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CORVETTE ASSOCIATION, LLC

P.O. Box 865 • Medford, Oregon 97501
501(c) (7) Non-Profit Organization • Federal Tax I.D. #91-1819589

Newsletter August 2018

2018 Directors

President: Ron Howard
Vice-President: Tony Herrera
Secretary: Paul Mitchell
Treasurer: Carol Misner
Sergeant-at-Arms: Patrick Smith
Past President (2017): Tony Herrera

Appointed Positions

Historian: Group Effort
Photographer: Group Effort
Sunshine: Sandee Anderson
Activities: David Allen
Event Reminder: Pat Dobson
Membership: Robert Thiel
Webmaster: Cathy York & Sharon Hook-Martino
Parade Coordinator: Dora Moore & Sheron Leigh

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 -

September Birthdays

Rhonda Bohall 9/2	Jennifer Clark 9/15
Arlene Maradie 9/3	Dale Yellin 9/15
George Wilson 9/3	Gar Stevens 9/16
Norman Foley 9/10	Bob Brown 9/21
Don Hubbard 9/11	Yolanda Burton 9/29
Teri Lowery 9/13	

Upcoming Meetings

General Membership Meeting, September 5, 2018
7:00 PM, Rogue River Community Center.

Visitors are always welcome!

September Anniversaries

Mike Duggan & Tonjie Ophus
Jim & Diana Roarty
Dave & Riley Siddon

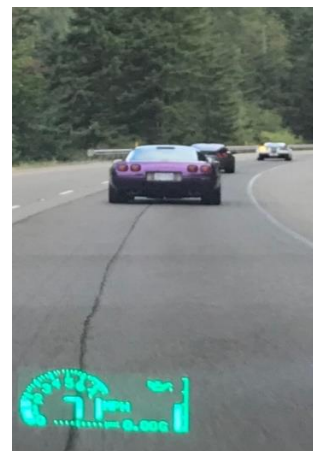
🚩 SOCA Logo Apparel 🚩

Contact Tony Herrera

Next Club Social

August 18th, SOCA Social. Drive & Dinner. Detail TBA

Please RSVP to Pat Dobson @
pdobson0503@icloud.com or 541-664-4506



It's just SO difficult to keep Corvettes going 65 MPH!



Southern Oregon Corvette Association, LLC.

August 4th, Drive to Loon Lake. This is a beautiful lake 20 miles east of Reedsport off highway 38. It boasts one of the finest campgrounds with a warm, sandy beach.

August 18th, SOCA Social. Drive and dinner. Details TBA.

September 1st, Diamond Lake End of Summer Celebration. Details TBA.

September 8th, Cars & Coffee Corvette Event in Wilsonville. Details TBA

September 15th, Sigel Show & Shine. Details TBA

September 22th, SOCA Social. Drive & dinner. Details TBA

October 6th, 28th Annual Sea Cruise Car Show in Crescent City. Details TBA

October 20th, SOCA Social, Details TBA

November 17th, SOCA Social, TBA.

December 1st, Grants Pass Christmas Parade. Detail TBA

December 8th, SOCA Christmas Party at Taprock restaurant in the Evergreen room in Grants Pass @ 6:00pm. Details TBA.

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

<https://www.sovette.com/events>



Techin & Toolin

Breaking-In Your Tires – The Tire Rack

Tires are comprised of many layers of rubber, steel and fabric. Due to these different components, your new tires require a break-in period to ensure that they deliver their normal ride quality and maximum performance. As tires are cured, a release lubricant is applied to prevent them from sticking in their mold. Some of the lubricant stays on the surface of your tires, reducing traction until it is worn away. Five hundred miles of easy acceleration, cornering and braking will allow the mold release lubricant to wear off, allowing the other tire components to begin working together. It is also important to note that your old tires probably had very little tread depth remaining when you felt it was time to replace them. As any autocrosser or racer who has tread rubber shaved off of his tires will tell you, low tread depth tires respond more quickly. Don't be surprised if your new tires are a little slower to respond (even if you use the exact same tire as before). Their new, full depth brings with it a little more tread squirm until they wear down.

***NOTE:** Be careful whenever you explore the capabilities of your new tires. Remember that every tire requires a break-in period of 500 miles for optimum performance.*

Air Pressure: When and How to Set – The Tire Rack

Maintenance Tips to Increase Tire Performance, Life and Durability

Check and adjust first thing in the morning. Set according to the vehicle manufacturer's cold tire pressure(s) recommended on the vehicle's tire placard or in its owner's manual. This must be done before rising ambient temperatures, the sun's radiant heat or even driving short distances temporarily warms the tires.

Accommodating Variables

Indoor-to-outdoor Temperature Variation. Significant differences between the conditions tire pressures are set (the warmth of an attached garage, heated garage or service shop) and in which the vehicle will be driven (winter's subfreezing temperatures) requires inflating tires 1 psi higher than recommended on the placard for every 10° F difference in temperature between interior and exterior temperatures.

Afternoon Ambient Temperature Increase. *Set 2 psi above vehicle manufacturer's cold inflation recommendations when installing new tires or if the vehicle has been parked in the shade for a few hours.

Tire Heat Generated While Being Driven (or at speeds of less than 45 mph).*- Set 4 psi above vehicle manufacturer's cold inflation recommendations.

Heat Generated While Being Driven Extensively (or at sustained speeds greater than 45 mph).*Set 6 psi above vehicle manufacturer's cold inflation recommendations.

Do Not Release Hot Tire Pressure if any of these variables could be the cause of measured tire pressure exceeding the maximum psi branded on the tire's sidewall by the 2, 4 or 6 psi indicated above for the various conditions. This temporary pressure increase is expected and designed into the tire's capabilities.

***Note:** Tires on a parked vehicle exposed to direct sunlight will appear overinflated due to the heat absorbed from the radiant energy of the sun. Pressures cannot be accurately set on these tires until all have stabilized in the shade.

Air Pressure - Correct, Underinflated, and Overinflated – The Tire Rack

Advantages of Correct Tire Inflation

Maintaining correct tire inflation pressure helps optimize tire performance and fuel economy. Correct tire inflation pressure allows drivers to experience tire comfort, durability and performance designed to match the needs of their vehicles. Tire deflection (the tread and sidewall flexing where the tread comes into contact with the road) will remain as originally designed and excessive sidewall flexing and tread squirm will be avoided. Heat buildup will be managed and rolling resistance will be appropriate. Proper tire inflation pressure also stabilizes the tire's structure, blending the tire's responsiveness, traction and handling.



Disadvantages of Under-inflation

An underinflated tire can't maintain its shape and becomes flatter than intended while in contact with the road. If a vehicle's tires are underinflated by only 6 psi it could lead to tire failure. Additionally, the tire's tread life could be reduced by as much as 25%. Lower inflation pressure will allow the tire to deflect (bend) more as it rolls. This will build up internal heat, increase rolling resistance and cause a reduction in fuel economy of up to 5%. You would experience a significant loss of steering precision and cornering stability. While 6 psi doesn't seem excessively low, remember, it usually represents about 20% of the tire's recommended pressure.

Disadvantages of Over-inflation

An overinflated tire is stiff and unyielding and the size of its footprint in contact with the road is reduced. If a vehicle's tires are overinflated by 6 psi, they could be damaged more easily when running over potholes or debris in the road. Higher inflated tires cannot isolate road irregularities well, causing them to ride harsher. However, higher inflation pressures usually provide an improvement in steering response and cornering stability up to a point. This is why participants who use street tires in autocrosses, track events and road races run higher than normal inflation pressures. The pressure must be checked with a quality air gauge as the inflation pressure cannot be accurately estimated through visual inspection.

Tire Storage Recommendations — *Corvette Action Center*

The tread and sidewall of tires are compounded to resist deterioration caused by sunlight and ozone. Nevertheless, stored tires should be protected against these and other potentially damaging conditions. An important thing to remember about tire storage is to use the tires which have been in stock the longest period of time. The longer the storage period, the more exposure there is to potential damage.

Do Store

Where area is clean, cool, dry, dark and well ventilated but with a minimum of circulating air so that tires on the bottom of a stack retain their shape.

- Whitewall to whitewall to avoid staining.
- Protected by an opaque waterproof covering, if outdoors, but avoid creating a heat box or steam bath.
- Where tires are raised off the storage surface, if outdoors.

Avoid Storing

Where area is wet, oily, greasy. Where subject to extreme temperatures.

- In the same area as an electric motor or other ozone generating sources (if there is a question, check ozone levels to be sure they do not exceed 0.08 ppm).
- On black asphalt or other heat absorbent surfaces.
Adjacent to highly reflective surfaces (i.e., snow covered ground or sand).
- On piers, ship decks or other open, unprotected areas.

Storing Tires Mounted on Wheels

It is best to store a vehicle on blocks to remove all weight from the tires. If the vehicle cannot be blocked up from the storage surface, completely unload it so minimum weight will rest on the tires. Keep tires inflated to recommended operating inflation pressure. The surface should be firm, reasonably level, well drained and clean. Do not store on blacktop or oil stabilized surfaces.

Move the vehicle at least every three months to prevent ozone cracking in the bulge area and also to prevent a "flat spot" from developing (due to strain from deflection). If tires do develop a temporary "flat spot", it will usually disappear in a short period of time (for example, the first 25 miles of service).

Storing inflated Tires Not Mounted On Wheels

All of the preceding guidelines apply in this instance. Keep tires inflated to recommended operating pressure.

Before Placing Tires In Service

- Inspect tires to be sure they are clean and free from foreign objects.
- Remove any water that has collected in an unmounted tire.
- Check for proper operating inflation pressure.



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

