



eNews

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Top Stories

PreRun5 Announced

In early April, members of the Organizing Team will make their first PreRun trip of 2023. In eNews5, we told you about the schedule and route change on Day Three due to our original plan, to stop at Arches National Park, becoming unworkable. Captain Herold, suggest Glenwood Springs CO as our new overnight destination on the third day of the 2024 National Corvette Caravan and asked Route Book Project Director, Commander Tony Megowan, to work up a route that included it.



21JAN2019 on PreRun4 for the 2019 Caravan. Then Captain Tony Megowan with XO Halverson's 2012 Z06 parked on the shoulder of I-70 at 11,000-ft near the eastbound exit of the Johnson Tunnel, 60-miles west of Denver. Megowan in shorts and running shoes. What could go wrong? Image eNews Staff

While Megowan and XO Halverson visited Glenwood Springs during PreRun4 for the 2019 Caravan, the town on I-70, 165 miles west of Denver, was not on the 2019 route because drive distances made it impractical, however, Glenwood Springs was the perfect choice for the revised 2024 route.



A favorite with locals is the Glenwood Canyon Brewpub. Established in 1996 it's the most awarded craft brewery in Colorado. The Organizing Team's resident beer snob, Commander Halverson's only comment was, "Best brewpub in Colorado? Heck yeah...I'll do a full review of their beer. Image; Glenwood Canyon Brewpub.

Using his experience from PreRun4 in the Winter of 2018/2019 Megowan agreed with Captain Herold's suggestion. Since the Organizing Team has never surveyed Glenwood Springs hotel properties or possible Caravan departure venues, PreRun5 was scheduled in mid-Spring to do a recon. of the town to research hotel properties and find a location at which to stage the Southwest Caravan for departure the next morning.



Glenwood Springs, the resort town that it is, has a lot of hotel space. Two of the more affordable and quaint properties are the Starlight Lodge and Glenwood Springs Inn. Image: VisitGlenwood.com

In eNews5, we described scenic Glenwood Canyon through which we will drive the next morning. The City of Glenwood Springs, located in the heart of the Rocky Mountains, is a resort town renowned for its hot springs, dramatic scenery as well as year-round sports. In the summer, besides Corvette Caravaning in August of '24, the Glenwood Spring area is known for hiking, sky diving, paragliding, and the Glenwood Caverns Adventure Park. Since it is at the confluence of the Colorado and Roaring Fork Rivers, it's popular for river rafting and kayaking. It has about 1700 hotel rooms and a number of good restaurants. Seems like a great place for a Caravan overnight.

Other News

Organizing Team Expands

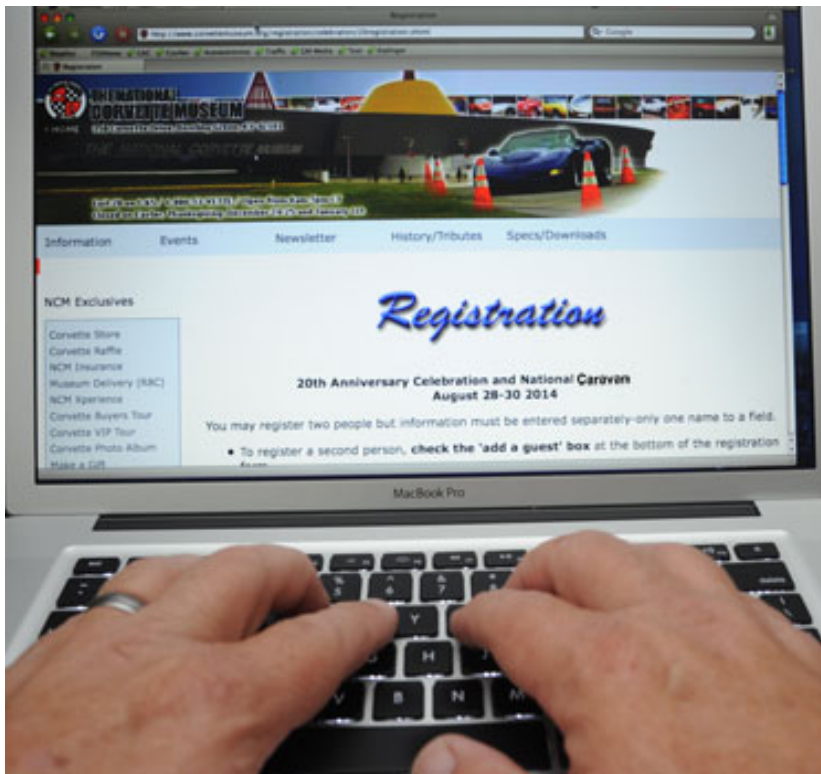
At the Southwest Section Organizing Team meeting on 23JAN, Section Captain Bill Herold announced three additions to Caravan Leadership. Loretta Campbell and Lawrence Pitman were named Caravan Commanders and were appointed to the Organizing Team. Loretta is married to Commander Doug Campbell and both Loretta and Lawrence are members of Red Line Corvettes. Loretta Campbell will be working with CFO Commander Paula Megowan on the Section's Registration process. Commander Pitman will assist other Organizing Team members in working with the various hotel properties the Southwest Section will use on its seven-day trip to Bowling Green.

Additionally, Captain Herold announced that Janet Cherry has been named a Caravan Lieutenant and was appointed as the Leader of the Orange County Feeder Caravan. Cherry belongs to Orange County Vettes and was on the 2014 Caravan.

2024 Registration and Fee Information

During the Organizing Team meeting last week. Captain Herold and his staff of Caravan Commanders discussed Registration. In the past, Southwest Section Registration was done on-site at the Departure Night event at the main hotel property used for the first night.

For 20 years, the Southwest Section has never charged for its services to Caravaners and has financed its planning and operations through sponsorship and Route Book advertising sales. In both 2014 and 2019 the Section lost money. After the event concluded, the Section Captains donated enough money to make up the deficit.



For 2024 Registration for both the National Caravan and the Southwest Section will be online. Image: eNews Staff

When Captain Bill Herold took the reins of the Southwest Section he strongly suggested the Southwest Section charge a nominal registration fee that would be in addition to the fee the Museum charges for the Caravan-Ending Labor Day Celebration. The Southwest Organizing Team voted unanimously to adopt his recommendation and set the cost at \$100.00 per car. The income from that will be combined with sponsorship money and that sum will hopefully allow the Southwest Section to break even. If there is a surplus after the event, that will be donated to the National Corvette Museum.

Captain Herold also decided to move the registration process online. Captain Herold and XO Commander Hib Halverson are working on the rollout of a dedicated, Southwest Section Registration website. As soon as it's up and running, eNews will publish a link to the site.

Some History

What Caravanning Was Like 30 Years Ago

The 2024 National Corvette Caravan will mark the 30th Anniversary of the National Corvette Museum. It will be the seventh time Corvette enthusiasts have hit the road "on Caravan" headed for the NCM. But...what was it like the first time?

Set the Wayback Machine for Friday, September, 2 1994, the date the "National Corvette Caravan USA '94" arrived at the Museum and the day the NCM was dedicated. "I was not on the '94 trip from Southern California," Hib Halverson, Southwest Section Captain for 2003, 2009 and 2014 and Section XO for the 2019 and 2024 events, told the eNews, "but I was at the Museum for that Grand Opening, having flown in on to cover it for a Corvette magazine.

"Everyone there was amazed at the size and spectacle of the Caravan's arrival and NCM's dedication and opening. Media, both automotive and mainstream press, were there covering it. I'd set up my Nikon F4S—OMG, that was back when I shot film—and 300-mm telephoto on a platform Chevrolet built for still photographers and video people. The dude next to me," Halverson continued, "worked for a major media outlet...mighta been AP or one of the newspapers out of Nashville. He had a police scanner on the Kentucky State Police frequency. Being a former newsie, myself, I understood the radio traffic and was astonished to hear Troopers talking about a 25-mile back-up on I-65 due to the Caravan."

XO Halverson told us that, in 1994, there were only 10 Caravan Sections. The Museum wanted all cars to arrive at once so two "caravan reforms" were set-up, one in Louisville KY where six sections from the northern half of the country would meet and one in Nashville TN where four sections from the southern half of the country would meet. From there, both groups departed intending to arrive at Bowling Green at about the same time. What could go wrong?

It was a traffic disaster. The 1994 Caravan drew 4000 cars. With 2250 or so coming south from Louisville and another 1750 or so coming north from Nashville, all converging on the Museum exit at once, no wonder the backup was 25 miles. It was the one and only time the NCM structured the Caravan that way. The 99, 03, and 09 events had many more, smaller sections and, at the strong request of the Kentucky State Police after the traffic fiasco in '94, Caravan arrivals have been staggered so as not to have a huge crush of cars trying to get off I-65 all at once.

The '94 Caravan was organized by Dean and Deb Schultz who, for many years, ran the Black Hills Corvette Classic in South Dakota and its famed cross-state caravan organized the first one. The forerunner of today's Southwest Section was called simply "Caravan #6" and drew Corvetters from



The flyer the NCM put out to publicize the first National Corvette Caravan Image: National Corvette Museum.

Southern California, Southern Nevada, Arizona, New Mexico, North Texas, Oklahoma, and Arkansas. It took six days to get to Bowling Green.

Today, our Section draws Corvetters from just southern California, southern Nevada, southwestern Utah, and Hawaii. The '99, '03, and '09 Caravans were shortened a day. Their route began in L.A. and stopped overnight at Flagstaff AZ, Tucsuncari NM, Fort Smith AR, and Nashville TN. For the 2014 Caravan, Section Captain Hib Halverson went back to the six-day schedule used for that first Caravan. For the 2019 Caravan, Section Captain Tony Megowan added a seventh day and Captain Bill Herold's 2024 trip will also be seven days.



Corvette VIPs with the CERV III in 1994 at the NCM Opening. L to R: former Chief Engineer, Dave McLellan, then Chevrolet General Manager the late Jim Perkins, former CE the late Zora Arkus-Duntov and and and former CE David Hill. Image NCM

The 1994 event was huge, mainly because 1) it was the NCM's Grand Opening, 2) Chevrolet supported it with a well-funded media PR campaign, and 3) it was the first time in history such a large number of Corvettes all drove to one place. Only the 2003, 50th Anniversary National Corvette Caravan was larger with nearly 8000 cars.

The Museum Grand Opening was quite the affair. Many VIPs were on hand—celebrities, national and international press, regional political figures, a squadron of GM executives, all three Chief Engineers (Zora Duntov, and Dave McLellan, both retired, and Dave Hill, then-current CE), and 8000 Caravaners with probably another 2000 who didn't caravan. The event was delayed to allow more Caravaners to arrive but when it finally began, Corvettes were still exiting I-65 and would continue to do so for hours.

An incredible beginning for the National Corvette Museum...Friday, 2SEP1994, 28 ½ years ago.

Help us Out-Be a Caravan Patron

The National Corvette Museum, which sanctions the National Corvette Caravan, does not fund the Caravan Sections. It is up to each Section to raise the money necessary to put on their events. The Southwest Section relies on sponsorship and Route Book advertising sales to fund part of its activities. Generous Caravaners donated the rest of the money.

Want to show your support for the Southwest Section of the Caravan in a special way? Become a "Southwest Caravan Patron". Each person donating \$100 or more to the Southwest Caravan Organizing is a "Patron" and will be listed on a page in the front of the Caravan Route Book. Donations from Southwest Caravan Patrons. At this point in time obtaining sponsorships and selling advertising is about six months in the future, so the Organizing Team is relying on donations to fund its work until then, so...we need your help.

Those interested in the Southwest Caravan Organizing Team's Patron Program should contact Section XO Hib Halverson at the email address or phone number listed in the "Information" section below.

The Southwest Caravan Organizing Team thanks Patrons:

Janet Cherry

Harvey and Jane Price

Bill and Viola Herold

Tony and Paula Megowan

Hib and Sandy Halverson

Doug and Loretta Campbell

Where to Get Caravan Information

We have a [page on the National Caravan website](#). We, also, have this Southwest Caravan eNews, a tradition going back to 2003. If you are not an eNews subscriber and want to start getting it, send email to SWeNews@netmotive.net and simply type "subscribe" in the subject field and the body of the email. Find us on Facebook at <https://www.facebook.com/groups/919416625640194>

Finally, you can email or call members of the Southwest Caravan Organizing Team for information.

Capt. Bill Herold: swcaravancaptain@gmail.com 805 402 7490

Cmd. Tony Megowan: tmegowan@outlook.com 805 659 5056

Cmd. Doug Campbell: zo6devilcar@gmail.com 805 766 4606

Cmd. Loretta Campbell: lorettaecampbell@gmail.com 805 258 1004

Cmd. Hib Halverson: SWsectionXO@netmotive.net 805 685 6865

For information on the Orange County Feeder Caravan:

Lt. Janet Cherry: wuwublu@gmail.com

Thanks for reading

Yeoman L. Sharke, Editor



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