THE *Heartbeat* OF THE NORTHWEST

PACIFIC N.W.

January / February 2021

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A Word from the President

Greetings:

I am Brian Stanley, your new Pacific Northwest Camaro Club President for 2021, it is a privilege to serve as your President this year.

A little about me; I retired from Boeing after 22 years of working in aerospace procurement in October 2020, my last position was a contract purchasing agent. I am a native of the Northwest and grew-up in the south-end of Seattle; in the Normandy Park/Burien/Des Moines area. I am a graduate of Seattle University with a Bachelor of Arts with a major in Journalism.

I have owned two Camaros in my time; my first was a 2012 5th Generation Crystal Red Tint-coat V6 2LT/RS which I drove to 92 thousand miles, mainly participating in car shows, cruises and autocross. The V6 remained stock, except for show lighting and a custom B9 Robot hood liner. My second Camaro is 2015 2SS/RS Greenflash Edition in Emerald Green Metallic which I found with only 1275 miles on the odometer, I have modified this car with; cold air intake, ported throttle body, cooler plugs, headers and a CAT delete with a ZL1 exhaust system, now the L99 engine puts out 357 hp to the wheels and 382 ft/lbs in torque. The *GreenFlash* as I call the car has won at two car shows; the last was Best in Show for 5th Gen Camaro at CamaroCon in October 2019 at Las Vegas Motor speedway. With this car I have done autocross and road courses at On Grid at Oregon Raceway Park in mid-Summer and several Track Night America's at the Ridge Motorsports Park as an intermediate this past season.

Looking forward with the PNWCC, I am hopeful that we able to hold a face-to-face meeting sometime in the late Spring. I would like to hold a virtual planning meeting in early February, with the club officers and representatives from the Car Club Challenge to begin to map a calendar of activities for 2021. I think we should begin planning the All Camaro Show for July as well as the GM Nationals car show for August as we have done in the past. One new twist would to be to automate our car show registration and on-site voting for the "People's Choice Awards" at the ACS and do away with all paper to be contactless as possible. To be paperless we will need some tech savvy club members to help us take this leap into the mid-21st Century.

I encourage our membership to get out safely this Spring and go for cruises weather permitting, there are plenty roadside attractions and drive-in restaurants that need our help to stay in business in 2021. *Adventure Calls!*

Here's Why The 1982 Chevrolet Camaro Was One Of A Kind

Chevrolet always had some special models, but the ’82 Camaro was the frontrunner of a great generation that went down in the automotive history books.
BY TIMEA BARABASJUN 08, 2020

The automotive scene of the early ‘80s was shaken up by the appearance of the third generation of Chevrolet Camaro. This mid-size American automobile seemed to encompass the spirit of those changing times and offered to take the everyday American to his or her future.

Things were also changing at General Motors. While the company decided to focus more on front-drive setup, Camaro took a different route. Tom Zimmer, the Camaro chief engineer, and Fred Schaafsma, the development team leader, were behind this bold choice. They pushed handling as the main focal point of the third generation Camaro. It was this performance objective that motivated the augmentation of downforce by creating a bold front end.

In this context, the continuity with the performance of the car was one of the most important aspects and continued to be even for the following generation, a decade later.

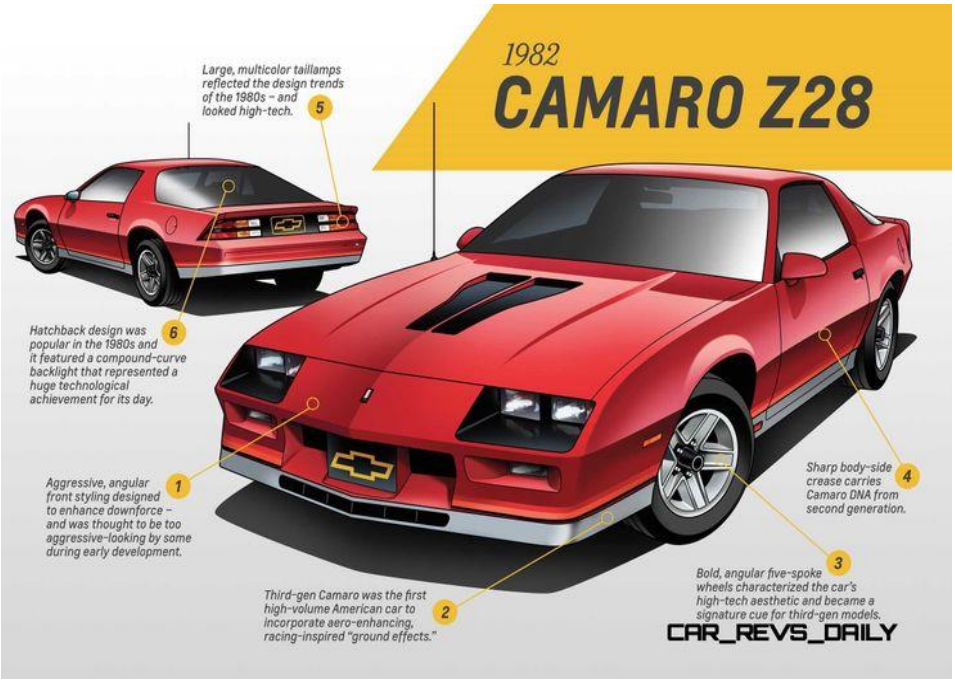
So, would the gamble pay off?

The first model of the third generation Camaro was launched in 1982 and was declared by Motor Trend magazine the Car of the Year. What is more, the 1982 Pace Car model took on board the title of Indianapolis 500 Pace Car. It was the third time Camaro drove home with this achievement. While on a company level, a 50% jump in sales was noted. It would seem

that taking a risk was worth it, but let us take a closer look at the longevity of Camaro's good reputation.

The Camaro of the '80s had a stunning design and was considered quite modern for that period. Decades later it is deemed to be a signature look for those times. 1982 was the year when Camaro debuted a hatchback look, which would become a statement design stamp of the '80s. The body follows an aerodynamic flow supported by features like the ground effects added to the '82 model.

There are a couple of things that stand out with this new model. The Coupé or two-door body style was and remains somewhat of a controversial feature, people either love it or hate it. And then there were also the famous Goodyear Eagle GT tires offered the perfect finish to this sleek new look.



The engineers behind the new version surprised the public by making the '82 Camaro a lightweight model. This aspect was certainly a great selling point of the model. Actually, it even brought back nostalgia, as it was close in weight to the very first Camaro that was freed in 1967.

What is more, the creative minds behind the model, steered away from the growing European influence over the automotive industry and made an effort to create a home-grown American design. The plan was bold and aggressive. Even too aggressive for some in the company.

The pre-launch goal of the third generation Camaro was to create a new body for the soul that was Z28 package. At the core of the package was the base small-block 305 V8 with an estimated 145 horsepower.

The third generation Chevrolet Camaro premiered a number of new features that caught the eye of enthusiasts. One of the more popular additions was to be found in the engine bay under the form of the Throttle Body Injection (TBI), a new kind of electronic fuel injection. This was included in the Regular Production Option LU5 which was a take on the 305 small block that had more horsepower, reaching as high as 165.

Some other noteworthy new features: struts in the front, a full unitized structure, a fresh coil-spring suspension, five-speed manual transmissions, Turbo-Hydramatic 700R4 four-speed automatic transmissions, to highlight just a few. But there is also a rather curious detail, that might be easily overlooked, a rear window third brake light.

As seen, there are many advantages and cool aspects that outline an '82 Camaro. If there is one downside to the model that is its speed, or lack thereof, at least based on modern standards.

When it comes to the Chevy, there are always some special models to keep an eye out for. One of these special models of the third generation was the 1982 Camaro Z28 Indy Edition. This car was built in celebration of the Camaro as the Indy 500 pace car in what would amount to over 6000 replicas. You can still find original edition models on sale or auctioned, and if you want to get your hands on one, the price can fall anywhere between $7,600-$20,700. Jumping ahead to 1987, the "20th Anniversary Commemorative Edition" was launched, while in 1992 the "25th Anniversary Heritage Edition" followed.

John Cafaro, the executive director of Chevrolet Global Car Design, aptly sums up the third generation of Camaros: "[this] will always be a cultural symbol of the 1980s because its design epitomized the era's high-tech cultural trends". The '82 Camaro was the frontrunner of a great generation that went down in the automotive history books.

2021 Pacific NW Camaro Club Activities

January

Due to the Covid-19 Pandemic we have no plans for upcoming events yet. Stay tuned to the website www.pnwcc.com and upcoming newsletters for updates.

The First Z28's and the #1 West Coast Chevrolet Performance Dealer

Chevrolet didn't encourage the purchase of Z28 Camaros by private individuals in 1967. It wasn't until 1968 that Chevrolet actually marketed and advertised the new Z28 option. Many people believe that the 1967 Z28 didn't debut until late in the '67 model year but that does not seem to be the case. A few Z28′s were in private hands by Feb. 1, 1967. The first 25 Z28′s were built between Dec. 29, 1966 and Jan. 12, 1967. These went strictly to favored dealers mostly for reworking as all-out competition cars. Below is a list of the first 21 1967 Camaro Z28′s produced and where they went.

Z28 **#1** was shipped to Aero Chevrolet in Alexandria, Va., where it was groomed as Johnny Moore's entry in the Daytona 24-hour Continental.

Z28 **#2, #3, and #4** went to Yenko Chevrolet, Canonsburg, Pa., for driver Ben Poster, also for Daytona.

Z28 **#5, #6 and #7** went to Alan Green of **Alan Green Chevrolet** in Seattle. Alan Green sold one Z28 to a local Northwest dealer, sold one to a local customer and then campaigned the 3rd at race tracks throughout the NW. This means that Z28 #6 was likely the first to be sold to a private customer.

Z28 **#8** was ordered by Ron Tonkin Chevrolet in Portland, Ore. This car was to be raced on his Beaver ton Racing Team but unfortunately it was involved in an accident while being trailered to its first race which ended its competition career before it started.

Z28 **#9, #10 and #11** went to Nickey Chevrolet in Chicago. Two of these Z28′s were raced at Daytona. Z28 **#12** went to Roger Penske. Penske immediately tore the car down and shipped the engine to Traco Engineering in order to get the car ready to enter Daytona.

Z28′s **#13 to #20** went to a variety of customers, including three that were shipped to other GM divisions and one sold to a GM Proving Grounds engineer named David D. Horchler.

Z28 **#21** was delivered to stunt driver Joie Chitwood in Tampa, Fla. Chitwood raced the car and has subsequently used Camaros in all his thrill shows ever since.

Car Club Challenge

2021 Race Schedule

Bremerton Races - gates open at 8 AM
Pacific Races - gates open at 4 PM

Date	Location	Date	Location
April 3	Bremerton Raceway	July 9	Pacific Raceway
April 24	Bremerton Raceway	July 17	Bremerton Raceway
May 15	Bremerton Raceway	August 7	Bremerton Raceway
May 21	Pacific Raceway	August 13	Pacific Raceway
June 5	Bremerton Raceway	August 20	Pacific Raceway
June 18	Pacific Raceway	September 11	Bremerton Raceway
June 25	Pacific Raceway		

Race Rules

- No alcohol consumption by participants.
- A permanent number is required to compete.
- Staging lanes are closed when the first car crosses the line at the front of the staging lanes.
- If there is a bye in a round the racer with the better reaction time in the previous round will receive the by run (even if this results in teammates racing against each other).
- Races completed through the quarter-finals that are canceled by rain or curfew may be decided on reaction time from quarter-finals.
- NHRA "Street Legal" cars, trucks, or imports only (no motorcycles).
- DOT approved tires are required (bare cords not permitted. Slicks are approved.)
- Exhaust must route through mufflers.
- No electronics (perNHRA definition) and no G-tech timing devices.
- Transmission brakes, two-steps and line-locks are okay.
- Only racers of CCCA member car clubs may receive trophies.
- Current NHRA and track safety rules apply at all times.
- Vehicles must be registered for street use in any state or province (no trip permits) and registration must match the vin# of the vehicle.
- No cars faster than 10.00 sec. or 135 MPH- ¼ mile/6.40 and 110 MPH 1/8 mile
- Any rules disputes are to be handled by the Race Director and representatives from at least 3 member clubs.
- The Race Director may exclude racers in violation of CCCA, NHRA or Track safety rules.
- 36" crank height applies (no Monster Trucks please).
- Cutouts are allowed if full exhaust is retained.
- Lane choice shall be determined by the largest team at each race. This shall be determined after the first Test-N-tune run.
- If there is a tie at the last race of a given track, there shall be a run-off as determined by the CCCA Race Director. It must occur at that event. If the Race Director determines that a run-off is not possible the final determination will be made using the Best Package from eliminations of that race. This process also applies to a 3-way tie, and so on.

Five of the Most Collectible Chevy Camaros Ever

BY BRETT HATFIELD — JAN 14, 2021

Chevy Camaros are among the most coveted Chevrolet models. They have an avid following, and for good reason. Enticing looks promise excitement, performance, and fun all at a reasonable entry cost. It is little wonder Camaros have been sought after since their introduction with the 1967 model year. But there are a handful of these potent pony cars that stand apart from their brethren. They have higher performance, are more exclusive, or are imbued with traits few others have. These are the most collectible of Camaros, and usually carry a commensurate price tag. In no particular order:

1969 Chevy Camaro ZL-1

Photo credit: Barrett-Jackson

The 1969 Chevy Camaro ZL-1 had a one-year-only production of just 69 units. The ZL-1 package was ordered through the Central Office Production Order (COPO) system, and was not listed as part of the regular options list. COPO #9560 included an all-aluminum 427 cubic-inch Big Block engine rated at 425 horsepower (many will argue the number was quite a bit higher because it was), stronger axles, disc brakes, cowl induction hood, and your choice of either a Muncie M-22 four-speed "Rockcrusher" (only twelve were ordered with the Muncie) or three-speed Turbo Hydramatic automatic transmission.

The first fifty ZL-1s ordered all went to Fred Gibb Chevrolet in La Harpe, IL, to satisfy homologation requirements for NHRA Super Stock racing. The remaining 19 ZL-1s were distributed amongst other dealers. According to the current Hagerty Price Guide, a 1969 ZL-1 in #1 condition is valued at $712,000.

1970 Chevy Camaro Z/28 LT-1

Photo credit: Barrett-Jackson

Troubles with the transition to the new-generation 1970 Chevy Camaro delayed their launch until February of 1970, prompting some to refer to the model year as the 1970 1/2 Camaro. The new Camaro had a much more European appearance, with very little in the way of exterior adornment,

frenched headlights, and round turn signals. RPO Z/28 came equipped with the potent 360-horsepower 350 Small Block LT-1 in its final year of full power before being choked by emissions equipment.

The Z/28 package also included bright accents on the engine, a heavy-duty radiator, power brakes, Posi-traction rear end, black painted grille, Z/28 emblems on the grille, front fenders, and rear deck, dual exhaust, special suspension, heavy-duty springs, 15×7 wheels, raised white letter tires, rear spoiler, stripes, special instrumentation, and a four-speed or Turbo Hydramatic three-speed transmission. The 1970 Chevy Camaro Z/28 LT-1 is often overlooked, but deserves consideration if for no other reason than its performance: *Car and Driver* recorded an impressive 5.8 second zero-to-60 time, and a quarter-mile time of 14.2 seconds. Hagerty Price Guide value for a 1970 Chevy Camaro Z/28 LT-1 in #1 condition at $65,000.

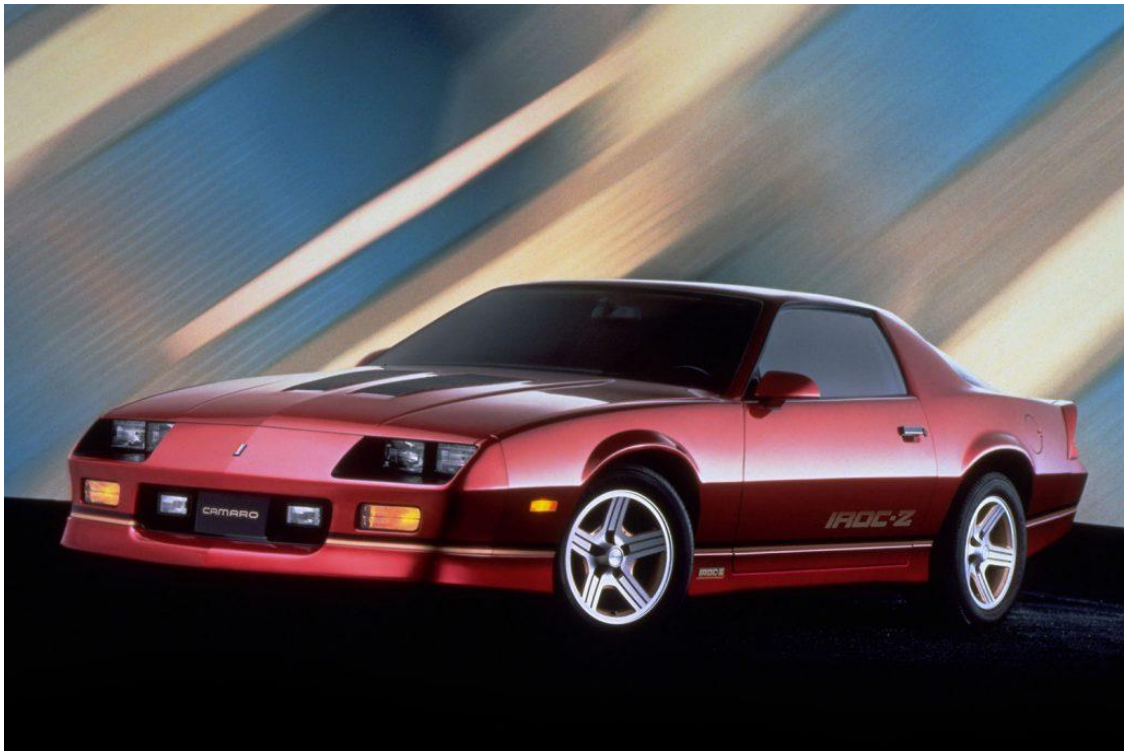
1969 Chevy Camaro COPO/Yenko

Photo credit: Mecum Auctions

In 1969, Don Yenko, the owner of Yenko Chevrolet in Canonsburg, PA, took advantage of the Central Office Production Order #9561, to have iron-block 425-horsepower L72 427s installed at the factory. This served as the basis for the Yenko Camaro. Yenko added badging, stripes, and other performance equipment like an 800-CFM Holley carb, high-rise intake, 4.10-geared 12-bolt rear end with Posi-traction, heavy-duty suspension components, and power disc brakes. Around 200 1969 Yenko Camaros were produced. Hagerty Price Guide Value for #1 condition is $335,000.

1988 Chevy Camaro IROC-Z 1LE

In 1988, the Chevy Camaro IROC-Z could be had with either a Tuned Port Injection 305 cubic-inch V8 rated at 195 horsepower when paired with the four-speed automatic, or 220 ponies with the five-speed manual, or a Tuned Port Injection 230-horsepower 350 cube mill that could only be backed by the four-speed auto. But, much like the COPO cars of the 1960s, if you knew the secret handshake, password, and had the super-duper decoder ring, you could score yourself the illusive 1LE package. Chevrolet feared the 1LE's performance capabilities would be excessive for the street, so you had to



be able to prove the car was going to be used for either IMSA or SCCA competition. You had to order the IROC-Z package with either the LB9 305 cubic-inch engine or the B2L 350. You had to specify RPO G92, the Performance Rear Axle with 3.42 gears for the manual transmission or the 3.23 gears for the slushbox. RPO G80 Posi-traction rear differential had to be specified. Then the secret wink, it had to be ordered without A/C to trigger the 1LE build. The 1LE included stiffer springs and struts, heavy-duty disc brakes, heavy-duty spindles and wheel bearings, an aluminum drive shaft, thicker anti-sway bars, and a gas tank that had baffles and dual pick-ups so it wouldn't fuel starve under hard cornering or braking. Only four were built in 1988, although subsequent years saw much larger production. As so few were built in '88, and they were used exclusively for competition, there were no pricing guidelines available at the time of writing.

1982 Chevy Camaro Z/28 Indy Pace Car

Photo credit: Barrett-Jackson

In 1982, the Chevy Camaro debuted a completely new body style. Nearly all dimensions were reduced for the third-generation Camaro. It was nearly 500 pounds lighter, and had a seven inch shorter wheelbase, and for the third time in Chevy Camaro history, it was invited to pace the Indianapolis 500. The Pace Car Edition Z/28s were silver and blue with an Indy 500 decal and accent package, sport mirrors, and aluminum wheels with raised white letter Goodyear Eagle GT tires. They were well equipped with a minimum options list that included a blue cloth and silver vinyl interior with a contoured driver's seat, a leather-wrapped steering wheel, special instrumentation, an AM/FM stereo, and luggage compartment trim.

Replicas could have either of the 305 cubic-inch V8 engines available, although the actual pace cars were built with high-performance 350s. 6,360 Z/28 Pace Cars left the Van Nuys, CA, assembly plant. As third-generation Chevy Camaros have begun to find their stride, it stands to reason that special editions are going to rise in value. Granted, over 6,300 of these were built, but when was the last time you saw one? Unless you are an owner, it has probably been a while. A quick internet check found a few of these in better than decent condition under $25,000.

PNWCC SHIRTS

We have PNWCC shirts left with previously released designs. Limited supply so come to the monthly club meeting to get your shirt before they run out or 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.

Bowtie People

Birthdays

Chelsea Waters	1/9	Scott Jarvis	2/5
Chris Voight Jr	1/9	Jodie LeCoque	2/11
Dr. Sue Sykes	1/12	Nicklas Lidstrom	2/13
Chuck Holmes	1/15	Bruce Mercer	2/13
Pam Borsum	1/17	Dan Thompson	2/16
Rick Jones	1/24	Jan Christ	2/16
Chuck Kelstrom	1/25	Kyle Mitchell	2/17
Ken Nylin	1/29	Dick Perry	2/18
Jim Scharf	1/30	Kannon Rowe	2/22
Carrol Weaver	1/30	Laura Scharf	2/25
Jewel Madsen	1/31	Larry DeCamp	2/25
Ted Chetnik	2/4	Brett Davis	2/28
Anika Lidstrom	2/5	Karen Nidermayer	2/29

Anniversaries

Tom and Jodie LeCoque	1/3	Ted and Karrlie Chetnik	2/13
Marc and Cindee Goodwin	1/22	Kevin and Sue Bakken	2/16
		Sam and Sue Besser	2/29

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