



eNews

Official Publication of the Southwest Section
National Corvette Caravan Presented by
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Top Stories

We're a Month Out!

Ok. It's really only 27 days until the Southwest Section of the National Corvette Caravan leaves Pasadena for seven days of fun with America's Sports Car.

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 causing more solar radiation, 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 determine your water intake is to halve your weight in pounds, then drink that number of ounces each day.

But, when it's very hot like during a Corvette Caravan across the desert and other places where 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.

Corvette Prep for Caravaning 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.

Lastly, here's a useful road tripper tip I've learned in 21 years of Caravaning and all the other long road trips I've taken. This is an optional service operation that not everyone will want to do. C6 and C7 have plastic transverse leaf springs which are adjustable for ride height. Before each long trip, if I know the car will be heavily loaded, I raise the ride height using those adjusting screws. Screw the adjusters down 3/8-1/2-inch in the rear and 1/4-3/8-inch in the front. That makes my heavily loaded Caravan car sit closer to level and mitigates the rear suspension bottoming on rougher roads.

If you want to do this and you're a DIY with the right equipment this is a fairly easy job. If your not a DIY, take the car to an alignment shop and have that done. Remember to lower the car back down after the trip.

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

Other News

Caravan Registration

In eNews7 we asked Southwest Corvette Caravaners to register early and most did. Section CFO, Paula Megowan, tells the eNews that 167 cars are registered for the Southwest Section. Registrations have dropped due to cancellations.

The fee for the Southwest Caravan is \$100. Early registration concluded two weeks ago. If you intend on going on the Southwest Corvette Caravan, you must register on-site on the evening of 21 August at the Westin Pasadena before the after-dinner Kick-Off Reception. Registration and payment for the National Caravan and the Labor Day Celebration will be done on-site at the National Corvette Museum.

For more information about on-site registration email or call Commander Paula Megowan, the Southwest Caravan Organizing Team CFO. Her contact info is at the end of this issue of eNews

Caravan Wedding Bells

Two of our Caravaners, Lisa Klockenterger 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. Klockenterger 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 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

Final PreRuns

Construction in several places on the Day One route to the M Resort Spa Casino in Henderson has created challenges for our route planning experts Tony Megowan and Doug Campbell.

There have been two areas of concern: 1) storm damage repair on Angeles Crest Highway (SR2) near the Red Box/Mt. Wilson Road and near Islip Saddle and 2) roadway replacement on SR14 the Antelope Valley Freeway, from the Lancaster/Palmdale area north to Rosemond.



CalTrans repair to ACH between the Red Box/Mt Wilson Rd. and Upper Big Tujunga Canyon Rd. Image Max de Leseleuc

This has been a fluid situation with a lot of moving parts but the Route Planning Group continues to work this issue. The Organizing Team is confident that the Day One trip will be free of trouble with construction.

PreRun8 was run by the Section XO in June to survey part of a proposed alternate route through the Angeles National Forest based on the Organizing Team's belief that road repair in the first damaged area would be complete by August 22 but construction in the second area would continue, into 2025.

PreRun9 is sort of an unintended consequence by a third party. One morning shortly after Halverson did PreRun8, he got a text from Max de Leseleuc, his road test photo assistant. Max drives Angeles Crest Highway and Upper Big Tujunga Canyon Rd. regularly because he's a member of the "Friday Morning Breakfast Club" an in-

formal group of car enthusiasts that, every Friday morning, drives Angeles Crest Highway in a sporting manner as far as the old Newcomb's Ranch hotel and restaurant then convenes a "Cars and Coffee." Max said ACH through the first construction zone was now open. This development surprised the Section XO because previously CalTrans had said construction would continue into the fall. Always the skeptic, he scheduled PreRun10 to drive the repaired part of ACH.

PreRun10 was a very long trip considering but remained inside Los Angeles County. It looked at 1) the first repaired section of Angeles Crest, 2) two routes the Caravan might take once it left the San Gabriel Mountains and 3) parts of the Antelope Valley Freeway undergoing reconstruction.

The XO along with Max drove ACH to Upper Big T and then over the Angeles Forest Highway (LACo. N3). That route is ready for Caravanning.

If you are not totally confused by now, know that the "Angeles Crest Highway" (SR2) runs between La Canada and Wrightwood. The "Angeles Forest Highway" (L.A. County Road N3) runs from a junction on SR2 eight miles north of La Canada to the Antelope Valley Freeway.

At that point, Max went back to his home in Thousand Oaks and Halverson drove a third of the first alternate route which took him over Mt. Emma Road, a sort of extension of the Forest Highway. He ran it to where it ends at Fort Tejon Rd. south of Little Rock. It's a pleasant drive in the northern, desert foothills of the San Gabriel Mountains.

The final part of PreRun10 took Halverson north on the Antelope Valley Freeway (SR14). When the Southwest Caravan Organizing Team learned its original plan—run the entire length of Angeles Crest Highway—was impossible due to storm damage, it considered the 2019 Caravan route which used that freeway. SR14 between the Lancaster/Palmdale area and Rosemond, just the other side of the



SR14 on August 22 about halfway between Lancaster and Rosemond. Image: eNews Staff

Kern County line, has been undergoing reconstruction for the last year and will continue into 2026. A difference of opinion within the organizing team arose because there have been anecdotal accounts and Google Maps indications of severe traffic congestion caused by that construction. Nevertheless, that route when not congested, provides the easiest and quickest drive to where the Caravan gets on I-15 North in Barstow.

PreRun10 took place on July 22nd, exactly a month before the Southwest Section leaves Pasadena. XO Halverson found that SR14 North was two or three lanes all the way to Rosemond and had very light traffic. Whether the Section will use the 2019 route over SR14 or the Mt. Emma/SR139/SR18 route has not been determined as of the deadline for this issue of the eNews, but rest assured that during the next team meeting at the Organizing Team "World Headquarters," Section Captain, Bill Herold, will make the final decision.

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Thanks for reading
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