



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 January 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)

February Birthdays

Jack Luce 2/5
Renate Cherry 2/13
Juanita Gillaspey 2/15
Joyce Landis 2/15
Phillip Sherman 2/16
Tony Herrera 2/18
Sheron Leigh 2/23
Ken Axling 2/27
Karen Calvert 2/27
Riley Siddon 2/28

February Anniversaries

David & Julie Allen
Tony & Nena Herrera

SOCA Logo Apparel

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







Next Club Social

January 24, 2015, 6:00 P.M.

Elmer's, 175 NE Agness Ave., Grants Pass

Please RSVP to Sheron Leigh, 541-955-9224,
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, February 4, 7:00 PM
Rogue River Community Center

Visitors are always welcome!

S.O.C.A Christmas Party



December 13, 2014



Events & Activities

Feb 4 – SOCA General Membership Meeting, 7:00 P.M., Rogue River Community Center, Rogue River.

Feb 14-15 – 37th Annual Jackson County Rod & Custom Show, Jackson County Fairgrounds, Central Point.

Feb 21 – SOCA Social, 6:00 P.M. Location to be determined.

Mar 4 – SOCA General Membership Meeting, 7:00 P.M., Rogue River Community Center, Rogue River.

Mar 21 – SOCA Social, 6:00 P.M. Location to be determined.

April 1 – SOCA General Membership Meeting, 7:00 P.M., Rogue River Community Center, Rogue River.

April 11 – 61st 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.

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 Driving Tips - The Tire Rack

Severe weather makes driving treacherous. Snow, ice, freezing rain, fog and even the winter sun all conspire to make winter driving more difficult and dangerous. With a little planning and a little training, this winter doesn't have to be a "white knuckle" winter for you. The two phenomenon associated with loss of grip in winter conditions are understeer and oversteer.

The following excerpts on these situations and how to avoid and correct them were taken from the Bridgestone Winter Driving School's "Modern Winter Driving Techniques."

Understeer

Understeer is just what it sounds like: the car is not turning as much as you would like. Being in a car that refuses to turn can be very intimidating, and understeer is the most difficult situation to control on a slippery road. Like most bad situations, understeer is best controlled by avoiding it, by adjusting your speed properly before entering a corner. Understeer is usually caused by entering a corner too fast, or by braking while trying to turn. In front-wheel drive cars, understeer can result from excessive acceleration while cornering.

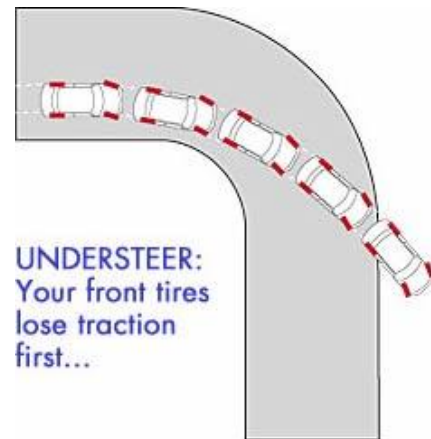
To most effectively control your car on a slippery road, you should always use only one control at a time. While cornering, for instance, you should be off the brake and off the accelerator, coasting through the turn and using all available grip for steering. The proper way to negotiate any curve or corner is to brake on the straightway before the curve to adjust your speed; then coast and steer through the turn. When you start to straighten the steering wheel as you exit the curve, gently accelerate out of the turn.

Okay, so you didn't adjust your speed properly, and your car is understeering. What now?

First, there are several things you should NOT do. Don't increase your steering angle, because the tires have already lost grip and increasing the steering will only make it worse. Don't hit the brakes because the front tires are already skidding, and more brake pressure will only make it still worse.

So, what can you do? Frankly, not much. Look ahead, anticipate, and don't panic! Your best chance of correcting an understeer is to lift off the accelerator and stay off the brake. As the car's weight shifts forward, it will load the front tires, improving their grip while you carefully decrease the steering angle. This improved grip and slower speed should allow you to steer smoothly back into the corner.

Keep in mind that your feel for the car's steering is critical: it must be smooth and sensitive at a time when you are under the stress of avoiding an accident. Practice is the only way you will be able to function under that pressure. Remember to take advantage of any safe place you can find to practice winter driving.



...and your car refuses to turn.



Oversteer

Like understeer, oversteer is exactly what it sounds like: your car turns more than you want it to. Oversteer occurs when you lose grip on the rear tires in a corner, and the side force pulls the back of the car to the outside of the turn.



...and your car tends to spin.

This is generally the result of excessive speed when entering a corner. If you suddenly decelerate in the corner, the weight transfers to the front, giving less grip to the rear tires and allows the centrifugal force to pull the back of the car to the outside of the curve. To avoid oversteer, adjust your speed before the corner, and remember to be sensitive to the feel of the car. By anticipating trouble, you will be ready to respond if the rear end of the car starts to swing out.

If your car starts to lose grip on the rear wheels because of this weight transfer, you should gently accelerate to transfer the weight back to the rear wheels, while you steer in the same direction in which the rear end is sliding. Remember to look down the road in the direction you want the car to go, and be sensitive to the feel of the car. This way, you will be ready to adjust the controls when the car responds to your corrections. If you don't steer back to your original direction before the car recovers, you could end up skidding in the opposite direction. This is known as a counter-skid.

In rear-wheel drive cars, make sure the oversteer is not coming from simple wheel spin. If it is, adjust your accelerator pressure to eliminate the wheel spin. In any case, the earlier you catch the oversteer the easier it will be to control. Balance and

smoothness are the keys to controlling a car that is close to the grip limit.

Winter Air Pressure...You Can't Just Set It...And Then Forget It

Tires don't really carry the weight of your vehicle...the air pressure inside them does. And maintaining the correct air pressure is a requirement for good handling, traction and durability. The tire pressure recommended in your vehicle's owner's manual or on the tire information placard is a "cold" pressure, so it should be checked in the morning before you drive more than a few miles.

The fall and early winter months are the most critical times to check your tire's inflation pressures because air is a gas which contracts as the days get shorter and the temperatures get colder.

For every 10 degree Fahrenheit change in outside temperature, your tire's inflation pressure will change by about 1 psi (up with higher and down with lower temperatures)

In most parts of the country the typical difference between average summer and winter temperatures is about -50 degree F. That difference results in a loss of about 5 psi, which will sacrifice tire performance and treadwear!

If you are fortunate enough to park in an attached or heated garage you will also "lose" pressure when you leave its warmth and venture into the real world outside. So add 1 psi of "cold" tire pressure to compensate for each 10 degree temperature difference.

And finally, don't forget to keep your valve caps on. If left off, moisture can freeze in the valve and allow the air to escape.



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.

