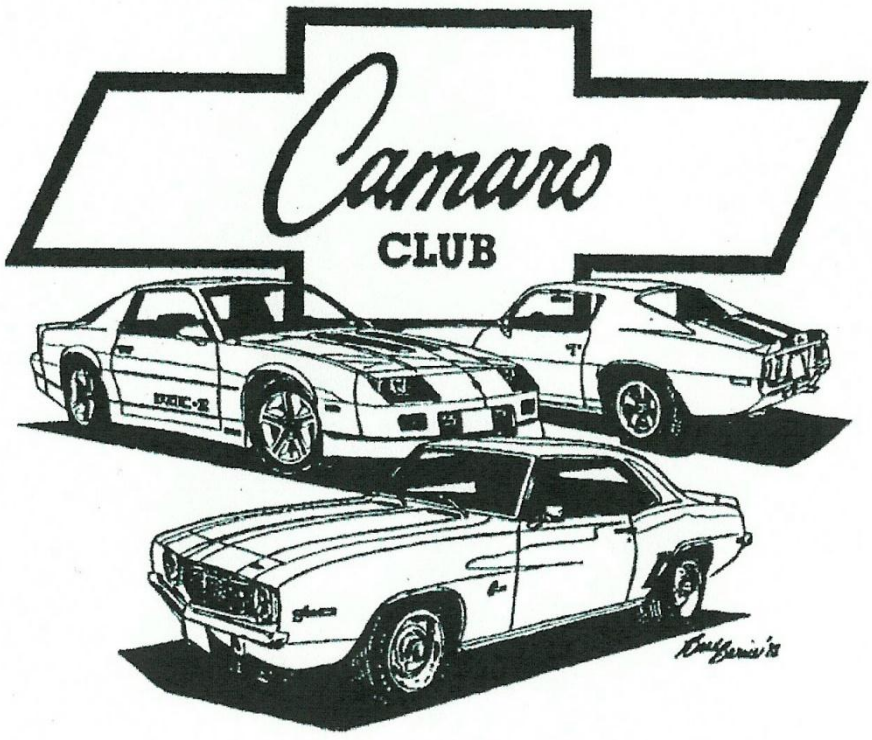
THE *Heartbeat* OF THE NORTHWEST

PACIFIC N.W.



May – June 2013

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A Word from the President

April 23, 2013. This weekend My wife and I, along with 14 members of the Pacific Northwest Camaro Club gathered at the Marymount Event Center (LeMay) in Lakewood to honor the founding member of our Club, Don Berry who was escorted by his lovely wife Chris, his daughter Jillian, and his son Allen, into the Washington State Hot Rod Hall of Fame. This event has been in the works for several months, and believe it or not, even with the large membership of our Club all knowing about it, Don was unaware, however when his daughter, son, and Chris' brother joined us, he got suspicious, still no one said anything until his name was announced. If you do not know Don, get to know him, he is a great guy, with a lot of car experience, and full of a lot of interesting stories on all fronts. Congratulation Don.

As I write this, I am looking out the window at the wonderful and long awaited sunshine with hopes that we will be blessed with a wonderful summer this year. Would like to take several trips around the state. I like spending time on the lower Columbia River, as my home town is Cathlamet on Highway 4 (Longview to Long Beach), I usually take I-5 to Napavine, then take back roads through Castel Rock and over to Highway 4 then along the Columbia, stopping to take pictures and visit friends, then on to Raymond back to I-5 at Centralia and on home. About 360 miles when you get it all done.

Other trips or loops are various routes through Morton, and other scenic areas. But one of my favorites is to Yakama, down to Goldendale, Highway 14 to Carson and taking the Forest Road around the Southeast side of Mt. St. Helens, made it many times on motorcycles, but not lately in a car, so the pace would be a little slower as the roads are quite rough. Camaro would do OK, but I imagine my Corvette would be dragging quite a bit. Hope to interest some members in some short trips this year. However gas prices will affect how much driving I will do this year, as it did last year, only put 4000 miles on both the Camaro and Corvette last year. Even though both cars get good mileage, (if you leave your lead foot at home) 26 and 29 mpg respectively, it can still be a considerable expense at the rates we are paying now.

I am also looking forward to the events the Club has planned, had a lot of fun last year, and am sure this year will be no exception.

With that, I have prattled on maybe a little too much, however I hope you will enjoy the rest of the newsletter, with many thanks to Mike Montgomery for putting all this together. See you at the meetings at the Burien Roundtable.

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.

Treasurer's Corner

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 t-shirts and hats. Contact the store manager Robert Copeland for ordering information at storemanager@pnwcc.com .

The Famous Sunoco Camaros

An interesting story:

http://www.historicvehicle.org/News/Articles/All-Articles/2013/04/16/This-Car-Matters?utm_source=ExactTarget&utm_medium=Email&utm_campaign=HVA%20Newsletter

Issaquah and The Issaquah XXX

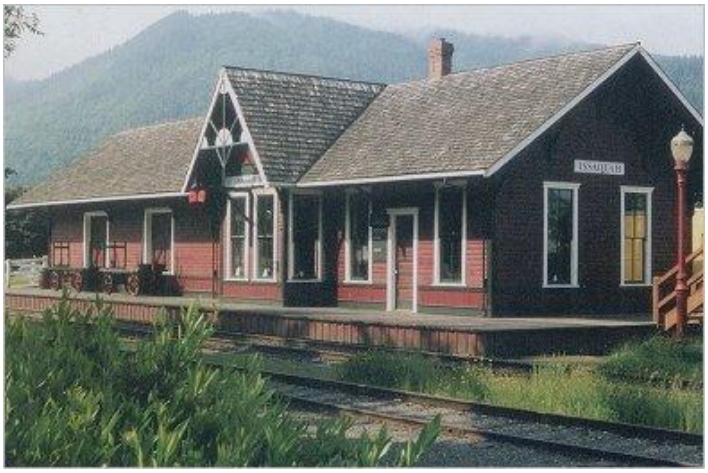
Debbi Montgomery relaxes in the sun on the lawn at the Issaquah XXX with our three Yorkie girls.

As I prepared to begin writing this newsletter I was reminded that this is the last newsletter before our annual car show. I have certainly written enough in previous newsletters about the show and why our club members should attend. I know that some of us live and breathe Camaro and some really like the car show, others maybe not so much. I can spend the entire day at a car show thoroughly checking out all the cars and talking shop to the owners. Sometimes the day can get too long for my wife Debbi. Some people get bored at car shows and that is sometimes one of the reasons the family does not all come. We are fortunate the All Camaro and Chevrolet Shows are held at the Issaquah XXX because there are many things to see in the Issaquah area if you want take a break from the car show.

The Issaquah XXX is one big car party every weekend from the Spring opener to the last show of the season in the fall. Every Saturday night is cruise night and every Sunday is show day. Have you seen the XXX meeting room? Walk through the dining room toward the back and to the right of the rest rooms and you will see another dining area that is also used for car club meetings. This room has so much nostalgia and cool car stuff you could spend an hour in here. Most of the items on display are just loaned to the XXX and every piece has the owners name on it. After you check out the meeting room stop at the counter and try one of the XXX massive root beer floats. A XXX float is guaranteed to give you and any children you may have an unparalleled sugar rush!

Once you have checked out the restaurant head out the door and go for a short easy walk south along historic Front Street to the Hailstone Feed Store and Shell Gasoline Station. The Station has been perfectly restored including the period correct gas pumps by the Downtown Issaquah Association with assistance from the City of Issaquah, private party donations and numerous volunteers. Historic records show that this building was used as a warehouse, grocery store, feed store as well as a gasoline station in its past. The appearance today is exactly as it was as the Feed Store and Gasoline Station back in 1944. In the restoration process, one of the exciting discoveries the volunteers made was an old Owl Cigar sign painted on the back of the building. The advertisement would have been easily visible to passengers taking the train in or out of Issaquah via the train tracks which are right behind the building. Train travel was still a major mode of transportation in 1944.

After you observe the cigar sign on the back of the building, walk over the tracks which are no longer in use and follow the paved path a very short distance further south to the Issaquah Railroad Museum.



The Seattle Lake Shore and Eastern Railway Company constructed a modest Queen Anne-style railroad depot building in Issaquah on Front Street in 1889. Through time and use the building had become dilapidated but the property and the building had been protected because of their historic significance. The building was fully restored to its original grandeur in 1994 and is now a museum that is operated by the Issaquah Historical Society. A steam engine in front of the depot showcases the history of logging in the area. The Museum is open Friday, Saturday and Sunday from 11:00 am to 3:00 pm. The building and adjacent grounds are very nice. Inside there are numerous exhibits and the building has a large meeting room that can be rented for weddings or other events. Issaquah does charge a $2.00 admission for adults and $1.00 for children. The Building sits on two park like acres with extensive lawn areas and picnic tables.

Looking South from the Railroad Museum across the street is the Issaquah Logging Mural. The mural was created in 1998 and depicts Issaquah's logging industry circa 1900-1940. At this time, old growth cedar and fir logs were being cut from the hills surrounding Issaquah and milled in the town's many lumber mills. There were a number of railroad spurs throughout the Issaquah region that made transport of lumber into town easier. The Mural is on the side of what is now the Sunset Ale House located on Sunset Way. Prior to 1960 Sunset Way was known as Mill Street, referring to the logging mills that were located on either end of the street when the town was first incorporated in 1892. When you are standing at the Railroad Museum looking across the street at the Mural you can see Tiger Mountain and Squak Mountain in the background. There are remains of several railroad grades on these hills that were in active use at the turn of the century. Rail was the method used to log the hills and move the trees. Once down in the valley, the trees were moved by rail to the Wood-Iverson sawmill which was located in Hobart just

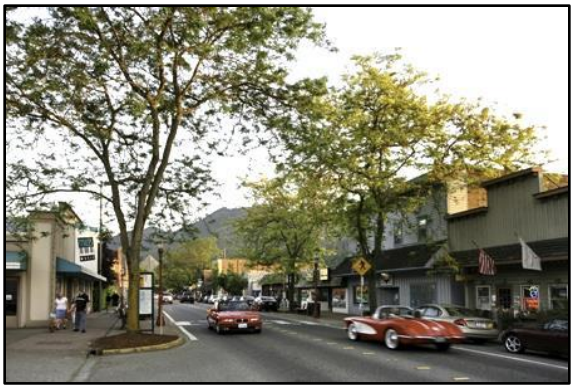
South of Issaquah. An interesting fact is that the Mural is a painting of an actual photograph of the Issaquah Mill Company's yarding engine and logging crew that was taken in 1903.

Just a few yards West of the Mural across the intersection of Front Street and Sunset Way is the Issaquah Brewhouse. Acquired by Rogue Ales in 2000, the Issaquah Brewhouse is a great place to have lunch along with a beer including its acclaimed Bullfrog Ale. The building has a rather odd shape due to the Coal train tracks that used to run behind the building. Of course we all enjoy a XXX hamburger but the Brewhouse also creates a really good hamburger and the Brewhouse has its own line of specialty beers.

The Issaquah Brewery's family of beers is created onsite in a 15 barrel brew system. You can look through the windows from the sidewalk and see the vats. Beers include: Ménage-a-Frog, Bullfrog Ale, Hippie Frog Chamomile Ale, Grapefruit Frog, Frog Rye IPA, Summer Frog Wit, Frog in the Rye, Quadruple Frog, Smoked Frog, Kilted Frog, Wicked Frog and MacFrog Scotch Ale. The brewery has achieved 30 awards for the taste and quality of its beers. I personally like the Bullfrog Ale.

Continuing West just a few more yards past the brewery is the famous Issaquah Hatchery. The Hatchery was created to restore the historic salmon runs that once thrived in Issaquah Creek but had been destroyed by logging, coal mining and other activities in the Issaquah Creek Basin. Fish make the long journey from Puget Sound through the Hiram Chittenden Locks into Lake Washington. They then swim north to the entrance of the Sammamish River which they follow to Lake Sammamish then up Issaquah Creek to the hatchery.

The Issaquah hatchery is the most visited of the Washington Department of Fish and Wildlife's hatcheries. Thousands of visitors every year tour the facility but the hatchery is only open for tours without reservations during the Fall Salmon run. You can make reservations for a tour by contacting the hatchery but it is still interesting to observe the site from the sidewalk. Often on weekends you can see hatchery staff and volunteers feeding the fish from the fence.



Leaving the Hatchery go back to the intersection and cross the street toward the Issaquah Library which is on the West side of Front Street. As you walk back towards the XXX you will walk past Fischer Meats which has the best homemade brown sugar beef jerky. A casual walk further North takes you to the Village Theatre.

The Village Theatre is a professional musical theatre company which was founded in 1979. Debbi and I have been season ticket holders for several years and love this theatre. The Theater has created numerous plays that went on to Broadway and some have even won Tony Awards.

Soon you will be back at the XXX just in time for lunch. If you ate lunch at the Brewhouse you should get back just before the show awards take place.

Come to the Issaquah XXX and explore the many attractions in the Issaquah area beyond the car show.

A *Barn* Find – The Other F Body

I have traveled on many back roads throughout the western US on my photographic journeys. I try and avoid the interstate highway system as much as I possibly can so I am always going through small rural towns. Towns where everyone knows everyone, there is maybe one gas station and the corner store sits next door to the town bar. As I travel through towns such as these I am always surveying the land looking for that great "barn find" car. It is amazing how many people in rural towns seem to keep all the cars they ever owned. It's as if some deep emotional attachment exists or they think the car will return to some usefulness someday. Instead they just let them sit all around their property slowly melting into the landscape succumbing to the endless decay of weather and time. Perhaps the idea of selling or trading in a car in just never occurs to them.

Last week we arrived in a small town in south east Oregon that is near the Malheur Wildlife Refuge. In the Spring Malheur is burgeoning with birds that are following the ancient Pacific Flyway path to their summer breeding grounds in the artic. On our second day of the visit we went to the local store in the afternoon to get some supplies and then we drove around the small neighborhoods near the town center. We had been looking around for about an hour when I turned onto an old narrow gravel street. The houses looked like something John Steinbeck would have described in Of Mice and Men, some looking like they were still enduring The Great Depression and had never known any maintenance of any kind. The road made this slow noisy crawl to the left and as we moved forward, this resting shadow of a Trans Am came into my view.

We stopped and stared at the car for a few moments and then I decided I wanted to capture a few images. As I got out of the car I could hear this long guttural growl of some poor dog that had spent too many hours at the end of some hopeless chain emanating from somewhere behind the house. As I stood there I began to notice the setting that had defined the existence and demise of this iconic once great car. The house was missing some of its siding and the roofline had a large sag in it toward the middle of the ridge peak. The front door was askew and held an angle that was opposite to the oblique tilting front porch.

Recognizing that I could be viewed as a thief, vagrant or worse an “Out of Towner”, I approached the front door to introduce myself and to request permission to photograph the car. Slowly I went up the rickety stairs and then knocked on the door. I heard a shuffling movement inside and then there was silence. I waited for a few moments then politely knocked on the door a few more times. More rustling and then I could hear footsteps. I quickly retreated partially down the staircase so as to appear non-threatening and more importantly to give myself a chance to run away If I had to. The door creaked and groaned and the hinge squealed as the door swung open and then a woman around 75 or 80 stood in the opening and gruffly said, "what do you want?" she grumbled and gave me an askance penetrating stare. I apologized for bothering her and told her I was a photographer and asked if I could have her permission to photograph the car in her front yard. She gave me a puzzled look and after a brief pause she asked, "what for?” I told her that I just like cars and would like to capture some images if that would be ok with her. I did reveal that the car had value or that the scene made some anthropomorphic or artistic statement. She continued the puzzled look and then she stepped out on the porch and looked over at the car. She appeared to survey the entire scene as if to verify I had not done anything or maybe she had a sudden recognition that the car now had some worth that had been unknown to her until this stranger knocked on her door. She turned toward me and now with a more relaxed look told me that it was ok.

I thanked her and said I would only be there for a few minutes. I stepped down the stairs and then turned toward her and inquired if they would like to sell it. Quickly and without pause she said "no, we are going to get it running someday"! I thanked her again, turned and went to my car to get my camera. She went back in the house. The door creaked as it closed and the dog resumed its distant miserable groaning.

I was amused and excited and then ultimately saddened by the scene. How many stories are there of some great car find that is dust to dust returning to earth but the owner will not sell. Look at the position of the wheels. The front wheels have sunk below tangency with the earth and the rear is near the same depth. This car has not moved in a very long time. I looked around the car for about ten minutes. Enough time to capture several images and also to have a deeper look. Except for the wheels the car appeared to be intact and original. Rather than repeat the ordeal at the door I risked opening the hood without asking further permission. Maybe the motor had a problem and that is why they quite driving it but the motor is there along with the correct carburetor, air cleaner, intake manifold and exhaust system. The interior was also complete but in sad shape. The dash instrumentation and correct Trans AM steering wheel where still in place. These cars and the sibling Camaros are rising in value. I just saw a 78 Z/28 sell for $28,000 at a Barret Jackson auction. This car would be worth restoring.

I will be going back to Malheur in the September for the fall migration. Maybe I’ll stop by to see if that dog is still baying in the distance behind the house.

Hot Rod Hall of Fame

For several of the past newsletters we have written about the upcoming Washington State Hot Rod Hall of Fame Banquet. On Saturday, April 20th 20 club members attended to witness Don Berry inducted into this prestigious Hall of Fame. We submitted the required document for submittal of new candidates to the Hall leadership over 1½ years ago. I was informed by the Hall Chairman, Steve Bender, that Don had been accepted into the Hall at last year's Banquet.

The ceremony was held at the Lemay Family Collection Foundation in Tacoma. Don's family was in attendance along with several club members to see Don's surprise when he received this honor. What a night it was! The 2013 Hot Rod Hall of fame dinner and induction ceremony was fun and sometimes compelling. Don was awarded a special jacket, a wonderful plaque and his name will be added to the large Hall of Fame trophy which is on permanent display at the Issaquah XXX.

Steve Bender calls the banquet the biggest car show without cars. This year there were over 500 people in attendance. In addition to the large and enthusiastic crowd there was a nice selection of raffle prizes and we won a very nice oil painting of a 34 ford. I would have only two criticisms of the banquet, the ceremony was too long and the person who performed Don's induction was hard to understand.

Don was selected based his contribution to the hot rodding community, his contribution to the community in general, his charity support, the founding of the PNWCC and his outstanding car building skills.

You can see that Don was humbled and happy. During his acceptance speech Don stated that the main influence that made him a car guy was a 69 Z/28 he saw when he was a young teenager.

The members who attended and witnessed Don state that the 1969 Camaro is the coolest Camaro ☺

Governor Jay Inslee was the keynote speaker which was a surprise. The Governor enthusiastically stated how important the Hot Rod community was to the state's economy.

There were numerous hot rods parked in the outside lots. Inside several cars were on display inside but the main hall had been emptied to make room for the banquet.

This Kaiser had a very unique display and it really showed off the car.

Sitting down and waiting for dinner to be served.
Don and his family were seated at the table next to us. He had no idea what was about to happen.

following is the nomination document submitted that led to approval of Don's induction:
(any embellishment in this document is the sole responsibility of the author)

To: Washington State Hot Rod Hall of Fame Board of Directors
Subject: Nomination of Don Berry

Don Berry is and always has been an avid car builder of considerable talent. Not only is Don a man of exceptional technical ability, he is also a man of exceptional character who is full of compassion for others. Don is a Northwest native who grew up in Mill Creek and now resides in the Monroe area. He married Chris, his childhood sweetheart, and today they have two grown children.
I met Don almost 30 years ago when he was a leader in one the first Camaro clubs in the country. Don had such a broad vision and high expectation for the club direction that he went forward and founded the Pacific North West Camaro club 25 years ago in an effort to expand the vision of the original club. Don wanted a club that was open to any person and that worked together to help the communities of the membership. From the very beginning Don has also strived to have the Pacific North West Camaro Club focus on strategies to raise money to help local charities.

Resume of Character, Achievement and Service:
Don has built numerous cars including a 1967 SS/RS 396 Camaro, a 1968 Camaro Coupe, a 76 Camaro Coupe, a 1964 Chevy II race car and a 1968 Camaro Convertible. The 67 and 68 Coupes are complete body off frame stock restorations as is the 1976. The Chevy II is a low 10 second quarter mile altered wheel base race car. Don did all the build/fabrication and paint on this car himself. The 68 convertible is a work in progress and the vision for this car is to build it as a fully modified pro touring style automobile. Don has also helped many others in the building of their cars including the use of his extraordinary shop and tools. Don has even painted cars for others when they did not have the money or skill to do it themselves. If someone has needed help Don has stopped whatever he was doing and dedicated himself to providing maximum assistance to them.
A few years ago Don and Chris were driving to Reno for the Hot August Nights event. They were trailering Chris's beautiful 1961 Corvette. Several other club members were also on their way to Reno for the show. Chris's cell phone rang and it was one of the members who were also driving down. They said their car had developed a problem and broke down about three hours behind them. Don turned around, went back and unloaded their Corvette and then trailered the disabled car all the way to Reno where he then ensued to fix it.

One evening Don and his family were driving home from the race track with their race car on a trailer behind their ¾ ton Chevrolet Suburban. They came upon an old VW bus on the side of highway 522 near Monroe and smoke was streaming out of the engine compartment. Without hesitation Don slammed on the brakes, pulled truck, trailer and race car over to the shoulder of the road, grabbed his fire extinguisher and ran up to the bus and quickly put out the fire. A woman was standing beside the bus. She thanked Don and stated she had just driven up from California. When Don checked the damage he found some burnt spark plug wires and an old worn out cracked fuel line. The lady just happened to have some new sparkplug wires in a bag. She said a friend had told her she needed to replace the old wires before her trip but all she had done was purchase them. Don had extra fuel line and tools in his track equipment on the trailer. He then proceeded to sit on the side of the road and fix her bus for the next two hours. He then gave her his home phone number in case she broke down again so she could call for help and then he sent her on her way. This is the kind of person Don Berry is!

A member of our club needed help starting the restoration of his car. He did not have adequate tools or space for such a large project. Don took his trailer to his house, loaded up the guy's car and moved it back to his

shop. He then helped disassemble the car, stored many of the parts and trailered the shell and frame back to the member's house so he could work on it at his home. Today the entire front clip is still sitting in Don's shop as the member continues to work on the car. No hurry, He could leave it at Don's for 10 years and he would not have any concern about it.

When a young friend of Don and Chris was killed in a motorcycle accident, Don felt such sorrow for the family that he photographed the young man's car, (he was also a car guy and raced with our Camaro Club), and had static cling window stickers made for his family and friends as a memorial to him. Don's gesture helped his parents deal with their loss and they were so appreciative. Don still has one of these stickers today on his Chevy II race car.

Don has helped many friends, neighbors and strangers, more than can be listed in this document. He is so supportive of others. I cannot remember ever seeing a competitive bone in his body (except when he is behind the wheel at the race track). Don would welcome and get excited to see top quality cars enter our annual car show even if it meant that his car would certainly receive no recognition. He was more excited to have the people participate in the show and hear about the history of their cars.

Don implemented collection of food and monetary donations for Northwest Harvest at the very first club sponsored All Camaro Show many years ago. He then implemented an additional food collection from club members every year right before the holiday season. He also started a monthly "Brag" donation process at the club meetings. At the end of the meeting if anyone has something to show and tell about they must make a monetary donation to the fund. This money is collected at each meeting and then given to Northwest Harvest at the end of the year.

When two of our original club member's baby daughter was diagnosed with leukemia Don was the first to offer them support. Don then started the club's annual donation to Children's Hospital Uncompensated Care fund where she had been treated in memory of the little girl and to help others without necessary funds to pay for medical assistance. To this day the club makes an annual donation to Children's Hospital. Once the Camaro club moved our annual show to the Issaquah XXX Drive-In Don started contributions to LEO House (Life Enrichment Options) which the XXX sponsors.

Don also started club donations to Toys for Tots twice a year. First during our annual road rally in the summer which he named the Rally-Q and then at the club's annual Christmas Party. As he added more and more support for the various charities nothing was stopped, all of these charities are still contributed to by the PNWCC.

The PNWCC has a very full calendar of annual activities. Every weekend has something going on and Don is the reason there is such an assortment of fun and also important things to participate in. From charity events to fun things for couples to highly involved technical garage sessions there is an activity for everyone. Don also created our annual car show and then succeeded in executing some of the largest gatherings of Camaros on the West coast. Today we hold the All Camaro Chevy Show but a few years ago Don created the Northwest Camaro Nationals uniting several West Coast Camaro Clubs which was held at the Bellevue College Campus. The Nationals were held for several years and cars traveled from all over the country including some of the most valuable Camaros in existence. Prior to this show it was unheard of to see in the North West the rare and valuable cars that attended. *(Yenko's, COPO's, ZL1, General Motors collection 67 Z28, Nickey).*

Don Berry; Husband, father, friend, car nut, truly is Mr. NW Camaro.

Excerpted from the April Hagerty Newsletter

When a Car Guy Knows it's Spring

For ordinary people, daffodils pushing through the ground, the tweeting of birds and the wheezing as your allergies take hold are sure signs that winter is over. But for people who love cars and motorcycles there are other signs of spring.

1. For the first time in four months you can hear the rumble of your neighbor's Camaro Z/28
2. While out on your favorite back road in your 67 SS/396 you had to dodge eight cyclists
3. You woke up this morning to the lovely sweet sounds of the municipal street sweeper cleaning your road of all that tiny gravel and sand left over from winter.
4. You were up all night Friday wondering if your Chevelle will start for the first time on Saturday morning, thinking, did I use enough Stabil or will I have to clean the carburetor again?
5. Despite having to cut the lawn, spread fertilizer and plant the tomatoes, you can't wait to wash and wax the '59 Eldo.

If you're not thinking thoughts like these, it's probably time for you to unplug the Volt or get someone to check the tire pressure in the Prius before checking that your compost temperature probe is properly positioned.

The One That Got Away Came Back Home

Most people only get one chance with that special car. Sometimes it's an opportunity missed or a car sold too soon. However, Robert Jordan got a second chance. When Jordan was home on military leave in December 1966, he visited the Dumas Milner Chevrolet dealership in Jackson, Mississippi. "I knew I'd need a car after my discharge and I'd always been a Chevy man," he says. A car fresh off the truck caught his attention: "It was different from anything I had seen before. It was a 1967 Camaro Rally Sport/Super Sport." It was Tuxedo Black with a beige vinyl roof, white nose stripe, gold deluxe interior and four-speed manual transmission, and Jordan promised himself that he'd own it if it was still there in February.

Three months, a discharge and a bank loan later, Jordan traded a $3,100 check for that black RS/SS Camaro. As the salesman handed over the metal Protect-O-Plate owner's card, Jordan noticed that his town was erroneously listed as Terry, not Jackson. Assured that the goof wouldn't affect the warranty, Jordan drove off in his new ride. Later in the year, Robert met Carol, and they were married in October 1968. Painted with white shoe polish and festooned with toilet paper, the trusty Camaro took them from the wedding to their Gulf Coast honeymoon. For another five years the Camaro was used daily, but after their first son was born the Jordans sold it and bought a bigger car.

Fast forward a lifetime and the Camaro was largely out of mind, until October 2010, when Robert and Carol attended "Cruisin' the Coast." After seeing many fine early Camaros and exchanging "the one that got away" stories, they began to have wistful thoughts of their old car.

Everything changed in late February 2011, when Robert, who now really did live in Terry, returned home to find a message from a Chris Canfield. He learned that Canfield was considering buying a restored 1967 Camaro, which had a Protect-O-Plate showing it had been bought new by Robert Jordan of Terry, Mississippi. Canfield shared photos of the restored car — now white with a red interior — and Jordan said that he'd be interested should it ever be available. A week later, says Jordan, "Chris contacted me and said I was the rightful owner and he wanted to make my dream come true." Canfield forwarded the seller's contact information. Once Jordan had confirmed that the Camaro was indeed his old car, the deal was done.

In late March 2011, Jordan and friend John Stigall picked up the Camaro in New Castle, Indiana, and trailered it home. To bring the story full circle, in October, Robert and Carol Jordan took the Camaro back to the Mississippi Gulf Coast, where they celebrated their 43rd wedding anniversary.

Birth and Resurrection of the Z/28

Vince Piggins joined General Motors (GM) in the 1950's and became a lead engineer in 1956. Before Vince joined GM he was the man behind the Hudson Hornet NASCAR championships in the early 1950's. The Hudson Hornet was a car that was produced by the Hudson Motor Car Company of Detroit, Michigan between 1951 and 1954. The Hornet was then built by American Motors Corporation in Kenosha, Wisconsin, and marketed under the Hudson brand between 1955 and 1957. Before my father graduated to racing for Buick Motor Division he raced his own 1953 Buick Super. My dad was a crafty racer who would spend hours and hours tweaking and building so he could get everything possible out of a car. In his class no other racer could beat him except a 1953 Hudson Hornet that was called the Green Toad. I remember that car because it was so unattractive yet so fast. Under Vince Piggins the Hornet proved near-invincible in stock-car racing also. Despite the racing success of the Hornet that car company was destined for failure when competing against the three big US automakers so Vince left and Joined GM.

Interesting that Vince Piggins was never formally trained in engineering but he knew more about automobiles and powertrains in general than most of those who worked with him in the engineering department. Before Vince went to Hudson he was an engineer at Packard in their engine department. He was also a chief engineer at a motorized-bicycle manufacturing company called Whizzer. By the time Vince joined GM he had a broad background in performance engine development. Interestingly, he joined GM at the same time the legendary Chevrolet small block was created.

If one man alone deserves credit for the Camaro Z-28 it is Vincent Piggins. Vince not only thought up the idea of the Z-28 but convinced Chevrolet management to put it into production so the car could be raced in the Sports Car Club of America's Trans-Am road racing series. Vince Piggins was successful in running a motorsports program during a period when GM leadership was against any form of racing.

Vince also was the biggest supporter of the Z/28. While the production engineering group wanted a small-bore long-stroke 302-cu.in. V-8, Vince pushed for a big-bore, short-stroke combination that would have higher rpm potential.

This is Vince Piggins explanation of the Z-28's creation:

"After Ford released the Mustang, they had about two years on us before Chevrolet could get the Camaro into the 1967 product line. I felt in my activity, which deals with product promotion and how to get the most promotional mileage from a car from the performance standpoint, that we needed to develop a performance image for the Camaro that would be superior to the Mustang's".

Piggins obtained permission to develop a pre-production prototype built with a modified 283 engine. During a presentation session to top GM Leadership at the GM Proving Grounds on Oct. 4, 1966 he unveiled the car. One of his first passengers in the new yet unnamed Z-28 that day was Chevrolet's new general manager Pete Estes. After some full-throttle acceleration runs and a few dives through a slalom course, Piggins let Estes have a turn behind the wheel.

"Estes was quite impressed with the performance of this 283-engined vehicle," recalls Piggins, " I explained to him what we planned to do to capture the Trans-Am championship and to produce a good performance image for the Camaro. It didn't take much convincing for Pete to see what I was aiming toward.
"While we were driving the car, I mentioned that we'd put the 283 into it because we'd built that size engine before. But I suggested when we got back to the starting pad that it might be a lot better to take the 327 block and put the 283 crank into it, giving us a 4 x 3 bore and stroke. That would put displacement at 302.4 cid, just under the SCCA's 305 limit". Pete quickly agreed and being an engineer himself knew the potential this car could have with that engine. Estes walked over to engineers Alex Mair and Don McPherson and said, "Let's release this package and develop a 302 engine to go with it". And thus the new Z/8 was born!

After the long and storied history of the Z/28 many have wondered when or if we would see the resurrection of that great nameplate. GM brought back the Super Sport and Rally Sport with the release of the 5th generation Camaro. In subsequent years GM released a limited production race only COPO version and then last year we saw the ZL1 monster of a car return. Still no Z/28! I had assumed that perhaps the Z/28 was going to be part of the 6th generation Camaro release but at the New York Auto Show last month GM revealed an updated 5th generation that included several new enhancements including the new 505HP LS7 Z/28 model. The new Z/28 is a street legal race car with reduced weight, no comfort options and huge carbon brake rotors. This is the 5th Generation car to collect.

Tech Session Color Sanding and Buffing

On Saturday, March 2nd Larry DeCamp hosted another tech session on color sanding and polishing. This session was a repeat of a tech session we held last winter at Dale Krehbiel's house. We decided to schedule another session this year to offer the knowledge to those who may have missed it last year. Several members attended and we used one of Larry's Camaros that he plans on refinishing as the practice vehicle. I provided a detailed article last year in the newsletter from the session at Dale's. If you did not save it and would like a copy please let me know. vicepresident@pnwcc.com

Dale tried out a dry sanding process with a new air powered sander he just acquired. It appeared to work fine and subsequent polishing produced a nice gloss but I would not be comfortable not using the traditional lubricating water and the known pace of hand sanding. This may be more from the old dog learning new tricks adage than the failure of the new method as it did appear to work.

Visit to Corvettes of Auburn **Report by Dale Krehbiel**

We enjoyed an hour long presentation from owner Dan Tumia as we toured the cars you see here and many others. Dan was most informative and answered all our questions regarding the restoration process. We also inspected his new dyno. 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/

Corvettes of Auburn Tech Session

On Saturday May 27th Corvettes of Auburn held their 2nd annual Tech Session for Women. Several of our members attended. I received two cell phone photographs but one was too far under exposed to use. Corvettes of Auburn performs full restorations as well as body and paint and mechanical work. We are grateful to them for offering their shop and expertise to help others in the car crafting community.

4/27 Car Show Planning and Member Meeting

Time is quickly approaching for this year's car show. We held the monthly planning meeting one hour before the member meeting as usual. I provided an update on the raffle donations and although we are acquiring more goods for the raffle we still need more. If you could help please contact me and I will give you details on how to solicit potential sponsors. We must thank Keith and Tracy Mehus for their outstanding support of the raffle donations for the 2nd year in a row.

We will be refining our Top Choice award process this year by asking show participants to assist in the judging to ensure there is no perception of bias. Larry DeCamp, Mike cox and Marc Goodwin will represent the PNWCC and the award will be called the "Issaquah XXX Top Choice". The top choice award is our effort to recognize cars that were not selected as the class winner. Sunset Chevrolet approves the additional awards and is sponsoring a new Top Camaro award that they will select and present. We must thank the entire extended PNWCC Car Show planning team for their effort to continuously improve the entire show process.

The Issaquah XXX has expressed their desire to have as many vendors as possible at all the shows. The more vendors that we do add the less space there is for show cars. This year we will have five vendors: Hagerty Insurance, PhotoRodz, Alpha Steel Buildings, Toons Custom Air Brush, Tim Powell Air Brush.

All show day assignments have been made but relievers are welcome so if you are not on the list just show up and volunteer to help. We could still use some additional judges. We judge to a set list of requirements and we have teams of two judges per class so you would not be alone and would have help and guidance.

The show planning meeting transitioned into the monthly member meeting. The secretary Mike Mejers reported that we still have money ☺ He meant our bank balance is stable. Kim Mejers reported that we now have 147 members and three of the new members were at the meeting.

I reported on the just completed car show meeting and stated the May/June newsletter was ready for printing. I showed three examples for the Show t-shirt front and asked everyone in attendance to select the one they like best. This is the graphic that was selected but I was asked to replace the car drawings with the photographs of the best of show winners from last year's show. The cars are shown on this year's show flyer.

Dale Krehbiel and Larry DeCamp reported on the recently completed activities and gave an overview of the new activities that are coming up: The annual wine trip and the Car show are the main new activities coming in the next two months.
We added a new item to our calendar. Garage Plus is holding an All Camaro and Corvette show on July 20th. Sunset Chevrolet is sponsoring the show and it will be a judged event. Joe Karuza from Sunset has asked us to have a strong presence at the show as they would like to have at least 50 Camaros attend.
Dale Krehbiel also reported on the recently completed Tech Sessions and stated that he felt club attendance is too low at these events. Some sessions do have good turn out and some do not. I suggested that we let the members request future sessions at the monthly meetings which we will start doing. We discussed having a "Racing How to" session at Pacific Raceways this summer so watch for the notification. Novices can learn how to prepare a car for launch or how to burn out to get the tires hot, how to stage a car and when and how to launch. Should be a fun thing to do for us novices!

Mike Cox reported on the Car Club Challenge which is covered in this newsletter. Mike was elated that he finally beat a 5.0 Fox Bodied Mustang that he has never gotten the best of in past races. Mike said it is a fast very consistent car that no one ever beats.

Robert Copeland gave a brief overview of the new PNWCC website that he has created. Everyone in attendance thanked him for the effort and stated that they like the new site. Please send Robert a picture of your car. Make the file 2 or 3mg so the pictures are large on the web. If you cannot edit your pictures send them to me for resizing and any exposure or color corrections that may be required.
http://www.pnwcc.com/

Debbi Montgomery conducted the monthly raffle. If you did not know the monthly raffle is intended to raise money for northwest Harvest. It is fun and there are interesting things to obtain but it really is all about the charity. Debbi is too busy with work to be able to acquire items for the raffle so members are encouraged to bring something to the meeting.

The meeting ended as they always do with the monthly Show and Tell, Brag, For Sale or Wanted discussion where Don Berry gave one of the top Brags of all time, his inductance into the Hot Rod Hall of Fame.
Don said he was honored humbled, elated and surprised. Larry DeCamp told everyone at the meeting that Don had stated during his acceptance speech that the 69 Camaro was the coolest car ever created and had more effect on him than anything in the world. (any embellishment is the sole responsibility of the author ☺)

The First Chevrolet

On November 3, 1913, Swiss race car driver and automotive engineer Louis Chevrolet co-founded the Chevrolet Motor Car Company in Detroit Michigan with William C. Durant and investment partners William Little (maker of the Little automobile) and Dr. Edwin R. Campbell (son-in-law of Durant). The Chevrolet Series C Classic Six was the first car that new Chevrolet Company created.

Louis and Durant had worked together to come up with a prototype for the new automobile which would be known as the "Chevrolet Series C". Actual design work came from the talented hand of Etienne Planche, following specific specifications that Louis had provided. Etienne Planche was a French draftsman who Louis had met when they worked together at the Walter Automobile Company somewhere around 1910.

Large and well-constructed, the first Chevrolet was just what Louis had described in his specifications. It was a precision quality "motorcar" for the day. Durant was less enthralled by it as he preferred a low priced model that more people could afford. To grab that lower end of the market, Durant also produced his own car known as the Durant Little. The Little was small sized as its name suggests and was marketed for just $650. It was intended as a rival to Ford's Model T. The Durant's company sold 2,999 automobiles their first year and they were mainly the Durant Little.

Riding a 120-inch wheelbase, the Chevrolet Classic Six was powered by a large 299 cubic inch six cylinder which was known as the "T-Head" engine. The T-Head had dual camshafts with the intake and exhaust valves mounted in the block on opposite sides of the cylinders. The engine developed a whopping 40 horsepower. A cone clutch and three-speed gearbox were mounted on the rear axle. The Series C could reach 65 mph which was fast for that time frame and the price for the new car was set at $2,150.

With low running boards along a low-slung chassis, the Classic Six imparted a European design flair. Initially the car was started using a Simms magneto and a compressed-air starter but a technology change meant later models got an advanced electric starter. The car also had electric headlights and cowl lights as standard equipment.

The first car prototype was entirely hand crafted and was road tested on local Detroit streets. Upon completion of the prototype testing and evaluation, Louis spent most of 1912 on design modifications and further testing. The testing and modifications proved successful and customers greatly admired the new Chevrolet Series C. Many orders were placed and the new car went into full scale production late in 1912. The only model they produced was a five-passenger touring car. The Classic Six established Chevrolet as a brand of prestige and was the foundation for the expansion of General Motors.

Garage Plus All Corvette and Camaro Show

On Saturday July 20th Garage Plus in Spanaway will be hosting their first Annual All Corvette and Camaro show.

http://garageplusstorage.com/

Sunset Chevrolet is sponsoring the show and they expect 50 Corvettes and would like to attract a similar number of Camaros. Garage Plus staff will judge entrants and all awards will be provided by Sunset. Garage Plus is putting together a full calendar of shows and they will be scheduled on Saturdays. We will be discussing the show at the member meetings before the show and try to assemble of group of cars to attend.

Learn how to Drive

The club is investigating the possibility of a discount from the Proformance Driving School at Pacific Raceways. How many of us have a car that has more capabilities than its driver?
http://www.proformanceracingschool.com/
http://www.pacificraceways.com/Index.aspx
We would like to have a club day attendance of the One Day High Performance Driving class:
"This course is designed to improve your street survival driving skills and advanced car control techniques while exposing you to the thrill and excitement of high performance driving".
Mike Mejers is inquiring if Proformance would offer a discount to the PNWCC. If you are interested please let one of the club officers know.

Federal Way Lions 9th Annual Car Show

Classic Reflections Coachworks

On Saturday April 20th the club toured Classic Reflections Coachworks (CRC)in Lakewood.
http://www.crcoachworks.com/
I wrote an article about Classic Reflections last winter. I was on a Boeing team that developed technology that they used to create their unique Corvettes. Please refer to the Jan–Feb 2012 newsletter for a detailed description of the technology and processes used to create the Classics Coachworks Corvette.

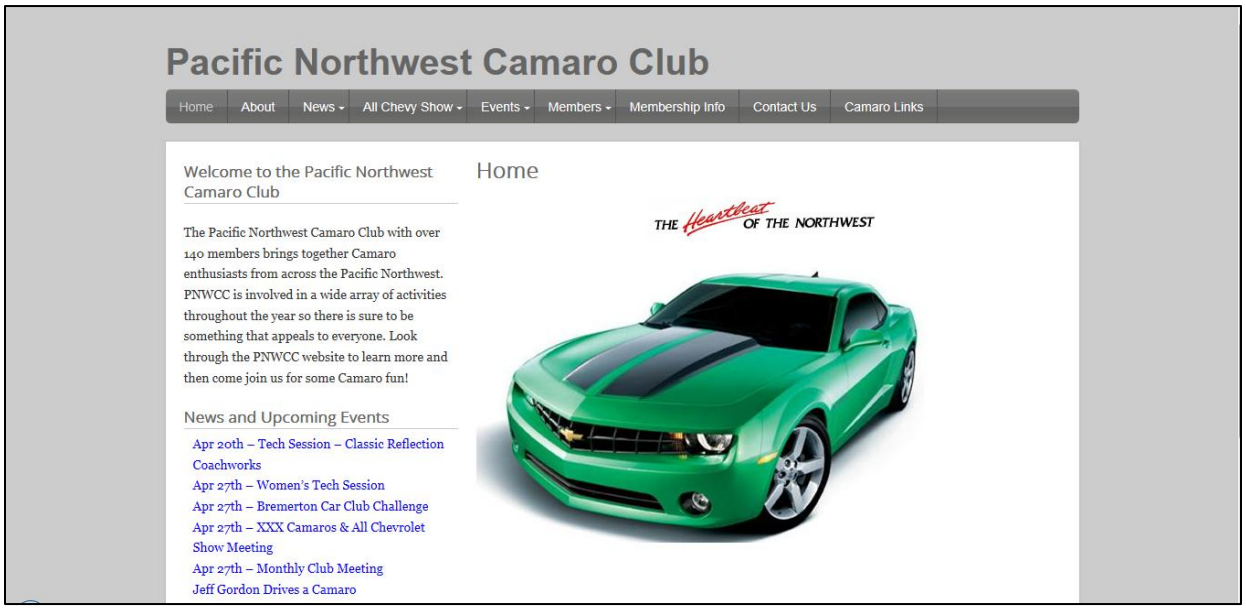
CRC uses measurement technology to capture the configuration of an older Corvette body and a new C5 or C6 Corvette chassis. There is no engineering defined common datum scheme between the two so one is created. Both body and chassis are measured in this common data system and then the captured data is merged together into a computing system for fit analysis. Once the data fit is acceptable the modeling occurs that modifies the body to fit to the new chassis. Traditional hot rodding techniques would modify the chassis to fit an older car body configuration. CRC does extensive body modification to allow the chassis to remain exactly as engineered by General Motors. Molds are then created that allow all new body panels to be made.

The first CRC effort started with a 62 Corvette body and a newer Corvette C5 chassis. CRC contracted Boeing to perform all the measurement, data analysis and computer modeling of the data. Boeing no longer provides this service to outside companies so Classis Reflections has acquired the necessary technology to perform this work themselves. CRC is now working on a 67 Corvette body to C6 chassis.

CRC creates all their own body parts, interiors and assemblies for the body chassis join. They also have their own interior shop and body and paint capability. A CRC Corvette is truly the best example of the phrase “A Modern Classic” and with CRC you can get the “Best of Both Worlds”, a classic car with state of the art performance.

New PNWCC Website

by Robert Copeland



The new Pacific Northwest Camaro Club website (www.pnwcc.com) is up and running! Many new pages that everyone will enjoy. First, the Home page has rotating photos of Camaros from all five generations. After previewing hundreds of photos, I picked the ones that are definitely eye-catching. The first is a Gen 5 that will make you green with envy ☺.

You'll also note on the Home page a list of news and upcoming events. Click on the link and it'll take you to the news / event details. The list is updated frequently so it's worth visiting on a regular basis. Do you have some interesting news or a link to an article (or video) that Camaro owners would want to see? Send an email to webmaster@pnwcc.com with the info and I'll post it ASAP.

The All Chevy Show has its own page. Information on the upcoming 2013 event along with pics from previous years ACS entries. Peruse the photos and enjoy (and be sure to sign up for the 2013 ACS).

Misplace your last newsletter? Go to the News tab and pull up the last several Newsletter editions.

Under Events, you'll see a list of all events planned for the year. Start planning for a busy car season.

One of my favorite pages is a drop-down under the Members tab called Members' Rides. We have a page for each generation of members' rides. Our goal is to have a picture of every members' Camaro(s). If a pic of your Camaro is not on the website already, send a picture to webmaster@pnwcc.com ASAP. Provide the year, model and your name with the pic. Please keep the pic file size below 3MB.

Interested in talking to other PNWCC members? On the Contact Us page, there are instructions on how to access the PNWCC Facebook Group page. Go to Facebook and search for PNWCC. Click on PNWCC Group. In the upper right hand corner, you'll see an "Invite by Email" link. Add your email address and click "Invite". Once approved by the site administrator, you'll be able to chat with other Camaro owners.

So go to the new PNWCC website (www.pnwcc.com) today and enjoy!

1977 Z/28 - The Legend Reborn Before

The Z/28 is the most famous recognizable Chevrolet Regular Production Option (RPO) code ever created. No other option code has become so synonymous to so many with high performance. Other option codes have been used for well-known packages such as Z22 (Rally Sport) and Z27 (Super Sport) but the option names/descriptions became famous, not the RPO number.

RPO Z28 is known as the Special Performance Package but no one uses that name, instead the option code is always referred to. RPO Z28 was in effect from 1967 through 1974. The 1974 Z/28 was the last year for that model as

There were no Z28s in 1975 and 1976. When the Z28 returned in 1977 it was as its own model, not an option package. The change to a separate model reinforced the power of the Z28 name. The mighty 1970 Z/28 had the Corvette LT-1 engine but each subsequent year saw horsepower and performance diminish to the point where the 1974 model had 255HP. In 1974 new federal government safety rules mandated a new bumper system and many attribute the 1974 bumpers as another reason sales continued to slide. The Z28 Camaro was discontinued after 1974 model.

Chevrolet executives recognized the dramatic sales of the Pontiac Trans Am during the years the Z/28 was not available. In 1976 the Trans AM had sold over 46,000 units and accounted for half of all Firebird sales that year. After two years of no Z/28s, the iconic Camaro returned as a separate model mid-year in the spring of 1977. The crash resistant large bumpers were still there but they were now body colored and looked much more attractive. During the Z/28 hiatus the Camaro also gained a larger wraparound rear window. The 1977 Z28 was still powered by a 350 cubic inch V-8 but it was now rated at 185 horsepower and 280 lb/ft of torque. Power train engineering is much more sophisticated today to the point where 400 or 500 HP from an engine with acceptable fuel efficiency is obtainable. In the 70's compression was lowered and anti-pollution systems choked HP. The performance emphasis was more on handling than all-out acceleration. Toward that goal, all Z28s had stiffer spring rates and thicker stabilizer bars. Harder suspension bushings and firmer shocks were also used.

Like the Trans Am, the revived Camaro Z28 was an instant hit. We bought a new ½ ton Silverado truck in 1977 and I remember wanting the new Z/28 but we needed a truck and the truck need won. Most new Z/28s were equipped with air conditioning and an automatic transmissions as comfort became as important as performance. The cars were also available with a Borg-Warner Super T-10 4-speed and minimal option packaging for those buyers interested in a more performance oriented car. Sadly the new Z/28 model was one of the few American high-performance vehicles available at the time and 185 HP was considered performance in those times. By the time the 1981 Z/28 was released which was the last 2nd generation Z/28, HP had been reduced to 175!

Car Club Challenge

by Mike Cox

Ah the smell of burning rubber and the sounds of hi performance engines can only mean one thing, spring is here and the race track is open. The second outing of this seasons car club challenge brought better weather than the rained out race on April 6th. It was a bit blustery at the track but we had no rain. There were just a handful of GM racers this weekend so hopefully we will get a better turnout at the race on May 11th. It did turn out to be a great day for racing however. We were able to get in 3 practice runs, we dialed in our times and after a nice barbeque lunch provided by PNWCC we started racing. A couple of us made it to the second round (myself included but I lost to a guy that consistently ran his exact dial in time). I don't think any of team GM got past the second round,. Hopefully we will do better at the next race. Race results will be posted soon for those interested in having a look!
(google car club challenge and go to team or individual results on the web page) I hope to see more of our club members out for the next race which will be on May 11 at Bremerton Raceway gates open at 8:00am, happy racing!!!

Car For Sale

Ex PNWCC member Tyler Baker is selling his 1967 Camaro RS/SS small block 350 convertible. He is relocating to New Orleans to pursue further education and must part ways with the Camaro. He says he is a "motivated seller that has a great understanding of the history of the vehicle". It is currently listed on classic auto trader: http://www.autotraderclassics.com/classic-car/1967-Chevrolet-Camaro-1096353.xhtml?conversationId=484662

Well maintained RS/SS, 4-speed, convertible. Original engine suffered a cracked blocked and was replaced with a similar '68 small block 350. Runs great with only 4.7K miles on it since. Numbers are true to the car except for the engine block. Restoration was performed on the vehicle in the '80s with pictures available. Garaged vehicle with minimal corrosion. Driven on sunny days and kept clean. Many perks including functional electric hideaway lights and a rare AM/FM radio. Car has had five owners and the history is known. Call if you have any questions 206-715-5199. drthare@gmail.com

Member Car

Dick Perry's 383 stroker 69 Camaro photographed at the March Member Meeting.

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

A couple of young tourists are pulled over by a highway patrolman. The officer walks up, asks for the driver's license and registration, and when he doesn't get it quickly enough, whacks the driver in the head. "That's for not having your driver's license ready," he snaps. "I ain't got all day." After he issues the driver a ticket, the patrolman walks around to the other side of the car and whacks the passenger in the head. "Owwww!" hollers the passenger. "What'd you do that for?" "That's to make your dream come true," replied the cop. "I know that when you would gotten a half-mile down the road, you were gonna say to your friend here, 'Wish he'd tried that with me!'"

Camaro Club Birthdays

Brad Davis	5/1	Juliet Brown	5/18	Darren Porter	6/14
Tracie Ebel	5/2	Keith Mehus	5/23	Roger Filippi	6/15
Linda Serben	5/2	Gayle Woodcock	5/27	Joe Karuza	6/15
Tim Powell	5/4	Sarah Nance	5/28	Rick Davis	6/16
Jon Nidermayer	5/5	Bill Wallace	6/2	Emily Harris	6/18
Carolyn Connors	5/7	Shirley Jorgensen	6/2	Ron Neckermann	6/19
Jeremy Thompson	5/8	Tammy Cotrill	6/6	Melissa Smith	6/19
Vicki Lewin	5/10	John Ivey	6/7	Tom Garvin	6/20
Daniel Harper	5/14	Jenni Ames	6/7	Austin Borgstrom	6/20
Elsie Wescott	5/15	Krystin Davis	6/11	Rick Jones	6/23
Alex Campbell	5/16	Erika Franklin	6/12	David C White	6/25
Patricia Morgan	5/16	Lori K Fisher	6/12	Jackson Sutton	6/25
Mike Mejer	5/17	Tom Mitchell	6/13	Don Berry	6/27
Robert Weiss	5/18	Doug Davis	6/14	Nate Nurcivucg	6/27
		Lloyd Tamura	6/30	Pat Connors	6/28

Camaro Club Anniversaries

Mike & Belinda McDowell	5/4
Tim & Sharon Loewen	5/11
Larry & Barbara DeCamp	6/2
James & Carol Weaver	6/6
Gary & Sharon Lentz, Sr.	6/15
Ed & Gloria Shofstall	6/20
Gary & Maggie Gregory	6/29

The Beginning of the Rat Rod Movement

2013 PNWCC Events and Activities

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.

2013
ALL CAMARO/CHEVROLET SHOW
SPONSORS

We would like to thank the following sponsors for their support:

SUNSET CHEVROLET

XXX DRIVE-IN
CONVERTIBLES ONLY
D&L RESTORATIONS
BLOOD ENTERPRISES
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NORTH BEND CHEVROLET
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ISSAQUAH NAPA
NORTH BEND NAPA
NORTH BEND O'REILLYS AUTO PARTS
ISSAQUAH PCC NATURAL MARKET
MONROE LES SCHWAB
KEITH &TRACY MEHUS

WE NEED YOUR HELP TO ADD TO THIS LIST, Please contact me if you want to solicit items for this year's car show raffle

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ASKING FOR HELP, PLEASE READ **from Kevin Ames**

Roger Perron, former PNWCC member and a Past President of the Vancouver Camaro Club, passed away on August 2, 2009. He is buried in Abbotsford, B.C. at the same sight as his son Clinton. After all this time Roger still has no marker that he is there. Jennifer and I are starting a fund to raise $2,000.00 dollars to purchase a marker fitting for our friend Roger. We are asking for donations from members of the PNWCC and members of the Vancouver Camaro Club, and we would also like to take donations at the All Camaro and Chevy show. Please help us to Honor a Great Friend and even Greater Camaro Enthusiast by making a donation today.

For more information on how to make a donation please contact Jennifer at j.ames@clearwire.net

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.

PACIFIC N.W.

Camaro CLUB

THE Heartbeat OF THE NORTHWEST

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