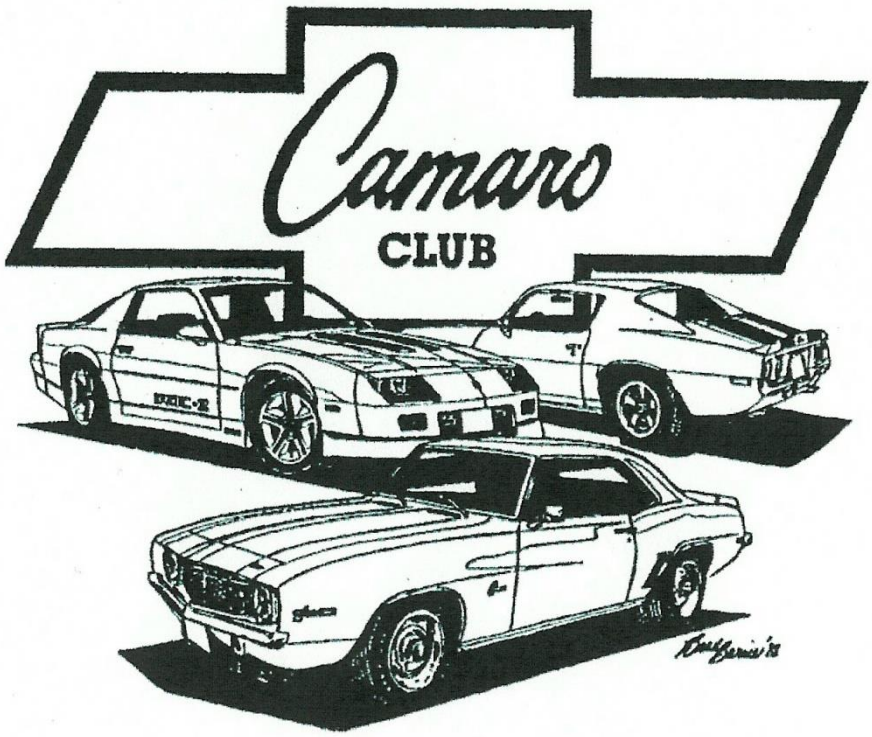
THE *Heartbeat* OF THE NORTHWEST

PACIFIC N.W.

Camaro CLUB



November-December 2013

PNWCC 2013 Officers and Representatives

President	Glenn Wiest	206-938-3002	president@pnwcc.com
Vice President	Mike Montgomery	425-391-8069	vicepresident@pnwcc.com
Secretary	Kim Mejer	253-535-0307	secretary@pmwcc.com
Treasurer	Mike Mejer	253-535-0307	treasurer@pnwcc.com
Activities Director	Larry DeCamp/Dale Krehbiel	206-715-1204	activities@pnwcc.com
Charitable Events	**OPEN**		charitable@pnwcc.com
All Chevy Show 2013	Mike Montgomery Don Berry	425-391-8069 360-805-9611	acs@pnwcc.com
All Chevy Show 2014	Sam Besser James Nance		acs@pnwcc.com
Car Club Challenge	Marc Goodwin/Mike Cox	425-481-6777	carclubchallenge@pnwcc.com
Historian	Tammy Ivey	360-894-4590	historian@pnwcc.com
Webmaster	Robert Copeland	206-234-1102	webmaster@pnwcc.com
North Area	Leonard Schucht	360-647-5067	north@pnwcc.com
Snohomish County	Mike Cox	425-485-2802	Snohomish@pnwcc.com
King County	Rochelle Evans	206-307-4320	king@pnwcc.com
Pierce County	Gary Gregory	253-228-1475	pierce@pnwcc.com
South Area	Tammy Ivey	360-894-4590	south@pnwcc.com

SPONSORS Offering Member Discounts – Please note changes and additions

SUNSET CHEVROLET Bruce Douglas **253-863-8221** 910 Traffic Ave. Sumner, WA 98390 GM parts 20% over cost	Corvette & High Performance 2840 Black Lake Blvd SW #D Olympia, WA 98512 **360-754-7890** Larry Johnson	D&L RESTORATIONS, INC. Louie Cohn **425-259-8151** 3732 Smith Ave, Everett, WA 98201 Www.RestoreYourCar.com
Ricks Camaros **1-800-359-7717** Customer Number: **10193534** **MUST CALL TO ORDER** **Specify your address**	LEE JOHNSON CHEVROLET 800-877-9016 11845 NE 85th Kirkland, WA 98033 20% off selected parts	GOOD CHEVROLET Brian Ainsworth 425-235-2030 325 SW 12th Street Renton, WA 98055 Ask for Dick for best price
Puyallup Chevrolet Rusty Smith 253-838-7600 800 River Road Puyallup, WA 98371 15% off selected GM parts	BURIEN CHEVROLET Ed Donovan 206-243-5800 14400 1st Ave. S. Seattle, WA 98168 20% off selected parts	Bill pierre chevrolet Bud Guydete 11323 Lake City Way NE Seattle, WA 98125 (866) 660-9187 15% off GM parts
JET CHEVROLET 253-838-7600 Steve Paul or Walt 35700 Enchanted Parkway S. Federal Way, WA 98003 15% off selected parts	TITUS-WILL CHEVROLET 2425 Carriage Loop SW 800-594-2957 Olympia, WA 98502 Show membership card for 10% off selected parts and services	Speedway Chevrolet Speedway Chevrolet 16957 W Main St MONROE, WA 98272 Up to 20% discount

Chuck Olson Chevrolet is now offering up to 20% discounts to club members 206-546-4171

A Word from the President

October 23, 2013

In the last "A Word From The President" I got a little ahead of myself and stated that it was the last newsletter created by Mike Montgomery, it was not, this is. Sorry for the mistake, however, also in that letter were many thanks of appreciation to him, and several others who have been prominent in the successes of the Pacific Northwest Camaro Club this year, and those accolades still stand in full. We have had a great group of leaders and support from the membership. OORHA!

The month of October is coming to an end, and with that is the nomination of Member of The Year by the membership, AND nominations for Club Officers/Board of Directors, the latter to extend into the November meeting with the final election of officers. Also to keep in mind the awards banquet to be held on the 16th of November at Branks BBQ in Sumner.

It is too bad that the winters in the Pacific Northwest are so cold and damp, as the next few months look pretty boring (weather related) as far as car activities goes, no racing, rally's, picnics, or tours. But on the bright side, we do have the Christmas Party coming up, and this is also the time of year where old and new committees start coming together to plan next year's events.

For those of you who have not been involved in the process of planning events in the past, this would be a good time to get involved and learn the ropes so to speak from those who have been doing this for a while, you would be surprised how much it takes to plan a simple event like the Sunrise cruse this year. Until I became President, and got involved, attended meetings, or just helped with the many events we completed this year, I had no clue as to how much work it was, and how dedicated all of the planning personnel are. Thank you all.

As this is the last newsletter for this year, I want to say to all the membership, thank you for such a great year for the participation of the events and meetings. Mike Montgomery (writer/photographer)and Sam Besser (editor) thank you for a great newsletter.

However, great news, we get to do it again next year.

Glenn G. Wiest
PNWCC President, 2013

he ***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

PNWCC Club Gear – Taking Orders for New 2013 Design as well as 2012 Design
We still have a few tee shirts left with the new 2013 design as well as 2012 design. The new 2013 PNWCC shirt design consists of the front view of all five generations (white design on black T shirt). You can also order last year's design (profile of all five generations), black design on white T shirt. Ball caps with the PNWCC logo are also available. Contact Robert Copeland for ordering information at storemanager@pnwcc.com

http://www.caranddriver.com/features/2016-chevrolet-camaro-25-cars-worth-waiting-for-20142017-future-cars

http://gmauthority.com/blog/gm/chevrolet/camaro/2015-camaro/

http://www.ontariostreetcar.com/2013/07/02/2016-chevrolet-camaro-renderings-information/

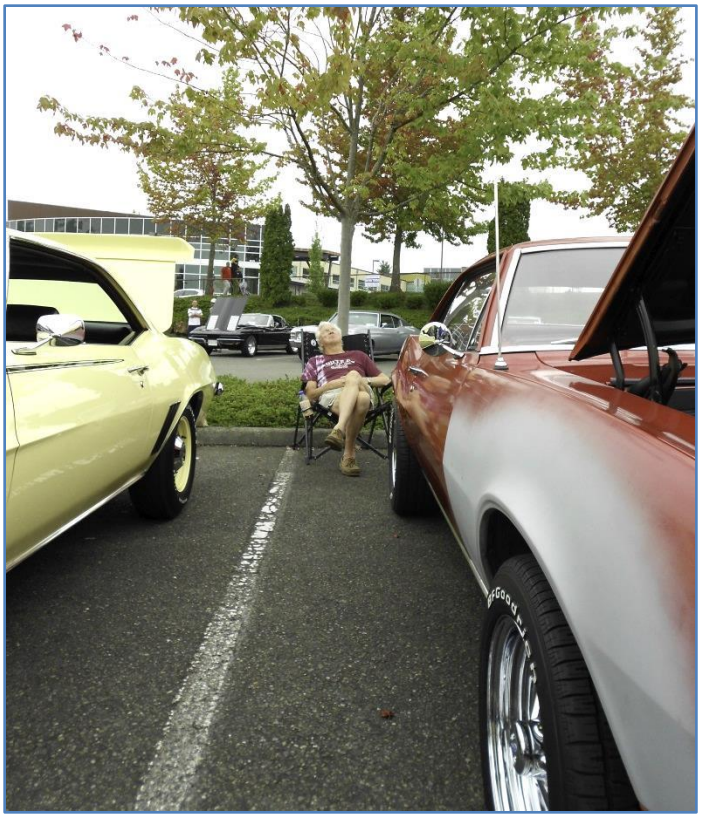
http://camarog6.com/forum/

2013 Top Foods Muscle Car Madness

On Saturday September 14th several club members met at Larry DeCamp's house where we checked out his just painted 73 Camaro Z/28. After a short bench racing session we caravanned together to the 2013 Muscle Car Show at Top Foods in Renton. The show is officially called Muscle Car Madness but there were many cars in attendance that were not muscle cars and they had many classes in the show for non-muscle cars.

The weather felt like fall even though we were still in the summer calendar. There actually was a very light mist coming down as I drove to Larry's but my record of 34 years without using the windshield wipers remains intact ☺. We had a great time and also won the award for largest Club Participation. The award is currently hanging in my garage and unless someone tells me a more appropriate place, it shall remain there. Marc Goodwin's just completed 69 Z/28 won the top awards of best interior, best paint and BEST OF SHOW!

If I remember correctly someone felt that this image of Marc holding a pink box would be funny. Marc had the winning raffle ticket and the box had wine in it.



Then someone else thought this image of Dale taking a nap would be funny. Looked good to me and any proper senior citizen needs a mid-day nap. I know that I do!

Excerpted from HAGERTY

Living with Ethanol

Don Sherman

How to make blended fuels work with your old car

As if classic car owners didn't suffer enough with the demise of leaded gas, now we've got ethanol to fret over. While gasoline-ethanol blends, originally called gasohol, have been around since 1978, they're now so prevalent we're stuck pumping the stuff into our tanks.

A 2009 survey conducted by Hagerty revealed that 91 percent of the respondents were down on the idea of blended gas, and 29 percent reported problems attributable to the use of E10, a 10/90-mix of ethanol and gasoline.

Ethanol does have positive attributes. The government mandates its use because it lowers both greenhouse gas emissions and petroleum imports. Ethanol also boosts octane — good news for muscle car and hot rod owners.

The bad news is that ethanol's energy density is lower than gasoline, so mileage is slightly poorer with the now-common E10 and the coming E15 (15 percent ethanol) blends. Because ethanol is an aggressive solvent, it can dislodge fuel system deposits, resulting in clogged filters and screens. Its galvanic action can also corrode unprotected steel fuel tanks. Worse, ethanol absorbs water from the air, and it's hostile to fiberglass, two reasons why boaters hate the stuff. E10 is illegal for aviation use.

To understand what we're getting into here, Hagerty collaborated with Kettering University on an in-depth E10 study. Some 3,000 hours of testing revealed that ethanol won't dissolve your carburetor or fuel pump while you watch. As long as an extra measure of preventative care is exercised, classic car owners should be able to survive the blended-fuels era without calamity.

Shrewd preventative maintenance starts by keeping a watchful eye on fuel filters. Because cork, paper, natural rubber, neoprene rubber and some silicone materials are vulnerable to the ill effects of ethanol, when it's time to overhaul your carburetor, rejuvenate your fuel pump, or service your tank and lines, it's essential to use modern gaskets, seals, coatings and hose materials compatible with today's fuel. It's also a good idea to brush up on your spark plug-reading skills: While modern cars self correct for the slightly leaner fuel-air mixtures inherent with E10, old cars may require carburetor jet changes to run perfectly on this fuel.

Short of constructing your own refinery, there are fuels such as VP Racing Gas that contain no alcohol. VP's C9 storage fuel guards against gas-water phase separation and jet clogging during winter months. Additives such as Marvel Mystery Oil and Sta-Bil have also earned a devoted following among car collectors. The only way you'll know what works best in your car is to experiment with the products we've listed here.

October 26, 2014 Meeting – Electing 2014 Club Officers

PNWCC 2014 Officers & Directors Nominations:

President:	Glenn Wiest, Mike Montgomery
Vice President:	Jean Krehbiel with assist from Mike Montgomery
Secretary:	Kim Mejer
Treasurer:	Mike Mejer, Robert Copeland
Activities Director:	Dale Krehbiel & Larry DeCamp
2015 All Camaro & Chevy Show Directors:	open
Charitable Events Director:	Debbie Montgomery
WebMaster:	Robert Copeland
Historian:	Barbara DeCamp
Car Club Challenge:	Mike Cox, Kim Mejer

At next meeting will open nominations once again and then close and vote
Hope to see all there.

A motion was placed to eliminate the Area Reps positions. Motion was seconded and approved

Tech Sessions

Now that the Spring and Summer seasons have passed the club is planning to hold several tech sessions during the winter months. As always we would like member input for additional sessions but as of this newsletter we are planning on:

A Tech Session will be held held at Larry DeCamp's garage on the subject of detaling to win at a car show. Often the difference between a car that is selected as a winner and the other entrants comes down to small details and in some cases a few secrets. In our club we have a few top quaility show cars that have won at a national level. We encourage members to bring their cars to be used as examples and also to receive some hands on detailing work during this session. Date and time to be announced.

We are currently in the planning phase for a tech session at one of the premier engine/car building shops in the North West. Located in Samammish , Preston Automotive does complete restorations, as well as engine builds including racing engines and full diagnostic and repair work. They also offer full engine dyno services:
http://rpmdyno.com/
Date and Time to be announced

A tech session including possibly dyno time is being planned for Corvettes of Auburn. Dale Krehbiel and Larry DeCamp will inquire who is interested to ensure that we have adequate attendance.
Date and Time to be announced

If you have any ideas or requests for future Tech Sessions, please inform one of the club leaders.

GM News

Popular Mechanics named General Motors' Super Cruise semi-autonomous driving technology for Cadillac a winner of its ninth annual Breakthrough Awards that recognize innovators and products that advance the fields of technology, medicine, space exploration, automotive design, and more.
Super Cruise is capable of semi-automated driving including hands-off lane following, braking and speed control under certain driving conditions. The system is designed to ease the driver's workload on freeways only, in bumper-to-bumper traffic and on long road trips; however, the driver's attention is still required. Super Cruise is undergoing real-world driving assessment and trials, and could make its way into Cadillac production models later this decade.

Track-capable Camaro Z/28 Validated at Nürburgring

Chevrolet revealed a video of the all-new, 2014 Camaro Z/28 lapping Germany's challenging Nürburgring road course in 7:37.40, a time comparable with some of the world's most prestigious sports cars.
The Z/28's lap is four seconds faster than the Camaro ZL1, and beats published times for the Porsche 911 Carrera S and the Lamborghini Murcielago LP640. The Z/28's lap was completed on less-than-ideal conditions, with damp pavement and pouring rain near the end of the run.
"One of the challenges of testing at the 'Ring is that the track is so long that conditions can change radically in a single lap," said Al Oppenheiser, Camaro chief engineer. "Adam Dean, the development driver for Z/28, did a heroic job driving in deteriorating conditions. Based on telemetry data from our test sessions, we know the Z/28 can be as much as six seconds faster on a dry track."
In terms of lap times, the Z/28's improved speed came from three areas:

- Increased grip: The Z/28 is capable of 1.08 g in cornering acceleration, due to comprehensive chassis revisions
- Increased stopping power: The Z/28 features Brembo carbon-ceramic brakes capable of 1.5 g in deceleration, and consistent brake feel lap after lap
- Reduced curb weight: The naturally aspirated Z/28 weighs 300 pounds less than the supercharged Camaro ZL1, with changes ranging from lightweight wheels to thinner rear-window glass.

The heart of the Z/28 is the 7.0L LS7 engine. The LS7 uses lightweight, racing-proven, high-performance components, such as titanium intake valves and connecting rods, CNC-ported aluminum cylinder heads and a forged-steel crankshaft to help produce an SAE-certified 505 horsepower (376 kW) and 481 lb-ft of torque (652 Nm). Air-conditioning is available, but only as an option.
A close-ratio six-speed manual transmission is the only transmission offered and power is distributed to the rear wheels via a limited-slip differential featuring a helical gear set, rather than traditional clutch packs. The new design enables the driver to apply more power and get through corners faster, by making the most of the capability of individual-wheel antilock brake function during corner entry braking, mid-corner speed and corner-exit traction.
The team spent a week at the Nürburgring as part of the Z/28's performance-validation regimen, accumulating a total of 10 hours and nearly 1,000 miles on the track. Each lap took less than eight minutes to complete, despite having to overtake slower traffic at times. These hours are part of the grueling 24-Hour Test, which simulates a full year's worth of track use of track days or amateur-level competition at the hands of an owner.
"Passing the 24-Hour Test is a requirement for all cars we call 'track capable,'" said Wayne McConnell, director of global vehicle performance. "The test pushes the car at 10/10ths on the track for a total of 24 hours. During the test the only mechanical changes allowed are replacing the brakes and tires."

The 24-Hour Test is broken into a number of segments over the course of several days – and even at different tracks – to evaluate performance in precisely measured and carefully monitored increments. Crucially, each valid test lap must be run within 2 percent of a target lap speed to count toward the 24-hour total.
The 24-Hour Test was first used in the early 1990s for the fourth-generation Corvette. Back then, the 300-horsepower Corvette was Chevrolet's most powerful vehicle, and the 24-Hour Test measured 15 channels of data. Today, the 2014 Camaro LS offers a 323-horsepower V-6, while the Camaro Z/28's racing-proven LS7 7.0L small-block V-8 delivers 505 horsepower, and the 24-Hour Test measures 130 channels of data.
"Our cars' performance and capability have advanced tremendously in the past 20 years, which required us to continually improve the parameters of the 24-Hour Test," said McConnell.
"Today's test pushes the car harder than the vast majority of customers ever will. As a result, when we call a car 'track capable' we are confident that it will perform reliably and consistently for our customers."

http://www.topspeed.com/cars/car-news/2014-camaro-z28-nails-7-38-at-nurburgring-in-misty-weather-ar160748.html
http://www.foxnews.com/leisure/2013/10/15/2014-chevrolet-camaro-z28-has-good-fast-time-at-nurburgring/

Factory Performance for 5th Gens

Chevrolet Performance released a comprehensive collection of factory-engineered performance parts and accessories for fifth-generation Camaros, 2010 model year and newer. Many of the parts preserve the vehicle warranty when installed by a Chevrolet dealer – an advantage aftermarket installers cannot provide.

The portfolio of parts is designed to make "Gen 5" Camaro V-6 and SS models more capable on the street and track and includes components from the high-performance Camaro ZL1 and the road racing-oriented Camaro SS 1LE package.

For customers interested in drag racing or high-horsepower projects, Chevrolet Performance offers the new ZL1 rear driveline system. It is the strongest independent rear axle option available for the Camaro, featuring a 9.9-inch rear differential mounted in a robust cast iron center section (vs. the aluminum center section in SS and V-6 models) and additional high-strength components.

For customers interested in road-racing or improved handling, Chevrolet Performance offers suspension components from the Camaro 1LE, which is homologated for competition in SCCA's T2 class. The same components in the Chevrolet Performance 1LE Track Pack enabled a production Camaro SS 1LE to circle Virginia International Raceway in less than three minutes.

"Chevrolet Performance is the first stop for owners building a competitive, durable Camaro for the track," said Jim Campbell, GM U.S. vice president of performance vehicles and motorsports. "These Chevrolet Performance parts are based on Chevrolet factory-validated production components that were tested on racetracks and validated to standards unmatched in the aftermarket industry. Quite simply, they're tailored for improved performance and built to the highest standards."

The parts are available directly from Chevrolet dealers, which can be found on the dealer locator at chevroletperformance.com or chevrolet.com.

Camaro ZL1 components:

- **ZL1 front brake kit for Camaro SS (part number 22959672) –** It includes racing-style front two-piece, 14.6-inch front rotors and six-piston Brembo calipers with aluminum housings and ZL1 logo. The kit includes two rotors, two calipers, brake pads and mounting hardware. It is a direct replacement for Camaro SS. It works with production chassis controls, including StabiliTrak, traction control and antilock brakes, and does not void the vehicle warranty.
- **ZL1 rear brake kit for Camaro SS (part number 23104466) –** It complements the ZL1 front brake kit with ZL1-logo calipers. The kit includes two calipers, brake pads and installation hardware. It works with production chassis controls, including StabiliTrak, traction control and antilock brakes, and does not void the vehicle warranty.
- **ZL1 front/rear brake kit for Camaro V-6 (part number 22989384) –** Upgrades the front and rear brakes for 2010-and-later Camaro V-6 models with the 14.6-inch front and 14.4-inch rear brake components from the ZL1. The kit includes two front, two-piece rotors and six-piston calipers, two rear single-piece rotors and four-piston calipers, brake pads, master cylinder and installation hardware. Twenty-inch wheels are required for caliper clearance. It works with production chassis controls, including StabiliTrak, traction control and antilock brakes, and does not void the vehicle warranty.
- **ZL1 short-throw shifter (part number 19299460) –** Quicker, more precise-feeling gear changes are enabled by the ZL1's 5.1-ratio shifter. It is a direct replacement for the six-speed manual transmission shifter in the Camaro SS. Does not void vehicle warranty.
- **ZL1 low-restriction air filter element (part number 92229651) –** Direct replacement for the air filter element in 2010-13 Camaro SS models, enhancing LS3/L99 engine performance by reducing induction restrictions. It does not void the vehicle warranty.

- **ZL1 fuel pump (part number 19260557) –** Fits all 2010-and-later SS and V-6 models. This twin-pump design is designed meet the high-rpm fuel requirements of a supercharged engine. It delivers approximately 250 liters per hour at 65 psi (450 kPa).
- **ZL1 rear driveline system (part number 22959394 for manuals and 22959395 for automatics) –** This is the ZL1's complete rear axle system, which is significantly stronger than the Camaro SS rear axle system. The kit includes a larger, stronger 9.9-inch ring gear with a heavy-duty limited-slip differential in a cast iron housing; stronger driveshaft and stronger asymmetrical half-shafts, which include a 60mm hollow shaft on the right and a 33mm solid shaft on the left. Their different torsional stiffness rates work in conjunction with the limited-slip differential to minimize the chance of wheel hop at launch. The kit is a direct bolt-in for the Camaro SS and V-6 models, although additional parts may be required for installation. Manual transmission kits feature a 3.73 axle ratio and automatic transmission kits have a 3.23 ratio.

Camaro 1LE components:

- **1LE Track Pack (part number 23123398 for V-6 and 23123397 for SS) –** This suspension kit features the same suspension components used in the production 1LE performance package. Content includes a larger, 27mm solid front stabilizer bar, and 28mm solid rear stabilizer bar for improved body roll, retuned front struts and new monotube rear shocks for improved body and wheel control, and stiffer toe links and rear shock mounts for improved performance. It works with production chassis controls, including StabiliTrak, traction control and antilock brakes, and does not void the vehicle warranty.
- **1LE strut tower brace (part number 22756880) –** This bolt-on component fits 2011-and-later Camaro SS and V-6 models, delivering greater stiffness to the front body structure to enhance the turn-in feel and supports quicker, more direct-feeling steering inputs. Does not void vehicle warranty.
- **1LE PCV valve (part number 12653073) –** Ensures oil separation and drain-back during high-load cornering. Does not void vehicle warranty.

Camaro SS components:

- **SS brake kit for Camaro V-6 (part number 23120542) –** Upgrades the front and rear brakes for 2010-and-later Camaro V-6 models with the Brembo front and rear brake components from the SS. It is a more economical option for customers who want greater brake performance, but don't need the performance of the ZL1 brakes. The kit includes two front rotors and calipers, two rear rotors and calipers, brake pads, master cylinder and installation hardware. It works with production chassis controls, including StabiliTrak, traction control and antilock brakes, and does not void the vehicle warranty.

LS3 heads / LS7 camshaft package (part number 19300535)

Developed by the same powertrain engineers who work on Chevrolet's motorsports programs, this power-building kit was developed as a direct replacement for the factory-installed heads and camshaft on 2010-and-later Camaro SS models, adding up to 40 horsepower. The kit includes CNC-ported LS3 cylinder heads, which flow more than 350 cfm (intake side) with 276cc intake runners and 2.165/1.590-inch valves. The high-lift LS7 camshaft makes the most of the heads' airflow capabilities, with 0.558/0.558-inch lift and 211 degrees/230 degrees duration at 0.050-inch and a 121-degree lobe separation angle. Contents include the camshaft and fully assembled cylinder heads. Head gaskets and cylinder head bolts must be purchased separately. Tuning is required. This kit fits other LS-family engines with at least 4.000-inch bores.

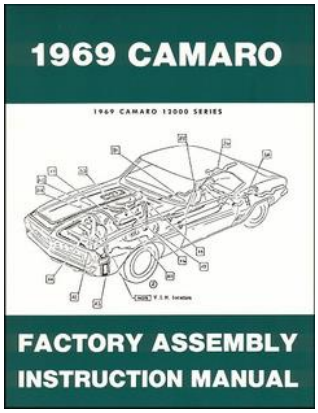
COPO components for the drag strip

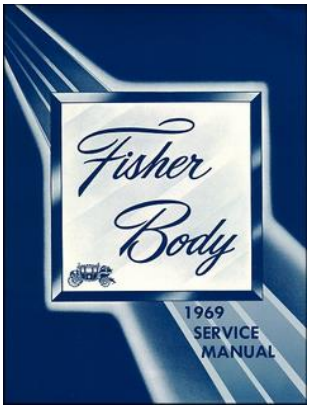
Chevrolet Performance also offers many of the specialty and high-performance components used in the COPO Camaro, allowing racers to build their own Camaro race car. They include components such as the unique COPO Camaro hood (part number 22950678) and COPO-logo gauges.

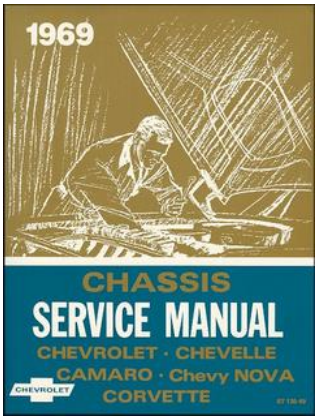
The 2014 Z/28, The Best Camaro Ever!

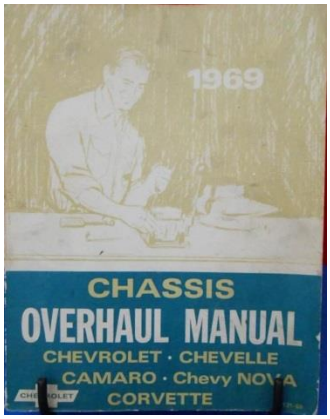
The Shop Manuals

I was reading the current issue of Hemmings Motor News where I read this statement in an article,
"Buy the shop manual for your vehicle. It will save you from asking someone a stupid question that they will try to answer for you by looking it up in a shop manual.
Most of us have the factory assembly manuals. Sometimes they appear to not have sufficient detail to understand part locations or sometimes they just do not contain any information on a part or assembly you may be working on.
Recently two situations occurred where club members needed information but could not find it in the factory Assembly Manual. The Assembly Manual for the year of your car contains invaluable information and allot of the work done in a restoration can be obtained from this manual. However, vendor components or components from General Motors factories like the Tonawanda engine plant are not covered in the Assembly Manual.









To fully understand every part and assembly location including all assembly torque specifications as well as detailed sequencing of disassembly and reassembly of every part the full set of factory manuals is needed.

Ebay, Be Careful

I remember waiting for each issue of Hemmings Motor News to come out in anticipation of searching through the magazine looking for that rare part and sometimes finding a great deal for it! The internet has truly "changed our lives" as is stated and today the place to go for rare parts is no longer Hemmings it is now Ebay!

Ebay was founded in 1995 and went from a small hobby site to what it is today, a multi-billion dollar business with operations localized in over thirty countries. Some people make a living by buying and selling full time on Ebay. We no longer look to Hemmings for those rare finds we search the internet and Ebay. There are deals to be found and there are also very hard to find rare parts that sometimes you can find listed for sale on Ebay. There are also those rare parts that through competitive bidding sell for astounding (and irrational) prices but if you need that part to complete your car…..

There are also misleading sellers and sometimes you do not know this until the thing you purchased arrives at your door. The buyer/seller rating keeps most very honest but there are ways a seller can be misleading without breaking Ebay's rules.

The classic deception some sellers employ is to show a supposed "NOS" part with a vintage GM box and then state; *"Auction is for one Genuine GM NOS …(whatever part)…… These parts came several to a box, so you will NOT receive the box"* Be aware of any auction where the seller makes the statement that you "will not receive the box".

The correct windshield washer fill tube screen for 69 had a brass screen which is a rare and hard to find part. When I am looking for something I watch Ebay on a regular basis and the Ebay search function usually will bring up all related parts. Larry DeCamp, Marc Goodwin and I were discussing what the correct washer cap is for 69 recently so I was looking for one of these when I found this listing:
http://www.ebay.com/itm/NOS-GM-Windshield-Washer-Bottle-Cap-/221301979442?pt=Motors_Car_Truck_Parts_Accessories&fits=Year%3A1969%7CModel%3ACamaro&hash=item3386a03932&vxp=mtr
There are other parts sources that still offer **some** GM parts so I always will also look at:
http://www.gmpartsdirect.com/results.cfm
http://www.vpartsinc.com/
GM part number 3798372, "Washer Cap", is still available at gmparts and the part has the correct configuration except for the release tab has full rib on the bottom where the original 1969 assembly line part had only a partial rib. The price for the part from GM is $2.94. Search Ebay for "Camaro Washer Cap" and you will see the same current GM cap listed various ways by numerous sellers and offered for a much higher price. The new part comes in a plastic bag not a box but the sellers show it with the box which is "not included" and State that the cap is NOS. Any time you see a seller offering a claimed "original" or NOS" part and they show GM packaging but state "does not include the box" be suspicious!
Another skillful deception is for a seller to list a part as NOS then buried in the description they will state "just like NOS". Often these are the same reproduction parts available by the numerous companies selling Camaro parts but the price is usually higher. I also really trust the sellers who say, "I am listing this for a friend who does not have a computer".
I have purchased numerous items on Ebay and have learned to read all the listing, review the sellers rating and always investigate (or ignore) the "does not come with the GM box" listings.

At the recent Monroe Swap Meet I found a correct 1969 windshield washer bottle cap (partial rib), hose and brass screen for $20.00! ☺

Robert and Lisa Copland's Annual Wiggin Out Party

Robert and Lisa

Oil Changing Instructions

Women:

1. Pull up to Jiffy Lube when the mileage reaches 3000 since the last oil change.
2. Drink a cup of coffee.
3. 15 minutes later, write a check for $40 and leave with a properly maintained vehicle.
4. Or, put the car on jack stands, drain oil, change filter, add oil

Men:

1. Go to O'Reilly auto parts. Write a $50 check for oil, filter, oil lift (kitty litter), hand cleaner and scented tree.
2. Dump old oil from last oil change in back yard.
3. Open a beer and drink it. Jack car up. Look for jack stands.
4. Find jack stands under kid's pedal car.
5. In frustration, open another beer and drink it.
6. Place drain pan under engine.
7. Look for 9/16 box end wrench. Give up and use crescent wrench.
8. Round off drain plug hex with crescent wrench.
9. Unscrew drain plug with vise grips.
10. Drop drain plug in pan, splashing hot oil on you.
11. Clean up using hand cleaner. Have another beer while oil is draining.
12. Look for oil filter wrench.
13. Give up. Poke oil filter with phillips screwdriver and twist it off.
14. Drop oil filter in full oil pan. Clean up a big splash.
15. Next day, drag pan full of old oil out from underneath car.
16. Throw oil lift (aka kitty litter) on oil spilled during step 15.
17. Beer. No, drank it all yesterday, Walk to 7-11, Buy beer.
18. Apply thin coat of clean oil to filter gasket. Install oil filter.
19. Remove oil filler cap. Drop it down there somewhere.
20. Dump quart of fresh oil into engine. Remember drain plug (step 10).
21. Feel around in full drain pan to find drain plug.
22. Clean dirty black oil from hands (step 21).
23. Install drain plug. Stay out of fresh oil on the floor.
24. Slip with crescent wrench and bang knuckles on frame.
25. Bang head on same frame in reaction. Begin cussing fit. Throw wrench.
26. Clean up. Apply Band-Aid to knuckle.
27. Have a Beer. Dump in remaining 4 quarts of oil**.**
28. Look for lost filler cap (step 19). Give up. Stuff old rag in hole.
29. Lower car from jack stands. Accidentally crush one jack stand.
30. Drive car to O'Reilly's. Buy new filler cap and one quart of oil.
31. Open hood in front of O'Reilly's. Remove rag (step 31).
32. Pour in oil. Install new filler cap. Check oil level on dipstick.
33. Go back in O'Reilly's. Buy another quart of oil and a filter wrench.
34. Crawl under car. Tighten oil filter. Burn arm on hot exhaust pipe.
35. Remove new oil filler cap and dump in another quart of oil.
36. Ignore the oil trail made going to O'Reilly's while driving back home.
37. Stop in front of the 7-11 when the old oil filler cap goes bouncing down the pavement. Stock up on beer while there since it's almost time for a spark plug change.

Car Club Challenge Update:
Hello Racers

Well it is that time of the year to put your race cars into hibernation, and I finally have the points for year ending, but first, we had a great year of racing the weather was great for most all of the scheduled race days, and had a bunch of guys turn out and get some much needed points for our club, we took 2nd place overall this year.

Team Points
Ford Drag Team 4966 points
Team GM 4226 points
Mopar 2067 points

Individual club member points
1. Don Berry 458 points (Overall@ Bremerton and pacific)
2. Mike Cox 313 points (overall@ Bremerton and Pacific)
3. Brian Wescott 291 points (overall)
4. Eric Canzler 281 points (overall)
5. Mark Smith 278 points (Pacific) Mark also took 2nd place in points overall(all teams) at Pacific

Our club member Don Berry had an excellent year, he broke his race car about halfway thru the year and raced his tow vehicle for 1 race "because he was winning", but then ended up racing his little green 68 with a 6 banger and had a great year, he also raced a nostalgia class, and an inline 6 class, and won 1st and 2nd place a few times, congrats Don for a great year, and I cant forget about Mark Smith, he had a very consistent year taking second overall in points at Pacific Raceway, (if only he would race Bremerton) Congrats Mark for an excellent year.

You can check all the points, final standings and some great pictures from this season at
www.carclubchallenge.com
Next year if you want to race or support the club, come on out you don't need a racecar to race, just the need for speed
See Ya next year

2014 Chevrolet Camaro SS Convertible By Seth Miersma (Autoblog)

The 2014 Camaro debuted at the New York Auto Show, and the Convertible version (by way of pictures) at its far-flung debut in Germany. As a car writer, a V8 enthusiast, a convertible diehard and, most days, no fool, I've wanted to get my turn in this very car ever since.

The Camaro SS Convertible rumbled up to my door in 2SS trim, meaning my first go with the deeply attractive pony car would lack for neither bells nor whistles, nor imposing 20-inch aluminum wheels. While undoubtedly pricey, fully loaded with a manual transmission is a great way to buy this car. What's more, the middle of the Michigan autumn is pretty much the perfect time to have the keys to it in your pocket.

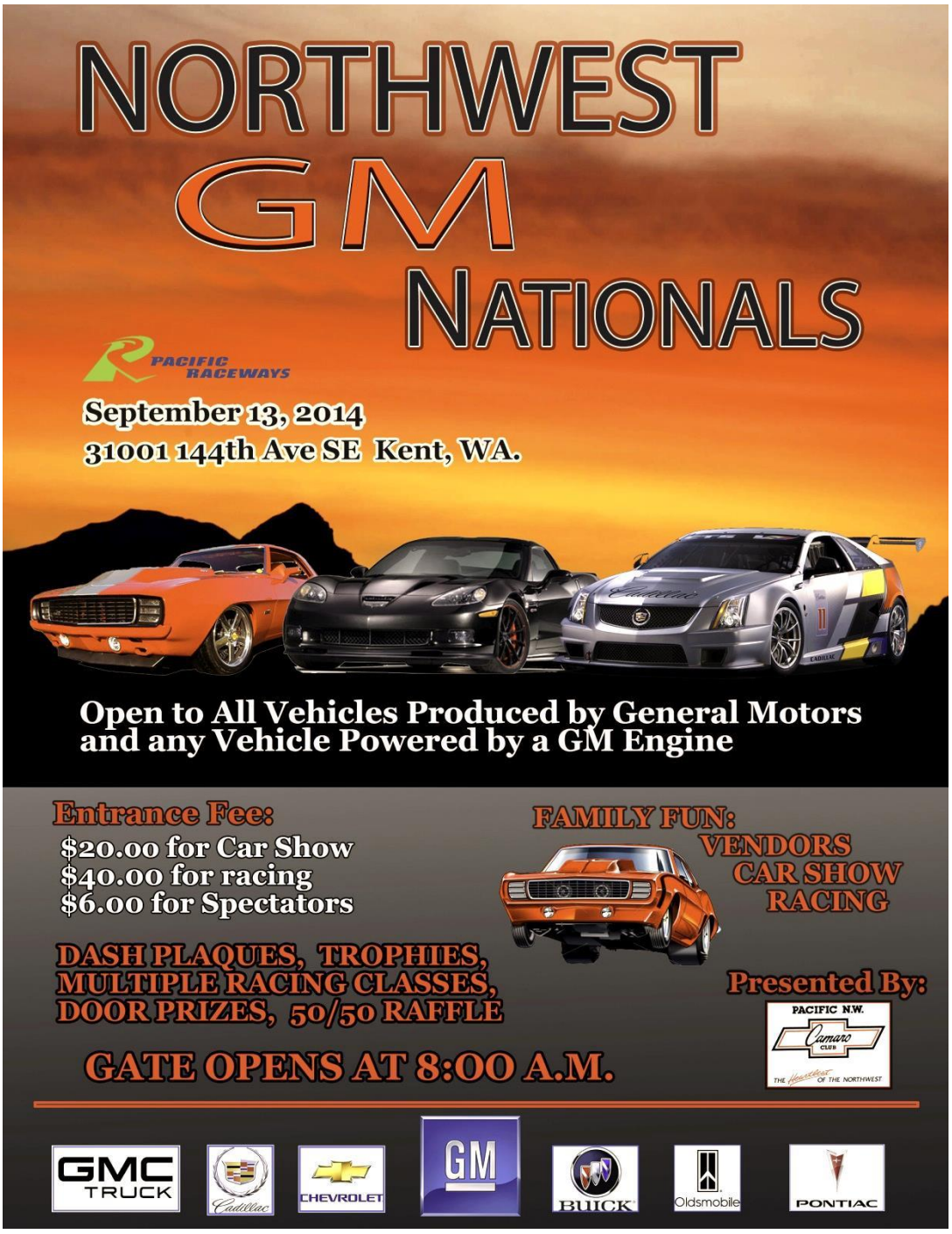
Driving Notes

- It's a piece of cake to pick out this 2014 Camaro Convertible SS (or the coupe, for that matter) from the outgoing model, with just a quick glance at the front of the thing. The air extractor dead-center at the top of the hood is a giveaway, only slightly less subtle than the lower, smaller grille with silver accents. In back, the two-per-side squared off taillight clusters have been replaced with single integrated units that I believe look a lot better. I'll admit that I'm not crazy about the looks of the integrated lip spoiler on the Convertible SS, though Chevy tells me that it does help with rear end lift at speed. I didn't get the thing up to speeds high enough to notice the difference, apparently (commence with pillorying of my driving, in Comments).
- Inside the car you'll find very little changed for the new model year, meaning the same love-it-or-hate-it, super-shiny plastic panels on the doors and framing the dash, along with big blocky gauges and (in our 2SS trim car) Chevy's useful MyLink infotainment system.
- Though the 6.2-liter V8 engine is clearly the adrenaline-pumping heart of this modern muscle car, it's the ability to drop the roof that makes the Camaro Convertible a more usable performance machine for me. I've always been impressed with the sports-car handling of the 5th generation Camaro, but the coupe's turret-slit windows and thick pillars fore and aft have always made it difficult to place the car on the road with utter confidence. The increased visibility of the convertible transforms this car for me – in the interest of full disclosure, my above-average height certainly colors my strong feelings here.
- The engine's 426 horsepower and 420 pound-feet of torque flow freely and joyfully to the Camaro's rear wheels when you put your foot down, and they sound great doing so. Chevy rates the SS Convertible at about 5.4 seconds for the sprint from 0 to 60 miles per hour, which seems right on. The truth is that the big V8 convertible feels slightly more sluggish than the power numbers would indicate when moving away from a standstill, but faster 'n hell when accelerating from speed up to much higher speeds. The engine needs to get spinning before the full force is unleashed.
- Fitted as my car was with the optional dual-mode exhaust system, I became quite enamored with passing lesser cars under highway overpasses, where the exhaust could trumpet against the cement and (probably) set off car alarms blocks away.
- The Camaro doesn't exactly 'dance' along back roads – this is a car that clocks in at over two tons, don't forget – but it offers enough raw grip to make it more than up to the challenge of anything I threw at it. It's stunning to me just how rigid Chevy engineers have made this convertible, which doesn't seem to give away one whit of flex to the coupe. The cowl shake that you remember from the fill-in-the-model-year-here F-Body convertible you rode in as a kid has been utterly banished.
- My Camaro SS Convertible tester stickered for over $46k, which is a lot more money than you might associate with a car that has historically been pegged as a performance bargain. Remember, especially when talking about high-powered convertibles, there's just not a lot that goes head-to-head with Camaro other than Mustang. When it comes to sports convertibles with big V8-power and **racy** handling, plus two seats for the kids in back, you basically have your choice between Chevy, Ford, or spending *a lot* more money on something German.

NW GM Nationals

This year we begin a new adventure in planning for the new NW GM Nationals Car Show and Drag Race which is to be held on September 13th, 2014 at Pacific Raceways. We have a small team of club members who are working to create a plan that includes getting other clubs representing the various GM brands to work with us to create the Show/Race. We have requested support in a major way from General Motors for the event

The club's annual All Camaro and Chevy Show is still our main focus so watch for details for both of these shows in the following newsletters as the planning gains momentum.



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.

Cruise report from Bruce Mercer: *Cheryl and I went on a Cruise last night (Sat. Night) and this was our findings:*

Lynnwood Fatburger 5:00 PM – nobody there

Via the web Lynnwood Hefty burger is closed

ClearView McDonalds – 5:30 PM had around 30 cars and was told they are there from 3 PM to 7 PM every Sat. Was also told that the best is Fri. evening/night at the Lynnwood Taco Time. Was a beautiful day to be out !

Fun from the Internet

A car breaks down on the hard shoulder of a motorway. The driver opens his boot and lets out two dirty old men in raincoats. The men stand at either end of the car and start flapping their coats open and closed, exposing themselves to the passing traffic. A police car soon pulls up. 'What are those two doing?' says the policeman. 'Them?' replies the driver. 'They're my emergency flashers.'

A boy is walking along the road when a car pulls up alongside him. 'If you get in my car,' says the driver. 'I'll give you a bag of candy', the boy ignores him. 'Okay,' says the driver. 'Get in my car and you can have two bags of candy and $5.00, the boy ignores him. 'The driver says, 'Listen, if you'll just get in the car I'll give you all the sweets you want and $20.00. The boy turns to the driver and says, 'Dad, for the last time, I'm not getting into that Ford.'

Camaro Club Birthdays

Dan Ivey	11/8	Alex Spearman	12/3
Sharon Loewen	11/12	Marcie Osterberg	12/5
Kevin Ames	11/17	Tami Sisco	12/11
Phetchara O'Keefe	11/17	Mike McDowell	12/13
Greg Scholz	11/18	Cindee Goodwin	12/19
Nancy Holmes	11/18	Russell Graham	12/19
Graham Sutton	11/19	Chris Berry	12/17
Patti Rogers	11/24	Sam Besser	12/27
Scott Hof	12/1	Tammy Ivey	12/28
Floyd Lorenz	12/2	Jessica Weaver	12/31
John Sutton	12/2	Marcy Angel-Rosenlund	12/28

Camaro Club Anniversaries

Pat & Carolyn Connors	11/5
Dale & Jean Krehbiel	11/7
Brett & LaVonne Peterson	11/11
Patricia & Gary Marshall	11/15
Mark & Anthea Hubanks	11/30
Kevin & Jenni Ames	12/13
Mark & Melissa Smith	12/17
Chuck &Nancy Holmes	12/22
Jim & Laurie Sorenson	12/29
Brian & Elsie Wescott	12/31

Isn't it a Pity, Isn't it a Shame

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	Robert and Lisa's House

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.

PNWCC
MEMBERSHIP APPLICATION

PACIFIC N.W. Camaro CLUB
THE Heartbeat OF THE NORTHWEST

NEW MEMBER _____ OR RENEWAL _____

NAME: _____ DATE: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE#: _____ ALT PHONE#: _____

EMAIL: _____ ALT EMAIL: _____

Would you like to receive your newsletter by (check one): ____EMAIL ____REGULAR MAIL ____BOTH

Would you like to receive event and other club announcements by email? (check one): _____YES _____NO

MEMBER & FAMILY	BIRTHDAY (MM/DD)	FAMILY MEMBER	BIRTHDAY (MM/DD)

ANNIVERSAY (mm/dd): _____

CAMARO	YEAR	MODEL	TYPE	ENGINE	TRANS	COLOR
#1						
#2						
#3						

OTHER INFO/REMARKS: _____

OTHER INFO/REMARKS: _____

OTHER INFO/REMARKS: _____

How did you find out about PNWCC? (circle one): Friend Website Facebook Google/Bing

or other source? _____

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

or other: _____

Please mail this application with check/cash for membership dues of **$20.00** - checks payable to:

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