



Southern Oregon Corvette Association

September 2026
Newsletter



September 2026 NEWSLETTER

Club Social

The Club Social is at the Corvette Bar & Grill at 1831 NW 6th St in Grants Pass on September 19 at 6pm. For more information, see the “Events” section (page 5) and the “Activities” section (page 8) for details.

Upcoming Meetings

General Membership Meeting, Wednesday, October 7th, 2026, **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:	Dan Smith
Secretary:	Debbie Simons
Treasurer:	Cathy Cardoza
Sgt-at-Arms:	Gar Stevens
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	Gar Stevens
Richard England	Don Hubbard
Norman Foley	Nichola Hayden
Rick Geagan	Yolanda Bruce
Dave Hartin	Jennifer Clark
Roy Hauser	Terry McClean
Scott Redd	Cathy Fultineer
Charles Simons	Lynnette Garcia

September Anniversaries

Terry & Danielle Asberry
Kim & Tammy Moore
Cathlene & Ray Essinger
Aggie & Jason Ramos
Dave Siddon
Roland & Penny Volpe
Jim & Diana Roarty

EVENTS:



2025 Southern Oregon Corvette Association (SOCA) Events

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

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

- *Sept 2nd – Membership Meeting at Rogue River Community Center at 132 Broadway St, Rogue River, 6:30pm
- *Sept 10th – Sept 13th – Corvettes on the Columbia
- *Sept 11th – NVHS Homecoming
- *Sept 19th – SOCA Social at Corvette Bar & Grill at 1831 NW 6th St In Grants Pass at 6pm with The Torpedoes
- *Sept 26th – Gordon Joelson Car Collection in Eagle Point

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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SOCA Social at The Original Roadhouse in Medford on August 15th



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PHOTO GALLERY

Car Show in Riddle on August 22nd





Different components of the Corvette evolve from generation to generation, and brakes are no exception. The 1953-1964 Corvette featured hydraulic, 11" drums, self-energizing brakes; in 1965, Chevy introduced disc brake technology. Now in 2021, the C8 Corvette includes performance brakes with larger brake rotors and performance brake pads. If you plan to upgrade your brake system or restore it to its original condition, Corvette Central has the brake parts to help you complete your project.



Brake Pad Bedding Procedures Explained



Brake pad bedding defined - Brake pad bedding involves heating a brake rotor and pad, through braking, to a specified temperature in order to allow the formation of a transfer layer. In order to maximize braking performance, brake pads must be bedded-in with their brake rotors. Following the bed-in procedures provided by the manufacturer will assure a smooth, even layer of transfer film on the rotor and will minimize brake vibration.

The brake system is then allowed to cool without coming to rest, resulting in an even transfer layer deposition around the rotor circumference. This procedure is typically repeated two or three times in order to ensure that the entire rotor face is evenly covered with brake pad material.



Because the adherent temperature range for brake pads varies widely (it's common to see 100°F-600°F for street pads and 600°F-1400°F for race pads), each bedding needs to be specific to each application. Too little heat during bedding keeps the material from transferring to the rotor face while overheating the system can generate uneven pad deposits due to the material breaking down and adhering to the rotor.

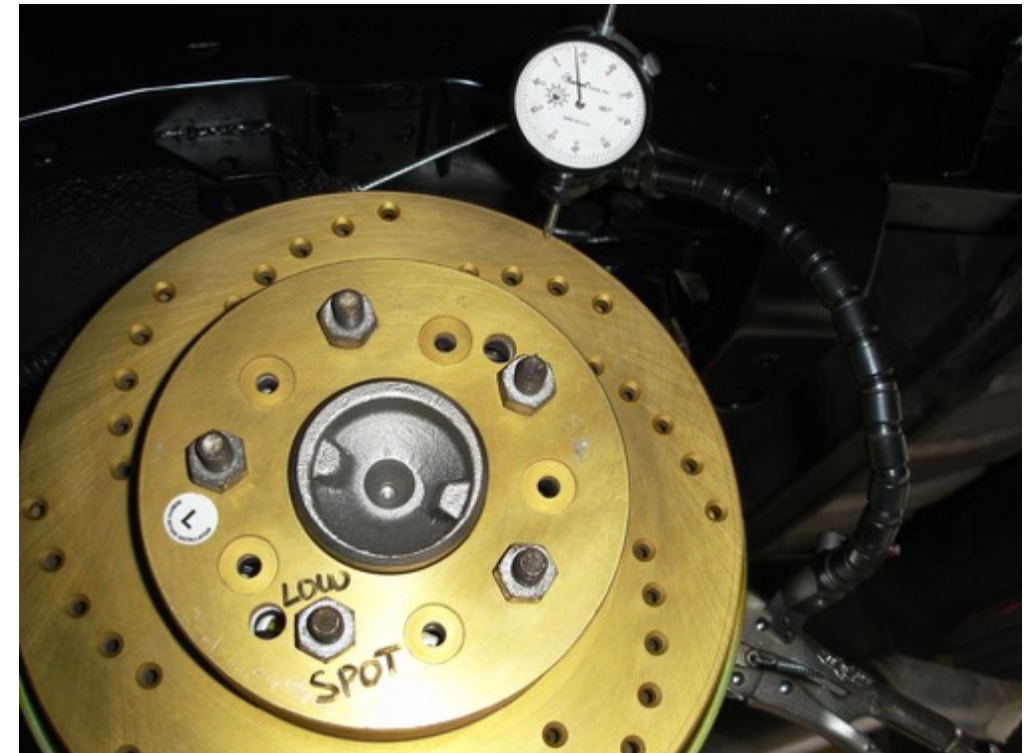
It only takes a small amount of thickness variation (TV) in the transfer layer to cause brake vibration. You may not notice the mild vibration initially, but as the pad starts gliding over high and low spots, TV will increase until the vibration is much more evident. Over time, the high spots can become “hot spots” and can actually change the metallurgy of the rotor in those areas, creating “hard” spots in the rotor face that are virtually impossible to remove.

Here are a few things to keep in mind when installing new rotors and pads:



When installing new pads, the rotors should be new or at least resurfaced to remove any transfer film from the previous set of brake pads.

- It is critical that the installer clean any rust, scale, or debris from the hub mounting surface thoroughly and check it for excessive run-out with a dial indicator gauge before installing the rotor.
- The new rotor should also be checked for excessive run-out using a dial indicator gauge before the caliper and pads are installed. If a rotor has excessive run-out of over .004" (.10mm) it should be replaced.





Failure to follow these procedures may result in brake shuddering, excessive noise, or other difficulties in bedding-in the new brake pads. The pads need a fresh surface to lay down an even transfer film. Residue from the previous pad compound on the surface or an irregular surface on a used rotor will cause the pads to grip-slip-grip-slip as they pass over the rotor surface under pressure. The resulting vibration will cause noise and telegraph vibrations through the suspension and steering wheel. This vibration is known as brake judder or brake shimmy. This is typically caused by an uneven transfer film on the rotor surface or an uneven surface on the rotor not allowing that transfer film to develop evenly. This is often misdiagnosed as a warped rotor.

Following are the recommended bedding procedures from each manufacturer that we carry:



BREMBO - In a safe area, apply brakes moderately from 60mph to 30mph and then drive approximately 1/2 mile to allow the brakes to cool. Repeat this procedure approximately 30 times.

HAWK - After installing new pads make 6 to 10 stops from approximately 35 mph with moderate pressure. Make an additional two to three hard stops from approximately 40 to 45 mph. Do not allow the vehicle to come to a complete stop. When completed with this process, park the vehicle and allow the brakes to cool completely before driving on them again. Do not engage the parking brake until after this cooling process is complete.

NOTE: Hawk racing pads (Blue, Black, HT-10, HT-12) may require a different bed-in procedure.

POWER SLOT & OEM - Follow the brake pad manufacturer's recommended break-in procedure taking care not to produce excessive heat in the system. Avoid heavy braking for the first 400-500 miles.

1. After installing new brake pads, make 6 to 10 stops from approximately 30-35 MPH applying moderate pressure.
2. Make an additional 2-3 hard stops from approximately 40-45 MPH.
3. DO NOT DRAG BRAKES!
4. Allow 15 minutes for brake system to cool down.