Forster	3/20	Alan Bowers	4/6	Eugene White	4/20
Jerry Yoder	3/21	Candi Holland	4/8	Danny Davis	4/23
Kris Wilson	3/22	Ashley Neckermann	4/8	Dana Hubanks	4/26
Jim O'Keefe	3/24	Valerie Boyle	4/8	John Lidstrom	4/27
Rebecca Powell	3/27	Kirk Olson	4/9	John Hopkins	4/29

Camaro Club Anniversaries

Jim and Erika Franklin	3/6
Don and Chris Berry	3/10
John and Eileen Thompson	3/14
Randy and Patti Rogers	3/14
Patrick and Terrie Kranjcevich	2/29
Mike and Kim Mejer	3/28
Bill and Jackie Wallace	3/28
Alan and Mary Bowers	4/2
John and Linda Serbin	4/12

REPEAT ad: Darryl Walsh has an 83 Berlinetta Camaro for sale for $3000 or offer. He says he has lots of receipts for a rebuilt SB 350 w/ T5 trans., and new brakes plus stainless steel exhaust. Please inquire at dwalsh1966@gmail.com

Send your for sale or wanted items to me for the next newsletter.

2013 PNWCC Events and Activities

1-21 - XXX Car Show Meeting - 7:00 pm	XXX Drive In - Issaquah
1-22 - Camaro club Board meeting - 6:00 pm	Goldberg's Deli - Bellevue
1-26 - Camaro club meeting - 5:00 pm	Round Table Pizza - Burien
2-9 & 2-10 - Corvette high performance swap meet	Fairgrounds - Puyallup
2-16, 2-17 - Camaro Getaway	The Lanai at the Cove - Seaside
2-18 - Camaro club Board meeting	TBD
2-23 - Camaro club meeting- 5:00 pm	Round Table Pizza - Burien
3-2 - Sand and Buff Tech Session - 10:00 am	DeCamp's House - Renton
3-9 - Museum of History and Industry Tour - 10:00 am	MOHAI - Seattle
3-25 - Camaro club Board meeting	TBD
3-30 - Camaro club meeting- 5:00 pm	Round Table Pizza - Burien
4-7 - Portland Swap Meet	Portland
4-6 - Bremerton Car Club Challenge	Bremerton Raceway
4-20 - Hot Rod Hall of Fame Dinner	Lemay Museum - Tacoma
4-22 - Camaro club Board meeting	TBD
4-27 - Bremerton Car Club Challenge	Bremerton Raceway
4-27 - Camaro club meeting- 5:00 pm	Round Table Pizza - Burien
5-11 - Bremerton Car Club Challenge	Bremerton Raceway
5-17 - Pacific Car Club Challenge	Pacific Raceway - Kent
5-18, 5-19 - Monroe swap meet	Evergreen Fairgrounds - Monroe
5-20 - Camaro club Board meeting	TBD
5-25 - Camaro club meeting- 5:00 pm	Round Table Pizza - Burien
5-31 - Pacific Car Club Challenge	Pacific Raceway - Kent
6-1, 6-2 - Camaros in the Cellar	Oxford Suites - Yakima
6-7 - Pacific Car Club Challenge	Pacific Raceway - Kent
6-14 - Pacific Car Club Challenge	Pacific Raceway - Kent
6-22 - XXX Drive In Cruise in	XXX Drive In - Issaquah
6-24 - Camaro club Board meeting	TBD
6-29 - Goody bag stuffing party	TBD
6-29 - Camaro club meeting- 5:00 pm	TBD
7-7 - All Camaro and Chevy Show	XXX Drive In - Issaquah
7-12 - Pacific Car Club Challenge	Pacific Raceway - Kent
7-20 - Bremerton Car Club Challenge	Bremerton Raceway
7-20 - Apricot Festival	Lillooet Canada
7-22 - Camaro club Board meeting	TBD
7-27 - After action show meeting	DeCamp's House
7-27 - Camaro club meeting- 5:00 pm	DeCamp's House
8-2- 8-4 NHRA Nationals	Pacific Raceway - Kent
8-6,- 8-11 - Hot August Nights	Reno
8-17 - Cruise to Sunrise	Mount Rainer
8-23 - Pacific Car Club Challenge	Pacific Raceway - Kent
8-24, 8-25 - Cruise to Forks	Olympic Peninsula
8-26 - Camaro club Board meeting	TBD
8-31 - Camaro club meeting- 5:00 pm	Round Table Pizza - Burien
9-31, 9-1, 9-2 - Camaros in the Sand	Ocean Shores

9-8 - Edmonds Car Show	Downtown Edmonds
9-7, 9-8 - Rod run to the end of the world	Long Beach
9-21 - Bremerton Car Club Challenge	Bremerton Raceway
9-23 - Camaro club Board meeting	TBD
9-28 - Camaro club meeting- 5:00 pm	Round Table Pizza - Burien
10-11, 10-12 - Monroe Swap Meet	Evergreen Fairgrounds - Monroe
10-21 - Camaro club Board meeting	TBD
10-26 - Camaro club meeting 5:00 pm	Round Table Pizza - Burien
11-5, 11-8 - SEMA	Convention Center - Las Vegas
11-16 - Awards Banquet	TBD
11-18 - Camaro club Board meeting	TBD
11-23 - Camaro club meeting (Elections) - 5:00 pm	Round Table Pizza - Burien
12-7 - Christmas party	TBD (Andy or Robert's house suggested)

Please note this list will be updated throughout the year. If you have any questions about our events and activities, please contact the Activities Director activities@pnwcc.com.

Car Culture Website

Mike Pineda sent me this link and the suggestion that perhaps we could create something similar for our region. We currently have a list of weekend cruise spots published in the newsletter but how many other car activities are there that we do not list or know about?

Here is the note from Mike:
I think that if we could incorporate something similar like the cuise night / car event features into our website the PNWCC site could evolve into the place to go for car enthusiasts to locate places to show off their cars. This could greatly increase the traffic to our website which could enable us to secure advertisers and increase membership that could result in added revenue for our events and charities. This website is widely used in Southern California and as you can see is very easy to maneuver. Let me know what you think.

http://www.socalcarculture.com/cruise_nights.html

Robert Copeland has taken on the task of creating a new website for the club. We could add something like this or have a standalone website but we need the information on activities and location to populate the site. Thoughts and ideas? Look this over and notice that it is very extensive with coverage of many activities. We will discuss this at the March member meeting.

2013 All Camaro & Chevrolet Show

Sunday, July 7th, 2013 • XXX Drive In • Issaquah, WA

Hosted by the Pacific Northwest Camaro Club

www.PNWCC.com

Send Completed Form To:
Mike Montgomery
26024 SE 29th St.
Sammamish, WA 98075

For More Information:
Mike Montgomery 425-391-8069
Don Berry 360-805-9611
email: ACS@pnwcc.com

Name _____

Address _____

City _____ ***State*** _____ ***Zip*** _____

Phone (_____) _____ ***E-Mail*** _____

Please fill in the next section if you have a Camaro, or the following section if you have a non-Camaro

My car is a:
Camaro Model *(RS, SS, ZL1, etc)*_____ ***Year***_____ ***Stock*? Yes___No___***

*STOCK MEANS AS BUILT BY THE FACTORY, WITH ONLY WEAR ITEMS NON-GM (TIRES, BATTERY, ETC). ENTRANT DECIDES.

Convertible? Yes No Color:

Other Info:

My car is a:
Chevrolet Model_____ ***Year***_____ ***Stock*? Yes___No___***

*STOCK MEANS AS BUILT BY THE FACTORY, WITH ONLY WEAR ITEMS NON-GM (TIRES, BATTERY, ETC). ENTRANT DECIDES.

Convertible? Yes___ No___ Color:_____

Other Info:

If you are willing to judge other cars at this show, please check: ☐

$15 Early entry (before June 1)
$20 After June 1 (Includes day of show) ***$***_____

$15 for Event T-shirts
NOT INCLUDED with registration fee
****CHOOSE SHIRT SIZES*** ***M*** _____ ***L*** _____ ***XL*** _____ ***XXL*** _____ ***XXXL*** _____ ***$***_____

TOTAL
Make Checks payable to PNWCC ***$***_____

By signing I agree to release and discharge the Pacific Northwest Camaro Club, its officers, members, and assignees, as well as XXX Root Beer Drive-In, its owners and employees from any and all known and unknown damages, injuries, losses, judgments, and/or claims, from any cause whatsoever that may be suffered by entrant to person or property. I also agree that the Pacific Northwest Camaro Club, its officers and members may use images and or descriptions of my entry on their website, in their newsletter, or for advertising purposes as they may see fit.

X _____
Signature of Show Entrant

The All Camaro & Chevy Show is held at the XXX Root Beer Drive In, 98 NE Gilman Blvd, Issaquah, WA.
Show parking opens at 8:00 AM. Show proceeds benefit Children's Hospital and the LEO Foundation.

The Pacific Northwest Camaro Club is dedicated to maintaining the privacy of its members and participants.
We will not sell or distribute your personal information to anyone for any reason.

PNWCC Membership Application

Mail $20.00 and this form to:
PNWCC Membership
PO Box 24802
Seattle, WA 98124

Name:_____**Date:**_____

Address:_____

City:_____**State:**_____**Zip:**_____

Phone:_____ **Alt. Phone:**_____

Email:_____

Family Member	Birthday	Family Member	Birthday

Wedding Anniversary:_____ **New Member or Renew? N R (circle one)**

	Year	Model	Type	Engine	Trans	Color
Camaro #1						

Remarks:_____

	Year	Model	Type	Engine	Trans	Color
Camaro #2						

Remarks:_____

How did you find PNWCC? (circle one) Friend Website FaceBook Google/Bing
Or other source?_____

Interests: (circle all that apply) Cruising Shows Drag Race Restoring Modifying

Other:_____

Pacific Northwest Camaro Club (PNWCC) PO Box 24802 Seattle WA 98124
Web: www.PNWCC.com contact: secretary@pnwcc.com