PACIFIC N.W.

THE *Heartbeat* OF THE NORTHWEST

March / April 2024

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.

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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

Greetings from Brian Stanley, I am your acting PNWCC President once again.

Regrettably, Mark Hennecken has resigned as President and his wife Nora has resigned her position as Activities Director as well. For now, as acting President, I would ask someone to volunteer to become activities director to help the club through the year. Later this Spring I would like to hold an election for club President.

We are on track with our planned activities for 2024, we had a successful breakfast, at the Buttered Biscuit in Sumner with 15 people in attendance.

For the Spring Getaway April 4th through the 7th in Long Beach, WA we need a volunteer(s) to step up and function as the coordinator of this event.

Camaros in the Cellar is on track for Friday May 31st to Sunday June 2nd with reservations needing to be booked by May 1st. When contacting the Oxford Suites in Yakima, please let them know you are asking for rooms held for “Camaros in the Cellar” and when you plan to arrive, Friday or Saturday.

Brian Stanley
President PNWCC 2024

2024 Camaros in the Cellar

Location: Yakima, WA

Date: This year's event is Friday, May 31 through Sunday, June 2.

Rooms at the Oxford Suites can be booked for arrival on Friday, May 31 OR Saturday, June 1 and check out on Sunday, June 2.

Oxford Suites: We've cut another deal with the Oxford Suites in Yakima. They are offering rooms at a discount for the event. When you book your room, be sure to let them know you are booking for rooms held for Camaros in the Cellar to get the special rate.

They are holding 10 rooms for us for both Friday and Saturday nights. When you book your room, you will need to let him know whether you'll be arriving on Friday or Saturday. Book early, the special rates identified below are guaranteed only through May 1, 2024.

Type of Room Special Rate* *Rates are subject to an occupancy tax, which is currently 11.3%, in addition to a tourism assessment of $4.00 per night per room.

River View King Suite $159.00
Executive King Suite $167.00
King Suite $157.00
2 Queen Suite $162.00

Amenities at the Oxford Suites include:

full breakfast buffet, indoor pool and spa fridge & microwave in rooms hair dryer, ironing board, TV, hi speed internet, etc.

Phone # is 509-457-9000 or toll free at 800-404-7848

The Oxford Suites still has their evening reception with two free drink coupons and snacks.

Hope to see you there. Questions???

E-mail Karen Nidermayer at karenolywa@comcast.net

Jon and Karen Nidermayer

America Failed The Camaro

Pinned in a regulatory headlock, and suffering flat sales, the Pony Car GOAT dies with a whimper. It's all our fault.

We'll look back on ourselves with disgust. Up until internal-combustion's dying breath, we had every chance to walk into the local Bow-Tie dealer and drive away commanding eight cylinders and three pedals, the rumble of a clapping thunder cloud in our wake.

Too few took the bait, however, to keep the door from slamming shut.

The sixth-generation Chevrolet Camaro reached the end of the line in January, 2024, following nine continuous years of production at the Lansing Grand River Assembly Plant. It will be missed. In 20 years, we'll wonder, "Why the hell didn't I buy one new?"

Though it did not command my dollars, the sixth-gen demanded my respect. Over the past decade, I'd go so far as to say Chevy perfected the Pony Car formula, such was the Sixth-Gen's blend of accessibility, performance, and

charisma. It sold in many iterations, from four-cylinder turbo strippers to supercharged V-8 supercar killers; The model range could capture the imagination of any working American, no matter their budget.

Sure the press droned on about the coupe's bunker-like cabin, the material qualities contained within it, and the difficulty in seeing out of it. These were qualms I never had, but they still trail the Camaro in online echo chambers, thoughtlessly regurgitated by the automotive media like Starling mothers to eagerly awaiting mouths.

If you can't see out of a Camaro, adjust your goddamned mirrors.

It will be missed. In 20 years, we'll wonder, "Why the hell didn't I buy one new?"

Depending on your priorities—and especially your sensibilities—you could make the same arguments for and against the sixth-gen's contemporaries.

The Mustang offered the same cross-cultural appeal, powered by four-cylinders, sixes, and even rare-air cross-plane V-8s. It honed in on a set of handsome body lines, and stuck to its guns more closely than the Chevy.

The Challenger wasn't quite a Pony Car, save the excellent 392 T/A, but it competed with the Camaro for hearts and minds nonetheless. Americans responded to the SRT's (see Dodge's) aggressive presence and snapped up the V-6 cars in droves, courtesy of competitive lease deals and the best-styled body of the trio.

And so the Chally outsold our hero car and the Mustang outlasted it. But neither of them stirred enthusiasts' souls in exactly the same way. Because most of all, more than anything, this Camaro could whup some world-class ass on a racetrack. That's why I loved it; That's what made it special.

At the launch of the Camaro 1LE trim in Pahrump, Nevada, early in 2017, Chevy loosened us on an open racetrack with the coupe's stiffest competition. That meant a V-8 Mustang spec'd up way past the V-6 1LE's $33,000 MSRP. But also, the BMW M4 to battle the V-8 Camaro.

Eyebrows raised skeptically at the prospect. In 10-plus years writing about cars, only Acura had the cojones to bring competitors along for direct comparison. On that day, the exercise backfired.

But down in Pahrump, Chevy's performance team offered no concessions or excuses. They just dropped keys in our hands and waved us on to the racetrack.

Under a high-desert broil, the Mustang fell apart within laps. The three or four assembled 'Stangs limped away with overheated transmissions and differentials. Their brakes smoked under the stress.

What of the Bavarian? The V-8 1LE nearly matched the M4's ultimate lap times, but didn't give up an ounce of durability, endurance, or confidence by comparison. At the time, the 1LE came in tens-of-thousands cheaper than the BMW.

But the real kicker was this: the Camaro brought more joy than both competitors. Its 6.2-liter V-8 felt indefatigable, stout, relentless. Gear shifts from the Camaro's Tremec engaged with a firmer, chunkier action than the BMWs, which fit the Camaro's rough-and-tumble character.

Later during my time at *Road &Track* magazine, we threw the kitchen sink at the sixth-gen Camaro. At a two-car comparison test on a racetrack near Palm

Springs, BMW's M2 Competition laid down black stripes through four gears when rolling onto the front straight. The V-8 1LE Camaro simply hooked up and boogied away.
I couldn't tell you lap times from that day, but I can tell you the 1LE was a better track tool. It proved equally eager on California's squiggliest canyon two-lanes too.

Because most of all, more than anything, this Camaro could whup some world-class ass on a racetrack.

At R&T's blowout Performance Car of the Year test, the supercharged ZL1 1LE Kool-Aid Man'd through a nearby wall, shouted "HELLL YEAHHH," then ripped the arms off supercars for sport.

It didn't take home top honors, because voting amongst our group of skinny armed journos devolved predictably into institutional self-sabotage. But the ZL1 1LE earned my vote.

That's how it was. The bow-tied thundercloud sported class-leading handling in every guise. Its chassis tuning gave absolute confidence through tail-out triple digit sweepers.

Its engine hardware proved to be as simple and reliable as a bench vice, and while it never sounded off in burly superlatives like its Brotherhood of Muscle counterparts, the LS V-8 is unmistakable when a Camaro lights off onto the highway across town.

Even the V-6 car sounded great.

How then, did Camaro bite the bullet, while the Mustang lives? Firstly, Americans never took to the Sixth-Gen's design. For all of GM's attempts to graft sleeker, funkier, and even avant garde fascias onto the Camaro's nose, it lacked the concrete visual identity of the 'Stang and especially the SRT twins. I blame our collective retro-fetishism.

The Camaro was never marketed to a degree that matched its excellence either. I can remember many Mustang commercials that ran during the Super Bowl, and maybe one for the Camaro in the past 15 years. Instead in 2012, Chevrolet inked a $600M deal with my beloved Manchester United and it didn't do jack to raise the profile of the company, broadly, or the Camaro in particular. Oh, how those dollars could've lifted the Camaro's profile.

Of course, our current legislative climate does the Camaro no favors. Naturally aspirated, V-8 playthings are financially untenable for large corporations to produce as they're dragged screaming into full-on EV production; Plus, fearsome gas burners are socially untenable for end users in many social strata. It's never been less fashionable to build or own a Pony Car.

Finally, there's aspiration. Ford's GT is merely an abstraction for the speculative-investment class. The Mustang is the company's halo product. Same goes for the Stellantis portfolio; The base Challenger is a ladder to the Hellcat. Meanwhile the Camaro has always had a Corvette problem.
Like your first big heartbreak, there's a million small reasons why it all fell apart. And yet, looking back, few that really matter.

No doubt something Camaro-shaped and Camaro-badged will roll back onto showroom floors at some point, but it will not fill the hole in our hearts; Conjecture suggests the new Camaro will be some smoothed-over EV with the curb weight of a dying sun and the dynamic charm of a wet sock.

From the Thirties onward, Americans had their choice of sporting coupes with V-8 soundtracks. So long as the Ford Mustang lives on, that future is secured, but with the Challenger set to be replaced by an EV and the Camaro's future uncertain, we can't help but take stock of the moment.

No car in history blended V-8 glory, handling, and accessibility as masterfully as this modern Camaro. Farewell, old friend. We failed you. I'm sorry.

Here's How Many 2024 Chevy Camaro Collector Edition Units GM Built

BY JONATHAN LOPEZ
JAN 30, 2024

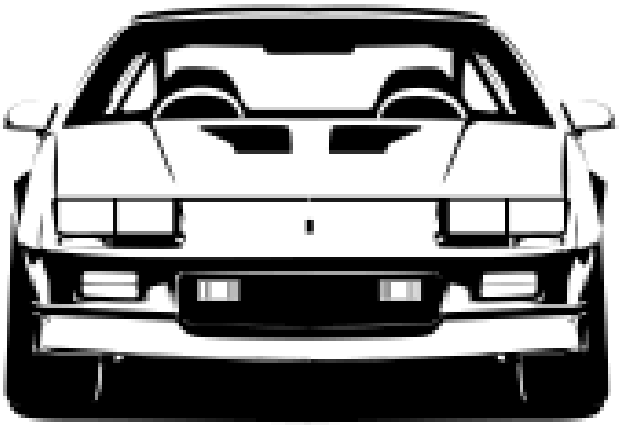
The 2024 Chevy Camaro offered several special packages to mark the departure of the sixth-generation sports car, including the Collector Edition package, which is available on every trim level and adds specific aesthetic enhancements depending on the trim level selected. Previously, it was uncertain how many units of the 2024 Chevy Camaro Collector Edition would be built, with *GM Authority* sources indicating roughly 2,000 were slated for production. Now, it looks as though GM ended up building a total of 1,335 units.

In a recent video, Camaro enthusiast YouTube channel *The Camaro Cave* provides a breakdown of exactly how many 2024 Chevy Camaro Collector Edition units were built, even detailing the build quantity for each body style and trim level. *The Camaro Cave* states that these numbers were provided by the GM Archives.

The numbers breakdown as follows:

- Camaro Coupe 1LT – 21 units
- Camaro Coupe 2LT – 14 units
- Camaro Coupe 3LT – 189 units
- Camaro Coupe LT1 – 17 units
- Camaro Coupe 1SS – 8 units
- Camaro Coupe 2SS – 405 units
- Camaro Coupe ZL1 – 274 Units
- Camaro Convertible 1LT – 8 units
- Camaro Convertible 2LT – 13 units
- Camaro Convertible 3LT – 147 units
- Camaro Convertible LT1 – 4 units
- Camaro Convertible 1SS – 1 unit
- Camaro Convertible 2SS – 158 Units
- Camaro Convertible ZL1 – 76 units

Adding it all up, we find that GM produced a total of 1,335 units of the 2024 Chevy Camaro Collector Edition.



Bowtie People

Birthdays

Mark Smith	4/1	John Lidstrom	4/27
Brian Stromberg	4/13	Ronin Bellach	5/9
Karrlie Chetnik	4/16	Juliette Brown	5/19
Marc Goodwin	4/16	Kyle Hill	5/21
Jim Ross	4/18	Tyler Schaefer	5/25
Eugene White	4/20	Mark Hennecken	5/30

Anniversaries

Gary and Natalie Schaefer	4/13
Tim and Sharon Loewen	5/11

2023 Pacific NW Camaro Club Activities

April

5-7		Spring Getaway, Long Beach Peninsula
6	8:00 am	Caffeine and Gasoline, Griot's Garage, Tacoma
20	1:00 pm	Camaro Club / Firebird Club Bowling Challenge, Angel of the Winds Casino, Arlington
26-28		LS Fest West, Las Vegas, Nevada

May

5/4	8:00 am	Caffeine & Gasoline Griots Garage 3333 S38th St., Tacoma
5/4	3:00 pm	Progressive Dinner starting at Rick & Marlena Jones, 8420 Sitka Ct SW, Lacey, WA, Must RSVP to Rick by 4/24
5/11		Car Club Challenge, Bremerton Raceway
5/30-6/2		Camaros in the Cellars, Oxford Suites, breakfast and happy hour Included,1701 East Yakima Ave, Yakima

June

6/1	8:00 am	Caffeine & Gasoline Griots Garage 3333 S38th St., Tacoma
6/1		Car Club Challenge, Bremerton Raceway
6/12	6:30 pm	Concert in the Park, Free Steilacoom Concert in Pioneer Orchard Park, 1701 Commercial St, Steilacoom WA. Bring lawn chairs and your own picnic dinner and beverages. by 6/10
6/19-23		Camaro Rally Sturgis, Sturgis, South Dakota
6/29	5:00 pm	Quarterly Membership Meeting, North end location TBD

July

7/6	8:00 am	Caffeine & Gasoline Griots Garage 3333 S38th St., Tacoma
7/9	6:00 pm	Concert in the Park, Free Gig Harbor concert in Skansie Park, 3211 Harborview Dr, Gig Harbor. Bring lawn chair and your own picnic dinner and beverages. RSVP by 7/7
7/26-28		Good Guys Car Show Puyallup
Date TBD		Chevrolet of Everett Open Car Show, Everett, WA
7/28	**9:00 am**	**PNWCC ALL CAMARO SHOW, new location, Griot's Garage, 3333 S38th St., Tacoma**

If there are any events you would like to see, or you know of something that we could do as a club; please contact Activities director at activities@pnwcc.com

Camaro - Firebird Bowling Challenge

PACIFIC N.W. Camaro CLUB

THE Heartbeat OF THE NORTHWEST

WESTERN WASHINGTON FIREBIRDS

Saturday April 20th 2024
1:00 PM - 3:00 PM

Strikerz Bowling
Angel of the Winds Casino
3438 Stoluckquamish Ln, Arlington, WA

RSVP with Kevin at newsletter@pnwcc.com
By April 13th

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