



Southern Oregon Corvette Association

September 2025
Newsletter



SEPTEMBER 2025 NEWSLETTER

Club Social

Club Social is at Original Roadhouse Grill at 2699 W Main St in Medford on September 20th at 4:30pm. For more information, see the “Events” section (page 5) and the “Activities” section (page 9) for details.

Upcoming Meetings

General Membership Meeting, Wednesday, October 1, 2025, **6:30 p.m.** at the Rogue River Community Center, 132 Broadway Street, Rogue River.

Visitors are always welcome!

Why Join SOCA?

- Promote *esprit de corps* among Corvette enthusiasts.
- Create interest in the Corvette as a true dual-purpose sports car.
- Provide a means of technical information and service to members.
- Encourage dealer and manufacturer cooperation.
- Organize and promote events of a social nature and provide social gatherings for enthusiasts with common interests.
- Sponsor or participate in activities to benefit the community through recognized charities as selected by the members of the Association.

SOCA Logo Apparel

Competitive Athletics, 105 NE 7th St., Grants Pass
(541) 479-1001

OFFICERS:



Elected Officers

President: Ron Howard
Vice-President: Wayne Shelford
Secretary: James Johnson
Treasurer: Cathy Cardoza
Sgt-at-Arms: Larry Weiner
Membership: Charles Simons

Appointed Positions

Sunshine: Sandee Anderson
Activities: Kim Moore
Communications: Gar Stevens
Internet Site: Sharon Hook-Martino, Elaine Ellis
Parade Coord: Kerry Razza
Natl Corvette Museum: Len Atlas
Facebook:: Tammi Moore
Newsletter: Rob Hill

BIRTHDAYS AND
ANNIVERSARIES:



September Birthdays

**Scott Edgerton
Richard England
Norman Foley
Rick Geagan
Dave Hartin
Roy Hauser
Scott Redd**

**Charles Simons
Gar Stevens
Don Hubbard
Nichola Hayden
Yolanda Bruce
Jennifer Clark
Terry McClean
Lynnette Garcia**

September Anniversaries

**Terry & Danielle Asberry
Kim & Tammy Moore**

EVENTS:



2025 Southern Oregon Corvette Association (SOCA) Events

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Club meeting (Wed.)	8	12	5	2	7	4	2	6	3	1	5	3

All dates below are Saturdays, except as noted ... The dates shown are tentative and subject to change or cancellation.

- *Sept 3rd – Membership Meeting at Rogue River Community Center at 132 Broadway St, Rogue River, 6:30pm
- *Sept 11-13th – Corvettes On The Columbia in Kennewick Washington
- *Sept 14th -- Gathering At The Oaks: Car Show by invitation only
- *Sept 20th – Eagles Riders Club Chili Cookoff, SOCA Show & Shine at 2000 Tablerock Rd in Medford, 12:30 -3:30pm
- *Sept 20th – SOCA Social at The Original Roadhouse Grill, 2699 W Main St, Medford, 4:30pm
- *Sept 20th. – The Torpedoes Band at Corvette Bar & Grill, 1831 NE Sixth St, Grants Pass, 7:30-11pm
- *Sept 20-22nd – Corvette Spectacular, Los Altos CA
- *Oct 4th – Sea Cruise Car Show, Crescent City CA

For additional events, information, and links ... see the SOCA website “Events Page:” <https://www.sovette.com/events>

Remember to take photos at SOCA events, send them to Sharon Hook, and selected photos will appear here on the sovette.com website!



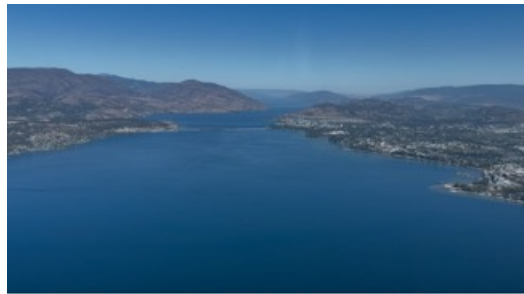
PHOTO GALLERY



WWW.SOVETTE.COM

106 NW F St. # 222, Grants Pass, Oregon 97526
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Car Show in Kelowna British Columbia Canada



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PHOTO GALLERY



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Ron & Wayne with Charity Recipients



Ron presented with Thank You Gift
For his hard work on Corvette Weekend



Dan Calvert
Wins the
Corvette Repair Tool



What Are Suicide Doors, and How Did They Earn the Name?



Suicide doors are doors that are hinged at the rear, making ingress and egress easier at the cost of the natural failsafe on normally hinged doors. Backward-hinged doors have been around as long as automobiles have had doors, for both aesthetic and practical reasons. Concerns about the safety of suicide doors (especially with the seat-belt-less vehicles of the mid-20th century) caused their decline and their morbid nickname. They've seen a recent minor resurgence, however, with both their stylistic and practical upsides gracing vehicles from Mazda to Rolls-Royce.

History of Suicide Doors - Before they were "suicide doors," they were just doors. Backward-opening doors were a common feature on early cars, directly taken from the horse-drawn carriages that inspired motorized vehicles. Many early coachbuilt vehicles included them. When used on a sedan's rear doors, backwards-opening hinges create an architectural "double door" effect when both the front and rear doors are opened, reminiscent of large mansions. Although their look was always admired, the use of suicide doors declined after Ralph Nader targeted them along with other safety-compromising features in his 1965 book *Unsafe at Any Speed*.



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Types of Suicide Doors - While the basic concept of backwards-opening doors is straightforward, there are different ways automakers and custom car builders have incorporated them. Suicide doors are most often found as the rear side doors of a vehicle, while the front doors would still open normally, such as on the [Rolls-Royce Ghost](#). Alternatively, there are clamshell, or B-pillarless, doors. These also have the front doors hinged normally and the rear doors hinged backwards, but with the doors latching together when closed, rather than to a pillar in the center of the opening. Examples of this include the [Mazda RX-8](#) and [Honda Element](#). Suicide doors can also be found on coupes, lowriders, and other custom builds.

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Benefits of Suicide Doors - The main advantages of suicide doors are easier entry and exit, and graceful aesthetics. When the door is hinged backwards, a vehicle's occupant just steps forward and out, instead of having to maneuver around the door or swivel around in the seat. It's also self-evident that they look cool, enhanced by the rarity of the design.



Drawbacks of Suicide Doors - The biggest issue with suicide doors is safety, and this is the reason they're uncommon on modern vehicles. Before modern safety standards, when seat belts and effective door latches were rare, the dangers of suicide doors were more pronounced.

When opening a reverse-hinged door on a busy street, said door can turn into a beartrap if hit by a vehicle, crushing the person getting out rather than just ripping the door off. It's also much easier for an unbelted passenger to fall out, and there's the potential for a passenger who's fallen out to be dragged by the suicide door.

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Installation Considerations - Installing [custom suicide doors can be harder than one would think](#). The doors themselves need latches moved in most cases, in addition to the hinges and doorframe hardware needing to be swapped around. Installing OEM doors requires time and tuning to get a satisfactory fit, and needing aftermarket or [custom fabricated parts](#) elevates the challenge further. Just like many vertical or scissor door kits, many suicide door kits do not have the quality of the original pieces. Just like any other modification, getting it right often requires more time, effort, and money than it might seem.



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Why Are They Called Suicide Doors?

Suicide doors gained their moniker through that aforementioned reputation for danger. Modern quality and technology alleviate many of those potential issues, but it's still easier to design a safe vehicle with conventional doors than one with a clamshell design that includes rear suicide doors.

