



# eNews

Official Publication of the Southwest Section  
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## Top Stories

### The Route is Set...Finally

Section Captain Bill Herold along with both members of the Southwest Organizing Team's [Route Book](#) staff, Commanders Tony Megowan and Doug Campbell, met virtually on Wednesday 24 July to make the final decision on the Day One route. The two Commanders, who work jointly to lay out the specifics of the entire Southwest Caravan route, along with Captain Herold received a report from Section XO Hib Halverson on PreRun 10 during which Halverson explored both the proposed first choice, a modification of the 2019 Day One drive, and an alternate route to use because of reported congestion due to road work.

The decision was to stick with the modified 2019 route which takes the Southwest Section from the Pasadena Elks Club to the junction of I-210 and SR2 the Angeles Crest Highway in LaCañada/Flintridge. From there, it's north on SR2 to Upper Big Tujunga Canyon Rd. then west to the LACo. N3 the Angeles Forest Highway (known to some locals as the "Palmdale Cutoff) then, north on N3 to SR14 the Antelope Valley Freeway. From there to SR 58 in Mojave and finally to I-15 across southeastern California to the M Resort Spa Casino in Henderson, Nevada.

### Global Chief Engineer, Corvette Retires

by Section XO Hib Halverson

Today, Tadge Juechter retires after 47 years at GM, 31 of them on Corvette and the last 16 as Chief Engineer or Executive Chief Engineer, Corvette. Now, at first glance, one might think, "Ok. The guy was an outstanding engineer, but how does his retirement relate to the Caravan and rate coverage in the Southwest Caravan eNews?"

Well duh.

For three decades, America's Sports Car has been influenced by Tadge Juechter to some extent. Juechter had a role, admittedly, at first small, starting in 1993 with development of the late C4 and increasing influence on C5. He became vehicle Chief in 2006 and guided the remainder of C6 along with all of C7 and 8.

History takes time to develop, but mark my words: Corvette cognoscenti are going to put Tadge right up with the top Corvette movers and shakers...right of there with Zora Duntov. In fact, I'll risk saying Juechter has done as much or more for the Car than even Duntov achieved.

For almost three decades, in writer-to-engineer contact, Tadge was the easiest Corvette Chief with which for me to work—I worked with all of them except Duntov—and the most accessible. He was always respectful, clear and concise in answers to questions and the statements he made. I totally appreciated that.

There is a non-professional aspect of my appreciation for Tadge Juechter's long time as Corvette Chief Engineer. I've been in the Corvette hobby since 1969. My Wife, Sandy, has been in it since '86. Much of the enjoyment we get from the car has been on long road trips, both the Corvette Caravans and other drives. For three of the cars we own, '04 Z06/Z16, '12 Z06/Z07, and '19 ZR1/ZTK, Juechter's work with and his leadership of the Corvette Team made them better cars, especially the newest two we have

Bottom line?

Tadge Juechter's stewardship and engineering skills have made Corvettes more enjoyable for all of us in the Corvette hobby own and drive...especially when driving them on the Southwest Corvette Caravans we all enjoy.

Tomorrow, Tony Roma, the new Executive Chief Engineer, Corvette takes over. He'll have some freakin' gynomous shoes to fill, for sure.

We'll all see Tadge one more time in the 31st when he is inducted into the Corvette Hall of Fame. If you get a chance to talk to him, tell him "Thanks" for having a part in making the Corvette, America's Sports Car, one of the World's great automobiles.

## Other News

### Hydrate, Hydrate, Hydrate

We won't deny it. We picked the hottest summer in a decade on which to stage the 2024 Southwest Caravan but...it's not our fault. Whatever the reason—global warming, too many sunspots, warmer weather due to reduced global air pollution allowing more solar radiation to reach Earth's surface, or Mother Nature just being pissed off—when we leave Pasadena in August it likely will be at a time of record-high temperatures across the country.

As you can guess by now, our message is simple:

*Hydrate!*

Heat exhaustion is an illness that can happen when your body gets too hot and can't cool itself. It's a response to losing too much water and salt, usually because of too much sweating.

We're not having any Caravaner end up in the back of an ambulance because of heat exhaustion, so the below is required reading.

Most adults should drink somewhere between 68 and 100 ounces of water each day. Another way

to figure your water intake is to halve your weight in pounds, then drink that number of ounces daily. But, when it's very hot like during a Corvette Caravan across the desert and other places where it

may be 100°+, everyone needs more water, perhaps as much as four ounces of water every half hour, and some folks will need more water than others.

If you're into thirst-quenching drinks, our favorite is Powerade, but thirst quenchers work best when you follow them with just water. Lastly, beer, soft drinks, and energy drinks **are not** hydrating. The best way to monitor your hydration in hot weather isn't through the total ounces of water you drink, but rather how often you're urinating, If you're not going to the bathroom every three or four hours, you're not well-hydrated.

## **Caravan Wedding Bells**

Two of our Caravaners, Lisa Klockenteger and John Fitzpatrick are going to get married in a short ceremony Thursday evening after we arrive at the M Resort Spa Casino. Lisa contacted the Southwest Caravan Organizing Team a number of months ago and pitched the idea. The Team thought it was a cool idea. The ceremony will be held in the same parking lot at the M Resort Spa Casino that we will use the next morning to stage the Caravan for departure. Ms. Klockenteger submitted this short article to the eNews Staff.

John and I are so excited to go on this Caravan and meet new people. The idea of getting married in the Vegas area is perfect and a great way to start our life together. Starting a a fabulous road trip with other Corvettes enthusiasts makes the wedding even better!

Knowing it will be very hot and we all will be a little tired, our Ceremony is going to be very brief. It will start at 7:30 sharp. And be over by 7:50 pm. If people want to stay in car with AC ON until we start ceremony that is fine but once the ceremony begins, please join us in a circle around our car. We will have a cooler filled with cold waters for our audience. We are excited to share this Special moment with all that would like to join us. To help make the planning go smoother I would like a general head count of those who might like to come. Emailing me at: 503smileoffice@gmail.com and letting me know so I can order enough waters and ice prior to event.

We have hired a videographer to shoot video from the air and at ground level. If anyone would like to take photos on their phone that would be great. John and I are planning to create a video of our trip from Wedding to Bowling Green and would love any picture contributions you might have for us. After the nuptials we would like to meet at 8:45 in the Bar & Grill to network with all our new Caravan Buddies!

We can't wait to get on the road. See all of you folks in Henderson!

John Fitzpatrick and Lisa Klockenteger

## **Contact Us**

### Southwest Caravan Organizing Team Members

Section Captain Bill Herold: [swcaravancaptain@gmail.com](mailto:swcaravancaptain@gmail.com) 805 402 7490

Section XO Commander Hib Halverson: [SWsectionXO@netmotive.net](mailto:SWsectionXO@netmotive.net) 805 685 6865

Section Commander Tony Megowan, Route Book Project Director: [tmegowan@outlook.com](mailto:tmegowan@outlook.com) 805 659 5056

Section Commander Paula Megowan, CFO: [paula@cpamga.com](mailto:paula@cpamga.com) 805 659 5056

Section Commander Doug Campbell: [zo6devilcar@gmail.com](mailto:zo6devilcar@gmail.com) 805 766 4606

Section Commander Loretta Campbell: [lorettaecampbell@gmail.com](mailto:lorettaecampbell@gmail.com) 805 258 1004

Section Commander Lawrence Pittman: [pitmanlaw@aol.com](mailto:pitmanlaw@aol.com) 805 341 6644

### Feeder Caravan Local Leaders

Section Lieutenant Janet Cherry, Orange County [wuwublu@gmail.com](mailto:wuwublu@gmail.com) 562-544-1053

Section Lieutenant Alex Best, San Diego area [los-snorenios@cox.net](mailto:los-snorenios@cox.net)

# Corvette Prep for Caravanning in Hot Weather

by Hlb Halverson, Automotive Technical Writer and Section XO

Your Corvette's powertrain depends on three things for cooling: oil, coolant and airflow.

You will likely drive 5000-6000 miles depending on the route you take back home, so change your Corvette's engine oil and oil filter before you leave. For C5, C6 and C7, the best oil to use is Red Line 0W40 Engine Oil. For a lot of people, the cost of a premium, ester-based synthetic, like Red Line, is unreasonable. If that's you, the next best thing is Mobil 1 Supercar 0W40.

GM started recommending a 0W40 oil for street use back in 2019. In my work as a technical writer covering Corvette, I am often in touch with members of the Corvette Team at GM. An informed source high up in the engine development ranks at GM told me a couple of years ago that not only is a 0W40 been required since the 2019 model year, but this person recommends Mobil 1 Supercar 0W40 for Corvette engines as far back as the 1997 model year. I have Red Line 0W40 in all our newer Corvettes. Admittedly, some Caravaners will want to use only what their Owner's Manual says and if that's your position, that's ok. The *important issue* is to change your oil before you go on Caravan.

Best oil filters are the ACDelco "Ultraguard Gold" or the "Wix XP Extreme Duty." Both are available for '97-'24 Corvettes.

Inspect your air filter. Replace as necessary

Few owners of C5/C6/C7 ever change the lubricant in their car's rear end and failure to change the lube is a major reason by some rear ends fail. If you've never had that done, now's the time. For C8 owners, consult your Owner's Manual as to the requirement for changing the lubricant in your dual-clutch transmission—which is actually a transaxle, by the way.

For C5/C6/C7 with six-speed manuals, if you've never changed your transmission lubricant, do it now.

For C5/C6/C7 with automatics, GM marketing BS says you can go as much as 100,000 miles with no maintenance. Don't believe it. If you have not changed the transmission fluid and filter and there's 50,000 miles or more on the transmission, have the fluid and filter changed.

If you have not changed the coolant in your Corvette's engine in the last three years, now's the time to do that. During the coolant change, have your radiator cap tested, too.

Inspect all coolant hoses and drive belts. Replace as necessary.

On C4, C5 and C6, there is a space between the A/C condenser and the radiator. Since those cars are mainly "bottom breathers," certain road debris can get sucked up and trapped between the two. I've pulled off the top of the cooling stack found paper bags, plastic wrap and foliage stuck between the two. That reduces the efficiency of the radiator and condenser—not what you want if it's 115° outside. If you're not sure about that volume of space, have a service shop pull off the top of the cooling stack, look in side and remove debris as necessary.

Check condition of A/C. Recharge or top off the charge if necessary. Having A/C working its best will be very important on this trip. Outside air temp. mid-day on Day One could be 110° temperature at the level of the car's OAT sensor could be 120.° Another issue along these lines is a front air dam on C4, C5 and C6. The main reason for the air dam is to channel cooling air from under the front of the car, up and through the radiator. If your air dam is broken or missing replace it. You're cooling system will love you for it.

We've never had a dry Southwest Corvette Caravan. Be it mist or downpour, we've always had some rain. Check condition of wiper blades and replace as necessary. Check your windshield washer, too

Pay attention to tire pressure. On hot days, pressure will rise noticeably. Because the car will be fully loaded You can set the cold tire pressure to the specification listed in the sticker on the driver side door post which is the pressure needed when the car is a full gross weight and, trust me, a Corvette with two people and luggage for a 2-3 weeks will be modestly overgross. Because of the pressure rise in very hot weather. I would set your cold tire pressure a couple of psi less than required. If you're daring enough to stop in the middle of the desert on Day One and check your pressure, you'll may find you're at 37-40-psi.

If you have any questions, my contact information is above in the "Contact US" section

## On-Site Late Registration

On Wednesday afternoon and evening, before the start of the Southwest Caravan Kick-Off Reception, CFO Paula Megowan and some volunteers will take last-minute, final registrations. Only payment by cash or check. You will get your creds after you sign the liability releases.

Commander Lawrence Pittman, our hotel property expert tells the eNews our room blocks in places we do overnight stops have been released. If you plan to register on Wednesday the 21st in Pasadena, book your rooms immediately. Search the Internet for properties in the towns in which we do overnight stops.

Our headquarters hotel, the Westin Pasadena may still have rooms. The same is true for our first overnight at the M Resort Spa Casino in Henderson NV. The second overnight is at Ruby's Inn at Bryce Canyon City UT. Overnight Three is in Glenwood Springs Colorado. The fourth stop is in Colby KS. Night five is in Kansas City MO in the Children's Mercy Park stadium area. Our last night is in Cape Girardeau MO and the best property there is the Riverview Hotel. Lodging in Bowling Green after the Caravan ends is going to be tough. Most of the properties in Bowling Green will have no rooms, but in other locales farther away you'll find rooms.

Thanks for reading  
Yeoman L. Sharke, Editor



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Newbury Park, CA 91320