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ASSOCIATION, LLC

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

Newsletter May 2017

2016 Directors

President: Tony Herrera
Vice-President: Ron Howard
Secretary: David Allen
Treasurer: Juanita Gillaspey
Sergeant-at-Arms: Patrick Smith
Past President (2015): Ron Howard

Appointed Positions

Historian: Group Effort
Photographer: Group Effort
Sunshine: Sandee Anderson
Activities: Group Effort
Event Reminder: Pat Dobson
Membership: Robert Thiel
Webmaster: Cathy York & Sharon Hook-Martino
Parade Coordinator: Nena Herrera
NCM Ambassador: Len Atlas
CORVETTE Weekend: Ron Howard
(Refer to Membership Roster for contact information)

Membership

June Birthdays

Forest Bohall 6/2
Sandra Castle 6/21
Janet Hubbard 6/21
Len Atlas 6/22
Douglas Watson 6/24

June Anniversary

Dan & Karen Calvert
Scott & Jo Ann Lloyd
Dave & Cathy York



Contact Tony Herrera

Next Club Social

May 20, Collier Logging Museum. Dinner @
Debbie's Diner in Medford

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

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 Meeting, June 7,
7:00 PM, Rogue River Community Center.

Visitors are always welcome!



Pat and Kerry at the Galice Resort after the Merlin Parade just havin' fun at another SOCA event!



Events & Activities

May 14 – Mother's Day

May 20 - Collier Memorial State Park & Logging Museum Drive & Social at Debbie's Diner
3808 S Pacific Hwy. 541 512-1560

May 29 – Memorial Day

June 7- SOCA General Membership Meeting, 7:00 P.M., Rogue River Community Center,
Rogue River

June 17- SOCA Cruise & Social. Redding, Cal. Tour of the Calif. Dept. of Forestry Training
Center which includes Planes, tanker trucks, helicopters and an informational lecture. Details
TBA. Redding Corvette Club to be invited to join us.

June 18 – Father's Day, Summer Begins! Schmidt Winery "Wines & Wheels" event. This is a
Sunday event.

June 21 – SUMMER BEGINS!

June 24 – Rooster Crow Parade, Rogue River. Drive & Lunch Run. Details TBA

July 4 – Eagle Point Parade. Details TBA

July 5- SOCA General Membership Meeting, 7:00 P.M., Rogue River Community Center,
Rogue River

July 14 – 15 CORVETTE WEEKEND!

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

August 12 – SOCA Cruise & Social. Trees of Mystery Cruise. Details TBA

OTHER EVENTS: Sept. 16 – Lake of the Woods Car Show & December – Grants Pass
Christmas Parade. Details TBA

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

Wheel Lug Torquing – Tire Rack

Proper installation requires torquing wheel-attaching hardware (lug nuts or bolts) to the recommended specification for the vehicle make, model and year. Torque specifications can be found in the vehicle's owner's manual, shop repair manual, industry reference guides or obtained from the vehicle dealer.

Proper torquing requires using the correct tools, procedures and patterns to prevent over-tightening hardware, stripping threads and stretching studs, as well as will reduce the possibility of warping brake drums, brake rotors or suspension hubs.

Under- or over-tightening wheel-attaching hardware can be damaging and dangerous.

Torque specifications are for dry threads only. The fastener threads should be free of oil, dirt, grit, corrosion, etc. The hardware should turn freely without binding when tightened by hand. *It is important NOT to lubricate hardware threads or seats.* The friction at which torque is measured against should come from the hardware seats. Lubricating hardware threads and seats alters the friction generated at the lug seat which will result in inaccurate torque readings and/or over-torquing of the hardware.

We recommend starting hardware by hand, them manually and then using a beam or click-torque wrench to apply the final torque and the recommended torque value has been

We do not recommend using impact guns or sticks when installing wheels.

Impact guns deliver torque as torsional impacts, internal hammers. Delivering torque as torsional can damage hardware and wheel finish. Some such as Porsches, require the use of special to tighten the hardware without damaging their coating.



snugging
type
confirm
reached.
torque

made by
impacts
vehicles,
sockets
anodized

The proper application of a torque stick requires the use of a lower valve torque stick than the vehicle's specified torque setting first. Only then should the hardware be tightened to the final torque setting using a beam or click-style hand torque wrench. Often this critical step in the procedure is overlooked and the result is inaccurately applied torque on the hardware.

Some of the variables that can cause inaccurate torque delivery:

- Type of impact used (air, electric, cordless)
- Power (air pressure, air volume, length of hose, size of fittings, battery power, battery age)
- Impacts per second
- Size of internal hammers
- Possible use of additional adapters
- Socket size, weight, length
- Operator grip strength
- Weight of the impact
- Applied angle during use



Attempting to fully tighten hardware with impact guns/torque sticks also prevents using a click-type torque wrench to confirm the specified amount of torque is present. While a click-type torque wrench can identify when the selected torque has been reached, it cannot diagnose excessive torque.

Once you have the right tools, use the appropriate crisscross sequence (patterns shown below) for the number of the vehicle's wheel-attaching hardware positions until all have reached their specified torque value.



Tightening and Loosening Patterns

New wheels should be re-torqued after the first 50 to 100 driving miles.

This should be done in case the clamping loads have changed following the initial installation due to the metal compression/elongation or thermal stresses affecting the wheels as they are breaking in, as well as to verify the accuracy of the original installation.

When rechecking torque value, wait for the wheels to cool to ambient temperature (never torque a hot wheel). Loosen and retighten to value, in sequence using the torque procedures listed above.

Understeer - Oversteer



Understeer is hitting the wall with the front of the car.

Oversteer is hitting the wall with the rear of the car.

Horsepower is how fast you hit the wall.

Torque is how far you push wall.



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.

