

Driver's Seat

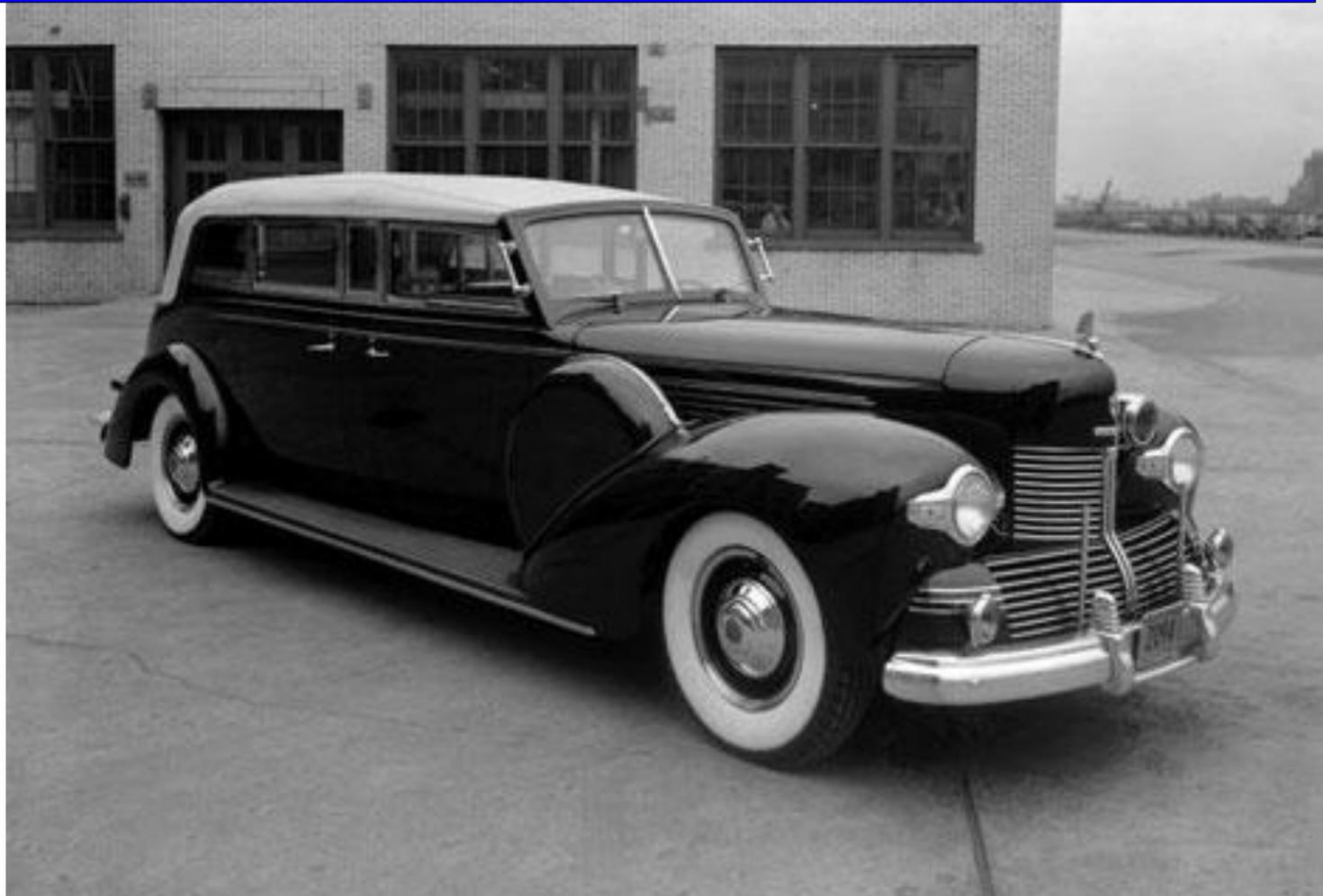


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About SGCCC

The **South Georgia Classic Car Club** was founded in April, 1984 as a not-for-profit organization dedicated to the restoration, preservation, and enjoyment of special interest automobiles.

The Driver's Seat is the official publication of the SGCCC. It is printed, published, and distributed during the last week of each month to all club members. All information contained herein is not necessarily the opinion or the position of club members, its officers, and/or advertisers.

To submit content for inclusion in the newsletter, please e-mail the editor, editor@sgccc.org or mail to **SGCCC Newsletter**, 4017 N Oak St Ext, Valdosta, GA 31605. All other correspondence should be sent to, **SGCCC**, P.O. Box 403, Valdosta, GA 31603, or e-mail to: president@sgccc.org

Your Officers

President:

Geoff Hardy

1st Vice President:

David Boyd

2nd Vice President:

Walt Prettyman

Secretary:

Bob Raffaele

Treasurer:

Donna Roberson

Chaplain:

Paul Worth

Driver's Seat Editor:

David Boyd

Information Director:

Tracy Cosper

Presidential Limousines

During the early years of the automotive age, presidents got around in standard production cars. Then, in 1939, the specially built "Sunshine Special" entered the Secret Service's fleet.

Based on a **Lincoln K-Series** chassis with power from a V-12 engine, the *Sunshine Special* (so named because its top was virtually always open) was built with both security and convenience in mind. Security was paramount because Franklin Roosevelt had already survived an assassination attempt in 1933 while giving a speech from the back of an open production Buick convertible. Convenience was important in order to get the wheelchair-bound Roosevelt in and out of the car while maintaining presidential dignity.



Stretched out over a massive 160-in. wheelbase, the Sunshine Special's armored body, built by coach builder Brunn in Buffalo, New York, had oversize rear-hinged rear doors. In 1942 the car was updated with that year's new front end. Various armor-plated elements were added at that point, and improved bulletproof glass was installed. After Roosevelt died in 1945, the Sunshine Special remained in presidential service until 1950. It's now in the collection of the Henry Ford Museum in Dearborn, Michigan.

President Harry S. Truman, legend has it, had a strong dislike for General Motors products because he was denied use of them during his 1948 presidential campaign. So when it came time to replace the Sunshine Special, it was Ford's Lincoln division that got the job.

A stretched **1950 Lincoln Cosmopolitan** (with a 145-in. wheelbase) was ordered from Ford and provided to the Secret Service for a nominal lease fee. Still a convertible for parades, the Lincoln was modified in 1954 with the addition of a large "bubbletop" canopy after President Dwight Eisenhower realized during a rainstorm that with the top up no one could see him.



The Bubbletop, as it became known, remained in Presidential service through 1965 when it too was retired to the Henry Ford Museum.

Starting with the truly beautiful, new-for-**1961 Lincoln Continental** four-door convertible, Hess and Eisenhart of Cincinnati stretched the car a total of 33-inches both between the front and rear doors and behind the rear doors to both add space to the passenger compartment and make the car a true limousine. A metal hoop just behind the driver and over his head gave the President something to hold onto while standing during parades (as Kennedy did while visiting Germany during the summer of 1963). In addition, the rear seat could be raised in order to give crowds a better view of the President. Power came from a standard 430-cubic inch Lincoln V-8.



Since this was the car in which John F. Kennedy was riding in on November 22, 1963 when he was assassinated, it will forever be entangled with tragedy. After the assassination, the SS-100-X was rebuilt, armored, fit with a permanent bulletproof hardtop, and returned to the presidential fleet. Though superseded by another Lincoln in 1967, both presidents Johnson and Nixon used the SS-100-X before it was retired to the Henry Ford Museum in 1977.

The **1972 Lincoln Continental** was built over three years by the Ford Motor Company (its serial number indicated that it was a 1970 model, but the original styling was from '72). This is the limousine that protected both Presidents Ford and Reagan from would-be assassins' bullets.





Minutes

January 3, 2017

Meeting: newly-elected club President Geoff Hardy opened the January meeting at Austin's Cattle Company at 6:45 pm. The Opening Prayer was led by Paul Worth with the Pledge of Allegiance recited by all present. There were 32 members in attendance.

- Dan Bremer presented outgoing President Rick Hastings with a hand-crafted trophy displaying most of Rick's hobbies, interests and foibles. In accepting Rick thanked the membership for their support over the past 3 years.

Minutes: the December minutes were read by club Secretary Bob Raffaele. Irene D'Amato requested a change indicating our \$2,000 gift to the Sheriff's Youth Ranch was in place of Christmas gifts. The amended minutes were approved by those present.

Treasurer's Report: club Treasurer Donna Roberson reported the December report was not complete at this time.

Old Business: Donna and Fred Roberson attended the annual Christmas party at the Sheriff's Youth Home and reported a good time was had by all.

New Business:

- Geoff proposed revamping the current Webmaster position into that of an "Information director".
- This position would be responsible not only for the club's Website, but also its Facebook page and the calendar entries appearing in the *Driver's Seat* and elsewhere. Current Webmaster Tracy Cospser will fill the position.
- In an effort to increase member participation in club activities, Geoff wants to do a 3 month trial where participants would be eligible for a worthwhile prize.
- Another goal is searching for businesses/sponsors that would offer discounts to club members while the club would reciprocate with newsletter/website exposure

Future Events:

- Jan 14th – 2nd Sat Cruise-In, DQ, Inner Perimeter, 4-6 pm
- Jan 19th – 3rd Thurs Cruise-In, DQ, Inner Perimeter, 4-6 pm
- Jan 28th – Drive-n-Dine to Woodstack BBQ, N Valdosta Rd, leaving form Castle Park Shopping Center at 1 pm to arrive at restaurant at 2 pm
- Feb 3rd- 5th – Moultrie Sale and Swap Meet.

50/50 was won David Boyd

Meeting: adjourned at 7:35 pm

Submitted by Bob Raffaele, club Secretary.

President's Report

Geoff Hardy



The South Georgia Classic Car Club has existed for over 30 years. Since it's creation in 1984, the club has served the same purpose, "to have good clean fun with our hobby." This is exactly what we will continue to focus on for the upcoming year. But in order to do this, we need the support of our membership.

Think about this...

At the typical club or association:

- 5% of members run the club and show up for almost every event;
- Another 15% of members regularly participate;
- Another 20% occasionally participate;
- The remaining 60% never show up for anything!

If you think about it, the SGCCC falls in line with these statistics.

In January, our second Saturday cruise-in was one of the best attended cruise-ins we've had recently with 19 cars and a good number of spectators. This is a trend we need to continue... and grow. Participation is the key to any successful club. A club is only as good as it's membership. It's no different with ours. We need our members to be at our events. We need our members to bring forward ideas. We need our members to identify and encourage new members. The time is now to ask yourself, "What do I want from the SGCCC?" This is YOUR club! Let's make sure we are all getting what we want from the SGCCC in 2017.

- Geoff Hardy, President

Time to Pay your Dues!

Club Name Tags and Embroidery

- Name tags are available at **Harmon's** on West Hill Avenue.
- Club logo embroidery is available at **Arrow Screen-printing** on Gordon near Baytree

Presidential Limousines (continued)

During a 1975 assassination attempt by Sara Jane Moore in San Francisco, Secret Service agents pushed President Gerald Ford into this massive 13,000-pound Lincoln and to safety. Six years later, and now decorated to look like a 1978 model, the Secret Service used this car again as a safe haven after John Hinckley attempted to assassinate President Ronald Reagan.

Powered by a 460-cubic inch V8, this was the last presidential limousine equipped with roof openings through which the president could stand.

After decades of presidential Lincolns (named, of course, after a president), Cadillac was finally given the chance to produce a limousine for the secret service in the early 1980s. Appearing in 1984 were a pair of **1983 Fleetwoods** built by Hess & Eisenhardt. Since the coachbuilder started with production Fleetwood limousines, the cars were stretched only 17 inches and their roofs raised three inches. Power for both came from Cadillac's own massive 500 cubic-inch V8.

Though awkward in appearance, the Fleetwoods provided excellent visibility for the president. Large greenhouses were made possible by the develop of 2 3/8ths inch thick bulletproof glass and powerful air conditioning systems that kept the cabin cool.

Upon their retirement, one of the Fleetwoods was returned to GM who lent it out to producers of the 1993 Clint Eastwood film *In The Line of Fire*. The other Fleetwood is on display at the Reagan Presidential Library in Simi Valley, California.

The 1989 presidential state car that was delivered to the White House was a modified 1989 Lincoln Town Car that was 22 feet (6.7 m) long and more than 5 feet (1.5 m) tall .

By the time of George W. Bush's inauguration, Cadillac no longer produced a full-frame rear-drive car suitable for conversion into a presidential limousine. Meanwhile, the Secret Service's safety requirements for the limousine had grown ever more ambitious and, well, weighty. So when the **Bush DeVille** debuted--it really wasn't much of a DeVille at all.

Informed speculation had this Presidential limousine built atop the frame of GM's full-size SUVs--like the Chevrolet Suburban, GMC Yukon and Cadillac Escalade. Besides five-inch thick armored doors and bulletproof glass so thick it blocks out parts of the light spectrum, Bush's DeVille was rumored to feature a self-contained passenger compartment with its own secure air supply, run flat inner cores inside the tires, and a big 454 cubic inch truck engine so the 14,000-or-so pound monster could push through any obstacles.

By the time of the Bush's second inaugural in 2005, Cadillac was ready with an updated fleet of limousines that featured styling that mimicked the DTS production sedan.

President Obama's **Beast** isn't much larger than Bush's Cadillacs, but it's apparently much heavier. A look at photos released by GM reveal a limo-looking behemoth running on Goodyear Regional RHS tires--that's rubber usually reserved for medium- and heavy-duty trucks.

Secrecy abounds about the latest POTUS ride, but rumors are that this one is the first to be diesel powered. The engine may be GM's familiar 6.6-liter Duramax turbodiesel V8, or it could be some even more powerful diesel build for large commercial trucks. While the chassis, suspension and drivetrain of the new limousine is all new, most of the body seems to derive directly from the previous DeVille and DTS limousines. However the styling has been revised using pieces from Cadillac's current line. For instance, the headlights, side view mirrors and door handles all come from the Escalade SUV. Meanwhile, the taillights, rear back up lights and third brake light all come from the STS sedan. In all, it's a surprisingly handsome conglomeration of pieces, even if it lacks the sheer beauty of Kennedy's Lincoln or friendly disposition of Roosevelt's Sunshine Special.

Construction contracts for the next model of presidential state car were farmed out in 2013. Public records show that General Motors (GM) was awarded three contracts for the new limousine. Photographs of the 2017 model show that the vehicle has the same grille and headlamp design as contemporary Cadillac models. Each state car is expected to cost \$1-1.5 million, and as of January 2016, GM had been paid \$15,800,765 for its work on the new model.

(Adapted from an article in *Popular Mechanics* January 19, 2009 by John Peraly Huffman and an article in Wikipedia on Presidential Limousines)



February 2017

3-5—Moultrie Swap Meet & Car Corral, Spence Field, Moultrie, 8:30am-5:00pm

4—Tallahassee Cruise-in Hardees on N Monroe 5-8pm

7 - SGCCC Monthly Business Meeting Austin's Cattle Company 2101 West Hill Avenue Valdosta, GA eat at 6:00, meet at 6:45

11 - Cars, Caffeine and Donuts hosted by the Corvette Club, Georgia Power building, Norman Drive, 9-11am

11 - Valdosta Cruise-In at Dairy Queen, Inner Perimeter Rd, Valdosta 4-6pm

11 - Tallahassee What-A-Burger Cruise Ford & Chevy Clubs 1101 Thomasville Road, 5:30-8:30pm info: Reuben Plachy 850-894-5815

11 - Thomasville Pecan Region Car Club Cruise Dairy Queen, 14375 Hwy 19S, 6:30pm until info: Steve Gordon 229-226-2266

16 - Valdosta Cruise-In at Dairy Queen, Inner Perimeter Rd, Valdosta 4-6pm

14 - Live Oak Cruise, Big Wood BBQ and Grill, Live Oak, FL 5-8pm info: 386-362-7427

18 - Tallahassee What-A-Burger Cruise 2511 Apalachee Parkway

18 - Albany Artesian City Car Club Cruise-In Mellow Mushroom, 2825 Nottingham Way 5pm until info: Wendell Hill 229-435-2560

25 - Drive-n-Dine

Call the contact person before leaving for an out of town cruise to be sure it has not been moved or cancelled.

See the SGCCC web site (www.sgccc.org) for more info and flyers on these events.

Birthdays and Anniversaries

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5 Sue Worth	6	7	8 Rod Corbin	9	10	11 Harry Farmer
12	13	14	15	16	17 Andrea LaValley	18 Chris Bremer
19	20	21	22	23	24	25
26	27 Buddy Walker	28				

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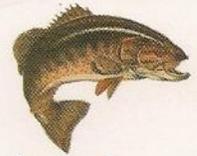
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Larry Kolb and Geoff Hardy at the Lakeland Christmas Parade. But it looks like Donald Trump and Santa Claus



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Monthly Club Meeting:

Tuesday, **February 7, 2017**

Eat @ 6:00 Meet @ 6:45

Austin's Cattle Company

Cruise: February 11, 2017

Dairy Queen parking lot

4:00pm until 6:00pm

Thurs Cruise: February 16, 2017

Dairy Queen parking lot

4:00—6:00pm

Drive & Dine February 25, 2017



Design and Media Production at Wiregrass Georgia Technical College

Cover Photo

President Franklin D. Roosevelt's 1939
Lincoln Limo—the *Sunshine Special*

Editor's Comments

February 2017—Several events take place during February—Groundhog Day (2nd), Valentine's Day (14th), President's Day (20th). [President Lincoln's birthday is the 12th and Washington's is the 22nd]

And then there is the Moultrie Swap Meet and Car Corral the 3rd through the 5th.

On January 20m 2017, we witnessed the inauguration of the 45th President of the United States, Donald J. Trump. Watching the events on television made me think of the limousines used to transport the President and others protected by the Secret Service. I found a couple of article which I have adapted for this edition of the *Driver's Seat*. I think the history of the limousines in enlightening, especially to car enthusiasts.

As we begin this new year, I look forward to receiving ar-

ticle and reports from the members which can be published in the newsletter. It is your newsletter, so us it to share with the readership what you are experiencing.

Lili Bartoletti appreciated the January *Driver's Seat* with a tribute to her late husband, Mario. She wrote,

“Thank you from the bottom of my heart for sending me a copy of *The Driver's Seat*. What a beautiful surprise and tribute to a fellow car lover. You did a beautiful job ... Mario would have loved it.”

Happy Cruising!

- David Boyd, editor

