PACIFIC N.W.

THE *Heartbeat* OF THE NORTHWEST

January / February 2025

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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A Note from our President

Greetings:

The new year is upon us, and it has started off on the right foot with our annual planning meeting for the year. We had about twelve club members in attendance, and we were able to capture and plan a lot of activities to share with everyone.

February and March are host to a lot of swap meets so take note of the weekend dates and their locations. Saturday March 15th is our Car Care Clinic at Griot's Garage in Tacoma from 10 am to 11:30 am. The next date is our PNWCC & Firebird Club bowling day on Saturday March 29th, we still must select a location and coordinate with the Firebird Club.

We are once again planning to hold the All Camaro Show at Griot's Garage in Tacoma on July 27, 2025. Planning is ongoing and details will be forthcoming.

We have not seen very many fourth generation Camaros showing up at the All Camaro Show in the last few years, so this year I am mounting a campaign to try to ask more fourth generation Camaro owners to participate in the club and ACS and I need everyone's help to ask and find them!

Brian Stanley
President PNWCC 2025

Members Car Project

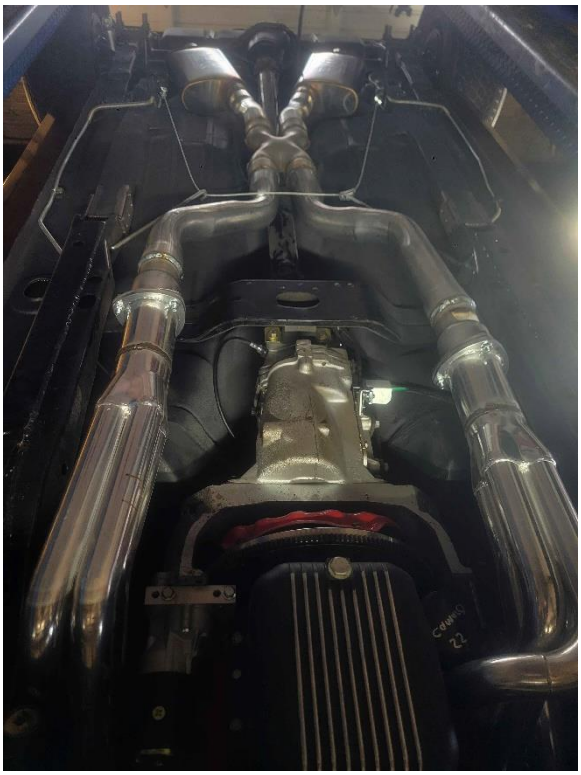
Update

In the March/April 2022 Newsletter, I wrote an article about my 1968 SS-396 Camaro. At that time, this complete frame-up restoration had reached a stage where the front sub-frame, including engine and transmission, had just rejoined the cabin, along with the 12-bolt rear end, and the Camaro was once again a roller. As I mentioned in the article, a large fraction of the car has been replaced, to augment the existing parts that were restored.

The list of replacements included both rear quarters, rear passenger wheel-well tub, rear trunk deck-lid, front fenders and skirts, the entire pan from front of trunk to bottom of firewall, the entire front sub-frame including control arms and disc brakes, steering box and pump, fully rebuilt steering column, and a complete restoration of the 396, including stage 4 cam, roller rockers, balance and blueprint, new intake manifold and carb, HEI distributor, Hooker Super Competition Long-tube headers, new flywheel and starter, new radiator, new McLeod clutch and pressure plate, a complete rebuild of the Muncie, new Hurst Competition Plus shifter, new sway bar, new ring and pinion, Eaton Detroit Truetrac limited slip differential, new rear brakes, drums and backing plates, new springs all around, new fuel tank, new brake master cylinder and lines, a complete restoration of the interior, and a huge list of ancillary parts like new bumpers, new spoiler, new battery, etc.

The interior work included total restoration of front and rear seats, dash, door panels, kick panels, sail boards, rear deck, carpet, headliner, etc.
Early on, after the installation of the new pan, the bottom of the car was coated on the outside with truck bed-liner, and the interior surfaces (not including the surfaces that would be visible and painted semi-gloss black) was coated with Lizard Skin spray-on coatings: 3-coats per function, all three functions (soundproofing, heat insulation, and surface protection). Also, once the sub-frame was installed, frame connectors were cut into the pan, and welded to pan, sub-frame at front, rear spring-perch area at rear, making the car essentially fully-framed.

Not a casual rebuild, and it has taken some time to accomplish. The appearance of the car includes PPG paint in Cordovan Maroon, new vinyl on the roof, new Cooper Cobra tires, with blackwalls out, deep polish of my existing wheels, and the same pattern of ‘chrome’ stainless trim as when I purchased the car in the early 1980’s. All lights in the car are now LED, with the sole exception of the bulbs in the sail boards.



Exhaust was accomplished with 3” tubes attaching to the headers, flowing through an X-connector and then through Magnaflow cans. As part of the restoration process, 500 miles have been driven while tuning engine and finding/fixing any issues, and at the 500 mile point, the break-in oil (Driven brand) was replaced, as was the transmission and rear differential oil. The break-in oil was first changed out at the end of the 26-minute initial break-in of the cam as well. I will change to a new dose of break-in oil at 1000 miles, and then use Driven “HR” oil for the life of the car. I am going to use Blackstone Labs to perform oil analysis, and will start now, with fresh oil at the 500-mile point of the engine, then re-perform at each oil change.

So, on December 17, Bryson (co-owner of B&R Automotive in Centralia, WA) delivered Ricky Camaro to my driveway, and I once again have a ’68 Camaro to drive. I purchased Ricky in the early 1980’s and drove him every day for maybe seven or eight years. I parked him then with the best of intentions, but life happened to that young man, and finally I faced the fact that I either had to hire a restoration or sell the car. No sale!

I predict that the club will now start seeing me at various events, within limits. The limits involve my retirement on a fixed income and the cost of Premium gas, and my suspicion that this beast is not going to get the best gas mileage in the world… For someone who lives 17 miles from the Canadian border, it’s a bit unfortunate, but understandable, that so many club events happen in the Seattle area. It is a lot more fun to drive on the back roads up here than to try to navigate the traffic of the metropolitan

reality. It would surely be nice if events were planned that place an equal travel-requirement on most club members, but that would probably cut down attendance dramatically. Sigh.

I hope you find this update of interest. This restoration probably represents substantially greater effort than most, but is illustrative of what it takes, sometimes, to avoid just trashing a truly classic car. Personally, I really love that first generation of Camaros, finding them rude and crude, and tremendously exciting to drive, while realizing they are definitely NOT race cars.

Michael Croxton

The Chevy Camaro Might Make a Comeback, but It Has to Meet These Requirements

Published: 13 Jan 2025, • By: **Elena Luchian**

"This is not the end of the Camaro's story." That is what keeps the hopes of the Camaro enthusiasts alive. Chevrolet killed the model after the sixth generation. It turns out that the Camaro might be coming back soon, but it has to meet the brand's head honchos' requirements.

The world of muscle cars, as we know it has come to an end. Long gone are the V8-powered, aggressively designed American muscle cars, groaning their way along the road from the top of their "lungs," looking as if they ate a ton of crossovers for breakfast. Now, we get downsized engines, fake V8 sounds, and electric powertrains in the toned-down muscle cars.

The Ford Mustang remained the only unicorn with a V8 under the hood. Meanwhile, Dodge killed the HEMI and sent an inline-six to replace it, as a

consolation for those who were heartbroken to know the Charger would only hit the market as an EV in the shape of the Daytona, while the Challenger would not make it at all.

"*While we are not announcing an immediate successor today, rest assured, this is not the end of Camaro's story*," said Scott Bell, vice president of Global

Chevrolet, back in March 2023.

From that moment on, rumors started circulating, getting the enthusiasts' hopes up again. The Camaro would be back as a crossover. It will turn into an EV. It will battle the Ford Mustang Mach-E. However, GM has not confirmed any of these scenarios. Besides, those would be news that the model's fans would definitely not want to hear.

Mark Reuss doesn't want a Camaro EV

Furthermore, in May 2024, General Motors President Mark Reuss said he would rather have the Camaro badge on a new pony car instead of an EV or a crossover. Back then, Reuss pointed out that if a Camaro EV would ever see the light of day, it should arrive with a similar price tag as the current Equinox EV, which starts at $41,900.

Sources familiar with the matter confirmed that the Camaro should be back at some point, in a conversation with GMAuthority, but it has boxes to check.

To mark the departure of the Camaro, Chevrolet rolled out the Collector's Edition package on the 2024 RS and SS versions, as well as on a limited number of ZL1-equipped vehicles available on the American market.

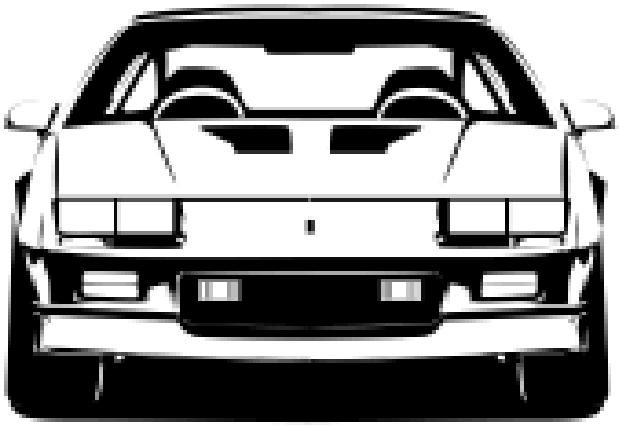
Sources who preferred to remain anonymous claim that, in order to make a comeback, the Camaro must become "*affordable and attainable*." How exactly GM will make it affordable and attainable is yet unknown. The sixth-generation Camaro had an MSRP of $32,495. But after nine years on the market, the final generation said goodbye.

Through thick and thin, through plunging sales and records, the nameplate had survived since 1967, with a hiatus between 2003 and 2009, before GM decided to retire it. The final model rolled off the production line in December 2023.

Another source confirmed for GMAuthority that "*affordability is a priority*" in case a seventh generation arrives. With the C8 Corvette starting at $68,300, there is plenty of room for a muscle car below it.

However, Ford sells the Mustang with a starting price of $31,920 for the 2.3-liter EcoBoost version or $42,860 for the Mustang with a V8. Those are the price to beat if Chevrolet wants to make the Camaro profitable.

To stay alive, the Camaro will have to follow in the Corvette's footsteps and have to attract a younger clientele.



Bowtie People

Birthdays

Ted Chetnik	2/4	Gary Marshall	3/2
Anna Lidstrom	2/5	Linda Kelstrom	3/3
Nicklas Lidstrom	2/13	Julia Weaver	3/3
Larry DeCamp	2/25	Andrew Hill	3/10
Karen Nidermayer	2/29		

Anniversaries

Ted and Karrlie Chetnik	2/13
Patrick and Terrie Kranjcevich	3/15
Lynne and Cliff Samuels	3/31

In Memoriam

In the past few months, the Pacific Northwest Camaro Club has lost a couple of longtime friends and club members. We would like to take a moment to remember Steve Gow and Dale Krehbiel. Steve joined the club back in the early 90's and passed away in Sept. of 2024. Dale who also joined back in the early 90's passed away in Jan. 2025 and served as a past President of the club and had a wealth of knowledge of the '67 Camaro, the best Camaro, if you asked him.
Both Steve and Dale will be missed, and our heartfelt condolences go out to their families.

2025 Pacific NW Camaro Club Activities

February

2/8 9:00 am All Motorsports Swap Meet, Pacific Raceways, Kent

March

3/1 8:00 am Caffeine and Gasoline, Griot's Garage, Tacoma
3/15 10:00 am Car Care Clinic, Griot's Garage, Tacoma
3/15-16 Almost Spring Swap Meet and Car Show, Puyallup Fairgrounds, Puyallup
3/29 Club Bowling night with the Western Washington Firebird Club, Time and Location to be Determined

April

4/4-6 Portland Swap Meet, Portland Expo Center, Portland, OR
4/5 8:00 am Caffeine and Gasoline, Griot's Garage, Tacoma
4/19 8:00 am Car Club Challenge, Bremerton Raceway
4/25-27 LS Fest West, Las Vegas Motor Speedway, Las Vegas, NV

May

5/3 8:00 am Caffeine and Gasoline, Griot's Garage, Tacoma
5/10 8:00 am Car Club Challenge, Bremerton Raceway, Bremerton
5/16 4:00 pm Car Club Challenge, Pacific Raceway, Kent
5/24 8:00 am Car Club Challenge, Bremerton Raceway, Bremerton

June

6/7 8:00 am Caffeine and Gasoline, Griot's Garage, Tacoma
6/13-15 Camaro's in the Cellar, Yakima, WA
6/14 8:00 am Car Club Challenge, Bremerton Raceway, Bremerton
6/20 4:00 pm Car Club Challenge, Pacific Raceway, Kent
6/27 4:00 pm Car Club Challenge, Pacific Raceway, Kent

July

7/5 8:00 am Caffeine and Gasoline, Griot's Garage, Tacoma
7/11 4:00 pm Car Club Challenge, Pacific Raceway, Kent
7/27 8:00 am **ALL CAMARO SHOW**, Griot's Garage, Tacoma

August

8/2 8:00 am Caffeine and Gasoline, Griot's Garage, Tacoma
8/2 8:00 am Car Club Challenge, Bremerton Raceway, Bremerton
8/6-10 Hot August Nights, Reno, NV
8/15 4:00 pm Car Club Challenge, Pacific Raceway, Kent
8/22 4:00 pm Car Club Challenge, Pacific Raceway, Kent

September

9/6 8:00 am Caffeine and Gasoline, Griot's Garage, Tacoma
9/6 8:00 am Car Club Challenge, Pacific Raceway, Kent
9/6-7 Rod Run to the End of the World, Long Beach, WA
9/7 8:00 am Firebird-Camaro Show, Griot's Garage, Tacoma. Hosted by Western Washington Firebirds
9/20 8:00 am Car Club Challenge, Bremerton Raceway, Bremerton

November

11/15 6:00 pm PNWCC Awards Banquet, Billy McHales, Federal Way

December

12/13 6:00 pm PNWCC Christmas Party, The DeCamp Home, Federal Way

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

2025 All Camaro Show

July 27th, 2025

GRIOT'S GARAGE

PACIFIC N.W. Camaro CLUB

THE Heartbeat OF THE NORTHWEST

Food Available from Supreme Smashburgers

A Northwest Camaro only event

Griot's Garage

3333 S. 38th St, Tacoma

9am - 2pm

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)

5008 60th Ave NE, Marysville, WA 98270

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