THE *Heartbeat* OF THE NORTHWEST

PACIFIC N.W.

November / December 2020

A Word from the President

I would like to thank everyone for the past 2 ½ years as your club President. Although this past year did not turn out like anyone thought it would, we will still hold together as a strong and vital club in the Car Community of the Pacific Northwest. This will be my last newsletter as your President, in January we will welcome Brian Stanley as the new PNWCC President. I will stay on as Vice-President and produce the bi-monthly newsletters and fill in where needed. Barb DeCamp will remain as Secretary and Mark Hennecken will stay on as Treasurer.
We have a couple of open positions for 2021 if anyone would like to step up and help out, we are looking for a Charitable Events Coordinator, an Activities Director, and a Northwest GM Nationals Chairperson. I would like to Thank Natalie Schaefer for her many years of service as our Activities Director and Larry DeCamp for his many years as NWGM Nationals Chairperson. Without volunteers this club wouldn't exist, so if you have thought about volunteering for a position in the past, please consider one of these positions now.

Kevin Ames
President PNWCC

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

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PNWCC SHIRTS
We have PNWCC shirts left with previously released designs. Send a note to StoreManager@pnwcc.com with the size shirt you're looking for and we will let you know what is in stock.

2021 Chevy Camaro SS, ZL1 Can't Be Sold in California, Washington

Starting in 2021, the copper content in these Camaros' Brembo brakes becomes illegal. Chevy wouldn't say why the brakes didn't change prior to the rule change.

- **Chevrolet won't be able to sell the Camaro SS, 1LE, and ZL1 in California and Washington beginning next year due to the copper content of the brake pads.**
- **California and Washington both enacted laws in 2010 saying that by 2021, brake pads had to have less than 5 percent copper content due to the toxicity of copper when it reaches waterways.**
- **Those Camaros will return to the California and Washington markets in 2022, but it's unclear why Chevy didn't change the brakes prior to the 2021 model year.**

Back in 2010, California and Washington enacted laws declaring that beginning in 2021, the brake pads sold in their respective states couldn't have more than 5 percent copper by weight. By 2025, the brakes had to have less than 0.5 percent copper by weight. It's because of this rule that starting on January 1, Chevrolet won't be able to sell the **2021 Camaro** SS, 1LE, and **ZL1** in those states due to the copper content of the Brembo brakes, which exceeds 5 percent.

Sales for those versions of the Camaro will resume in California and Washington for the 2022 model year once the brakes are replaced, a Chevrolet spokesperson told *C/D*. And, since the law goes into effect beginning on January 1 of next year, 2021 models that are currently in dealer inventory can still be sold in the new year.

The Chevy spokesperson wouldn't clarify why the brakes weren't replaced in advance for the 2021 model year, rather than the 2022 model year. The states gave automakers and other brake pad manufacturers ten years to find new technologies and replace the brake pads with high levels of copper content.

The copper from the brake pads, it was found, turns to dust and finds its way into waterways. Once it's there, it becomes toxic to many water-dwelling creatures, including fish, plants, and amphibians. The copper is used in the brake pads because it's able to quickly and effectively dissipate heat and allow for smooth braking.

Although the rule was put in place in only two states, California and Washington, trade groups representing the auto industry and automakers signed an agreement with the Environmental Protection Agency (EPA) in 2015 to phase out the use of copper in brake pads. The groups signed a **memorandum of understanding** (MOU)—and a non-binding agreement—saying that the auto industry would implement the "Copper-Free Brake Initiative." At the time of the signing, General Motors was a member of the Alliance of Automobile Manufacturers, a trade group which has since merged with others but signed the MOU.

A spokesperson for Brembo, the supplier of the brakes on the affected 2021 Camaros, told *C/D* in an email that although Brembo has copper-free brake pads, it does still make pads with copper and it's up to the automakers to comply with regulations. "Brembo has accordingly been developing copper-free materials for its brake systems supplied to our customers worldwide who have been preparing for enactment of this legislation," the spokesperson said.

General Motors doesn't have any other vehicles that are affected by the legislation going into place, according to the Chevrolet spokesperson, and it's unclear whether there are vehicles from manufacturers besides GM which can't be sold beginning next year due to their brakes.

Article from Car and Driver 12/11/2020

This Is How The Third Generation Camaro Compares To Other Generations

Is the third-generation Camaro worth buying, or should you look towards a different generation for a chance to get behind Chevy's iconic muscle car?

BY SAM GILLON

The first Camaro was released in 1967 as an answer to the massive success of Ford's Mustang, kicking off a 53-year rivalry that still burns today. While this rivalry isn't as intense as it once was, the newest editions of the Camaro and the Mustang would still generate a tightly contested race. Regardless of who would come out on top of that hypothetical race, no one can deny just how much the Camaro has evolved over 6 generations to become an American icon with a devoted community of fans and collectors.

During the car's third generation, the Camaro came with all the glam rock sex appeal that the '80s had to offer. It had great handling, power that ranged from a perky 4 cylinder engine up to a V8, and a hatchback design that made the car suitable for daily driving as well as track days. However, because of the way the Camaro has been treated in movies and tv-or perhaps because of its somewhat common appearance in certain generations-**Chevrolet's** muscle car has always battled with its reputation among motorheads.

No matter what you think about the Camaro, it is without a doubt one of the most important cars Chevrolet has ever made since the company was founded in 1911. What's more, the Camaro has helped its parent company to compete in the auto industry as one of America's top manufacturers.

But outside of its competition with other American vehicles, how does the third-generation Camaro stack up against the iterations that came before as well as after? Is it worth buying, or should you look towards a different generation for a chance to get behind Chevy's iconic muscle car?

1st And 2nd Generations

Based on the Chevy II, the first-generation Camaro was a direct answer to the Mustang that had been released 3 years earlier. Its first-generation sold well due to the world's obsession with muscle cars, and it was more than a pretty face as well. It was a solid drag race car, looked fantastic, and could easily be modified to drop a larger engine into the chassis (a 350 horsepower engine from a Corvette was particularly popular). It was even featured twice in the Indy Car race series in 1967 and 69, cementing its reputation as an everyman's racecar.

The Camaro's growing reputation among consumers meant that Chevy had to make a splash with their 2nd-generation. What they delivered was a beautiful looking and easy to drive sports car that was affordable for a middle-class family. Some argue that this is the best iteration of the car, and it isn't hard to see why. In 1970, you could get a Camaro with a small or big-block V8 engine that could get up to 375 horsepower. By the middle of the decade, the Camaro would suffer from decreasing horsepower for the remainder of the generation.

However, the customers loved the second edition's pricing and the Camaro continued to sell well for the entire decade.

The idea of a performance car that could be affordable for anyone is something that carried over to the third generation Camaro. Unfortunately, so did the decreasing power, with the base model 1982 Camaro (the first year of 3rd generation production) only clocking 90 horsepower. However, the horsepower was gradually improved, culminating in the IROC-Z: a V8 Camaro that offered a number of mechanical improvements and could produce 225 horsepower. It still wasn't as powerful as the cars from the early 70's, but higher oil prices and better drivability meant that the IROC-Z was a car that the American public could fall in love with without much difficulty.

3rd Generation Vs The Future: 4th, 5th, And 6th Generations

While the 3rd-generation was down power in its early years, it was a modern car for its time and saw its fair share of success. The boxy styling isn't to everyone's taste, but it certainly captured the era perfectly. Digital displays and a hatchback design meant that it felt modern and practical to drive every day, but could still be taken to the drag strip if you needed it to. The same cannot always be said of more recent Camaros, although it should be said that the 4th, 5th, and 6th-generations are still great cars for the money.

The 4th-generation, also known as the 'Catfish Camaro', saw a huge upgrade in power over the 3rd-generation, and was a full 60 horsepower more powerful than the 4th generation Mustang that was on the streets at the same time. Its styling was more dramatic than the 3rd-

generation, although fans were split about whether they loved it or hated it. In the end, the 4th-generation Camaro lost the interest of consumers and had its production halted in 2002.

When the 5th-generation reappeared seven years later, it was an instant success. True, that success was partly due to the Transformers reboot that featured Bumblebee as the all-new Camaro, but the new car stood on its own in terms of performance and appearance.

Not wanting to take their foot off the gas, Chevy launched the 6th and most recent generation of the Camaro in 2016. It's fast, modern, and can tear up a track better than any previous Camaro. A year after the 6th-generation was launched, the Camaro celebrated its 50th anniversary with a special anniversary edition that was aimed at improving an already potent muscle car. It's a solid modern sports car, which is really all fans can hope for when they assess a new muscle car.

Should You Buy A 3rd Generation Camaro?

If you can find one in good condition, buying a 3rd generation Camaro is like buying a piece of American automotive history. In many ways, this is a fast and fun car that defined the 80's. If you can get your hands on an IROC-Z, or even a 1991 with a tuned port injection, you'll have a seriously fast and iconic car on your hands.

However, a 3rd-generation won't be as cheap as the faster 4th-generation or even some 5th-generation editions of the Camaro. You'll be looking at at least $15,000 for a low-end 3rd-generation, and as much as $25,0000 for an IROC-Z in good condition.

While it may not be as powerful as other iterations, the 3rd-generation of the Camaro is beloved by collectors and would be a solid pickup for any classic car enthusiast.

Article from HotCars 12/13/2020

Here's What Makes The 1969 Copo Camaro ZL1 The Rarest Muscle Car Of All Time

Today, let's take a look at how the 1969 Camaro Zl1 became one of the most sought after cars in the world.

BY BEN KIRK

A car like the 1969 Camaro ZL1 probably will never be produced again, but not because of lack of interest. Sure, the Dodge Demon masquerades as purpose-built a drag car for the road today, but that car has air conditioning, leather seats, and is based on a Mercedes E class.

The Zl1 had none of these things, it cared not for the comfort or the safety of its driver. It only strived to be the fastest thing down the quarter-mile, not a single thing more or less. Its this kind of racing purity straight from the factory that makes the **Chevrolet** Camaro ZL1 such a unique and special car

The 1969 Camaro Zl1 is a vivid snapshot of one of the most critical and influential years in human history, a year when cultures shifted, technology made giant leaps, and muscle cars ruled the road. This total package adds up to one of the most sought after and collectible cars of any kind, from anywhere.

Today, let's take a look at how the 1969 Camaro Zl1 became one of the most sought after cars in the world.

Forged In Racing

Think American race cars are incapable of going around corners? Veterans of the Can-Am challenge cup would like a word with you. It may have folded over 33 years ago but in its day, Can-Am offered a distinctly North American alternative to the Touring Car racing endemic to Europe. European greats like Bruce Mclaren and several members of the Andretti Family all raced in the series.

In the late 60s, Chevrolet developed an all-new racing engine specifically for competition in Can-Am Racing. This engine was the gargantuan all-aluminum seven liters 427 ci V8. It was loud, vibrated like mad under acceleration, and guzzled fuel with the insatiable appetite of a parched rhinoceros. Not the kind of things one typically wants in a road car. Even so, that's exactly what ended up happening.

Central Office Production Order

Fred Gibb wasn't your average Chevy dealer, he had the heart and soul of a petrolhead. Without his special request for a limited edition Camaro with a racing engine directly from GM's Chevrolet factory in Detroit.

Central Office Production Orders, or "COPO" for short, was a program through which GM dealers could custom configure cars via mail order specifically for customer tastes. Gibb, a big racing fan, knew there was a market for a two-door, rear-wheel-drive racing car for the road. It was from these special orders, number 9560 and 9561 the legend that was the Camaro ZL1 was born.

Face Melting Specs

GM routinely low-balled horsepower figures for their cars in the 60s, especially with performance models. Officially, the Zl1 427 Copo Camaro was rated at 435 horsepower, independent dynos discovered it could top 500. The engines were overseen by legendary GM engineer Zora Arkus Duntov in a room he described as "Surgically Clean". Five decades before Nissan engineers built the GTR's engine in a hermetically sealed room, GM was giving the same amount of care to their racing engines.

In the same year the Saturn V rocket took men to the moon, the ZL1 teleported to 60 mph in 3.8 seconds and hit the quarter-mile in the low 11-second range. That puts this late 60s muscle car in the same league as a modern Audi R8 V10 or Aston Martin DBS. The term "Supercar" was hardly a thing in the late 60s, but if it was, the ZL1 would absolutely qualify. Four-wheel disc brakes and a GM "Posi" limited-slip differential meant that not only could this car smoke the drag strip, but it also wasn't bad in the bends. Still, let's be real, you'd be a fool to autocross this car. Quite the achievement for a 50-year-old car though.

Exclusivity On A Whole Other Level

Enthusiasts estimate that there were as few as 50 Copo 427 big-block engines installed from the factory into 1969 Camaros. It should surprise no one then that these are some of the most sought after cars of any kind in the world today. Want your own all original parts matching ZL1, be ready to cough up seven figures. One Sold at Hagerty early this year for $1.1 million. Expect these figures to get bigger and bigger, because there are not many of these cars left. Shame really because it's so brilliant.

A Lasting Legacy

In 2020, The Camaro Zl1 1LE carries the legacy of its COPO ancestor with dignity and pride. Cranking out 650 horsepower from a supercharged 6.2 liter V8 from the Corvette ZO6. Unlike its grandfather, the 1LE is not a drag car, but a track-focused circuit racing monster. This hunk of American iron completed a lap of the Nurburgring in 7:14 seconds, that's territory that million-dollar supercars couldn't hope to achieve only a decade or two ago.

The $65 ish thousand dollars Zl1 ILE does for track racing what the 1969 COPO car did at the drag strip. Be the most insane car it can be, for the least amount of money. Of course, expect the 1lE to appreciate in value over the next 50 years just like the original did. Maybe there comes a day in the distant future where it itself is worth a million dollars. Guess we'll just have to wait and see.

Sources: Hagerty, Barret-Jackson

Article by HotCars 11/29/2020

2020/2021 Pacific NW Camaro Club Activities

December

Happy Holidays to Everyone and thank you for being members of the Pacific Northwest Camaro Club

January

Due to the Covid-19 Pandemic we have no plans for upcoming events yet. Stay tuned to the website pnwcc.com and upcoming newsletters for updates.
Thank you for your patience, hopefully this will all be over soon.

Bowtie People

Birthdays

Lynne Marie Dean	11/3	Floyd Lorenz	12/2
Marcia Christ	11/4	Mary Gallagher-Cummings	12/6
Dallas LeCoque	11/8	Greg Cummings	12/7
Richard Owens	11/13	Jo Ann Hill	12/11
Kevin Ames	11/17	Cindee Goodwin	12/19
Greg Scholz	11/18	Russell Graham	12/19
Nancy Holmes	11/18	Sam Besser	12/27
Carolyn Sawyer	11/25	Mary Spisak	12/27
Mark Shaw	11/27	Marcy Angel-Rosenlund	12/28
		Jessica Weaver	12/31

Anniversaries

Dale and Jean Krehbiel	11/7	Kevin and Jenni Ames	12/13
Pat and Gary Marshall	11/15	Mark and Melissa Smith	12/17
Craig and Jackie Morris	12/3	Chuck and Nancy Holmes	12/22
Lynne Marie-Dean and Brian Stromberg	12/31		

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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 2021 Officers and Representatives

President	Brian Stanley	president@pnwcc.com
Vice President	Kevin Ames	vicepresident@pnwcc.com
Secretary	Barbara DeCamp	secretary@pmwcc.com
Treasurer	Mark Hennecken	treasurer@pnwcc.com
Activities Director	**OPEN**	activities@pnwcc.com
Charitable Events	**OPEN**	charitable@pnwcc.com
All Camaro Show	Kevin Ames	acs@pnwcc.com
NWGM Nationals	**OPEN**	
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						
#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)
126 S. 293rd Pl, Federal Way, WA 98003
Web: www.pnwcc.com or Contact: secretary@pnwcc.com