



# SOUTHERN OREGON CORVETTE ASSOCIATION, LLC

Sponsored by



P.O. Box 865  
Medford, Oregon 97501

[www.sovette.com](http://www.sovette.com)

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

## Newsletter February 2015

### 2014 Directors

**President:** Sandee Anderson  
**Vice-President:** Ron Howard  
**Secretary:** Geoff White  
**Treasurer:** Juanita Gillaspey  
**Sergeant-at-Arms:** Florin Baldrige  
**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)

### March Birthdays

Stephen Clarke 3/5  
Wayne Surbrook 3/6  
Marga Atlas 3/7  
Chris Wilson 3/16  
Cathy York 3/16  
David Allen 3/24  
Sandee Anderson 3/26  
Jerome Brown 3/29

### March Anniversaries

Florin & Elizabeth Baldrige  
John & Sandra Castle  
Wayne & Juanita Gillaspey



Contact Dave Wills to order **SOCA** apparel.

### Next Club Social

February 21, 2015, 6:00 P.M.  
**Elmer's, 2000- Biddle Road, Medford**

Please RSVP to Sheron Leigh, 541-955-9224,  
[1gypsyleigh@gmail.com](mailto:1gypsyleigh@gmail.com) if you would like to attend.

### 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, March 4, 7:00 PM  
Rogue River Community Center

**Visitors are always welcome!**

## Spring Is Nearly Here!

Watch your email and  
newsletters  
for announcements  
of runs and the 2015 parade  
schedule.



## Events & Activities

- Feb 14-15** – 37<sup>th</sup> Annual Jackson County Rod & Custom Show, Jackson County Fairgrounds, Central Point.
- Feb 21** – SOCA Social, 6:00 P.M. Elmer's, 2000 Biddle Road, Medford
- Mar 4** – SOCA General Membership Meeting, 7:00 P.M., Rogue River Community Center, Rogue River.
- Mar 21** – SOCA Social, 6:00 P.M. Bohemian, 233 SW G Street, Grants Pass
- April 1** – SOCA General Membership Meeting, 7:00 P.M., Rogue River Community Center, Rogue River.
- April 11** – 61<sup>st</sup> Pear Blossom Run and Street Fair, Downtown Medford. Form up at Rogue Valley Mall, 9:00 A.M.
- April 18** – SOCA Social, 6:00 P.M. Location to be determined.
- May 2** – Magical Merlin Parade, Merlin. Meet at Umpqua Bank, Merlin (I-5 Exit 61) 8:45 A.M. Lunch to follow at Galice Resort.
- May 6** – SOCA General Membership Meeting, 7:00 P.M., Rogue River Community Center, Rogue River.
- May 17** – 3<sup>rd</sup> Annual Cops and Rodders Car Show, Medford.
- May 23** – SOCA Social, 6:00 P.M. Location to be determined.
- May 23-24** – Corvettes of Lake County Present the 11<sup>th</sup> Annual "Run to the Lake," Lakeport, CA.

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

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



## Tire Chains for Winter Use - The Tire Rack

A snowstorm can quickly change driving on mountain roads from an enjoyable adventure into a hazardous experience. Years ago, government agencies in mountainous regions required vehicles to be equipped with tire chains (or at least have them stored in the trunk) before the vehicle would be allowed to begin travel through snow covered mountain passes during winter storm periods.

In the mid-1990s, Transport Canada (Canada's counterpart to the U.S. Department of Transportation) requested a new tire standard be developed to help ensure consumers could easily identify and purchase tires designed to provide a higher level of traction in harsh winter conditions. By the turn of the century, The U.S. Rubber Manufacturers Association (RMA) and the Rubber Association of Canada (RAC) agreed on a performance based standard to identify tires that met the severe snow service standards and would be branded on their sidewalls with a "snowflake-on-the-mountain" symbol. In addition to tire chains, winter tires meeting this performance standard are also considered traction devices, allowing passage in many mountainous regions. As always, when in doubt, contact area authorities to confirm local tire chain regulations.

If tire chains are required, here are 10 basic guidelines for their use:

1. Tire chains should be installed on the drive wheels of the vehicle following the chain manufacturer's instructions, To retain as much of the normal handling characteristics of 4WD/AWD vehicles as possible, tire chains should be installed on all four tires, requiring the purchase of two pairs of tire chains.
2. Buy chains that are the correct size for the tires. A proper fit is key to receiving the desired performance and durability. Do not deflate tires to install tire chains. A correctly sized tire chain will fit over a properly inflated tire. Additionally, because there is typically no source of compressed air to refill a deflated tire, driving with low tire pressure may cause permanent damage to the tire. Snow chains may not be available for all tire sizes.
3. Use only SAE Class "S" chains. The restricted wheel well clearance in most of today's down-sized and front drive vehicles require tire chains to operate in an envelope that is no greater than 1.46-inches vertically and .59-inches laterally around the tire. These minimum clearances must be maintained between the tires and the vehicle's fenders, suspension, struts, brake lines and braces.
4. It is important to pre-fit chains prior to actual use. Being faced with the choice of either damaging their vehicle or not completing a journey if the tire chains didn't fit is not a choice many drivers would want to have to make. Pre-fitting the chains will also allow the driver to become familiar with their installation. Since tire chains will only be required when the weather is at its worst, who would want to learn how to install them during a blizzard?

You may want to buy a tire chain installation helper. These small ramps are designed to prevent slipping and allow you to lay a cross chain in a pre-formed indentation. Once you drive onto the ramp, the chains are positioned under your tire for easier installation following the manufacturer's directions.

5. Tire chains should always be carried in the trunk during the appropriate times of the year and only mounted on the vehicle when warranted by driving conditions or required by law.

For example, California's 2003 tire chain requirements depend on the severity of the snowstorm and are as follows:

**Requirement One (R1): Snow tires or chains are required.**

**Requirement Two (R2): Chains are required on all vehicles except four-wheel drive vehicles equipped with snow tires on all four wheels.**

**Requirement Three (R3): Chains are required on all vehicles, no exceptions.**

**Note: According to California guidelines, R1 and R2 are the most common conditions because the highway is usually closed to traffic before an R3 condition is imposed.**

6. When highway signs indicate tire chains are required, a driver will usually have about one mile between the "Chains Required" signs and the passage checkpoint. However, these control areas can shift rapidly from place to place because of changing weather and road conditions.



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7. After initial chain installation, all of the tire chains should be retightened after the vehicle has been slowly driven forward or backward at least 15 feet. Failure to do so may allow the chains to remain loose, risking damage to the vehicle and reducing chain life.
8. Accelerate or decelerate slowly. Avoid spinning or locking the wheels.
9. Limit the vehicle's speeds to within the recommended range provided by the tire chain manufacturer.
10. If a cross chain should fail, stop immediately and make necessary repairs. Do not drive with a broken chain.
11. Remove the chains as soon as the vehicle reaches clear roads. When removing chains, drive beyond the signs reading "End Chain Control" to a pull-off area where you can safely remove them.

While it sounds like snow chains are considered a last resort for when the conditions get really bad, preparation before driving into snow country in winter is important because it helps control a potentially frustrating and tiring driving experience.

Note: Tire Rack does not sell tire chains at this time.

## Winter Maintenance Tips- The Tire Rack

Because winter tires typically have very aggressive tread designs they are more susceptible to the irregular wear that can be caused by suspension misalignment (or worn parts). Of the three normal alignment adjustments ([caster](#), [camber and toe](#)) the camber and toe settings are the most important while caster settings have little influence on tire wear.

Camber is important and is used to describe the vertical tilt of your tires. If the top of the tire tilts outward it is called positive camber, and if it tilts inward it is called negative camber. The camber settings that should be used with winter tires are the vehicle manufacturers' preferred settings. Too much positive camber will wear the outside edges of your tires, while too much negative camber will wear the inside edges.

The toe setting is very important and it is used to describe if the tires on both ends of the same axle are aligned to drive towards (toe-in) or away (toe-out) from each other. Most vehicles have their suspension components connected to the body through rubber bushings. When the vehicle is in motion, tire rolling resistance pulls back on the tires of a non-driven axle, and driveline torque pulls forward on the tires of the driven axle. The toe settings have been selected to compensate for the slight suspension movement allowed by the rubber bushings. The toe settings that should be used with winter tires are also the vehicle manufacturers' preferred setting.

As with most automotive adjustment specifications, there are preferred settings along with their tolerances. When aligning for winter tires, only the vehicle's preferred settings should be used. For example, if a vehicle's preferred toe setting calls for 1/8" in, and allows a tolerance of  $\pm 1/16$ " and if the vehicle's toe is set at 3/16" in (the maximum toe-in allowed) each front tire will be dragged towards the other about 80 feet for every mile driven.

It is best to have your vehicle's alignment checked and corrected twice a year. Align it in the spring (using performance alignment settings) to prepare for summer, and in the fall (with the vehicle's preferred settings) to prepare for winter.



**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.

