



Southern Oregon Corvette Association

November 2025

Newsletter



November 2025 NEWSLETTER

Club Social

There is no scheduled Club Social this month because of the Thanksgiving Holiday. For more information, see the “Events” section (page 5) and the “Activities” section (page 9) for details.

Upcoming Meetings

General Membership Meeting, Wednesday, Decemberr 3, 2025, **6:30 p.m.** at the Rogue River Community Center, 132 Broadway Street, Rogue River.

Visitors are always welcome!

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

SOCA Logo Apparel

Competitive Athletics, 105 NE 7th St., Grants Pass
(541) 479-1001

OFFICERS:



Elected Officers

President: Ron Howard
Vice-President: Wayne Shelford
Secretary: James Johnson
Treasurer: Cathy Cardoza
Sgt-at-Arms: Larry Weiner
Membership: Charles Simons

Appointed Positions

Sunshine: Sandee Anderson
Activities: Kim Moore
Communications: Gar Stevens
Internet Site: Sharon Hook-Martino, Elaine Ellis
Parade Coord: Kerry Razza
Natl Corvette Museum: Len Atlas
Facebook:: Tammi Moore
Newsletter: Rob Hill

BIRTHDAYS AND
ANNIVERSARIES:



November Birthdays

Lucien LeBlance
Mike Meyers
Pat Dodson
Susan Heath-Bayless
Robin Estremado
Diane Hauser
Tammy Moore
Patty Haas
Deborah Wiener

November Anniversaries

Bob & Yolanda Bruton
Dennis & Penny Melum
Allen Wright & Lihong Guan

EVENTS:



2025 Southern Oregon Corvette Association (SOCA) Events

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Club meeting (Wed.)	8	12	5	2	7	4	2	6	3	1	5	3

All dates below are Saturdays, except as noted ... The dates shown are tentative and subject to change or cancellation.

- *Nov 1st – The Torpedoes Band at Corvette Bar & Grill, 1831 NE Sixth St, Grants Pass, 7:30-11pm
- *Nov 5th – Membership Meeting at Rogue River Community Center at 132 Broadway St, Rogue River, 6:30pm
- *Dec 6th. – The Torpedoes Band at Corvette Bar & Grill, 1831 NE Sixth St, Grants Pass, 8-11pm
- *Dec 13th – SOCA Christmas Party at Fruitdale Grange at 1440 Parkdale Drive Grants Pass 5-10pm

For additional events, information, and links ... see the SOCA website “Events Page:” <https://www.sovette.com/events>

Remember to take photos at SOCA events, send them to Sharon Hook, and selected photos will appear here on the sovette.com website!



PHOTO GALLERY



WWW.SOVETTE.COM



106 NW F St. # 222, Grants Pass, Oregon 97526
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The Torpedoes Video Shoot in Medford on October 18



Remember to take photos at SOCA events, send them to Sharon Hook, and selected photos will appear here on the sovette.com website!



PHOTO GALLERY



WWW.SOVETTE.COM

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Autumn Drive on October 18th



Stainless Steel Brake Lines Q&A

Why are flexible brake hoses used in the first place?

From the factory, nearly every production passenger car has short, flexible hoses that run from the fixed, hard metal brake tubes to the calipers (or wheel cylinders as the case may be). These flexible hoses are necessary because the wheel ends are free to move relative to the body of the vehicle. Inflexible tubes would not allow for the articulation of the wheel ends without subsequent failure.

What are OEM hoses made from?

Typically, OEM hoses contain a compliant polymeric inner hose to transmit brake fluid pressure from the brake tubes to the caliper. While the polymeric tube itself does a good job of withstanding attack from the brake fluid, it must be protected from the outside world and is consequently wrapped (overmolded) with a thick, rubber coating. Hollow fasteners at one or both ends of the hose provide a direct flow path and a leak-free connection system.

So how are Stainless Steel lines different?

Stainless Steel lines (they are actually hoses, but we'll use the common term "lines" from this point forward in this FAQ) are similar to OEM hoses in function, but differ greatly in execution. Unlike OEM hoses, SS lines incorporate a low-compliance Teflon inner hose. In addition, instead of covering the Teflon with overmolded rubber a woven braid of Stainless Steel strands is placed over the hose for protection. As with an OEM hose, the ends are terminated with hollow fasteners to allow for the leak-free passage of brake fluid.

Stainless Steel Brake Lines Q&A

So why is that better than the OEM rubber design?

Stainless Steel lines provide a number of benefits as compared to their OEM rubber overmolded counterparts.

1. The SS braid provides superior protection from flying roadway debris. 2. The SS braid and Teflon hose reduce expansion during pressurization. 3. They provide the race car look.

I understand the protection benefit, but can you explain the reduced expansion benefit?

Any time that an object is subjected to internal pressure, it expands. The amount of expansion will be proportional to the amount of pressure present and the rigidity of the holding structure. In the case of brake hoses, we are subjecting Teflon to internal pressures as high as 3000PSI. Because the Teflon is relatively flexible (which makes it ideal for the job in one regard), it will expand under these conditions. This expansion creates additional fluid volume in the hydraulic circuit which is felt by the driver as a soft or mushy pedal.

Rubber overmolding does little to reduce expansion under pressure, as rubber is also a relatively flexible material. A woven braid of Stainless Steel, however, can greatly increase the rigidity of the hose under pressure while still allowing adequate flexibility for wheel end movement. In many cases, this reduced expansion can be felt by the driver as a firmer or more responsive brake pedal.

In addition, the reduced compliance will result in a faster transient response of the brake system. In other words, the time from the driver hitting the brake pedal until deceleration is generated will be decreased by a small amount. The benefit will vary based on each individual application, but in general overall deceleration can be attained more quickly, resulting in slightly shorter stopping distances.

Stainless Steel Brake Lines Q&A

What impacts will SS lines have on my vehicle's P-T (pressure vs. torque) relationship?

None. Because brake lines and hoses do not affect the torque generated at the wheel end, the P-T relationship remains unchanged when SS lines are installed. Only changes to a vehicle's caliper, rotor, or brake pad coefficient of friction will impact the P-T relationship.

Well then, will SS lines impact my vehicle's P-V (pressure vs. volume) relationship?

Absolutely. Because SS lines are much less compliant than their OEM counterparts, the P-V relationship will be reduced to some degree (less volume will be required at a given pressure). This is exactly the reason that a car equipped with SS lines has a firmer brake pedal.

However, because the P-T relationship remains unchanged with SS lines, the impact to ABS, TCS, and other brake control systems is typically negligible. Our own BBK kit testing indicates that most ABS, TCS, and other brake control systems are robust to the small changes affected by the addition of SS lines. On the other hand, testing at StopTech (and at major OEMs as well) has shown that while decreases in the P-V relationship typically are invisible to SS lines, increases in the P-V relationship are not (as would be found with an inappropriately-sized BBK).

In summary, because SS lines and a properly sized and balanced BBK only serve to reduce the P-V relationship, we have time and time again demonstrated appropriate system integration with these products. Our in-house testing allows us to make this statement for every platform we service.

Stainless Steel Brake Lines Q&A

Will I feel a difference on my car if I install SS lines?

The amount of perceived difference will vary by each car's individual design, age, and usage. Those cars with a significant amount of flexible OEM line or those that have seen years of use and aging will typically display a more dramatic improvement in pedal feel than new cars with shorter lines.

What is the difference between lines that are "DOT compliant" and "DOT approved"?

The United States Department of Transportation (DOT) has established numerous standards for automotive components and subsystems. The regulation for brake hoses happens to be FMVSS106. In this document, anything and everything pertaining to automotive brake hoses has been laid out in gory detail – at least, those things important to the federal government.

If a manufacturer claims their SS lines are "DOT compliant", it means that their SS lines have passed all FMVSS106 requirements, and they have submitted the test data to the government for official certification. This does not mean they are acceptable for use on your car, but it does mean they pass the government minimum standards.

Another term you may hear in this context is "DOT approved." However, the DOT is not in the business of actually approving or disproving compliance – they don't typically run any tests on aftermarket components themselves. Under these circumstances, one can only surmise that these manufacturers are trying to state that their lines are actually "DOT compliant", but it never hurts to ask before you buy.

Stainless Steel Brake Lines Q&A

So, do I need to use only DOT compliant SS lines on my car?

Not necessarily. The DOT requirements must be met in full for official government approval, so even if a SS line passes every performance test but is labeled with the wrong type of tag (or something equally trivial) it would fail certification. While this might mean something to an auto manufacturer or assembly plant, it is meaningless to the performance enthusiast.

All the DOT compliance means is that the lines have passed a minimum set of government standards which may or may not be important to you. Does this mean that DOT compliant lines are the best for your car? Not necessarily, but the certification should indicate that the manufacturer understands the product and is trying to hold itself to a certain standard.

Why do some SS lines have a clear plastic covering?

Under certain conditions, dirt and other abrasive contaminants can find their way between the SS braid and the Teflon inner hose. Over time these contaminants can be ground into the Teflon line to the point that a leak can develop. Naturally, a leak in the brake system is never a good thing.

Some manufacturers have taken the extra step to cover the SS braid with a polymeric coating to prevent contaminants from working their way into the Teflon liner. While this coating is not necessary for short-term longevity, hoses without the coating should be inspected and replaced on a more frequent basis.

Stainless Steel Brake Lines Q&A

Why do some SS lines have plastic molded over the end fittings?

Some SS line manufacturers have adopted the practice of molding a semi-rigid polymer over the fittings at either or both ends of the line. These features act as a strain relief for the SS braid where the fitting is secured to the line. In some cases, lines without these features can fail certain dynamic portions of FMVSS106, as the SS braid can wear itself into the Teflon line where it is secured to the end fitting.

Do I need to take any special precautions when installing my SS lines?

In general, no. The most important thing to note is that the routing of the SS line should match either the original stock routing or the instructions included for a new routing (if applicable). Because the SS braid will eventually wear through just about anything (once the protective outer layer is worn away), be sure that there is adequate clearance to all other moving parts under conditions of full wheel travel and full steering.

It should also be mentioned that after installation care should be taken to examine your SS line routing to ensure that the line is not stressed when the wheels are turned to full lock. This is best done with the wheel hanging at full droop to amplify any routing concerns. Of course, the line should never come in direct contact with any part of the tire, but the line should not be pulled radially with respect to the overmolded end fittings either.