



SOUTHERN OREGON CORVETTE ASSOCIATION, LLC

Sponsored by



P.O. Box 865
Medford, Oregon 97501

www.sovette.com

501(c) (7) Non-profit Organization
Federal Tax I.D. #91-1819589

Newsletter November, 2015

2015 Directors

President: Sandee Anderson
Vice-President: Ron Howard
Secretary: Geoff White
Treasurer: Juanita Gillaspey
Sergeant-at-Arms: Tony Herrera
Past President (2013): Dave Wills

Appointed Positions

Historian: Group Effort
Photographer: Jody Gerber
Sunshine: Dora Surbrook
Activities: Group Effort
Event Reminder: Sheron Leigh
Membership: Florin Baldrige
Webmaster: Len Atlas
Parade Coordinator: Dora Surbrook
NCM Ambassador: Len Atlas

CORVETTE Weekend: Len Atlas
(Refer to Membership Roster for contact information)

December Birthdays

Nena Herrera 12/4
Wayne Gillaspey 12/10
Dennis Misner 12/10
Dave Siddon 12/19
Scott Butler 12/22
Dora Surbrook 12/27
Linda Cochran 12/31

December Anniversaries

Ron & Patty Howard
Larry & Roxanne Plew
Robert & Marlina Thiel
George & Tanya Wilson



Contact Dave Wills to order SOCA apparel.

Next Club Social

Due to the Thanksgiving Holiday, there will not be a November social.

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 interest.
- ☛ Sponsor or participate in activities to benefit the community through recognized charities as selected by the members of the Association.

- SOCA Constitution -

Upcoming Meetings

General Membership: Wednesday, December 2, 7:00 PM
Rogue River Community Center

Visitors are always welcome!



Events & Activities

November 21 – Due to the holiday there will be no November social.

December 2 – SOCA General Membership Meeting, 7:00 P.M., Rogue River Community Center, Rogue River.

December 12 – SOCA Christmas Party, Mac's Diner, Shady Cove. Details to be determined.

For additional events, information and links, go to the S.O.C.A. website Events Page

<http://www.sovette.com/default.asp?pg=activities>



Techin & Toolin

Winter Car Storage

Note: This is a reprint since winter storage is always a seasonally recurring topic.

Good routine maintenance procedures recommend changing fluids in the engine, transmission, differential, brakes, cooling system, etc. at regular intervals depending upon operating conditions, e.g., short distance urban driving vs. long-distance highway travel vs. track time.

Storage intervals introduce additional conditions for consideration. Moisture sitting in or on the equipment over the winter means corrosion. However, oil, grease and air conditioning seals tend to dry out, and brake lining and clutches have been known to stick. Change intervals for brake fluid and coolant and engine oil in some cases (additive package) are time sensitive rather than mileage related.

The storage procedures for **Corvettes** prior to 1984 may vary somewhat from the procedures for later models, particularly with respect to the evolving technology of materials such as metal alloys, rubber, synthetics, and plastics used in engines, carburetion or injection, electronics and wiring, tires, interiors, fuel tanks, etc. Each **Corvette** owner should review his/her car's current maintenance schedule status and consider at least some of these conditions when placing the car into storage.

This article is oriented towards short to medium term storage, such as over several winter months and is not intended to cover all of the aspects involved with storage of the various **Corvette** models. Additional steps need to be taken for long-term storage, particularly with respect to engine care, etc.

Exterior - Wash the car thoroughly to remove any pollution, tree sap, bird droppings, etc. from the paint, including door jams, hood and trunk lid crevices. Assuming your **Corvette** is already waxed (It is, isn't it); apply a "quick detailer spray" coat or two to augment the wax coat. Convertible tops should be vacuumed and washed with a mild detergent designed for vehicle vinyl or fabric top materials and allowed to dry thoroughly. Brake dust is very corrosive. Remove the wheels from the car and thoroughly clean the tires, wheels (inside and out) and wheel wells. "Quick detailer spray" also works well on wheels. Apply a quality rubber and vinyl dressing or protectant to the weather stripping and exterior trim. This is also a good time to lube the hood, door and trunk latches and locks and polish any chrome trim you may have in the engine compartment.

Interior - Spend some time and get everything really clean. Clean the carpets and the glass, inside and out. Clean and condition the leather seats, steering wheel, shift knob and boot. Sweat, soil and other contaminants can pre-maturely age untreated leather surfaces. Clean all the interior nooks and crannies, under the seats and behind the pedal cluster. Clean the trunk and spare tire carrier.

Change Oil & Filter - Change the oil and filter just prior to storage. Oil becomes acidic in use and absorbs moisture (a natural byproduct of combustion) and will evaporate out of the old oil and condense on the engine internals causing corrosion. Synthetic oil typically has a stronger additive package which helps to combat the corrosive elements.

Anti-freeze – Check the anti-freeze for sufficient protection for anticipated storage temperatures.

Over-inflate Tires – Increase tire pressure to perhaps 40 psi or to the maximum cold pressure specified on the sidewall. This will offset the pressure drop with ambient temp. Flat spotting from storage is less of an issue with today's radial tires. Any flat spotting that does occur usually diminishes quickly with a few minutes of normal driving. Some say to put the car on blocks, but with modern independent suspension, it's not good to leave it 'unsprung' for long periods. (Note that suspension bushings are always torqued at normal ride height.)

Gas Up - Fill gas tank with fresh, premium fuel preferably without ethanol. A partially filled tank will corrode from condensation and ethanol attracts moisture from the air. Add a gasoline stabilizer such as Stabil before putting in the gas. Run the engine a while to make sure that the stabilized gas has filled the entire fuel system.

Battery – Clean cable connections, battery tray and hold down brackets. Top off with distilled water unless the battery is sealed. Newer Corvettes (1984 to present) have a number of onboard circuits drawing power when the ignition is "off". A battery maintainer such as a Battery Tender (1.25 amp) or Schumacher (1.5 amp), will fully charge the battery and automatically maintain the optimal charge level without overcharging.



Park & Cover - Park the car on a sheet of Vinyl on the garage floor which extends approximately 2 ft around the perimeter of the car. Garage floors can seep moisture through the winter which can condense on the suspension and underside of the car, causing corrosion. Desiccants can be placed inside the car to prevent mildew and keep leather from deteriorating due to accumulated moisture. Cover the car with at least an inexpensive, single layer breathable cover for dust protection.

Rodent damage – Rodents are a genuine storage risk factor, so leave ***nothing*** edible in the area. Mice love to chew on rubber, plastic, vinyl, insulation, and have a particular taste for wiring harnesses. Place several rodent traps in the storage area and some owners encircle the car with moth balls on the floor. You might put some moth balls inside the car and engine compartment (***Remove before starting engine!***). Irish Spring soap and Bounce dryer sheets are a much nicer alternative to the old mothball method. Crumple aluminum foil and stuff it into each exhaust tip, just leave enough sticking out to grip and pull it out before starting the car. Or instead, you could cover each exhaust tip with a small towel and wrap a rubber band around it.

To Start or Not - Starting the car during storage is neither necessary nor desirable. Most typical engine wear occurs during cold start and warm-up because of thermal stress on the internal parts which probably have a static temperature around 30 to 40 degrees. It's questionable that if started you will get the engine hot enough to burn off the moisture, acids, etc. the engine is creating while running especially from a cold start. This ends up contaminating that clean oil you put in the car. There is no point in starting the engine until you plan on driving the car regularly.

Optional Engine Storage – For older engines and/or storage periods longer than eighteen months you might consider how to alleviate all the wear that occurs when the engine is started cold. Remove sparkplugs and lube the cylinders with a little motor oil and manually rotate engine with a wrench. This can be done both when taking the car out of storage and also prior to storage depending on the circumstances. In the spring, carburetor bowls may need to be filled with a syringe until fuel barely dribbles out the venture discharge nozzles before the normal cold start procedure.

Also, WD-40 can be used effectively on the engine, wires, etc. to keep moisture from collecting. This is a common storage procedure on race cars between races. It burns off when the engine is started and run. Pull the distributor cap and spray CRC 556 or WD 40 inside it and then replace the cap. This will stop moisture from forming in the cap. Also lubricate all of the linkages, throttle, kickdown, etc. with a good grade of white lithium grease.

Insurance - Maintain comprehensive insurance on the car, but suspend liability and other coverages. Check with your insurance company about coverage if the car is stored in a storage unit rather than your residential garage.

Springtime Check list – Taking your Car out of Storage

Now you get the benefit of all the work to put the car in storage.

1. Reinstate insurance coverage.
2. Remove rodent protection inside and around the car including the engine compartment and exhaust tips.
3. Disconnect the battery maintenance charger.
4. Do a general safety, leak and fluid check inspection.
5. Reset tire pressure to normal front & rear driving pressure levels.
6. Remember to check age of brake fluid and coolant which may need to be flushed.
7. Determine if engine oil needs to be changed.



Disclaimer - Discretion is advised. The preceding information may not apply to specific vehicles or all circumstances. Always refer to the manufacturer's specifications, service manuals, technical data and product information.

