

# FAST PAST

FALL WINTER 2020



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CCCC has been around for the introduction of five generations of Corvettes. A number of our club members have experienced the arrival of all eight generations! Impressive. The anticipation and ultimate arrival of each new Corvette design never gets old. The passion lives! And we're still 'saving the wave'! Congratulations to all the proud new owners.

***Official newsletter of the  
Canadian Council of Corvette Clubs - Eastern Region***

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*"I've been so busy detailing my Corvette  
I didn't have time to untangle the lights.  
Hopefully, no one will notice."*





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E - Elected    A - Appointed

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# CCCC-ER

## 2021 Calendar of Events

**As of November 21, 2020**



CCCC Sanctioned Event	Format	Club	Date
1. Spring Fling, Canadian Tire, Wasaga Beach CCCC-ER CONCOURS NATIONALS	CP,SSS & Signature	WBCC	End of May
2 Dream Vettes, Ontario Motor Sales, Oshawa	Casual	COD	Sunday June 6
3. Corvette Show and Shine, VanDusen GM Buick Chevrolet, Ajax	Casual	PRCC	June 12-TBC
4. Waterfront Corvette Show, Windsor	CP, SSS	CCoW	June 13 –TBC
5. 28th Annual Corvette Show and Shine (Atlantic Nationals) Moncton	Participation	GMCC	July 10
6. Cruise-In on Ontario Street, Brian Cullen Motors St. Catharines	Casual	NCC	July 11-TBC
7. Corvette Club of Nova Scotia in Yarmouth, NS	Casual	CCNS	July 16,17
8. Simply Corvettes, Bramalea Lions Hall Brampton	Casual	BCC	July 18
9. Simcoe Show and Shine, Lynnwood Park, Simcoe	Casual	CoSo	August 1
10. Hot August Nights, Webers, Orillia	Participation	LCCC	August 3 –TBC
11. CCCC-ER Recognition Awards Event (RAE) and Memorial Cruise, Essa (CCCC-ER closed event)	Participation	CCCC	Saturday, September 11
12. PRCC Wheels &Wings Summers End	Casual	PRCC	September 19 –TBC
13. Newfoundland & Labrador Corvette Club		NLCC	

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## President's Report

December 2020



Hello fellow CCCC-ER members and friends of Council.

I've had six months to prepare for this issue of Fast Past. And I'm no more ready today than I was then. But here goes. Like all of you, I was all geared up for another season. In addition to seeing all our outstanding Corvette specimens and doing fun stuff with our friends, some were getting ready to share the excitement of the arrival of brand spanking new 2020 C8s. We had our calendar of events all ready to go. Venues were booked and the show competition documentation was all reviewed, edited and uploaded to the website. And then ...

The judging guides are located at <https://www.quadceast.com/events.html> You may wish to give some thought to preparing your pride and joy for the 2021 'show circuit'. It's a lot of fun. If learning about judging interests you, let us know. The CCCC-ER Concours Nationals will be hosted by the Wasaga Beach Corvette Club in late May. The rest of the 2021 calendar is being drafted (soon to be with your club governors and on the website).

Despite the uncertainty we were all handed, it seems that the clubs managed to salvage a modified version of their Corvette season. What has come through to me from the conversations I've had this spring and summer is the depth of the passion for our hobby. Corvette enthusiasts can't be stopped. Most clubs were able to have some get-togethers, mostly of the 'cruise somewhere for the day' type of thing. If we were lucky, we worked a burger or something into the day. I know the clubs felt bad that their usual charities were being impacted in 2020 and we wanted to do something about it. There were some creative fundraising solutions undertaken; hopefully we were able to help them out in some way. I look forward to making up for lost time in 2021.

**Speaking of C8 deliveries ... holy mackerel!** I was keeping track for awhile and then gave up. It seems our east coast friends did really well in the delivery department. Many others had to contain their excitement for longer than they'd hoped. A strike and then a pandemic, threw monkey wrenches into the momentum that built up throughout 2019 and early 2020. It seems things are now improving and the wait has been well worth it. Some will find a 2021 in their driveway.



**Your CCCC executive and club governors** held all four of our governors meetings in 2020. The first was at our usual meeting place in Mississauga, the other three were held using that technology stuff.; thanks Daryl. See Pages 2 and 4 for all our names and clubs. The business of running 'Council' had to go on. I must say, this is a fantastic group of individuals who each bring something terrific to the team. A couple of highlights this year are the addition of Gary Fisher (LCCC) to the executive and CCNS returning. Gary stepped up to the challenge of Fast Past Editor and has put his heart into learning the job so we can continue to bring you this terrific document. Thanks Gary! We truly appreciate it.

We also welcomed the Corvette Club of Nova Scotia back into the CCCC-ER family. Some may know that I hail from the stunningly beautiful NB and NS part of the country. According to my family, that is 'my home'. CCNS covers the entire province which, to folks in 'Upper Canada' might seem small but in reality, the members are quite spread out. They are a large club (100+ members) and very active. Their governor, Doug Butt, jumped at the opportunity to contribute to this issue of Fast Past. I can't wait for the time to come when I can blast out of here for a road trip east. I look forward to meeting the CCNS gang. 2020 is the first year since 1975 that I've not been 'home' at least once!

**On the other home front** - we have some great stories from members further on in this issue. I had some of my own excitement, even some drama, this year. I even found some trouble to get into. I live in the '416' and back onto a ravine in the West Rouge, down toward Lake Ontario and a few kilometres south of the zoo. Wildlife is plentiful and it's great to share the neighbourhood with them. That is until they decide to get much too close to or under our homes. I ended up taking on the role of humane 'chipmunk trapper' through June and early July. One, two, three ... fifteen, sixteen, seventeen.



Number 18 rounded things out in September, soon after my neighbours had their landscaping redone! That was a close call. After researching how to 're-home a chipmunk', every chippy got a nice comfy ride to various parts of north Durham, complete with a fully belly of peanut butter and sunflower seeds.

**2020 and it's time for a new 'daily driver'** - It was time to check out the market and decide what I'd like to park beside Gabby in the garage. By June, I was pleased to be able to get out and do some test driving. I ended up with a new Buick Envision Premium II ... what a lovely vehicle. I was apprehensive about moving to the four cylinder turbo from a 327 hp 6 cylinder, but man alive, I'm duly impressed. If only I had somewhere to go. A new-to-me feature is remote start; looking forward to trying that out. She has a name as well; Bee - stands for Buick Espresso Envision. I'm sure someone has done a study as to why some of us name our cars. Must check that out!

### C8R on the IMSA

**circuit** - With the limited action we saw with our own cars this year, many focused on what was available. I really enjoy the WeatherTech IMSA series. Our CTMP event didn't happen so we didn't get to see those sexy C8Rs in the wild. But IMSA managed to pull together a season and I know many were cheering on the Corvette 3 and 4 from the comfort of their homes. A great first season; I look forward to more and better in 2021.

**Thanks to all our sponsors and advertisers** - An important part of each season is what we do with and for those who are generous in their support of the Canadian Council of Corvette Clubs. This year was different but I know folks made the effort, to the extent possible. We thank you all for your continued interest and support and we look forward to getting things up and running for 2021!

Merry Christmas and Happy New Year have extra special meaning this year. Enjoy yours.

Sending warm regards for good health. See you in 2021.

*Cindy*







# *Remembering Our Corvette Friends*

## **Steve Anthony Wasaga Beach Corvette Club**



We lost Steve in July of this year. Steve owned a gorgeous 1988 C4 Corvette. He joined WBCC back in 2010 till 2013 and then rejoined in late 2019. Steve was always eager to help out during the years when we had Beach Cruise.

Steve Anthony, of Wasaga Beach, in his 68th year, passed away peacefully with family by his side at Campbell House Hospice on Friday, July 24, 2020. Devoted husband to Linda (Briggs) of 42 years. Loving father to Glenn and his wife Lisa and Kevin and his wife Anna. Proud Papa to Noah, Adrianah, Landon and Ethan. Fun loving uncle to many nieces and nephews, especially Tim, Rob, Lori, Ashlee and

Michael. Steve is very grateful for all the extra help from his brother-in-law John and his favorite Sister-in-law Susan during this hard time. Steve worked for the T.T.C., but found his calling as a dedicated Assistant Business Agent, ATU Local 113 where he represented 3,500 maintenance employees. His love of sports led him to coach many hockey and baseball teams in Beeton, Ontario. An avid fan of the Toronto Maple Leafs and his beloved New York Yankees. Steve volunteered with the Ministerial Food Bank in Wasaga Beach, he also enjoyed his team sports of baseball and horseshoes, and he loved a good round of golf. All Steve's family and friends held a special space in his heart.

## **GORDON OLIVER COLTON SEPTEMBER 2, 1943 – JUNE 20, 2020**



Sadly, we at Lake Country Corvette Club lost a very special friend and club member. Gord Colton passed away peacefully at home with his family by his side on Saturday June 20, 2020 after a hard-fought battle with Mesothelioma at age 76. Predeceased by his wife Victoria, also survived by his loving companion Dianne Wilkes. Dear father to Laura Colton and husband Brad, Bryan Colton and wife Diana. Fondly remembered by all who knew and loved him. Gord's great personality and smiling face will be missed.

**Al Fry** joined the Wasaga Corvette Beach Club in Jan 2020. Club president, Kevin Daniels, learned in March that Al had passed away. Al lived in Barrie and drove a C4. May he Rest In Peace .

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## 2020 WOW

Hello all Corvette enthusiasts and welcome to nearing the end of a season that never was. Like all of the other Quad C clubs, we had a major season planned that had to be cancelled. Our membership had grown to the largest numbers since we originally founded our LCCC club. We were sorry that our new members did not get to enjoy a summer of the Corvette life style. Our hats to go off to Ron Green who always works tirelessly to ensure that our season includes many fun activities. In spite of the pandemic, one major event happened. Ron suggested we do a food drive with the food gathered going to the Salvation Army. What a great idea, so Ron and his wife Joan proceeded to put action in motion. The drive was held at their house as they have a perfect circular driveway. Corvettes entered one way, stopped, donate, and exited the other. Social distancing at its best. Our membership was very generous and the result was a van load of food delivered to the Salvation Army food bank in Orillia. I expect this may become one of our annual events.

The one other bright spot for the overall Corvette experience, was the introduction of the C8 Corvette. This was met with great anticipation and we want to congratulate all those who were able to purchase one. We expect to see a few at the 2021 shows.

Joe Shaughnessy SAVE THE WAVE





# NIAGARA CORVETTE CLUB

By Rick Gladman

Well, it certainly has been an interesting year. Let's toast to a better time in 2021. So, to all, let me be the first to wish you Merry Christmas and Happy New Year to a great 2021. Why do I feel older?

The Niagara Corvette Club tried to keep active this year, with several casual activities taking place. We had been having our regular meetings at a local hotel, but with the group restrictions in place, that ended. During the summer, we were able to have several outdoor BBQ's put on by the hotel, with the events taking place in their parking lot. Some days it got hot, but fortunately there was plenty of shade, so it was quite comfortable. The hotel provided a menu that was enjoyed by all and at reasonable price, which was kind of them. The bar was even open.

For Father's Day, the Club was asked to participate in several drive-by's at various LTC facilities. We had 25 cars participate on the drive to Niagara-On-The-Lake, doing a tour through the old town and past a LTC facility, which the residents thoroughly enjoyed.

Doing the summer and into the fall, several groups of members got together for ad hoc cruises, to various areas. The Fonthill chapter got together Friday evenings to tour various locales around the peninsula, and the Hamilton/Burlington chapter took several Saturdays to go for lunch at some exotic locations like Port Dover, followed a bit of a drive.

Our club enjoyed a mystery cruise/rally type of event with about 30 cars, following organized directions, landmarks and mileage calculations. Some of us got lost on the first turn, which kind of set the stage for the rest of the cruise. We missed some of the (most) of the planned route, fortunately we knew where the final lunch stop was. We had a wonderful scenic drive around some of the more interesting sights of Niagara, even an Ostrich farm, although I am not sure that was on the route.

So, it has been a relatively quiet summer. Our membership continues to grow despite the adversity of 2020, and we are looking forward to some significant excursions next year, hopefully. Have a great holiday season everyone!







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## Corvette Club of Nova Scotia

By Doug Butt

Greetings from Nova Scotia! Like most CCCC – ER clubs in 2020, the 113 members and 136 Corvettes that make up the Corvette Club of Nova Scotia simply made the best of the driving season during the COVID-19 pandemic. While there were few group runs held, our Vettes did cruise the Eastern and South Shore routes. The last run of the season, along the Noel Shore, saw 29 Vettes wind

their way along the coast, bringing hope of better times ahead! For most CCNS members however, keeping the Corvette spirit alive this year meant much smaller numbers participating in charity drive-byes or more local neighborhood cruising. Kudos to all those who made these activities possible.



While the Club annually supports a selected charity, which in 2020 was the Q104 Children's Fund, the tragic events in the Portapique area as well as the pandemic, resulted in the Club making additional donations to both the Red Cross and Feed Nova Scotia. When all was said and done, just over three thousand dollars were donated to these charities on behalf of the CCNS members. Additionally, the Club's first annual Pajama Drive donated 50 sets of youth PJ's to a local service group's Christmas Hamper program. Again, kudos to each and everyone who contributed.



Looking towards better times in the future, the Club is planning a "Run for the Hills" trip to Cape Breton during the fall of 2021. Hopes are also high of renewed participation in events which had been cancelled this year. Last, but certainly not least, all are eagerly awaiting an opportunity to see the Club's first C8, owned by Ivan and Amanda Hines, which now sits in winter storage!

So from our "bubble" to yours, all members of the Corvette Club of Nova Scotia wish you and yours all the best over the winter months, stay safe and stay well, and hopefully 2021 will bring with it a return of many activities which did not occur in 2020.





These are a few pictures of some of our CCNS outings this year.







## Greetings from Greater Moncton Corvette Club

By Margaret Meade

This has been a different year for our club due to the Covid 19 Virus. All our planned runs for this season, for travelling out of the province were cancelled. We did runs through our Atlantic Bubble, NB, NS, PEI, and NFLD June 11th, we did a run from Moncton to Shediac and Notre Dame with 12 Vettes.



June 25th, 13 cars drove to Alma to visit a new restaurant, Muddy Rudder, this is right on the Bay of Fundy.





These are a few new GMCC C8 owners in our club.



# CorvetteGadgetMan.Com

By Donna Case

This article is to extend a special thank you to the Corvette community within CCCC(E) and CCCC(W) for your interest in the CorvetteGadgetMan products over the last twenty years. The “CorvetteGadgetMan” officially retired in 2019 after twenty years making Corvette gadget products. Word of mouth referrals and customer satisfaction, has always been the key to success. Products have been shipped worldwide to Corvette owners.

For some of you reading this you might be thinking – what was this all about?

CorvetteGadgetMan is a CCCC member and Corvette owner for 45 years, with 30+ years designing products as a fun hobby and often gadgets for Corvettes. Products for Corvettes were created as a solution to Corvette owner’s problems. The gadgets were known in the Corvette community as innovative and alternative solutions. Thinking outside-the-box is a key to innovation. Our identity was kept rather quiet. Most knew the gadget guy as “a man from Canada who makes products”.

Products included the following:

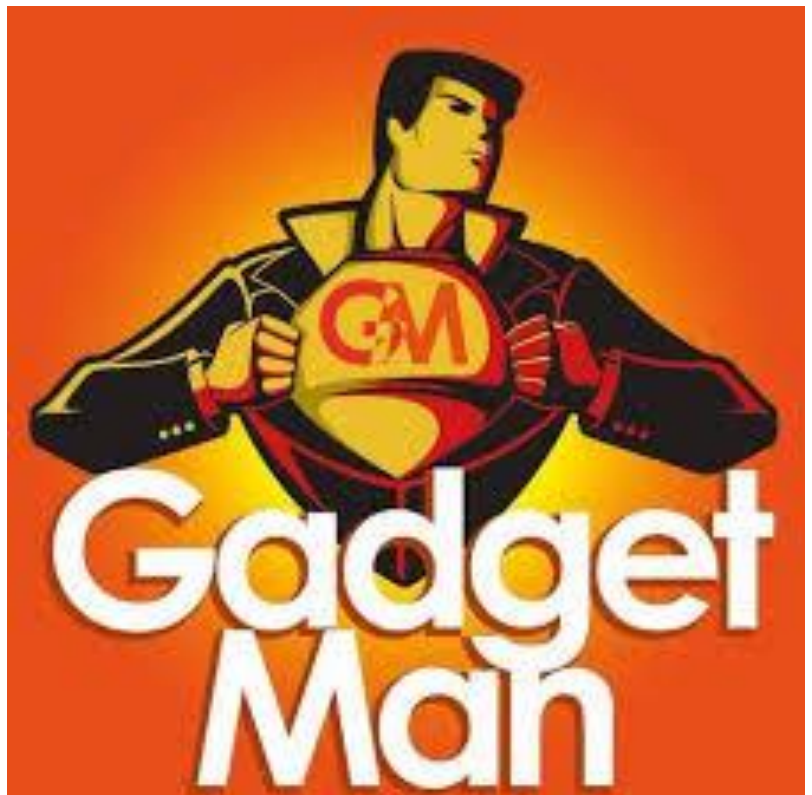
C4, C5, C6 EZ Vent which was a unique hatch vent mechanism made of steel and compatible with the existing interior light/alarm systems. Quick and EZ to install and no tools required.

C4 and C5 Auto Headlight DEFEAT which was a mini circuit board to defeat the C4 auto headlights from popping up.

C4 Jack Adapter Device which was a steel adapter device to fit a hydraulic floor jack designed to lift both rear wheels of a C4.

Thanks again! The shop is closed and there are no products available. It is now time to just enjoy cruising in the Corvette. Save the Wave!

CorvetteGadgetMan and Gal







## Corvette Diva Ladies Day Saturday, September 12, 2020

By Roxanne Chiusolo

*What is a Corvette Diva Ladies Day?* Pretty straight forward - ladies drive a Corvette to a chosen luncheon destination, meet fellow Corvette ladies, share a special day together, have some fun, then drive home.

This event was initially organized when a few Corvette ladies wanted to get together, and the word got out. In May 2019, 15 ladies (8 Corvettes) attended the fun event.

***Corvette Diva Ladies Day - a new kind of fun.***

On September 12<sup>th</sup>, 26 ladies (13 Corvettes) attended the 2<sup>nd</sup> Annual Event from Capital Corvette Club, Eastern Ontario Corvette Club, Peterborough Corvette Club, Corvettes of Durham, and non-affiliated. The destination was Belleville, Ontario. For many, it is the drive to meet everyone. They all loved it! What a fantastic response and a beautiful sunny day for a Corvette drive.

The venue for the day this year included an outdoor lunch at Birdy's Restaurant in Belleville, followed by a drive to Bloomfield and a bit of shopping, then to Huff Estates Winery, to walk through the beautiful artisan paths and wine tasting for some. With the cloud of Covid, the day was thought out carefully, respecting local rules, by businesses and personal comfort levels.

Ladies were treated to door prizes, mementos of the day, and a special surprise – embroidered Corvette Diva t-shirts. Kudos to Brenda at Quinte Custom Promotions in Trenton, who did a fast turnaround. Twenty-six embroidered white t-shirts that day were pre-sold at \$15/t-shirt. Some ladies are now getting other items printed with the classy logo on black jackets, shirts, etc.

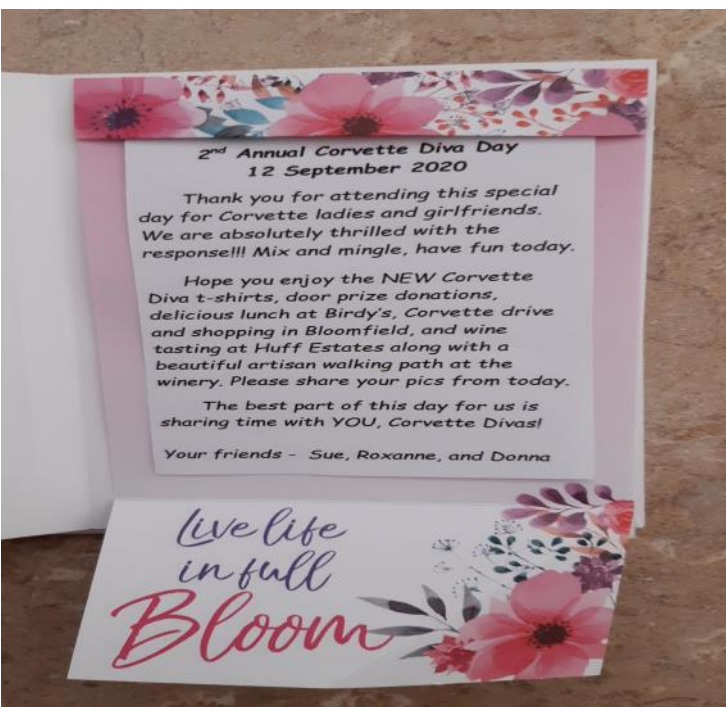
Organizers for the day: Susan Staple Mather, Roxanne Chiusolo, Donna Case. Norma Rombouts will be joining our Divette organizing team for the September 2021 event. We look forward to seeing a few more from the Capital next year – thanks Norma.

***Corvette Diva Ladies .... C U in September 2021!***

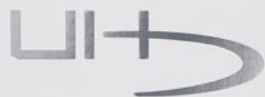
Note: A Facebook group has been newly created if interested. **Corvette Diva Ladies** This is for Corvette ladies only. Sorry guys!









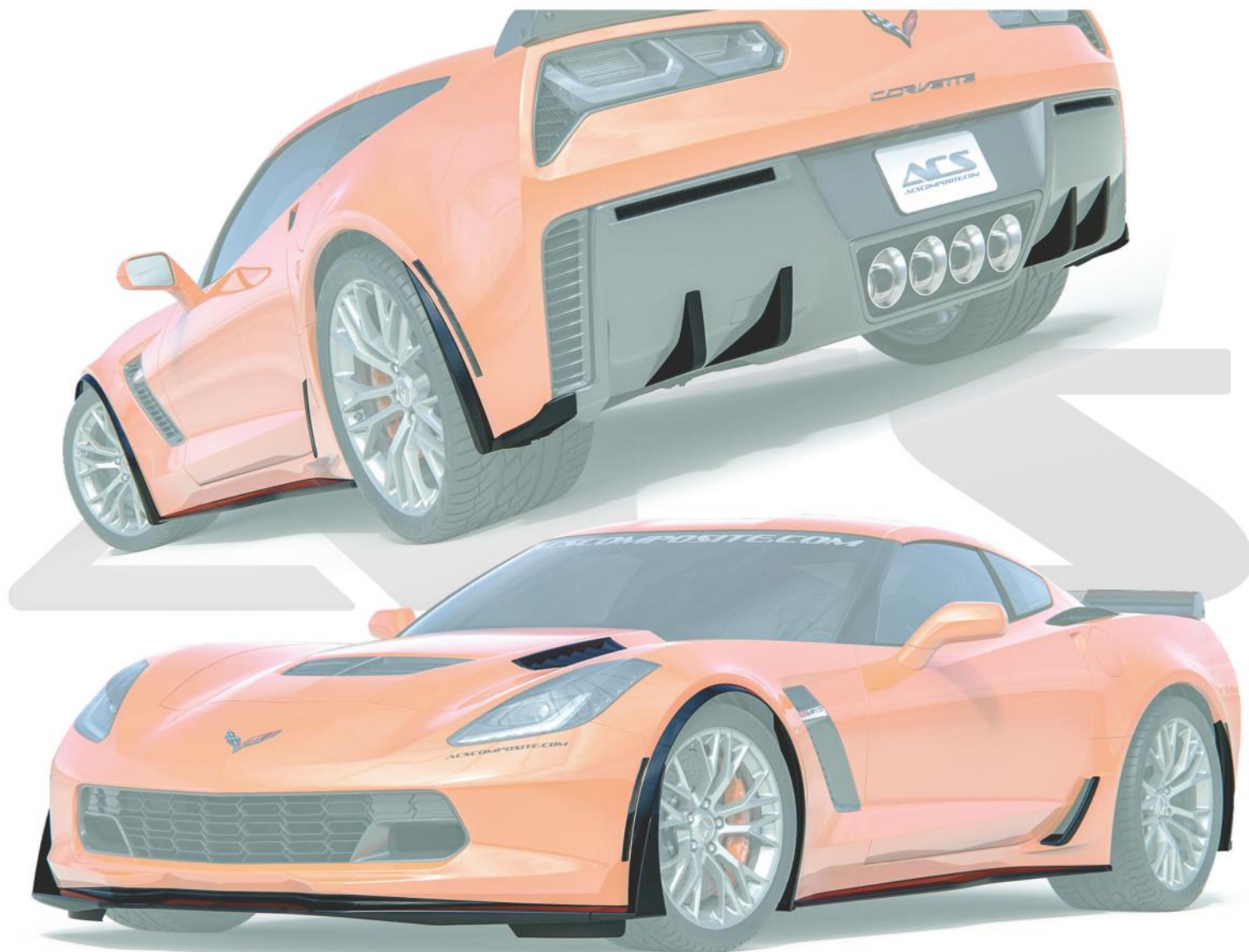


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***Thanks for the memories Oliver!***







Well, it is that sad time again for putting your Corvette into hibernation until spring. I have put together some suggestions for good storage practice for your pride and joy. One of the main things is too add a fuel stabilizer and an ethanol additive in your gas tank, then go for a short drive. Fill your gas tank full. Less air area in the gas tank, less condensation area in the gas tank. I always recommend changing the oil before putting the Corvette away before the winter. This way, there is no possible sludge or



contaminates sitting in the engine all winter. I also recommend an oil change in the spring to remove any possible sludge in the oil pan or condensation...I know, I know... seems a little much, but an oil change is better than motor wear. Now it's time for a thorough cleaning of the inside and out, including treating the rims and tires and applying a good coat of wax on the outside. Before you do a complete vacuum inside the car, remove everything from inside the console, glove pouch/compartments, rear storage compartment or trunk. This will prevent possible mildew and not attract critters. Get a storage tote to place your inside contents into and store for the winter. Now you can park your Corvette, having the tires on cardboard, 1" blue Styrofoam, 1" wooden board, old coroplast signs left over from garage sales, old for Sale signs, election signs or what ever you use to keep the tires off the concrete. If you are not storing your Corvette on concrete, it is a good idea to put a plastic tarp completely underneath your car.

You don't have to remove your battery to hook up a battery tender or smart charger, but if you do remove your battery, put a charge on it every 30 days and bring it to full charge. Top off all your fluid levels. This will also let you know if you have a possible leak in that system.

You can put a couple of moisture absorbers inside the car. To help keep furry little creatures out, I like to use laundry dryer sheet. They smell a lot better than moth balls. Place these dryer sheets everywhere, inside the Corvette on the floor, in back area and storage compartments, in the engine compartment (after engine is cold), toss them underneath the car, put them around the outside of the car...don't cheap out and try and save some for next year, use them all up... your baby depends on you. Get some towels and wrap them individually around your exhaust tips and fasten the towels with rubber bands or string to keep the mice from getting into your exhaust. If you can, it is a good idea to put towels around your air intake/air breather also (you can put dryer sheets on top of these too).

Don't forget to dust the car off and put a car cover on to protect it. I like to cover my Corvette with cotton bed sheets...yes cotton bed sheets.

It is not necessary to start your Corvette unless you are going for a drive. Even starting your Corvette and bringing the engine up to temperature, does not allow the components to go through their procedures, the same as when driving the car, possibly causing component failure. Also, starting your Corvette during storage will build up condensation in your exhaust. It always helps to do a storage checklist. This way in the spring before you start and move your Corvette you don't forget to remove something. Hope this helps, if you have any questions...

You know where to reach me John Bull A/C PLUS AUTOMOTIVE CUSTOMS





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# **Pine Ridge Corvette Club**

## **- 2020 Year In Review -**

*Compiled by Cindy Wilcox*

I reached out to the PRCC members and asked if they would take a few minutes to share some highlights from their year so far. Their Corvette need not be a feature of their story, especially given the challenges in 2020. I had some takers and their stories follow. We had some new grandbabies join some of our families, other grandchildren score sports injuries, some unexpected surgeries and other health issues in the club, a silly girl falling off a ladder, tiny groups of friends managing to have lunch together, and a few members were directly affected by the corona virus. I'm happy to report that, last I heard, everyone is on the mend. As has been the case for so many, trips and other family gatherings were put on the back burner, with a goal to get things back on the road in 2021.

The club executive continued with the monthly meetings, usually by email and phone, producing minutes and other reports each month. Our general monthly meetings were skipped for a few months and then picked up in the form of driving runs, planned by our Mike and Jacqueline Beesley, our club's program and publicity directors. It gave us chances to see each other and to give our rides the

exercise they need. A special and spectacular cruise was planned in September by Les James for the purpose of fundraising for Hearth Place, our club's charity in Durham Region. We are pleased in 2020 to be able to continue our support for their outstanding work. Carol, our Social Director, checked in on members frequently, making sure we were all okay. We also produced the monthly club newsletter all year long. We held our annual election in October; the new team for 2020-2021 is on Page 2 of the club newsletter and on our website at prcc.ca.



The following are the inputs from the members who are sharing their stories, in no particular order:

### **Kathy and Dennis Robichaud**

Needless to say, 2020 has been a crazy year and nothing has been normal. We have missed all our Corvette events, car shows, progressive dinners, cottage runs and more important, meeting with Corvette friends.

Earlier this year, as most know, our beautiful 2015 ZO6 was stolen and found two weeks later totally stripped. No motor, no seats, no wheels, no tires, no side panels, etc. It was a very sad day. We did not want to participate in any 'socially distance' Corvette cruises with our metal car, so we missed everything and we truly missed everything and everyone. Maybe it was a good year to have no Corvette since there were no real events. This has been the first year since 1988 that we have NOT had a Corvette.



However, there is good news, the light at the end of summer. In mid- September we received our 2020 C8 in Long Beach Red which we had ordered nearly 14 months earlier. It is a beautiful car and we are VERY happy. Was this a good year to have no Corvette? Maybe that is not true but ...

We look forward to picking up with our Corvette club in the summer of 2021. Stay safe.



Kathy

## Rose Gibson

### SPRUCING UP MY 2004 CORVETTE

Well, after numerous attempts, and a lot of frustration to find the new rims I wanted for my Corvette, I finally found them! I was told those specific rims did not come in my tire sizes. I was also told they were discontinued and couldn't get them anymore. Two companies told me they had them and even said they were delivered, only to find out they were the wrong size. I was told the website had incorrect information shown so they never even got here. Then I stumbled upon a company in Illinois that said they did have them and promised they would be the right size and fit ... and they did! I was thrilled!

Well I can't get new rims without new tires, so that was another problem. The shop told me the Michelins I wanted didn't come in my size in the rear tires so a set of regular tires came in for the front and run-flats for the rear! I told them they had to send them back as I specifically told them I didn't want run-flats. After re-ordering and being told my second choice tires came in, a fluke mistake happened. Another shop, RNJ Auto called to say my Michelins, front and rear, had just arrived! I had discussed wanting these with RNJ but never ordered from them! What a stroke of luck! However, needless to say, the first shop was not happy with me when they had to now return the second set of tires they ordered for me and even warned me that RNJ had run flats for the rear! Obviously that was not the case and I now have my new Michelins and the beautiful new rims that I wanted on my Vette!



The next step to my project was getting my Vette pinstriped and that step has been completed. But, being the anal person that I am, I noticed that one of the two hood spears was crooked! So, my baby's going back in to get that re-done. Then I'm adding C5 decals to the center caps of my new rims and finally getting the whole car ceramic coated! Unfortunately, I have an engine light on that needs to be checked and a front running light that needs replacing. So by the time all that is done, it should look fantastic and be all ready for winter storage!





Now, do you want to hear about my basement leak that has led to trenching and installing a WaterGuard System around the inside perimeter of my basement floor and a complete overhaul of my heating system from oil tank and boiler to new propane-run furnace and air- conditioner? That's happening in the next few weeks!!!

Hope your summer has been more enjoyable!

Rose

### Susan Schaeffer

A highlight in the year in my family (and the PRCC family since he is a member), is the engagement of Kyle Bichener to Candice Sharpe on May 2, 2020. Their wedding date scheduled to be June 18, 2022 at Mosport.

Susan

### Debbi and Mike Wells

Highs and lows of 2020 pretty well sums it up!

- Down - Covid-19 in March - yuck!
- Up - Grandson arrived in April - yay!
- Down - Electrician steps through our living room ceiling in July- OMG!
- Up - August we actually get away to see our son race his car at Calabogie -awesome track
- Up - October - We finally get our nice Epoxy garage floor and our cars are very happy!



Cheers, Debbi

### Cindy Wilcox



It was July 4th. I'm the silly girl who fell off the little white ladder while doing battle with a wasp nest at the peak of the roof. My weapon of choice was my power washer. There were two of those enormous stone steps involved. Suffice it to say that it hurt, real bad. Knee, wrists, elbows, shoulder ... it was quite the mess. Please don't ask to see the pictures; they're gross! Arnica gel, CBD rub, and other assorted 'assists' helped get me through the next few months. Did I say how much it hurt?

It's amazing the things you get done when someone tells you to stay home. That's a concept with which I'm very unfamiliar. Projects I'd long since written off have been getting done. The lawn and gardens have never been so lush and colourful. This summer was time for a new daily driver and there is now a lovely Buick Envision parked in the garage beside Gabby. If only I had somewhere to take it. Speaking of Gabby, she had a handful of outings, some with the club and to lunch with friends a few times. I make a monthly-ish run up to White Feather in North Oshawa for farm-fresh eggs and other good stuff. Gabby got the call for those drives as well. The poor thing only clocked about 1000 km. this year. That's just wrong.





## Ken and Judy Westbrook

Judy and I drove to Melville Saskatchewan this summer to relocate her mother to a long term (we hope) care facility. Expecting a speedy transition (you silly optimist you!) we stayed at the destination, Melville, while Mom waited in an even smaller town known as Esterhazy. Esterhazy is 78 km from Melville, where we wait for Mom to be “transported”, much as England populated Virginia, then Australia. One of Judy’s sisters is staying with us (or us with her), and it is less than practical for three in a Corvette, so, I wait in Melville and they do the daily drive.



Each day, there is the traffic report; or rather a body count. There is no traffic, just miles of Canola (ex rapeseed for unfathomable nomenclature) blooming brilliant yellow, and carnage. Today a groundhog, yesterday a fox, then a moose, and three days running a family of deer, each in its turn. The road is a rare good one amongst a patchwork of less desirable tracts of broken, rutted, or graveled pathways, and Saskatchewan does what is peculiar

to most departments of transport, and sets the construction crews to work on the good road.



One evening, we looked out the window as a massive low flat black disc of a cloud approached through a blue sky; many miles wide, it resembled something out of Star Wars, complete with angry lightning bolts crackling off the force shields. To one side, a black (can I say that?) funnel stretched earthward, disappearing behind the clump of trees. We waited. The funnel retracted a bit and we were deluged; within the hour, the lawn and road behind us were knee deep in water. The baseball sized hailstones fell north of us and the cook for our building left the next day to start his new career as a hail adjuster. The day after, Innisfill (Saskatchewan) a bit further west on the great plain, was covered with six inches of grape sized hail. The cook will be busy.

## Stu Revell

I ordered my Accelerate Yellow C8 in March of this year and was told I would have it in July. Then strikes happened and COVID-19 happened, so it wasn't made until September 23. Then a two-week wait for delivery. Then wait another week for the ceramic coating. Because I bought optional wheels you get the original wheels as well. They go out to get powder coated black so I could mount winter tires (yes, I drive it in the winter). The powder coating turned out to be too thick and the wheels wouldn't mount. Back to the paint shop to have 3 mils or so ground of the hubs. Finally, they fit. I'm all ready for the winter and the warm weather comes back. But we all know that it won't last.

This car is a big learning experience with lots of new controls; even the shifter is unusual. I've been driving it for a month now and I still have to think twice before pushing a button. But I'm liking it a lot.



## Gord and Wendy Roberts

I was featured in an article in The Star earlier this year. Flying was one thing that I could do with Wendy and still stay safe. I had a treat of being able to do a very low approach into Pearson during the slow down of Commercial traffic there.

## The pandemic from 4,000 feet: Pilots found surprises lurked when flying the empty skies

By Katie Daubs - Feature Writer

Sunday, July 26, 2020

*Continued on next page ...*





On April 11, as Gord Roberts flew north of the city toward the Kitchener airport to practise an instrument approach, the voice of the air traffic controller at Pearson came in clearly over the radio in his Cessna-182.

“Do you want something special today?” the controller asked.

Roberts loves being up in the air, and normally he’s pretty busy as a volunteer pilot, transporting people from northern Ontario to cities like Toronto for medical treatments with the charity Hope Air.

But when the pandemic hit, those flights were cancelled. And although there was nowhere to go in March and April, Roberts was still flying when he could, because he likes to keep his instrument skills sharp.

Flying by instrument is essential on cloudy days, in storms, any kind of bad weather, so he practises instrument approaches at different regional airports. Roberts would never attempt Pearson: if he asked air traffic control if he could try an approach at Canada’s busiest airport before the pandemic, he would politely be told it wasn’t possible, unless it was an emergency.



General aviation traffic — which includes smaller planes like Roberts — is typically diverted around Pearson, in routes north and south of the city, for the safety of everyone. And that’s where Roberts was, north of the city, on April 11, when he was asked if he wanted to try something special. (He’s not usually asked that question.)

He was about 3,200 feet above the ground, heading west (4,000 feet above sea level). The winding suburban streets below were filled with parked cars that were normally at GO train parking lots, tucked underneath office towers, or crawling along Highway 401.

As the pandemic deepened, the runways at Pearson, normally teeming with traffic, were just as quiet as the highway below. According to Nav Canada figures, by the end of March, traffic at the airport had plummeted to around 250 departures and arrivals a day versus the normal 1,200 flights a day for the same period in 2019. That pattern deepened in April and May, with daily flights dropping to around 180 a day. In June, daily flights averaged 250 a day, compared to an average of 1,300 a day for June 2019.





The controller asked if Roberts had the instructions for approaching Pearson with him. Roberts confirmed he had the digital file on board, and loaded it up to his screen for easy reading. He was told to make a left turn toward the airport, where he was cleared for an approach over runway 33-R. Using his instrument training, he descended to 200 feet above the runway before he climbed back into the sky. It was a novelty, a thrill.

When he mentioned it to his friends at the Buttonville Flying Club, they were all pretty amazed. "The fact that I didn't even ask for

it and was offered to me," Roberts says. A few of them even went over to Pearson to check it out themselves.

Jonathan Bagg, a spokesperson with Nav Canada, the not-for-profit company in charge of managing Canada's airspace, says that in general, commercial jets and smaller aircraft aren't mixed — the larger planes travel faster, and create wake turbulence, which is a safety concern for smaller aircraft. The job of an air traffic controller is to ensure that aircraft operate at a safe distance from each other.

While the airspace structure around Pearson has not changed, with fewer planes in the sky, "sometimes that gives you more flexibility in terms of how you keep aircraft safely distanced," he says, confirming that there have been more requests from smaller planes to fly in the normally busy zone. If it's quiet, air traffic controllers have more ability to grant that access, he says.



David Sprague, the president of the Buttonville Flying Club, says that flying in a small plane is often peaceful. It's especially nice when the sky is clear, and you can see the city, and watch the jets parade overhead as they go in and out of Pearson. Now, the parade is a very slow and sporadic one.

Sprague was flying above Buttonville on a Saturday in June to keep his hours current — and it was just after sunset. "There were only three airplanes within what looked like 10 miles — one was a police helicopter, one was a guy that coming from New Brunswick, and one was a guy coming from Muskoka."

On a mid-July morning, at his home in Toronto, he looked at his tracking devices and saw five airplanes below 10,000 feet, and five above 10,000 feet, within an 80 kilometre radius of the city. He estimated that it was about a third of the regular traffic, possibly lower.



Commercial and cargo traffic have been picking up, Gord Roberts says — But in the first months of the pandemic, “the controllers were basically sitting there bored and they were just so obliging,” Roberts said.

While airports like Pearson have felt the pandemic’s effects acutely, smaller airports saw big declines, too. “Initially our flying was down by about 75 per cent,” says Toronto Buttonville Municipal Airport vice-president Rob Seaman. “That’s slowly crept back up.”

The Markham-based airport serves all kinds of general aviation traffic, including police and media helicopters, medevac flights, flight training schools, corporate flights and recreational flyers who make short jaunts on the weekends. Nowadays, all occupants of landing planes are surveyed, people on board are given thermal scans. There are disinfections, masks, a check-in process on the street side and the air side, says Seaman, who hired two people for that purpose.

“We are doing everything we can to keep the bug out the door,” he says. “Initially some people were grumpy about it, and some were non-believers, and now they’ve just resigned themselves to the fact that this is what they’re going to do.” The mandatory mask orders that some municipalities have enacted have also helped, but there are still people who grumble.

Mark Brooks is a flight instructor with Canadian Flyers based out of Buttonville Airport. Flight school was grounded until recently, but he does a lot of utility flights, and has been flying across the province and beyond fairly regularly, repositioning planes and doing maintenance checks.

The first few months of the pandemic were interesting, but rustic. Many airports had fuel, but no food, and no washrooms, he says, which meant packing a granola bar and “peeing behind the nearest bush.” As Ontario has slowly reopened, those amenities have been coming back.

With travel restrictions and border closures, the economic pain has spread widely. Buttonville tends to be a jumping-off point for young people going to other airline jobs, Seaman says, and he’s heard from a lot of former employees.

“Everyone who has left us in the last couple of years has come back knocking on the door saying, ‘Boss, can I have my job back,’ because they’re being told on the commercial airline side its going to be at least two years before the young hires who were at the end of the line get called back,” Seaman says. “It’s a mess.”



Nav Canada is funded by the fees it charges aircraft that fly through Canadian airspace.

The company’s president told the Star’s Bruce Campion-Smith that traffic and the subsequent revenue dropped by around 75 per cent in April. The company has fixed costs to control Canadian air traffic around the clock and with no government assistance forthcoming, they announced a 30 per cent fee hike this May to take effect in September.



"They make most of the revenue off the transatlantic routes," Mark Brooks says. "Right now they're really hurting and like all of us they're trying to try to figure out how to make it work."

General aviation pilots have noticed the changes. When you fly anywhere in Canada, you typically speak with different controllers as you pass through different regions. When Gord Roberts flew from Oshawa to London recently, he spoke with one controller the entire way, where he would normally speak to three.

Nav Canada's Jonathan Bagg says that combining positions is something they do at night when there is less traffic, but now they're doing it more consistently.

The company's "laser focus on safety" hasn't changed, he says. "Our people are committed to getting the job done from a safety perspective, and that safety focus also applies to how we run the operation," he says, noting that they've implemented a number of protocols to keep staff safe.

A forecast for the next five years of air travel from the International Air Transport Association estimates that average trip lengths will fall sharply, and that international air travel may not recover to pre-pandemic levels until 2023-2024. A July update showed that domestic air travel in regions like China and U.S. has increased slightly over pandemic lows, but border restrictions have not been widely relaxed for international travel.

Within the GTA, general aviation is picking up again. People who fly for recreation are making more weekend jaunts to regional airports, where some restaurant patios on site are open for an outdoor meal. Gord Roberts is back flying for Hope Air once again. Canadian Flyers, the flight school where Brooks teaches, has many students eager to take off, with a steady supply of masks and disinfectant.



On a recent flight to London, Ont., and Goderich, Brooks noticed more traffic in the air, and saw some bigger jets going toward Hamilton and Pearson. Barely a month ago, he said, he would have seen no one. Smaller utility airports like Buttonville and Oshawa, he says, are "roaring back to life."

Brooks is glad to see a gradual and careful return for the industry's sake, although he enjoyed the peaceful skies.

*Katie Daubs is a Star reporter and feature writer based in Toronto.*

*Merry Christmas and Happy New Year  
from your friends at  
Pine Ridge Corvette Club*





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