PACIFIC N.W.

THE *Heartbeat* OF THE NORTHWEST

May / June 2023

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Note: You must call Rick's Camaros and use the customer ID listed. Make sure you specify your address for shipping.

A Note from our President

Buckle Up Adventure Calls at 2023's LS Fest West April 28th to 30th!

Once again it was a huge event and drew thousands of people from all over the southern California and Nevada region to Las Vegas Motor speedway for a three-day autocross event and included drag racing, show and shine and burn out contest, and dirt track in celebration of the LS Motor. And the added attraction of the reality TV Stars from Motortrend's Roadkill Garage Freiburger and Finnegan.

I participated in three days of autocross, along with my friends Brent Franich, Chris Nordhaus, and Jon Nidermayer.

LS Fest features two types of autocross courses, a traditional layout in a parking lot (autocross #1) and the second on a road course which was a layout to allow for higher speeds through sweeping curves and straight-away (autocross #2), which for which Brent and Chris and I had great fun and allowed us to push ourselves and our cars.

Unfortunately, on Saturday Jon blew the slave cylinder in his clutch which put his car on the sideline. But fortunately for me, Jon volunteered to coach (YELL AT ME) me through the remaining day at autocross #1.

On Saturday during our long lunch break we walked to the top level of the north bleachers for the drag strip and obtained a bird's eye view of the drag strip and the autocross #1 course and watched the drag racers and Roadkill's Freiburger and Finnegan fail miserably on the autocross #1 course.

After our Saturday afternoon session at the autocross #2 track, we went over to the dirt track to watch the limousine jump. Two canisters of nitrous propelled this limo over the jump, it landed upright and rolled completely over and back onto its wheels, the stunt driver then pulled a U- turn, stopped the limo, and got out and waved to the crowd!

Sunday was the 3S Challenge for all the autocross competitors.LS Fest West 2023 is now in the books, but what a blast!

Brian Stanley
President PNWCC 2023

A New Chevrolet Camaro Z/28 Could Rescue The Nameplate From Its Demise

Story by Brendan Talian

A New Chevrolet Camaro Z/28 Could Rescue The Nameplate From Its Demise© Provided by HotCars

General Motors is responsible for many classic iterations of American **muscle cars** such as the Pontiac GTO and the legendary **Chevrolet** Camaro. While base models on these cars are still impressive, few models draw more attention than the performance trims. The Camaro has had many different performance models through its many iterations, with Chevrolet bringing about a renaissance of the iconic Z/28 trim in 2014.

With the Chevrolet Camaro getting one final model year in its current form for 2023, HotCars digital artist Rostislav Prokop decided to create a new Z/28 edition Camaro for the 2024 model year. Read on to hear more about a car that has the potential to save the Camaro from its imminent doom.

The Low Riding, Race-Inspired Style Of The 2024 Chevrolet Camaro Z/28

Overall, this Camaro looks quite similar to its brother in modern performance Camaros, the ZL1 LE. Mainly the wing shape and ground effects are similar in the render albeit with some major differences. While its road presence is similar, the render sits lower from stock with unique fog lights. It also sports a custom widebody which makes it look really aggressive alongside a newly designed quad-tip exhaust.

This extra width should help it fit tires that can handle the grunt of its huge V8 powertrain. It also has a massive hood scoop to fit a supercharger like many performance GM cars such as the C7 Corvette ZR-1. The styling of this car is a nice call to modern Camaros but with a few subtle differences to keep things fresh.

This New Camaro Z/28 Borrows A V8 From The C8 Corvette Z06

To match its aggressive styling and live up to its name, this Z/28 would need a serious engine. The last Z/28 Camaro in 2014-2015 came with the C6 Corvette Z06's massive naturally aspirated 7.0-liter V8, so this new Camaro Z/28 could follow suit by borrowing from the current Z06. That engine, dubbed the "LT6", is a high-revving 5.5-liter V8 that makes 670 hp in stock form.

GM could then take things to the next level by adding a twin-turbo or supercharger kit. With forced induction, this new Camaro Z/28 could make well over 1,000 hp, making it a contender against the Dodge Challenger SRT Demon 170 or the upcoming S650 Ford Mustang Shelby GT500.

While a new Camaro in its current sports car format is unlikely to return any time soon, a 2024 Camaro Z/28 like this has the potential to reenergize the car set to leave us in the next year.

200,000-mile 1969 Camaro is proof your car is bored

Brandan Gillogly

Not everyone with a vintage car is willing to treat it like any other vehicle. Fewer still are willing to put 200,000 miles on a 1969 Camaro.

When we saw this photo on social media, we knew there had to be a story behind it. We asked the Camaro's owner, Dominick Saad, to fill us in. Here's the story of one family's beloved and well-used ride, mostly in Dom's own words.

Dom's father bought the Camaro in 1989 for just $1500. It sat around, for the most part, until Dom approached his 16th birthday. His dad gave him the car, and the two worked on it together, "along with help from some of his friends who knew more than we did," Dom says.

The car was originally equipped with a 307-cubic-inch V-8 and a Turbo 350 three-speed automatic transmission. The Saads and their friends removed the original powertrain to be rebuilt and sent off the body for paint. The Cortez Silver car was resprayed in its original color, this time with black stripes. Dom got his license in 2011 and used the refreshed Camaro as his daily driver.

“Not even a year later, in 2012, I was on the highway with a buddy heading to grab some food, and we crested a hill and found traffic at a complete stop. I slammed the brakes and was almost stopped when a heavy-duty crane truck lost control next to me and swerved into me from the side, pushing me into the car in front of me, and pushing him into the truck and boat in front of him.”

The collision wasn’t Dom’s fault. However, the at-fault driver fled the scene, causing a bit of drama and dragging out the process of getting the Camaro sorted. Since the damage was entirely cosmetic—the alignment didn’t even suffer—Dom had a few months to drive the car before it was treated to repaint number two.

“I decided to make the best out of a bad situation and started having some of my buddies at school sign the car, much like you would a cast on a broken arm,” Dom says.

Teachers at his school signed it. So did strangers at gas stations and grocery stores. Dom began to leave a Sharpie on the car’s hood when he parked it in public; to his delight, he’d come back to new signatures every time. Today, the signature-filled door and fender are hanging in his garage.

Once all the accident paperwork was sorted, the Camaro finally went in for bodywork. After three months at the body shop the car returned, this time with a color change: Fathom Blue with white stripes. Dom quickly realized the work hadn’t been done well. The paint chipped and bubbled. A large section of filler on the quarter panel began to delaminate.

“At first I was livid,” Dom says. “I was of the typical, ‘can’t have a single scratch, needs to shine always’ mentality back then.” However, as the car began to show more and more flaws, his stress about maintaining a perfect car melted

away. A new philosophy emerged: “Why worry about all this that I can’t do anything about? Just drive the damn thing and have a blast!”

That was ten years ago, and Dom has been racking up the miles on his Camaro ever since.

Dom also changed his attitude towards how he modified his Camaro.

“As a teenager, I thought modifying everything was the cool thing to do, so I began changing things, adding chrome and aftermarket parts,” he says. However, he learned that those custom parts aren’t necessarily carried by every mom-and-pop auto parts store, so a busted component could lead to a major hassle. What every store does carry, on the other hand, are factory replacement parts, especially for first-gen Chevy small-block engines.

A few years ago, Dom did a semi-restoration of the Camaro using factory-correct parts, including a wiring harness, factory gauges and woodgrain dash, rebuilt brakes, and new bearings and axles in the rear end.

After the 700-R4 transmission left him stranded 450 miles from home one day, he went a bit overboard. “I wanted to make sure that never happened again, so I basically built a drag [racing] transmission to go in a less-than-300-hp car!”

“Not only was I starting to really like the look of it more, but I also liked the reliability a lot as well. I realized there was plenty of performance to be had even with factory-correct parts,” he said.

The Camaro is currently powered by a 350-cubic-inch small-block engine, along with the aforementioned 700-R4 four-speed automatic and the factory 10-bolt rear axle with 2.73:1 gears, perfect for highway cruising. The 350 is dressed in period-correct “day two” Z/28 parts. The intake and valve covers, both aluminum, are GM-factory. The Camaro’s even running points ignition.

Dom still has the Camaro’s original engine. He plans on getting the 307 back into the car with a good set of camel-hump heads plus all the Z/28 goodies currently on the 350.

“Of course, the car will *never* be badged a Z/28, as it isn’t one and isn’t trying to be one. I’m just taking advantage of the Z/28 parts being higher-performance yet still ‘factory correct,’” said Dom. Since he wants a cruise-happy car, he’s building the drivetrain for reliability and efficiency, not massive power. When he reinstalls the 307 engine, he’s hoping for around 300 hp.

“Back when the 350 in [the Camaro] now was newer, I would cruise around 25 mpg on the highway at 80 [mph] at just under 2000 rpm.” He tweaked and tuned a custom-built Holley double-pumper carburetor over the course of about three months to get those results, but the effort was worth it.

“Driving has always been a form of therapy for me, so if anything was going on that was making me mad or sad or whatever, it could pretty easily be cured with an aimless drive somewhere.”

The car also served well as an adventure vehicle, especially in the mines, lakes, and ghost towns of Dom’s native state of Nevada. “The car has probably seen more Nevada back roads than many trucks have!”

“I think in the summer of 2016, there was not a single weekend where we didn’t take the car on some sort of day trip somewhere,” Dom said.

They didn’t stop at day trips, either. The Camaro has been to Vancouver in Canada’s British Columbia, Washington State, Oregon, Idaho, California, Arizona, Utah, Montana, Wyoming, Colorado, South Dakota, New Mexico, Texas, Oklahoma, and Arkansas.

The Camaro is no longer the commuter it once was. Dom now lives in Idaho and owns several other vehicles, including a company truck that he drives for work. Still, he makes sure the Camaro gets weekly exercise, all year long. Dom refuses to garage any of his vehicles: “I always figured you can’t take ’em with you when you go, so enjoy ’em while you can!”

He has a few secrets to keeping his car alive over 12 winters. The first is being lucky enough to drive in areas of the U.S. where roads aren’t treated with salt. He also has a strict regimen of undercoating the car each fall.

It may not be his commuter, but the Camaro remains Dom’s go-to road-tripper. When we spoke to Dom, he had just returned from a 4800-mile, 11-day trip from Idaho to Arkansas, up via the northern route and back via the southern one. The car performed beautifully as usual—and it’s nowhere near retirement.

“We will be doing a very similar trip again next year, and eventually I would like to have driven the car in all provinces in Canada, and all the U.S. states with the exception of Hawaii. It’s also a huge goal of mine to drive it up to Yellowknife, Northwest Territories, Canada, and get it up into the Arctic Circle!”

It doesn’t take a whole lot of horsepower and perfect paint to enjoy a car. In Dom’s case, it might just take an extra or two set of ignition points.

2023 Pacific NW Camaro Club Activities

June

2-4		Camaro's in the Cellar, Yakima
3	8:00 am	Griot's Garage Caffeine and Gas, Tacoma
3	8:00 am	Car Club Challenge, Bremerton Raceway, Bremerton
16	4:00 pm	Car Club Challenge, Pacific Raceways, Kent
19	6:30 pm	PNWCC Board Meeting, Las Margaritas, Auburn
21-25		Sturgis Camaro Rally, Sturgis, South Dakota
23	4:00 pm	Car Club Challenge, Pacific Raceways, Kent
24	5:00 pm	PNWCC General Meeting, TBD

July

7	4:00 pm	Car Club Challenge, Pacific Raceways, Kent
14	4:00 pm	Car Club Challenge, Pacific Raceways, Kent
15	**11:00am**	**Open Car Show**, **Chevrolet of Everett**, Everett
16	**8:00am**	**ALL CAMARO SHOW, Triple X Drive-In, Issaquah**
17	6:30pm	PNWCC Board Meeting, Las Margaritas, Auburn
21-23		NHRA Northwest Nationals, Pacific Raceways, Kent
28		Good Guys Drag Races, Pacific Raceways, Kent
29-30		Good Guys Car Show, Western Washington Fairgrounds, Puyallup
29	8:00am	Car Club Challenge, Bremerton Raceway, Bremerton
29	5:00pm	PNWCC General Meeting, TBD

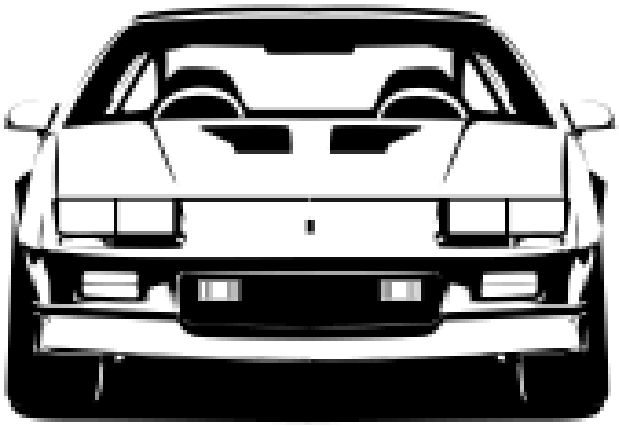
August

1-6		Hot August Nights, Reno, NV
5	8:00am	Griots Caffeine and Coffee, Tacoma
5	8:00am	Car Club Challenge, Bremerton Raceway, Bremerton
18	4:00pm	Car Club Challenge, Pacific Raceways, Kent
21	6:30pm	PNWCC Board Meeting, Las Margaritas, Auburn
26	5:00pm	PNWCC General Meeting, TBD

September

10	**9:00am**	**Firebird and Camaro Show, Hosted by Western Washington Firebirds, Triple X Drive-in, Issaquah**

If there are any events you would like more information about, or you know of something that we could do as a club; please contact Activities director Natalie Schaefer activities@pnwcc.com



Bowtie People

Birthdays

Bill Wallace	6/2
Jenni Ames	6/7
Melissa Smith	6/19
Tim Loewen	7/1
Jim Weaver	7/7
Gary Schaefer	7/9
Steve Hartson	7/10
Drew Smith	7/14
Cliff Samuels	7/15
Ryan Schaefer	7/20
Samantha Owens	7/28
Kevin Bakken	7/29
Nora Hennecken	7/31

Anniversaries

Larry and Barbara DeCamp	6/2
Jim and Carrol Weaver	6/6
Lenore and Richard Voit	6/15
Marilyn Muscat and Kent Woodworth	7/13
Dan and Kristie Morgan	7/16
Larry and Marcy Angel Rosenlund	7/26

2023 ALL CAMARO SHOW

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Entry Fee
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Triple X Drive-In, Issaquah, WA

Show open to All Years Firebirds and Camaros

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)

126 S. 293rd Pl, Federal Way, WA 98003

Web: www.pnwcc.com or Contact: secretary@pnwcc.com