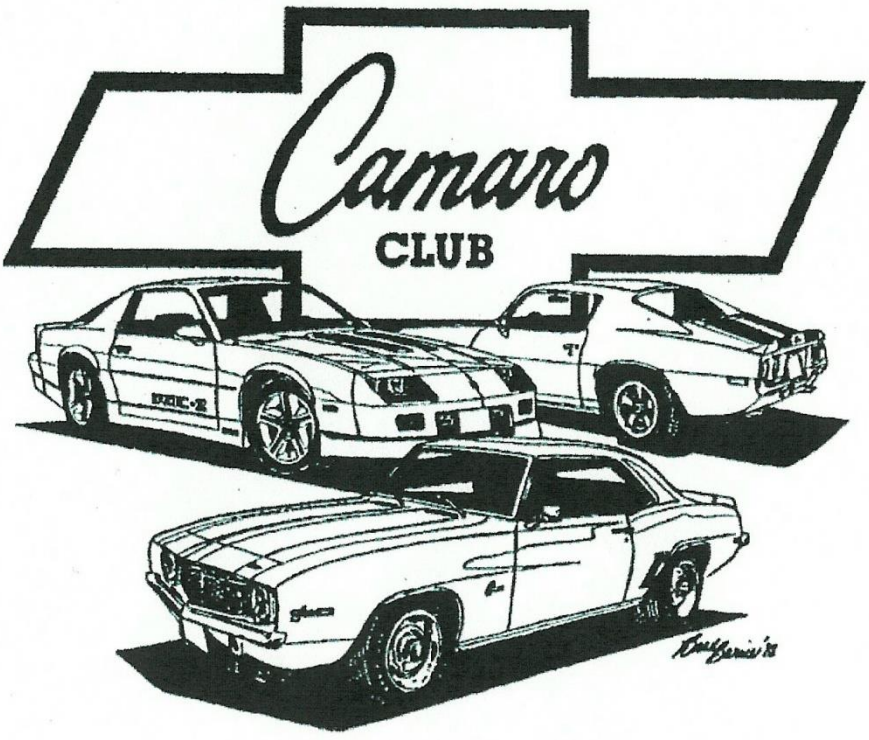
# THE *Heartbeat* OF THE NORTHWEST

## PACIFIC N.W.

Camaro CLUB



***Nov- Dec 2014***

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

**A word from the President**

As another year comes to an end and we reflect back on what a great year it's been for the Camaro Club I want to take this opportunity to thank Glenn Wiest for his years of service to the club and as the President for the past 1 ½ years. Glenn was not able to serve out the remainder of his term as President this year but was able to follow a lifelong dream of his. Glenn had a once in a life time opportunity to purchase the home of his dreams earlier in the summer and make a move to the new location.

Not only will the position of President be vacant for 2015 and open for nomination but the Vice President, Treasurer and Secretary Positions will also be vacant. I can't recall any time recently when all 4 of the Board positions were turning over at the same time. With that said this is a fantastic opportunity for members, both new and established, who have not previously held an office to give it a try. We all at one point had no experience and just jumped in feet first. This is a great club to represent and it really is a very easy and fun club to work with. If you are at all hesitant or have any questions about a position please speak with a Board member and get your questions answered. I think you will be very pleased if you make the decision to run for one of the offices. If you have wanted to become more involved in the club but just did not know how to do so then here is your opportunity. The activities Director is also going to be vacant next year with Larry and Dale stepping down as co-directors. This is not a Board position but it functions very much like one. As with Dale Krehbiel and Larry DeCamp you might want to consider being a co-chair of a position as Jon and Karen Nidermayer have with the Secretary position off and on for many years.

On another note this year the club put on 2 very successful car shows starting with the All Camaro and Chevy show in July and then the NW GM nationals in September. This was the first year for the NW GM Nationals and made a very solid showing for the first year of the show. Pacific Raceways has invited us to host the show again next year and it will now become an annual event. It was a relatively easy show to put on with all the years of experience the club has with the running of the All Camaro and Chevy show. Both of these show take a tremendous amount of work and volunteers as many of you know and we put on 2 fantastic shows. This is another way for someone looking to become involved with the club to do so.

This year we not only saw Bruce Mercer's car but on multiple occasions at numerous car shows. We hope to see some of the mystery cars (those we have only heard about but never seen) at car shows in the coming years. I know that Bruce had a great time this year attended a wide variety of shows. There was no shortage of car shows to attend this year for the car show enthusiast. This might also get a few of you off the couch and working on your cars this winter so that they will be ready to go for the car show season next year. Also remember the car club challenge drag racing if you like to go fast.

I do want to say a "hardy" thanks to all the club volunteers who worked so hard in 2014 to make this such a great car club. It's the greatest group of people to call friends.

Jean E. Krehbiel,
Acting 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

**PNWCC Club Gear**

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

**My Newsletter Sunset**

With the publication of this November – December Newsletter I will have been the author for the past 3 years and it is time to hand off the role to the next volunteer. The current club president Glenn Weist moved out of the area and Jean Krehbiel assumed the responsibility of the President. At the last member meeting Jean reminded everyone that many of the club officers will retire from their positions this year and asked that those in attendance consider taking a leadership role for the next year. This is reiterated in her message in this newsletter. It really is an honor as well as a fun to volunteer for one of the open positions.

I really enjoy writing and assembling the various articles in the newsletter. Debbi and I are both retired now and we bought a motorhome and plan on travelling enough to where meeting the deadline for publication would be challenging. I will continue to write for the newsletter so whomever does volunteer can be assured that I will contribute to each newsletter.

Please come to the November member meeting to help select the next club officers and consider taking a position yourself.

## The 2014 NW GM Nationals

The NW GM Nationals car show and drag race was a great event. For the first year of a show we had a good turnout. We had hoped to do better and we will next year but we were told by several veterans of car show planning that for the first year of a show the turnout was good. The 2015 show is scheduled for September 19th so put it on your calendar and we would welcome your help.

Several of the club members went to the track on Friday evening to do the necessary preparation and then we were there early the next morning before the facility opened. As we walked out to the entrance to open up we could see show cars and race cars lined up for quite a distance and from the moment those gates opened we were busy. Busy giving out information, busy registering, busy parking and busy trying to get a break to watch a race or two. Pacific Raceways really is a great place for such an event.

Here are the members who set up the show on Friday evening. Kim Mejer was not in the picture because she was so busy working while we were goofing off.

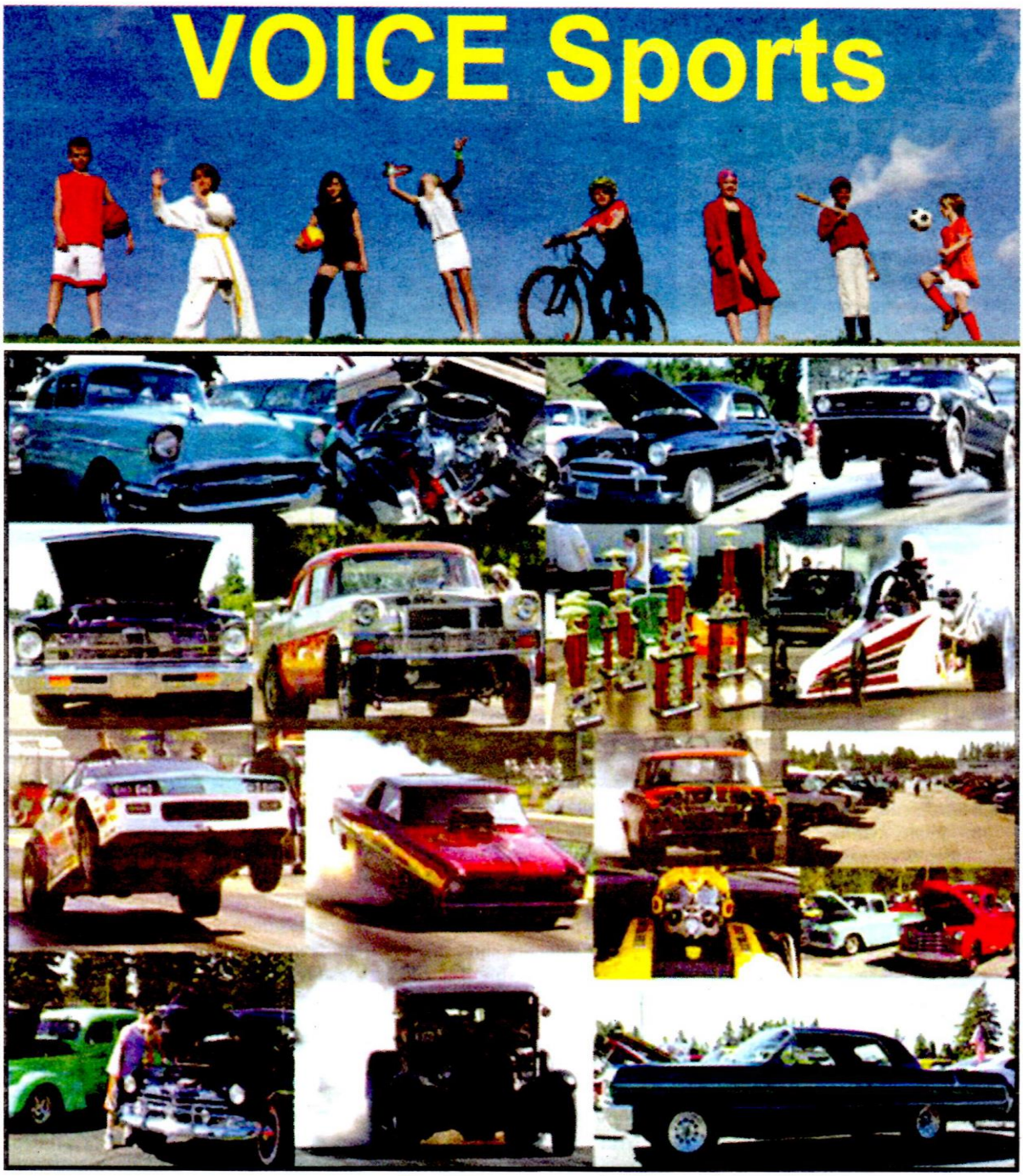
We set up the club booth and the awards table and we also used a leaf blower to clean the entire show area. We wanted to ensure that the legacy of a “dirty show area” of the old Super Chevy Shows held at Pacific were not repeated. The show was held in the paved area near the gas pumps and actually is probably the best area we could have at this facility for holding a car show.

The weather was perfect and the racing was a bonus. Many people commented how much they liked this particular car show because of the added attraction of the racing.

There will be collective effort next year to increase attendance by several car clubs and also the Hot Rod Hall of Fame. We had three members from the Hall Board of Directors at the show and they committed to “really get behind and support” the show in 2015.
We can all be proud that this show raised sufficient funds to honor one student with a scholarship which will be awarded at the next Hall of Fame banquet. We had many PNWCC members attend but if you were not there you missed some real car fun.

A final word:
We had a small core team that really did the work to lay the foundation for the show. We can thank Kim and Mike Mejer, Don Berry (our distinguished member of the Hall of Fame), Robert Copeland and a person who we cannot thank enough, Larry DeCamp.
How many club pictures have you seen from events year after year or how many old club newsletters have you read where Larry DeCamp is not involved or leading some club activity?
How many events have Larry and Barb hosted at their house? I think the answer is more than we can remember.
Larry was our leader in making this show happen and he put in a lot of work including coordinating all meetings with Pacific Raceways to make certain we had a plan, were on task with that plan and that no issues were not known. People like Larry make the PNWCC a great and successful car club.

We also owe many thanks to Award Services and the Legends Car Club. The day of the show six members of the legends club showed up at the beginning of the day. They actually managed all of the show car parking (thanks to Dave Landress), helped at the gate greeting participants and then helped with the judging.
Award Services gave us a large discount on the trophies and plaques and gave us 250 dash plaques at no charge. Award Services has committed to provide the same level of service for as long as this show is held with the condition that the profits go to the Hall of Fame Scholarship Fund.




**General Motors was well represented on Saturday September 13th as the Northwest GM Nationals were held at Pacific Raceways presented by the Pacific Northwest Camaro Club. There were cars that had "Shine" for the show, and also the "Muscle" for the track. Winners in each type were awarded with trophies and all that attended were awarded with a great show. Check out www.pacificraceways.com as there is still racing scheduled for the remainder of the season. Photo by Bill Archer**

We even had good coverage by the local newspaper. Hopefully publicity, word of mouth and hard work on our part will make 2015 even a better show.

## Christmas Is Coming

Yes, Christmas is almost here once again. It is often said " where did the year go" and is seems to go by faster and faster as I get older. It was Jackson Browne who wrote in The Pretender, "*they say in the end it's the blink of an eye"* and that sure seems to be true.

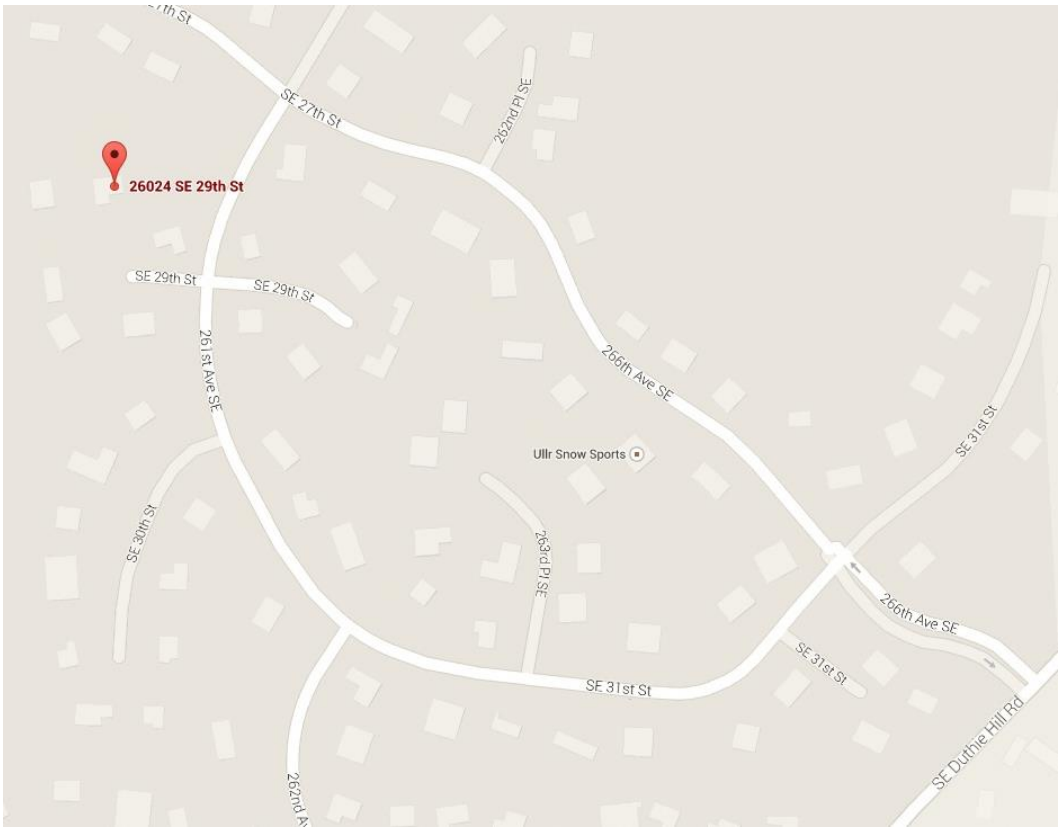
Anyway, here we are and it is the newsletter for the holiday season. At a earlier member meeting this year I was cornered and someone and I don't remember who threatened me if Debbi and I did not host the annual Christmas Party at our house. I think it was that miscreant Larry DeCamp who twisted my arm into agreement at that meeting ☺

So the 2014 party will be at our house. We are located at 26024 SE 29th ST in Sammamish.

The gathering will start at 5:30 and I will promptly kick every one out at 6:15 so be on time and eat fast.

Seriously the party begins at 5:30 and the date is December 13th. Bring a dish for the potluck and your own beverage. As always there will be a fun gift exchange so bring one item That cost no more than $20.00. An official email reminder will be sent by the club president that will state the cost limit because $20 is a guess by me.

Follow the map shown. Leave Issaquah on the Issaquah/Fall City road and stay on that road and it will turn into the Duthie Hill Road. The Issaquah/Fall City road actually makes a right turn but just stay on the same road until you come to 266th. There will be a sign that says High Country and that is the entrance to our neighborhood.We have inadequate parking up at the house for more than 3 or 4 cars but that did not phase Larry from cornering me into hosting the party. You will have to park at the bottom of our driveway on 29th and also along 261st. No shoes inside so don't wear worn out socks.

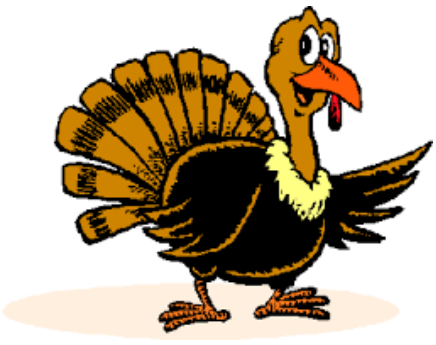


## Issaquah XXX Jingle Bell Cruise

Each year at Christmas time the Issaquah XXX hosts a Toys 4 Tots campaign at the XXX Drive-In located in Issaquah .This year the effort will be on December 7th. This is the last event on the XXX 2014 calendar and it is a fun day long event that includes many clubs and car enthusiasts. There were also many prominent people from the car community in our area. The Toys 4 Tots goal is to gather gifts to help less fortunate children in the local region.
http://toysfortots.org/default.aspx

We went last year and it was fun. Santa was there to take in the gifts and was even handing out candy canes. Each person or family should bring one gift to donate but more than one is certainly welcomed and appreciated.
Let the club president, Jean Kreibel, know if you would like to go and she can organize our participation so we could meet there together as a club for lunch or a root beer float. Last year it was raining as it is that season too but there were still a few classic cars in the parking area.

**Happy Thanksgiving and Merry Christmas to all !**



# It is Blashemy

I subscribe to many car magazines. Debbi says I subscribe to everyone that is published but I really don't. I know about when the next wave of magazines starts to arrive each month and I anticipate each and every publication. So Debbi goes down to the mail box and brings up the daily mail. I get a one inch stack of magazines that day and my eye quickly goes to the issue of Motor Trend with the cover stating the selection of the "2014 Best Drivers Car".

The test involved ten cars but what caught my attention was the inclusion of the new BMW M4, the Porsche 911 Turbo S, The GTR Nismo Edition and the new **Z/28 Camaro**.

We have now completely emerged from the dark days of poor quality low performance American cars but Motor Trend, Car and Driver and Road and Track love all that is Audi, BMW and Porsche and don't seem to fully recognize it. The magazine reviewers have even been accused of owning stock or being on the board of directors of these European car companies. Seriously have you ever seen a road test of a BMW M car or a 911 where these cars were not raised to the loftiest of heights? The GTR has won Car of the Year in the past and also set lap records on some of the world's best road courses. This test included the new GTR Nismo version which is even more powerful and is now running mid 10s in the ¼ right off the dealer show room.

With each passing year, test after test it would always come down to how great these cars were and the Corvette or Camaro would be *"fast but poor handling and scary at the edge", "crappy seats", "dull steering feel", "heavy"….* and on and on. While this use to be true the reemergence of USA performance has still not always been met with the most glowing reviews.

I sat down at the nearest chair and looked at the magazine's table of content and quickly turned the pages to the article. Not only did I go to that article without reading anything else, I turned to the last page to see the results before I read anything. **BLASPHEMY, the 2014 Camaro Z/28 was selected as the 2014 Best Drives Car!** Speed, power, grip, brakes, steering feel, seats, cornering, acceleration, the Z/28 has it all and finally a Camaro once again is to be revered no matter what car you have. Too bad the Z/28 Camaro has such a low production and high price that many of us underlings may not be able to get one.

If ever you had any doubt which 5th Generation Camaro is the collectable model well then wonder no more, it is the new 2014 Z/28. Rumors are the 2015 production should be higher so getting a 2015 might be possible.

Quote From Autoblog:

*Chevy plans to start building a second production order of 2,500 or more Z/28's for the 2015 model year.*

Here are a few excerpts from the magazine article:

*It was the best of times, it was the worst … Oh, who am I kidding? Best Driver's Car is always the best of times. It's that special time of year when we gather all of the hottest, best-handling, performance-first new vehicles on sale in the USA and do impossibly cool things with them. Like having our pals at the California Highway Patrol shut down a 4-mile stretch of one of the Golden State's great roads as we run up and down it. We also invade Mazda Raceway Laguna Seca --*

*If you'd asked us five years ago whether the then-all-new Chevrolet Camaro would be invited to Best Driver's Car, we would have scoffed. Had you suggested that a Camaro would win Best Driver's Car, we'd have all had a good belly laugh at the very notion.*

*"This was the only car here I could drive as hard down 198 as I could up it." We also were impressed with how incredibly high the car's limits are and how much fun we could have behind the wheel without coming anywhere near them".*

*the Z/28's world-class handling highlights the hard work Al Oppenheiser's Camaro team did to the chassis and suspension on the meanest track of them all, the Nüburgring Nordschleife*

*You don't have to kill the nannies to appreciate the ground-up approach to this car. You can feel it in the steering, which is light and razor-sharp but still provides meaningful feedback from the massive front tires and weights up appropriately as g-loads increase. You can feel it in the arrow-straight power curve that builds and builds and builds as the screaming, free-revving, naturally aspirated 7.0-liter V-8 races to redline faster than any pushrod engine has a right to. You can feel it in the monstrous, fadeless carbon-ceramic brakes that always returned a firm pedal and usable feel. You can feel it in the light, crisp shifter that easily outclassed any other manual present with short, precise throws. You can feel it in the Recaro seats, which hold you firmly in place but are still comfortable at the end of a 400-mile drive.*

*you feel the superior engineering in how the car responds to inputs both internal and external. From within, the car reacts immediately and precisely to your commands but doesn't punish you for minor mistakes*

*On the track, every impression above is simply elevated. With the first turn of the wheel you become confident in the Z/28. With the second, you're ready to set a hot lap. There is no learning curve. Per Randy: "There's kind of not a bad corner for this car. I've never felt a car grip up so much halfway through Turn 9.*

*but it feels like with the speed it's carrying it's not going to grip up. And it did. It would land and grip up and I could roar, just go for it."*

*Yes, it's a Camaro and still hard to see out of, and, yes, more than one editor complained about keeping such a big, wide car between the lines, but these issues become easy to forgive at the first turn of a great road. The Camaro Z/28 is the revered, old-school formula for speed writ large: big motor, bigger brakes, manual transmission, and a chassis tuned to race without any digital help. Greater than the sum of its parts, though, the Z/28 is a car in which how hard you smile is directly correlated to how hard you're driving it, and for that, it's Motor Trend's 2014 Best Driver's Car.*

Year after year, road test after road test, any American car tested would either be in last place or near last place. American cars just did not have the “feel” or “road course capability” as the European competitors”.
I distinctly remember reading Doug Marion state when he was the editor of Super Chevy magazine that “BMW makes a promise that they DELIVER on”!
It was one of the rare times that Super Chevy critcized GM leadership for their complete lack of understanding of what performance really meant. Of course Doug wrote this during the low point of American performance. Thank you to Bob Lutz for General Motors resurrection.

We have now witnessed a complete return to American car power and prominece with the Chrysler Hellcat, Ford Mustang and the Camaro ZL1, SS and the very special Z/28. I have stated that the Z/28 is the real collectible of the 5th generation Camaro. With its limited production in the 2014 model year we may look back and value this car with the most collectable Camaros in the entire Camaro production history.
But what about the 6th Generation Camaro…. Read on!

**Cadillac ATS-V Coupe Finally uncovered**

This is the long rumoured 2016 Cadillac ATS-V Coupe, caught without camouflage by an astute photographer. There isn’t any attempt to cover any of it which never happens with preproduction test cars. You can see the signature Cadillac V car mesh grille which is the giveaway that this is the Cad -**V** model ATS Coupe. You can also barely see just under the hood extractor vent a forced air intake.

I am sure you all are aware that when the ATS was released for production it was a four door car with two engine options, a turbo four cylinder and a V6. Yet this car was selected as a best road car in its class. The magazine test drivers and reviewers love the ATS, even rating it above the competitve models from BMW, Mercedes and Audi which were the development targets for the car. The testers were somewhat dissapointed with the engines offerings though.

With the new coupe the engine performance has been addressed. Under the hood, the ATS-V is running a hotter version of the CTS Vsport's twin-turbo V6. In the Cadillac CTS, the 3.5-liter six makes 420 hp. That is a lot of power for this small chassis and rumour is the Cadillac will extract even more HP for the ATS-V. The ATS-V is going to be world fast and might even set the standard. Quad exhaust tips and big brakes and driver sport seats that are more aggressive than any current Cad V car seats can all be seen in the spy photographs.

Quotes from the artice that accompanied the leaked photographs:

*"To establish parameters around which they would design the ATS, GM engineers benchmarked the 1999-2006 BMW E46 3 Series, which ATS chief engineer Dave Masch and his team regarded as the most dynamic and driver-focused iteration of the 3 Series. The engineers emphasized low weight when developing the ATS and their efforts resulted in a finished* vehicle *that weighs less than the BMW E46 benchmark. To achieve this result, Masch suggested that the engineering team disregarded certain GM product development rules that, had they been followed, would have resulted in a heavier vehicle."*

*"During the early development of the ATS, GM engineers determined that downsizing the GM Sigma II platform that underpinned the second-generation CTS would result in a vehicle that was too heavy and that using an economical, front-wheel drive platform would sacrifice performance. Under the leadership of Dave Leone, GM engineers created a brand-new platform which was designed to be light and compact, to be capable of handling both rear- and all-wheel drive configurations and to have a near 50/50 weight distribution. The new platform developed by the GM engineers for the ATS is now called the GM Alpha platform."*

**Why do we care and why is this in our newsletter?**

Because the next generation Camaro will be built on this chassis. The ATS-V is small and light, it will be fast and also be a world class leader in handling. The Four door version already set a new standard for handling in the sports sedan class.

Sufficient leaks have not been found to know all the parameters of the next Camaro but the chassis will be the GM Alpha. Imagine that chassis and the C7 Corvette LT1 or the new Z06 LT4 engine. And with all the performance engineering in the 2014/15 Z/28, imagine what the 6th generation car might be.

GM, complete resurrection. Thanks Bob!

## From Auto News

### Predictions on How GM Will Roll Out the 2016 Chevrolet Camaro

The next generation Chevrolet Camaro is expected to arrive for the 2016 model year after a Detroit debut in January, but I don't think that we will see any premium performance models until after the high volume models have hit showrooms – unless GM has a monster Camaro that will challenge Dodge's Hellcat.

The introduction of the 6th generation of the Chevrolet Camaro for the 2016 model year is every bit as big of a deal as the 2015 Ford Mustang – both to the respective enthusiast of the model and to the industry as a whole. With the introduction of a new Camaro, the **ongoing horsepower war in America rages on** while buyers around the country benefit from the tight battle between the Camaro and the Mustang.

General Motors has done a remarkable job of keeping the details of the 2016 Chevrolet Camaro under wraps. While we have all talked about the 6th gen Camaro at length, next to nothing is known for sure about the newest muscle car. Lately, I have been getting quite a few questions about which models will carry on from the current generation Camaro to the next generation, what the drivetrain options will look like at launch and which models will be available when the 2016 Camaro first hits the market.

When the 2016 Chevrolet Camaro is formally introduced at the 2015 North American International Auto Show in Detroit, I expect that we will see the 6th gen Camaro in a base V6 form (presumably in LS and LT trim) and a V8-powered SS form. The 3.6L V6 should continue on as the base model engine **while the SS should get the new 6.2L LT1 V8 from the C7 Corvette Stingray** and both engines should come with your choice of the 8-speed automatic or the 7-speed manual transmission – just like the 2015 Corvette.

General Motors has also separated the debut of the coupe and convertible versions with different models (including the C7 Corvette and the 5th gen Camaro), so I expect that they will only reveal the coupe at first in Detroit while I think that the convertible will debut later; possibly at the New York Auto Show or Chicago Auto Show. In any case, I expect the coupe and convertible to be revealed at different times, but I expect that the convertibles won't be all the long behind the coupes in arriving to dealerships.

No Premium Performance Camaro at First While I fully expect that we will see at least one premium performance Camaro at some point during the 6th generation (I know, and water is wet), I don't think that we will see a new Z/28 or ZL1 when the 6th gen Camaro debuts in Detroit. I expect that GM will first focus on the high volume sales models, which will draw plenty of attention from the automotive community and the media alike. Once we have gotten our fill of talking about the 2016 Camaro in LS, LT and SS form, then we can expect to see a higher performance model – presumably something powered by the LT4 V8 from the Corvette Z06. Unless There is a Hellcat Killer… I don't think that General Motors will roll out an ultra-high performance 6th

gen Chevrolet Camaro in Detroit, unless they have a model that will trump the 2015 Dodge Challenger SRT Hellcat. I believe that we will see something like a 2017 Camaro ZL1 with the 650hp LT4 at some point, but if GM opts to tweak that motor or develop a new motor that will pack more than the 707hp offered by the Hellcat Challenger, they could steal some of Dodge's thunder at the big Motor City show. To summarize, I expect to see the 2016 Chevrolet Camaro coupe in LS, LT and SS form at the 2014 Detroit Auto Show with 3.6L V6 and the 6.2L LT1 V8. Look for the convertible to debut later next year in New York or Chicago with the same engine and transmission options while the first higher performance 6th gen Camaro should be revealed at the 2015 LA Auto Show or the 2016 Detroit show. Again, this is all based on what we have seen in the past and the rumors floating around the automotive water cooler.

**These expectations could be totally wrong and we will find out in a few months.**

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**General Motors World Champion**

It just continues, as I was preparing to release this newsletter Debbi goes to the mail box and it is Deja-vu! It really is, she brings in four new magazines including the December issue of Motor Trend. On the cover is the headline "Pony Up" which is an article comparing the Camaro SS 1LE vs. Challenger R/T Scat Pack vs. Mustang GT.

*"It is in fact like déjà vu all over again. This comparison test goes back decades -- literally. The world first saw the Ford Mustang in 1964. Chevrolet followed up Ford's ponycar lead with the Camaro in 1966, and Mopar mashed up A- and B-bodies to create the Dodge Challenger in 1969. The Mustang never went anywhere, but both the Camaro and the Challenger exited the bullring at some point, only to come roaring back in recent times."*

I wrote déjà vu because the exact same thing happened, here comes the new magazine, I turn to the table of content, look at the page for the article, turn to the last page of the article, CAMARO WINNER. The Ford and Chrysler people are not going to like it but the press loves the new Camaros and we do too.

*These aren't regular ponies -- they're stallions. You can tell by the suffixes: 1LE, Performance Pack, Scat Pack. To properly test such studs we ran them along one of our favorite driving routes, an approximately 45-mile butt-kicking collection of roads we call the Surfschleife.*

*Iron Mike Tyson once said, "Everyone has a plan 'til they get punched in the mouth." That's no doubt how the good men and women at Ford are feeling right now, especially because, as tested, the winning car costs about $4500 less than the optioned-up Triple Yellow Mustang. Out of these three ponycars, the Camaro SS 1LE is better on both a canyon road and a racetrack. Sometimes these things are that easy.*

They were critical of the interior materials, the somewhat difficult visibility toward the rear and did say the car had a rough ride but any car that can race on a road course has a stiff ride, remember it is a 1LE optioned car.

*The biggest difference between the Camaro and the others on the fun-to-drive portions of tarmac was confidence. The three of us were all inspired to push the white and black Chevy harder than we dared in the Mustang or the Challenger. Says Seabaugh, "The 1LE is unflappable. So. Much. Grip. It's so planted to the ground that it might as well be magnetically attracted to the road."*

*The car is so well-balanced; it's neutral most of the time with easily provoked -- and controlled -- oversteer. Brakes feel strong with no fade. Zero body roll, well-controlled damping. The 1LE filled me with confidence. The Camaro SS is hands-down the best driver's car of the group." My notes said things like, "Superb steering. Could handle 100 more horsepower, easy. So much grip, so much confidence -- outstanding! How much per month?" Rory showed up at the rodeo in the 1LE, got out of the car smiling, and said, "I'm thinking about buying one." Chevy and the Camaro team have turned a massive corner.*
*Word is that a new Challenger is coming in 2017 on an all-new platform, and will be at least 300 pounds lighter and 8 inches shorter, with a smaller wheelbase. In other words, the next Challenger will be the same size as the current Camaro (the Alpha platform Camaro is coming in 2016). The new aluminum-intensive Camaro will be significantly lighter than the current car.* ***The future is anyone's to win, as is a future ponycar comparison test. Until then, we advise you to go grab a Camaro SS 1LE. It rocks.***

**Enough said !**

**Bummer**

721-687

**Upcoming Club Activities:**

11-4-7 SEMA - Las Vegas Convention Center
11-08 Awards Banquet - President will Notify
11-18 Camaro club Board meeting - Southcenter Azteca
11-22 Camaro club meeting- 5:00 pm (Elections) - Round Table Pizza – Burien
12-13 Annual Christmas Party - Mike and Debbi Montgomery House

**It Is That Time of Year Again**

Not only is it the holiday season but the car shows and cruise nights are over. It is time once again to turn on the furnace and put the muscle cars and street rods to bed for the long winter nights. It is also the best time to do the maintenance, repairs and upgrades that we have been putting off.
In the blink of an eye though it will be spring again and leaves will be on the trees, the garage door will be open to welcome the glorious sun and we will be waking up and polishing the cars.

**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 blonde was trying to sell her old car but was having a lot of problems because the car had 250,000 miles on it.
One day she told her problem to a brunette that she worked with. The brunette told her: "There is a possibility to make the car easier to sell, but it's not legal."
"That doesn't matter," replied the blonde, "I will do anything I can to sell that damn car."
"Okay," said the brunette. "Here is the address of a friend of mine. He owns a car repair shop just outside of town.
Tell him I sent you and you need help to be able to sell your car.
He will turn the milage counter in your car back to 50,000 miles or lower. Then it should not be a problem to find someone to buy your car.
The following weekend, the blonde took her car to the mechanic and explained what she needed him to do. He said no problem and and took her car into the shop and reset the odometer. About one month after that, the brunette asked the blonde: "Did you sell your car?" "No," replied the blonde, "why should I? It only has 50,000 miles on it."

## Camaro Club Anniversaries

| | |
|---|---|
| Pat & Carolyn Connors | 11/5 |
| Dale & Jean Krehbiel | 11/7 |
| Patricia & Gary Marshall | 11/15 |
| Mark & Anthea Hubanks | 11/30 |
| Mark & Melissa Smith | 12/17 |
| Chuck & Nancy Holmes | 12/22 |
| Joe & Gail Karuza | 12/7 |
| Jim & Lauri Sorenson | 12/29 |
| Brian & Elsie Wescott | 12/31 |
| Trevor & Rosalie Maxworth | 12/2 |

## Camaro Club Birthdays

| | |
|---|---|
| Tracy Ann Mehus | 11/8 |
| Gene Snavely | 11/25 |
| Todd Jenkins | 11/27 |
| Steve Thompson | 11/30 |
| Patti Rogers | 11/24 |
| Nancy Holmes | 11/18 |
| Greg Scholz | 11/18 |
| Sharon Loewen | 11/12 |
| Graham Sutton | 11/19 |
| Floyd Lorenz | 12/2 |
| Alex Spearman | 12/3 |
| Tami Sisco | 12/11 |
| Mike McDowell | 12/13 |
| Sam Besser | 12/27 |
| John Sutton | 12/2 |
| Scott Hof | 12/1 |
| Cindee Goodwin | 12/19 |
| Chris Berry | 12/17 |
| Marcy Angel-Rosenlund | 12/28 |
| Russell Graham | 12/19 |
| Jessica Weaver | 12/31 |

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

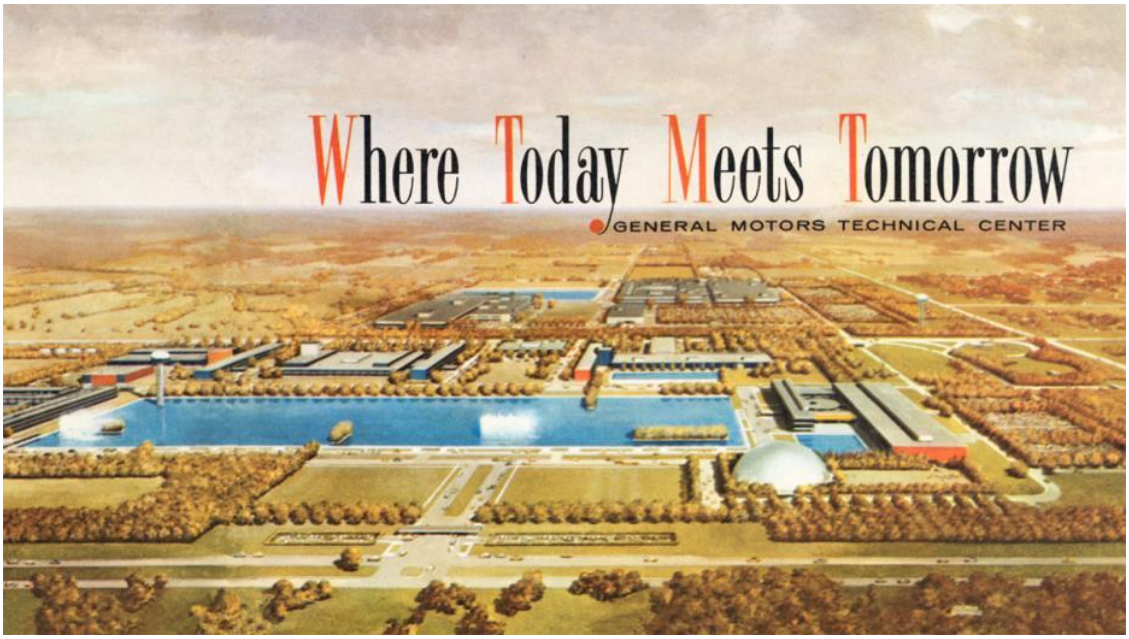
## Glorious Midcentury Modern GM Technical Center
## Named National Historic Landmark

**AUTOWEEK:**

**General Motors** Warren, Michigan facility was designed by Finnish-American architect Eero Saarinen The General Motors' Warren, Michigan Technical Center has been added to the U.S. Interior Department and National Park Service's National Historic Landmark registry the Detroit News reports.

The 330-acre campus, located north of GM's Detroit headquarters, houses roughly 19,000 employees and contractors. A statement from the Interior Department calls the sprawling campus "one of the most significant works of architect Eero Saarinen who was among the most important modernist designers of the post-World War II period in the United States.

The GM Tech Center marked Saarinen's emergence onto the national stage and was the first of his four influential suburban corporate campuses that represented a sea change in American business facilities. The GM campus represents Saarinen's work not just as a creator of buildings but also as the planner/designer of total environments." Other creations by the Finnish-American Saarinen include the sinuous St. Louis Gateway Arch and the Jetsons-esqe TWA Flight Center at New York's JFK International Airport.




This isn't the first time the GM Tech Center has been recognized for its significant design; the American Institute of Architects gave it a nod in 1986. With its striking rectilinear buildings (plus one giant dome), endless lawns, huge reflecting pool and UFO-like 14-story stainless-steel water tower, the grounds do make an impression. That's all by design, of course. Saarinen began planning the Tech Center in 1946; at the time, the postwar economy was poised for a boom and General Motors was one of the world's largest and most important corporations, let alone automakers. President Eisenhower himself was present at the May 16, 1956 opening ceremony. Unfortunately, the Tech Center doesn't seem to be open for regular tours (might catch a C8 Corvette rolling around uncamouflaged, or something). You can catch a glimpse of the very mid-century interior in "Transformers: Age of Extinction," but that would require you to, you know, actually watch "Transformer: Age of Extinction." (Just kidding. Love your work, Michael Bay). There's a great vintage brochure available for download at the GM Heritage website, though. We've included it below for your convenience. Check it out for a trip to one of our newest National Historic Landmarks and a trip back in time to

the Futurama II era, all in one high-resolution PDF. - See more at: http://autoweek.com/article/car-news/gm-technical-center-national-historic-landmark#sthash.xAtPXGXd.dpuf

**PNWCC**
**MEMBERSHIP APPLICATION**

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 or Contact: secretary@pnwcc.com**