THE *Heartbeat* OF THE NORTHWEST

PACIFIC N.W.

July / August 2020

A Word from the President

Welcome to Covid-19 month 6. As we have had to postpone club events like the All Camaro Show and the Northwest GM Nationals to 2021, it has been difficult to do too many get togethers as a club. We did turn the All Camaro Show date into a Cruise-In at Triple X in Issaquah, and we are planning a Cruise later this month, Day and Place to be determined, keep an eye out for an e-mail about that soon.

As summer goes on, more and more of the big car shows, Hot August Nights, Good Guys, Camaro Con, and such have all been cancelled or postponed. That leaves a big void in what we normally do over the summer. I have seen where there is a group that is having weekly Cruises in Puyallup as something to do on Friday and Saturday nights. Cars are gathering at some of the usual weekly Cruise in spots. So, there are some limited things to do, but whatever you do be sure to keep yourself and your family safe.

We may be in for a round 2 of this whole thing before long and things may get worse before they get better. We are concerned for the safety of all our club members, their families, and friends, so please keep yourselves safe and I hope to see you all soon. We will get through this.

Kevin Ames
President PNWCC

Veeps Corner by Lance Rayfield

I hope this newsletter finds you and your family in good health and spirits during these challenging and uncertain times!

This is the third Newsletter that I have penned since I joined the Board as Vice President. It's not that I am running on empty but it would be great if we got some of the members of the Club highlighted in the upcoming Newsletters!

I would love to highlight a Member's Camaro – whether it was a full restoration or a Resto-Mod – it would be great to hear from you! Please send me some information and some photos! We can discuss, fill in the blanks and put it in an upcoming newsletter.

Did you happen to go on a great trip or cruise with some great memories and pics to match? Send them along to me and let's get them into the Newsletter!

Be Safe! Lance Rayfield vicepresident@pnwcc.com.

Apparently GM has decided to cancel the development of a 6th Gen Camaro Z/28. The automaker is rumored to discontinue the Camaro after 2023 with the 7th Gen Camaro program being shelved. This leaves the 5th Gen Z/28s (2014-2015) the last of the breed.

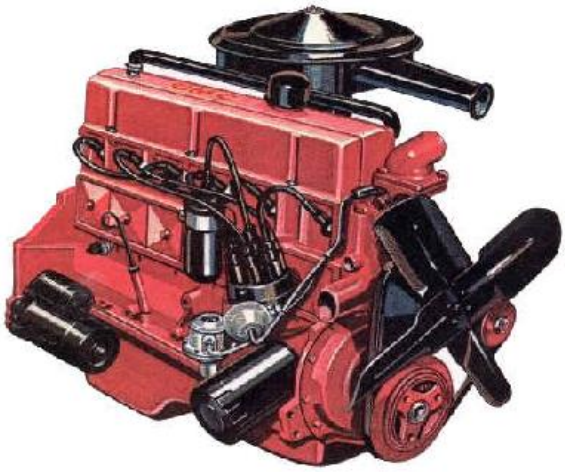
Currently, the demand for the 5th Gen Z/28 is fairly low with prices in the $40K range for low mileage Camaros. Note that this Camaro had an MSRP of $75,000.

There have been 350 of these cars bought/shipped overseas to Holland, Sweden, United Emirates, Russia and many more countries. The rest of the world knows this one is a keeper!

The challenge is there were very few of these Z-28s built. Only 1,801 built as of 2014-2015. Estimates are that 200 of these cars have been wrecked. With 350 leaving our shores that leaves around 1,200 5th Gen Z/28s left in the United States!

If you have always wanted a modern-day Z/28…now is the time. If you have one, hold fast…literally! Cheers! LR

Camaro Horsepower Through The Years

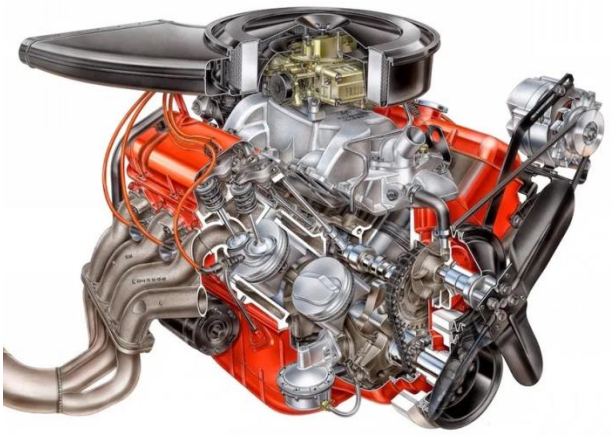


Since 1967, Chevy has fielded some amazing engines for the Camaro with outputs from a low of 88 to a high of 650 horsepower. There were the glory days of the late ’60s and the woefully sad performance caused by the oil embargo of the ’70s. Then things got better as technology ramped up in the ’80s, which led to the most powerful engines ever in today’s Camaros.

In the five plus decades the Camaro was launched, the types of engines and technologies have evolved tremendously, from the carbureted straight six-cylinder engines to exhilarating big-blocks to the Electronic Fuel Injected All-Aluminum Wonder-Engines of today.

One caveat to all of these horsepower ratings - the car companies started changing the way they measured horsepower in the early 1970’s. In the late 1960’s the car companies were posting gross horsepower number – the HP output of the engine on an engine stand in optimal conditions – no air filter, no accessories and open exhaust . The car companies changed to Net Horsepower for two reasons – Insurance companies and NHRA. Insurance companies were getting concerned about the risk of mid-sized cars with high horsepower ratings. The NHRA were classifying stock categories based on weight and stated horsepower. In both of these cases, it was the best policy to keep insurance affordable and under-rate horsepower to be first on race day.

First Generation – 1967-1969



The Camaro debuted in the growing personal coupe market at the beginning of the Muscle Car Era. Entry-level models offered two versions of Chevrolet's robust inline-six engine, with a minimum of 140 horsepower and 220 lb-ft of torque.

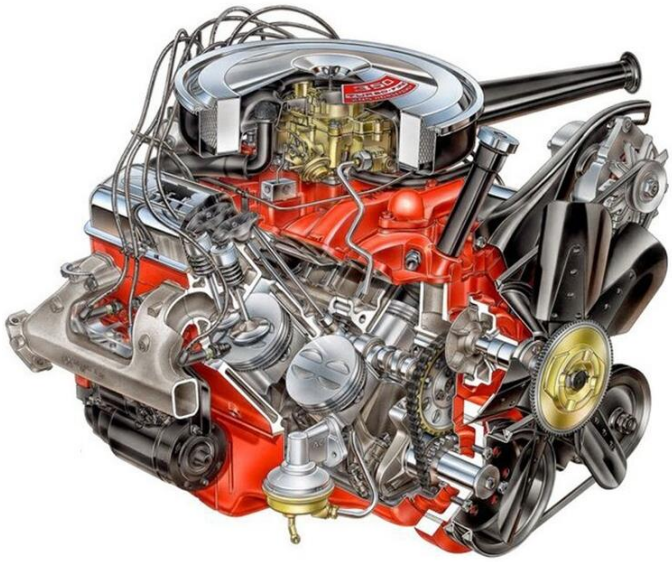
Powerplant choices of 230 cu in, 250 cu in inline-6 or 302 cu in, 307 cu in, 327 cu in, 350 cu in, and 396 cu in V8.

Higher-performance models were available with a variety of V-8 engines, ranging from 200 horsepower 307-cubic-inch small-block to the 375 horsepower 396 big-block. The 1969 special-option COPO Camaros were built with 427-cubic-inch engines. Intended for Stock and Super Stock drag racing classes, their respective 425- and 430-horsepower ratings were widely believed to be underestimated to keep the insurance companies happy.

Powerplant choices:

- 230 cu in inline-6
- 250 cu in inline-6
- 302 cu in V8
- 307 cu in V8
- 327 cu in V8
- 350 cu in V8
- 396 cu in V8

Second Generation – 1970-1981



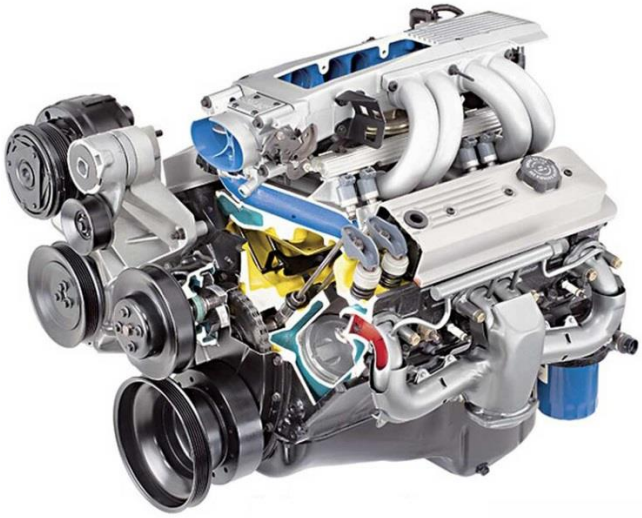
The Camaro's second generation occurred during a tumultuous time in the auto industry as regulatory changes, including the change to unleaded fuel for lower emissions and an increased focus on fuel economy in response to the Arab oil embargoes that led to lines at gasoline stations. As engineers worked to meet these new requirements, the industry saw dramatic reductions in engine compression, horsepower, and torque.

Camaro output peaked in 1970, with 375 hp and 415 lb-ft, but by 1975 the most powerful V-8 model offered only 155 hp. The Camaro wouldn't see more than 200 horsepower again until the mid-1980s

Powerplant choices:

- 229 cu in V6
- 229 cu in Inline 6
- 250 cu in Inline 6
- 305 cu in V8
- 350 cu in V8
- 396 cu in V8
- 400 cu in V8

Third Generation – 1982-1992



The third generation of the Camaro saw the introduction of new technologies, each progressively improving output and performance.

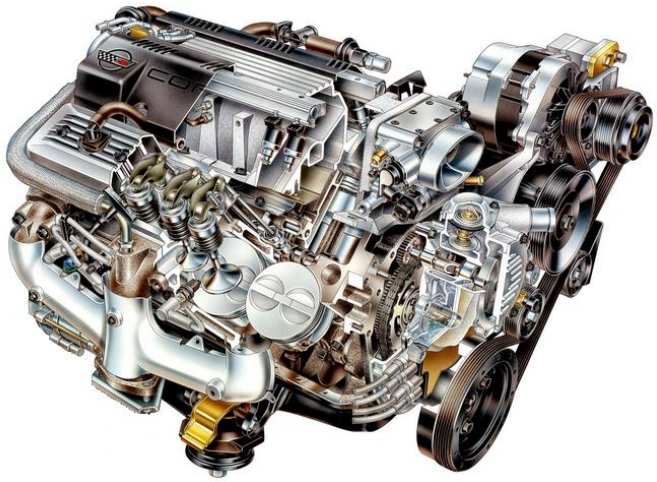
For the first time, the Camaro was offered with a four-cylinder engine. Between 1982 and 1986, the 2.5L inline-four produced 88-92 horsepower, depending on whether it was fitted with a carburetor or a new electronically controlled fuel injection system. This engine was better known as the Iron Duke and was pure misery with a top speed of around 85 mph.

Fuel injection also spread to the V-6 and V-8 engine families, enabling engineers to balance efficiency with greater performance. Early editions used Throttle Body Injection (TBI) and, later, the highest-performing models of the 305 and 350 engines featured Tuned Port Injection (TPI).

Powerplant Choices:

- 151 cu in LQ8/LQ9 I4
- 173 cu in LC1 V6 (1982–1984)
- 173 cu in LB8 V6 (1985–1989)
- 191 cu in LH0 V6
- 305 cu in LU5/LG4/L69/L03/LB9 V8
- 350 cu in L98 V8

Fourth Generation – 1993-2002



A streamlined powertrain lineup greeted the Camaro's fourth generation, with a single V-6 and small-block V-8 offered in each model year.

The base engine evolved from a 160-horsepower version of the 3.4L V-6 to a 200-horsepower version of the renowned 3.8L V-6. The lightweight, compact powerhouse offered performance comparable to most of the third-generation Camaro V-8 models.

Powerplant Choices:

- 207 cu in L32 V6
- 231 cu in L36 V6
- 350 cu in LT1 V8
- 350 cu in (LT4 V8
- 346 cu in LS1 V8

Fifth Generation – 2010-2015

After an eight-year hiatus, the Camaro roared back with more standard horsepower than ever – more than 300 horsepower from a sophisticated DOHC V-6. By 2012, the Camaro V-6 had increased to 323 hp, and 278 lb-ft of torque, while enabling up to 30 guilt-free miles per gallon on the highway.

Chevrolet General Manager Ed Peper stated that the new Camaro "will appeal to both men and women, and unite customers with fond memories of previous Camaros with those who first experienced a Camaro" when the concept was unveiled in January 2006.

The Camaro's new, 6.2L Gen IV small-block V-8 was rated at 426 horsepower in SS models with the manual transmission – more than any regular-production small-block or big-block engine from the muscle car era and rivaling the advertised output of the special-order COPO 427 engines from 1969.

The Camaro ZL1's introduction in 2012 reset the bar for horsepower and torque, delivering a staggering 580 horsepower and 556 lb-ft from a supercharged version of the 6.2L Gen IV small-block.

Powerplant Choices:

- 220 cu in (3.6 L) LLT V6 generating 312hp (2010–11)
- 3.6 L LFX V6 (2012) / 5.3 L LSX V8 Supercharger V8 (COPO Camaro)
- 5.3 L LSX V8 Whipple supercharger V8 (COPO Camaro)
- 376 cu in (6.2 L) LS3 V8 (Manual SS models only) at 426hp
- 6.2 L L99 V8 (Automatic SS only)
- 6.2 L LSA supercharged V8 (ZL1)
- 7.0 L LS7 V8 (Z/28)

Sixth Generation – 2016- Present

The Present-Day Camaro now utilizes the GM Alpha platform shared with the Cadillac ATS and CTS and features MacPherson struts in front, rather than the former Multi-link setup. General Motors claims that 70 percent of architectural components in the new Camaro are unique to the car. The Sixth Gen is 200 lbs lighter than the previous generation.

The sixth generation of Camaro saw production return to the United States as the fourth and fifth-generation models had been assembled in Canada.

The sixth generation of the Chevrolet Camaro is available with three engines choices:

The 2.0 l LTG Ecotec turbocharged straight-four which has a power output of 275 hp at 5,600 RPM and 295 lbs/ft of torque at 3,000 RPM and is the first four-cylinder in a Camaro since the 3rd generation model. It is available on 1LS, 1LT and 2LT trims.

The 3.6 l LGX V6 engine having a power output of 335 hp at 6,800 RPM and 284 lbs/ft of torque at 5,300 RPM.

The 6.2 l LT1 V8 engine which is shared with the Chevrolet Corvette and has a power output of 455 hp at 6,000 RPM and 455 lbs/ft of torque at 4,400 RPM.

Engines installed on high performance models include:

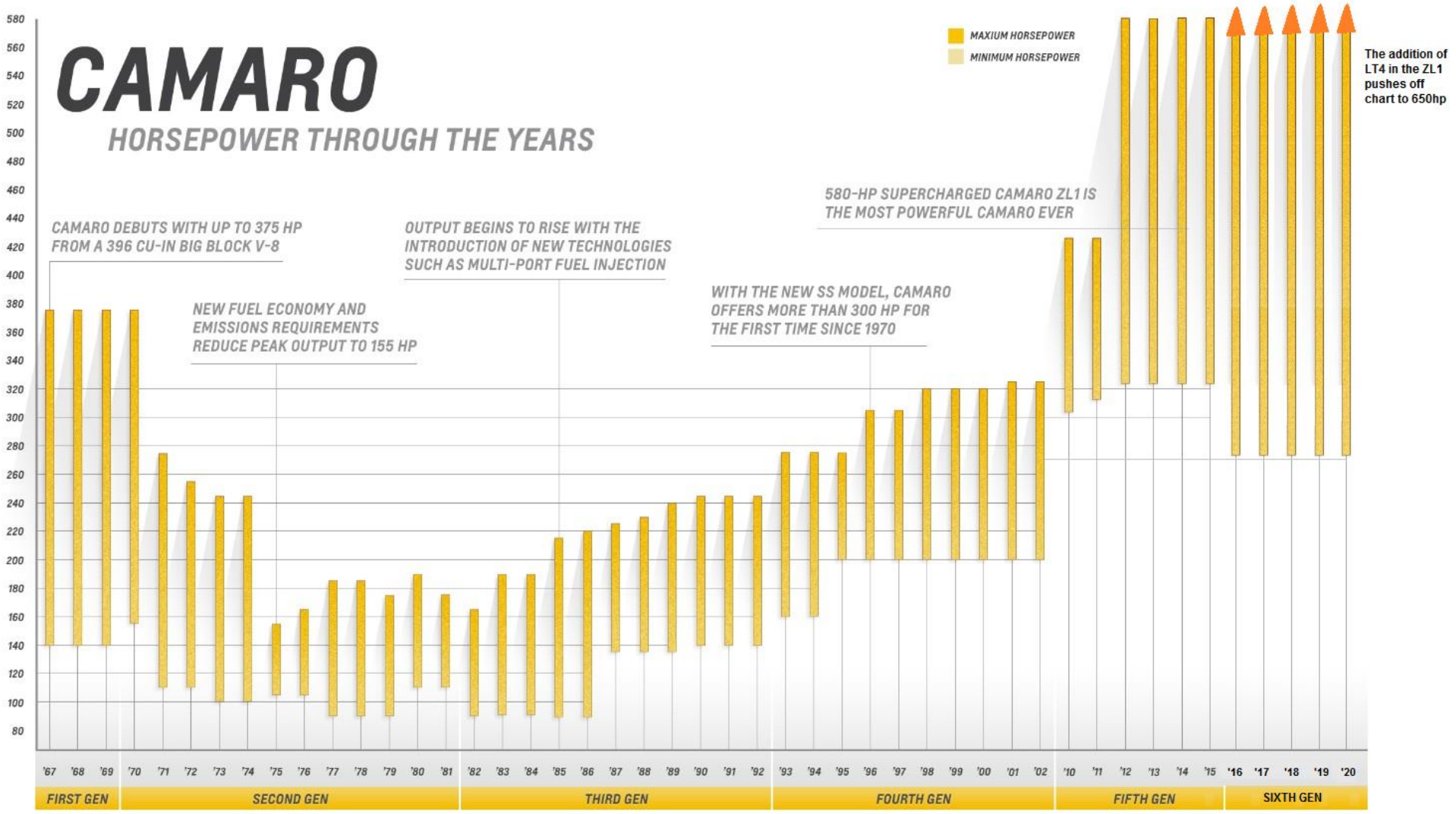
The 6.2 l supercharged LT4 V8 which is shared with the Chevrolet Corvette Z06 and has an output of 650 hp at 6,400 RPM and 650 lbs/ft of torque at 3,600 RPM.

As we all know, the Camaro was a direct response to the Ford Mustang and has held its own pretty well over its history. The Camaro was designed with fun and performance in mind and has done an amazing job of standing up to that claim!

Over 5½ million Camaros have been sold over its Six Generations! In my calculation, that's 5,500,000 X "Fun Factor" = Camaro! LR

Found this great graphic showing the progression of horsepower for the Camaro! This graphic is from the Fifth Gen Era.

Note that Sixth Gen has been added to the end of the chart. Ran out of chart range for max horsepower! LR



The Bosnian Civil War in Yugoslovia (1991-1995) caused massive loss of life among civilians…many of them dying from starvation. Many countries tried to get supplies to the civilian population but failed because their supply trucks were too slow, many of them robbed or destroyed.

Helge Meyer, a former Danish Special Forces soldier could stand by no longer. He went to the US Army and proposed, rather than using slow moving supply trucks, why not a small fast stealthy vehicle?

They agreed and the US Military upgraded Meyer's donor car, a 1979 Camaro, into a car that looked like it was straight out of a Road Warrior movie.

The US Army stripped the Camaro. Armor plate was welded to the interior, underside and the rear window. A mine clearing blade was attached to the front with night-vision lights. They installed run-flat tires and painted the whole car a matte black paint to absorb infra-red light. Inside, heat detectors and night vision cameras were installed.

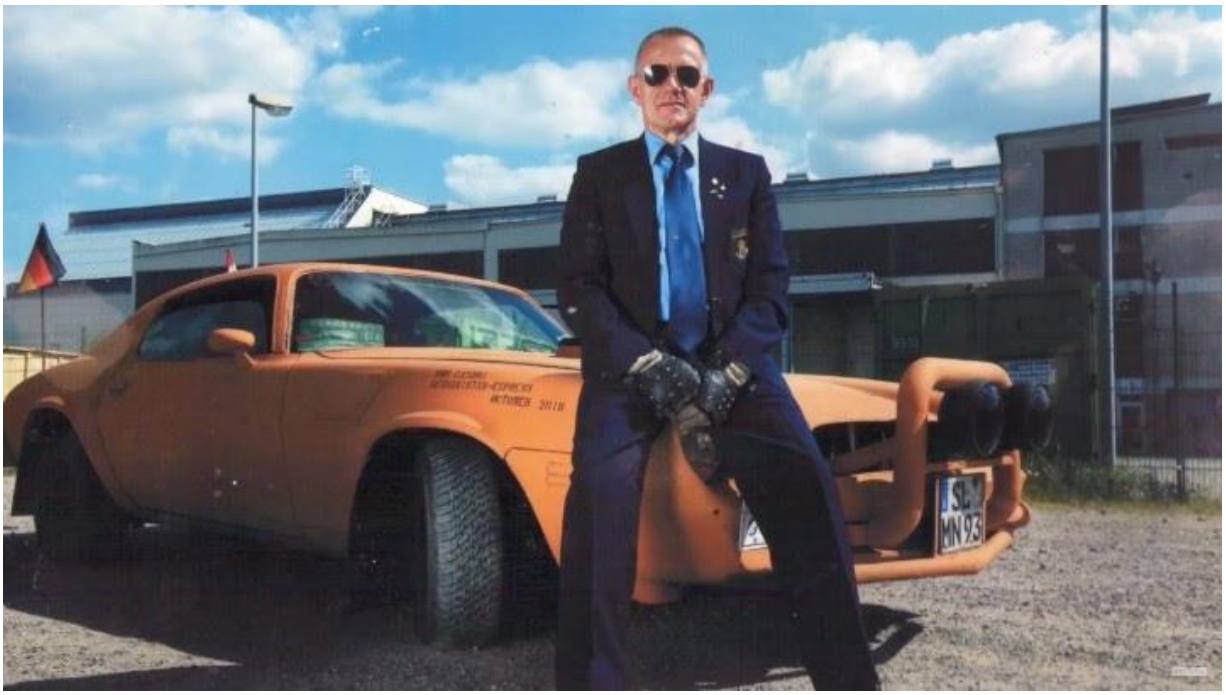
To help the Camaro outrun any threat, they increased the 5.7L V-8's horsepower from 185hp to 220hp. Just for extra measure, they added a nitrous system to allow the Ghost Car to temporarily crank 440hp! Testing showed it could hit 125mph in 13 seconds while carrying 880 lbs. of food and supplies!

Most missions were performed at night. During the day the Camaro was hidden out of sight. He could always outrun hostile forces. Because the car was small and fast he could run "under the radar."

The Camaro lacked offensive weaponry. Meyer never carried a firearm, just his Bible, earning him the nickname , “God’s Rambo,” among the civilians.0

Meyer always wore a vest and helmet made of Kevlar. He was fired upon many times and was shot in the head. Luckily the Kevlar helmet saved his life.

What happened to the “Ghost Car” after the conflict? Meyer brought it home to Denmark, painted it orange and still drives it to this day!



2020 Pacific NW Camaro Club Activities

Please Note: The Dynamic Nature of the Coronavirus May Impact These Activities and May Be Cancelled at Anytime.

July

18 Car Club Challenge @ Bremerton Raceway
~~19 8AM – ALL CAMARO SHOW @ XXX Drive-In, Issaquah~~ **(Cancelled)**
21 6PM – PNWCC Board Meeting @ Round Table Pizza, Renton
~~24-26 Good Guys Car Show @ Puyallup Fairgrounds, Puyallup~~ **(Cancelled)**
25 4PM – NW GM Nationals Meetings @ Round Table Pizza, Burien
25 5PM – PNWCC General Meeting @ Round Table Pizza, Burien

August

1 Griot's Caffeine and Gasoline (Mustang), Tacoma – 8:00am **(Tentative)**
~~4-9 Hot August Nights, Reno Nevada~~ **(Cancelled)**
7 Car Club Challenge @ Pacific Raceways
8 Car Club Challenge @ Bremerton Raceway
21 Car Club Challenge @ Pacific Raceways
~~22 8AM – NORTHWEST GM NATIONALS @ PACIFIC RACEWAYS (Cancelled)~~
25 6PM – PNWCC Board Meeting @ Round Table Pizza, Renton
28 Car Club Challenge @ Pacific Raceways
29 5PM – PNWCC General Meeting @ Round Table Pizza, Burien
29 Hot Wheels 2020 Legends Tour – Walmart in Vancouver, WA **(Virtual)**

September

4-7 Camaros in the Sand, Washington Coast
5 Griot's Caffeine and Gasoline (Italian), Tacoma – 8:00am **(Tentative)**
12-14 Rod Run to the End of the World, Long Beach Washington
12 Car Club Challenge @ Bremerton Raceway
13 Western Washington Firebirds Camaro/Firebird Show @ XXX Drive-In, Issaquah
22 6PM – Board Meeting @ Round Table Pizza, Renton
26 5PM – General Meeting @ Round Table Pizza, Burien

October

3 Griot's Caffeine and Gasoline (Race Cars), Tacoma – 8:00am **(Tentative)**
~~9-11 Camarocon, Las Vegas, NV~~ **(Cancelled)**
27 6PM – Board Meeting @ Round Table Pizza, Renton
31 5PM – General Meeting @ Round Table Pizza, Burien Nominations of Officers

November

3-6 SEMA, Las Vegas Nevada
7 Griot's Caffeine and Gasoline (German), Tacoma – 8:00am **(Tentative)**
14 5PM – Awards Banquet, Angelo's of Burien, 601 SW 153rd, Burien
17 6PM – Board Meeting @ Round Table Pizza, Renton
21 5PM – General Meeting @ Round Table Pizza, Burien Election of Officers

Club Member Birthdays

Larry Madsen	7/1
Sue Besser	7/5
Jim Weaver	7/7
Gary Schaefer	7/9
Steve Hartson	7/10
Drew Smith	7/14
Cliff Samuels	7/15
Victoria Jones	7/16
Ryan Schaefer	7/20
Jim Borsum	7/26
Kevin Bakken	7/29
Nora Hennecken	7/31
Mary Bowers	8/2
Jean Krehbiel	8/5
Jackie Wallace	8/6
Tracy Boyd	8/12
Jim Jorgensen	8/13
Marilyn Muscat	8/13
Jodi Nylin	8/13
Rick Dumas	8/16
Pat Marshall	8/16
Kevin Groesbeck	8/18
Dale Krehbiel	8/22
Alan Berry	8/23
Bill Hilton	8/24
Phil Sawyer	8/26

Club Member Anniversaries

Rich Deutsch	7/12
Jeff Pettit	7/12
Brian Hatfield	7/15
Robert Thayer	7/15
Larry & Jewel Madsen	7/16
Max Krull	7/18
Mike Driscoll	8/4
Don Dunning	8/4
Marlena Meyer	8/4
Donn Osborn	8/4
Howie Ruddell	8/4
Shawn McClincy	8/8
Frank Stearns	8/29

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.

Online Membership Application / Renewals (Online Application) – Click on this link if you would like to sign up for membership online (or renew your existing membership) and pay the annual $20.00 fee with PayPal

PNWCC Club Gear

2019 PNWCC SHIRTS
The new shirts are in and there are now SIX Camaros on the back. With the 6th Generation now in production, we needed a new shirt design to include the latest addition to the family. Limited supply so come to the monthly club meeting to get your shirt before they run out.

We also have PNWCC ball caps as well as a few shirts left with previously release designs. Send a note to StoreManager@pnwcc.com with the size shirt you're looking for and Robert will let you know what is in stock.

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		D&L RESTORATIONS, INC. Louie Cohn **425-259-8151** 2626 119th ST SW EVERETT, WA 98201 Www.RestoreYourCar.com
Ricks Camaros **1-800-359-7717** Customer Number: **10193534** Discount on selected parts **MUST CALL TO ORDER**	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
JET CHEVROLET 253-838-7600 Steve Paul or Walt 35700 Enchanted Parkway S. Federal Way, WA 98003 15% off selected 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
	TITUS-WILL CHEVROLET 2425 Carriage Loop SW 800-594-2957 Olympia, WA 98502 Show membership card for 10% off selected parts and services	

Note: You must call Rick's 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!

PNWCC 2020 Officers and Representatives

President	Kevin Ames	president@pnwcc.com
Vice President	Lance Rayfield	vicepresident@pnwcc.com
Secretary	Barbara DeCamp	secretary@pmwcc.com
Treasurer	Mark Henneken	treasurer@pnwcc.com
Activities Director	Natalie Schaefer	activities@pnwcc.com
Charitable Events	**OPEN**	charitable@pnwcc.com
All Camaro Show	Kevin Ames	acs@pnwcc.com
NWGM Nationals	Larry DeCamp	lbdz28@comcast.net
Car Club Challenge	Mike Cox	carclubchallenge@pnwcc.com
Historian	Rick Jones	historian@pnwcc.com
Webmaster	Robert Copeland	webmaster@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						

OTHER INFO/REMARKS:_____

#2						

OTHER INFO/REMARKS:_____

#3						

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)
126 S. 293rd Pl, Federal Way, WA 98003
Web: www.pnwcc.com or Contact: secretary@pnwcc.com