SOUTHERN OREGON CORVETTE ASSOCIATION, LLC

WWW.SOVETTE.COM

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

Newsletter
August 2019

Elected Officers

President:	Ron Howard
Vice-President:	David Allen
Secretary:	Paul Mitchell
Treasurer:	Carol Misner
Sergeant-at-Arms:	Patrick Smith
Membership:	Robin Miranda
Past President (2018):	Ron Howard

Appointed Positions

Sunshine:	Sandee Anderson
Activities:	David Allen
Event Reminder:	Pat Dobson
Internet Site:	Sharon Hook-Martino
Parade Coordinator:	Sheron Leigh, Kerry Razza
Natl Corvette Museum:	Len Atlas
Historian:	Group Effort
Photographer:	Group Effort

September Birthdays

3	George Wilson	15	Dale Yellin
10	Norman Foley	16	Garland Stevens
11	Don Hubbard	22	Debbie Miller
13	Terri Lavery	24	Gina Reed
15	Jennifer Clark	29	Yolanda Bruton

September Anniversaries

9/1	William & Fleeta Lackey
9/1983	Jim & Diana Roarty
9/2000	Dave & Riley Siddon

SOCA Logo Apparel

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

Next Club Social

The next club social on August 17 is a potluck at the Peterson home. (see Business Meeting minutes)

Please RSVP to Pat Dobson at:

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.**

Upcoming Meetings

General Membership Meeting, September 11, 2019, 7:00 p.m.
(*the second Wednesday in September this month*)
Rogue River Community Center, 132 Broadway St., Rogue River
Visitors are always welcome!

Five pre-production 2020 Corvettes (C8s) on G Street in downtown Grants Pass on August 11, 2019
More pictures on page 5

SOUTHERN OREGON CORVETTE ASSOCIATION, LLC
WWW.SOVETTE.COM
P.O. Box 865 • Medford, Oregon 97501
501(c) (7) Non-Profit Organization • Federal Tax I.D. #91-1819589

2019 Southern Oregon Corvette Association (SOCA) Events

	Sep	Oct	Nov	Dec 2019	
Club meeting (Wed.)	11*	2	6	4	*[* second Wednesday in September*]*

AUGUST

Social	17 – Potluck gathering at the Peterson's home, 455 Soldier Creek Rd, Grants Pass. Arrive between 5:00 and 6:00 p.m., bring a salad, and a donation to *Candlelighters*, Dinner will be served at 6:00 p.m.
PNW & NCM Caravan	*21 – Depart Grants Pass to Sandy, Oregon, for the Pacific Northwest (PNW) Caravan to the 25th National Corvette Museum (NCM) Caravan in Bowling Green, Kentucky*

SEPTEMBER

Labor Day Festival	2 – Cave Junction Labor Day Festival parade (see Business Meeting minutes for details)
NCM Caravan	*6 – National Corvette Museum Caravan drivers return (approximate date)*
Sigel Show & Shine	14 – Jim Sigel Show & Shine, details TBA
September Social	21 – The Point Pub & Grill (upstairs), 311 E. Pine St., Central Point, 6:00 p.m., bring pool cues

OCTOBER

October Social	19 – Si Casa Flores restaurant, 202 NE Beacon Dr., Grants Pass

NOVEMBER

Daylight Savings	*3 – DST ends*
November Social	16 – location and details TBA
Thanksgiving	28 – Thanksgiving holiday

DECEMBER

Parade	7 – Grants Pass Christmas Parade, details TBA
Social	15 *(*Sunday night*)* – SOCA Christmas Party, Grants Pass Golf Club, 230 Espey Rd., Grants Pass, details TBA

For additional events, information and links … see the SOCA website "Events Page:" https://www.sovette.com/events

(Left and center) A $19,000 SOCA Corvette Weekend donation check was presented to the *Candlelighters For Children With Cancer* representatives.

(Right) David Allen presented a Corvette Weekend plaque to recognize 2017 and 2019 Corvette Weekend chairman Ron Howard.

Techin & Toolin

TRAMLINING: COPING WITH THE RUTS IN THE ROAD – Tire Rack -

The term "tramlining" is used to describe when directional control is disrupted by the vehicle's tendency to follow the longitudinal ruts and/or grooves in the road. Its name could be compared to the tram or trolley driver who does not steer because his vehicle follows the path established by the tracks.

Any vehicle can exhibit tramlining on certain areas of the highway because of uneven pavement or severe rutting. All vehicles tramline to some degree rather than obediently following the driver's steering input. For example, during lane changes there is usually at least a small change in steering resistance felt through the wheel when crossing an uneven expansion joint or asphalt junction.

Noticeable increases in tramlining are frequently revealed when drivers living in the snowbelt make the seasonal changeover from winter tires to summer tires, or when any driver upgrades the performance of their tires using either the same size or going to a "Plus Size" tire and wheel package. The reason it becomes more pronounced is because neither the typically narrower and softer handling winter tires nor the original equipment tires generate as much grip or responsiveness as the higher performance summer tires. Because the vehicle's suspension works as a complete package, a higher performance tire will also uncover any previously unnoticed looseness in the rest of the suspension.

Components
Tires have the most direct influence on tramlining because they are the part of the vehicle that contacts the road (and the longitudinal ruts and/or grooves there). Unfortunately, anything that increases a high-performance tire's responsiveness also increases the tire’s tendency to tramline.

High performance tires with short sidewalls that develop lots of cornering power at lower slip angles will be more susceptible to tramlining than standard All-Season passenger tires that develop less cornering force until their slip angle increases. A wide-tread tire will also encounter more longitudinal ruts and/or grooves in the road than a narrow-treaded tire will. Consider a tire manufactured with large tread blocks that transmit the driver's steering input to the road with great precision; those same tread blocks will also transmit the road's imperfections back to the vehicle's suspension. And because tires become more responsive when the tread depth decreases as the tire wears (which is why tires are shaved for competition and track use), a tire will become more prone to tramline as it wears.

Wheels can influence tramlining as well. Installing wider tires or a "Plus Size" tire and wheel package usually requires using wheels with a different offset than the vehicle's original wheels. In some cases, the new wheels will have slightly less offset than the original and, in other cases, slightly more offset. It all depends on the vehicle's suspension design and available wheel well clearances. You will even find that Original Equipment Manufacturers (OEMs) often use different wheel offsets for different diameter tire and wheel packages.

In most cases the amount of offset change is kept to a minimum and vehicle tracking remains relatively unchanged. However, if the offset is significantly different, the change will alter the way the road forces are transmitted through the tire and wheel to the suspension. Therefore, large changes in wheel offset will increase the likelihood of tramlining.

Suspension bushings, ball joints and shock absorber mounts have a direct influence on tramlining as well. After miles are driven and the years go by, the suspension's wear parts will deteriorate as they age. This often happens so slowly it is hardly noticeable. Over time the ever-increasing suspension wear creates play that eventually allows the tire to be directed by the irregularities of the road rather than be controlled by the suspension.

Imagine a worn suspension that allows a front wheel and tire to swing between the recommended 1/16-inch of toe-in and 1/16-inch of toe-out when it encounters a rut in the road. This 1/8-inch difference in the direction that the tire is pointed will result in the vehicle tramlining. Replace the worn part to remove the play and you will significantly reduce or remove the tramlining. Many drivers with higher mileage cars have reported replacing worn suspension components has eliminated tramlining and made the car drive like it is new again ... which it essentially is!

Service Adjustments
Using higher tire pressures for your driving conditions than the pressures recommended by the vehicle manufacturer will unnecessarily stiffen the tire and make it even more likely to cause tramlining. If you are running higher tire pressures than necessary, then simply dropping the tire pressures to those recommended by the vehicle manufacturer will help reduce tramlining.

Alignment settings can be key as well. The "camber" and "toe" settings both play a role in vehicle stability and the propensity for tramlining. Extreme positive or negative camber settings will make a vehicle more sensitive, especially when only one wheel encounters a longitudinal rut and/or groove at a time. Even if all the tires are "aimed" straight ahead when the vehicle is in motion, a tire that is "cambered" wants to turn. This is the result of the "camber thrust" generated by a leaning tire (it is also part of the explanation of how motorcycles turn). A vehicle suspension using lots of negative camber for competition on the track will experience more tramlining on the street.

Additionally, the drivers who use additional toe-out settings to encourage a vehicle to better turn into corners also encourage tramlining because the extra toe-out will reduce straight line vehicle stability.

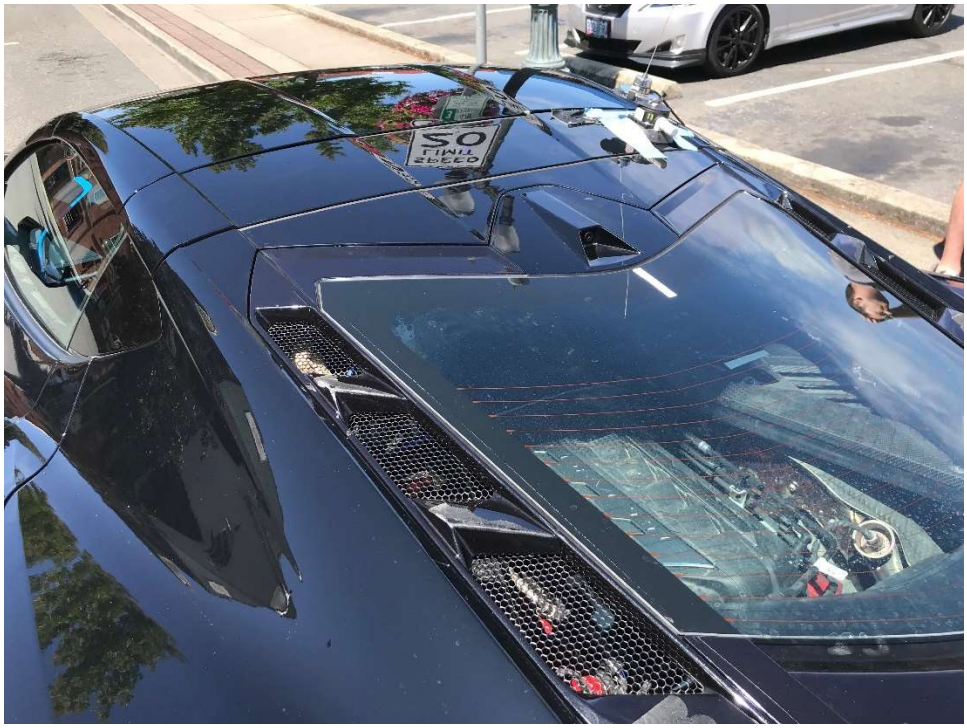
In the case of a competition driver who uses non-factory alignment settings, the amount of acceptable tramlining must be left up to the driver. For only street-driven cars, aligning them with negative camber and toe settings within the factory specifications is an important first step.

Roads
On a multi-lane highway, usually the left lane offers the smoothest road surface because it is exposed to the least heavy truck traffic. Unfortunately, on many interstate highways, it is illegal to continuously drive there (i.e., you must keep right except to pass). While the center lane can be almost as smooth on a six-lane highway, there can be exceptions. For example, in the case of I-94 between Chicago and Milwaukee, you would find when the road was widened from two to three lanes, the center of the new center lane is on top of the original junction between the earlier two lanes. This means vehicles traveling in the new center lane have the right-hand tires on the original right truck lane and the left-hand tires are on the original left lane. This can cause an uncomfortable feeling for many miles. Usually the right lanes are the least smooth because they are rutted by heavy truck traffic. When you drive in those lanes, or drive across the lanes to exit the highway, it is possible you will find your vehicle may feel like it wants to follow the truck ruts and has a mind of its own.

Driving Style
If you experience tramlining, the main reaction you will want to remember is to keep both hands on the steering wheel in the proper "9- and 3-o'clock" positions. This will help you make the precise steering inputs that will help keep your vehicle on course. You sacrifice precise control if you drive with only one hand on the wheel or both hands in the wrong locations.

On Sunday, August 11, 2019, five pre-production eighth generation (C8) 2020 mid-engine Corvettes were spotted driving from Cave Junction on Highway US-199 towards Grants Pass. President Ron Howard's grandson spotted the five Corvettes parked nose-to-tail on G Street, across from Blind George's newsstand. Ron alerted a few SOCA members and we rushed down to see the Corvettes before the 10 drivers/navigators finished their lunch break and drove away. Each car was fitted with data collection equipment designed to gather performance information during the extended test drive.

SOCA President Ron Howard (center) chats with 2020 Corvette C8 test drivers.



A look through the rear window at the mid-engine location and air vents in the 2020 Corvette C8.