

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:

Dan Bremer

1st Vice President:

Rick Hastings

2nd Vice President:

Walt Prettyman

Secretary:

Bob Raffaele

Treasurer:

Donna Roberson

Chaplain:

Ralph Russell

Driver's Seat Editor:

David Boyd

Web Master

Madonna Terry

Albany Car Show



Early in the morning on Saturday, October 19th, members of the South Georgia Classic Car Club left Valdosta traveling in a caravan to the Albany Car Show. It was a great show, and with twelve cars, SGCCC won the Participation Award. Participants from Valdosta were: Glen Jarvis, Bill Higgins, Johnny Swilley, Logan Birdsong (*aka Blackbird*), Dan & Chris Bremer, John Zakar, Rick Hastings, Bob Barrett, Richard & Linda Runnalls, Charles & Madonna Terry and Gwen Farmer.

As you can see from the awards picture, everyone who entered judging, won a trophy!!

Silver Springs Ford and Mustang Roundup

The Silver Springs 20th Annual Ford and Mustang Roundup is on for January 11-12, 2014. Information and Registration form can be accessed on the web at this address:

http://www.npdlink.com/store/pages/ss_ford.html

All preregistered vehicles model year 1993 or earlier can participate for free. Other cars pay an entry fee of \$10.

Thanks to Larry Kolb for sharing this information with the club.

President's Report

By Dan Bremer

October was a great month for the South Georgia Classic Car Club. We had cruise-ins at Toys-R-Us and AG Supply. We won many trophies at the Albany Car Show and had the most number of entrants. But the big event was the Fall Classic Car Show. This is always the biggest event of the year for the club and it went off without a hitch. The venue was great, we had a good number of cars who entered and the winning motorcycle had a V8 engine and sounded like a race car. Jukebox Oldies Band played all of our favorite tunes and we raised a lot of money for the Georgia Sheriff's Youth Home. Many of our members showed up at 7 AM to help with the event. It was great. Next month is busy for the club. Check out all the events on the agenda. I know there will be one that you can attend. After all, this is all about getting together with others who have the same interests and stories. Plan on being at the December 14th Christmas Party for the Boys and Girls at the Youth Home in Hahira. The more club members and sponsors the better. That is what it is all about. Happy Thanksgiving and I will see all of you the day after Thanksgiving and we will all ride to Daytona for "Turkey Run". Thanks.

Minutes

October 1, 2013

Meeting: Convened at 6:55 pm by Club President Dan Bremer at Austin's Cattle Company. The Opening Prayer and Pledge of Allegiance were led by Paul Worth and Walt Prettyman respectively. There were 21 members and 1 guest in attendance.

Guest Speaker: Duane Roark, club member and Amsoil representative. Duane gave us some background on the company itself as well as his involvement. He showed us the various lubricants available and explained their usage. He spent a great deal of time on the issue of ZDDP and its importance in older engines.

Minutes: The September minutes were read by Secretary Bob Raffaele and approved by those present.

Treasurer's Report: Donna Roberson gave the September Treasurer's Report and was approved as read. For a detailed copy of this report, contact a club officer.

President's Remarks: Dan Bremer recapped the recent club activities. He reported 17 + cars at the Tractor Supply Cruise-In and thanked Bill Higgins for providing the necessary shade.

Following that cruise-in, we had our regularly scheduled monthly cruise-in at Toys-R-Us with over 24 participants. Dan reminded everyone to check the club calendar for upcoming events

Dan brought everyone up to date on the Fall Classic Car Show. He thanked Bill Higgins and Madonna Terry for their hard work in securing both door prizes and award sponsors. Walt Prettyman also gets special mention for his work in creating the truly unique trophies.

The arrangements for Christmas dinner at the Sheriff's Youth Home will once again be handled by Donna Roberson. As in previous years, the food will be sourced from Harvey's with the serving line manned by club members.

With the club officers' election taking place in December, the club bylaws require a committee consisting of current club officers and past presidents select a slate of candidates. This committee will convene at the close of the regular meeting.

Meeting: Adjourned at 7:55 pm.

— Minutes submitted by Bob Raffaele, Club Secretary.

Selecting the Correct Oil Viscosity

Richard Lasseter

Viscosity is one of the the most important properties of a lubricant, but most people don't understand the real difference between the viscosity index of a 10W-30 oil and that of a 20W-50 oil. Most car guys simply think that one is a "10" when it's cold and the other a "30" when it's hot, which, of course, is too simplistic and incorrect. Most people outside of oil labs don't know the true meaning behind viscosity numbers, yet understanding oil viscosity unlocks the ability to reduce wear in your engine, improve your fuel economy and even make a bit more horsepower. For starters, "W" does not stand for "Weight".... it stands for "Winter", and that's the key to understanding viscosity grades. A 10W-30 is a multi-grade motor oil, which, as the name implies, meets more than one viscosity grade. The more exact meaning that defines a multi-grade oil goes back to that "Winter" designation that follows the first number.

Forty years ago, in the days of single grade oils, you had both winter grades for cold weather and summer grades for hot weather. A typical winter grade was 10W. It flowed well in cold weather, so it protected the engine upon start-up in cold weather and was much easier for the oil pump to circulate through the engine. That's why it had the "W" after the 10, the "W" standing for winter. But 10W oil is to thin for use in the heat of summer. So, in hot weather you would change to a 30 weight "summer" grade of oil that was thick enough to protect your engine in the heat and flowed reasonably well enough in hot weather.

Then multi-grade oils were developed so that the motorist wouldn't have to switch back and forth during the different seasons. A 10W-30 has the winter cold-start up flow properties of a 10W and the summer high temperature "thickness" and protection of a 30 grade oil. A multi-grade oil allows the oil to stay as close to the optimum viscosity over a range of temperatures -- not too thick when it's cold and not too thin when it's hot. The major difference between a 0W-30 and 10W-30 is how well that particular oil flows at low temperature. Winter grade oils must allow the engine to crank in the cold of winter along by basically being thin enough to more easily flow through the engine. Whether you are in North Carolina or North Dakota, the level of winter cranking protection that's required varies. That's pretty obvious. While a 10W-30 flows well enough on a 20 degree morning in Mississippi, you need a 0W-30 for a -20 degree F morning in Minnesota. So in a colder environment, a lower "W" number provides better start-up protection and less restrictive

flow through a very cold engine. Cold engine and oil pump wear, especially on a daily basis, can be a critical factor in long term reliability.

As you no doubt realize, viscosity does change with temperature, and any oil will get thinner as it gets hotter. When oil is hot, the viscosity of that oil is measured using a different test than when the oil is cold, so remember that the numbers after the "W" don't relate to the numbers in front of the "W". The difference between a 10W-30 oil and a 10W-40 oil is the summer (high temperature) viscosity. Obviously, a 10W-40 oil is thicker than a 10W-30 oil at higher temperatures. With all of our Buicks, we've always recommended 12 psi of oil pressure per 1000 rpm of engine speed when the engine is thoroughly warmed up and at full operating temperature. That alone will help you in viscosity selection. Don't use an oil with too high of a high summer number unless it's really needed. Thick oil does not, in itself, protect an engine.

So by using this knowledge, you can choose your oil weights (or viscosity grades) more wisely. Despite what some folks tend to think, using an oil with too high of a viscosity can result in excessive oil tempera-

ture and increased drag on engine components. Using an oil with too low of a viscosity can lead to excessive metal to metal contact of moving parts. Using the correct viscosity oil provides easier start-ups while also reducing engine friction and wear.

For improved engine start-up protection, consider using a 10W-40 oil instead of a 20W-50 oil. On a cool spring night, the 20W-50 has a harder time flowing to the bearings and valvetrain, but the 10W-40 flows more easily, which reduces start up wear, yet it still maintains enough high temperature viscosity to protect bearings and piston skirts. To make things even better, the improved temperature stability of a true synthetic, or even semi-synthetic, make them a still better choice for race and serious high performance engines. This can be especially true with a turbo-charged engine, where true synthetics can better protect the turbo bearings at extreme oil temperatures.

Even with a synthetic oil, viscosity still changes with temperature, although not as much percentage-wise, so selecting the correct viscosity for an application requires knowing the operating temperature of the oil. Engines that run high operating oil temperatures require higher viscosity oils. Engines that run low oil temperatures require lower viscosity oil. The operating temperature of the oil plays a major role in the selection of the proper viscosity oil. For examples, look at an NHRA Pro Stock engine, a NASCAR Sprint Cup engine and a World of Outlaws 410 Sprint engine. Each engine has a very different operating oil temperature depending upon its use and extended stress factors. Respectively, the temperatures would be: 100* F, 220* F and 300* F. As a result, all three engines run very different viscosity oils: SAE 0W-5, SAE 5W-20 and SAE 15W-50, respectively. The lower the oil temperature, the lower the SAE grade you can run; and vice versa. This also shows why you don't run a Pro Stock oil in your street car. (Continued on page 7)



There are currently more engine oil brands, types, applications and viscosities than Baskin-Robbins has ice cream flavors. Shown here are just a few examples. Notice that Brad Penn is just one of many refiners that markets an excellent 30 weight break-in oil, as well as the "usual" varieties of street, street/strip and track varieties. Most all of these are designed specifically for all high performance usages. Break-in oil is especially important for breaking in all flat tappet cams, both solid and hydraulic.

Reflections

By Mario Bartoletti

The first time I visited Italy in 1953, I was just out of the U.S. Navy and had secured a job writing articles for a Los Angeles newspaper. As our lovely Italian liner, Andrea Doria, docked in Naples, I was thrilled to be in the homeland of the Bartoletti family for the first time. I was quite eager to explore, experience and learn about that ancient country.

My first experience was almost a fatal one. I was at a large intersection watching with considerable admiration as a *Traffic-Major* directed traffic. Dressed in a starched white uniform and long white gloves, a white pith-helmet perched on his head, his movements were quick yet graceful as he totally controlled traffic coming at him from five directions. After a few minutes, he raised his right hand; vehicles at my corner stopped as if by magic. He beckoned me with his left hand to proceed across the intersection. I stepped off the curb. Out of the corner of my eye there was a sudden blur; from nowhere a small blue sedan roared past, almost running over my feet. In a rage, I smashed the rear fender with my fist. The shrill whistle of the *Traffic-Major* was drowned out by the screech of the sedan's brakes. The driver was out and in my face, screaming Neopolitan invectives, definitely disturbed that I had taken out my anger on his car.

At that point the din of many car horns from impatient drivers blocked by the blue sedan, plus wild whistles and gesticulations from the *Traffic-Major*, quickly caught the driver's attention. He jumped back into his car and roared off.

This past summer, I had my second experience with Italy's motor vehicles.



I was visiting Rome and my father's hometown of Civitanova-Marche, accompanied by my wife Lili and our daughter Anne and her husband Isaac. It had been over twenty-five years since my last visit, and I immediately noticed a huge change in the traffic scene. Where Vespa motor-scooters and motor-bikes once ruled city streets, now there are automobiles everywhere. Along with a large number of Fiats, there are many foreign makes as well. French and German autos, plus quite a few of Japanese and Korean manufacture, jam the nar-

November Meeting Agenda

November 5, 2013

Opening Remarks – President Dan Bremer
Prayer – Club Chaplain Ralph Russell
Pledge of Allegiance – Paul Worth
Presentation – Britney Hurst – Digital Express
– Automotive Technology

Minutes – Bob Raffaele

Treasurer's Report – Donna Roberson

Fall Car Show - Madonna Terry

October Club Activities – Dan Bremer

VSU Homecoming Parade

Ag Supply Cruise In

Toys-R-Us Cruise-In

Albany Car Show

Dasher Days

November Club Activities

2 Chicken Liver Parade – 10 AM – Broxton, Georgia

9 Toys-R-Us Cruise-In (3 PM to 6PM)

9 Elks Lodge Poker Run – (Start at the Elks Lodge)

9 Racing Hall of Fame – Hahira

23-24 Moultrie Swap Meet

29 Trail to Turkey Run – (Leave Lake Park Outlets at 7 AM)

Future Activities – Dan Bremer

Dec 5 – Lakeland Christmas Parade - 5 PM

Dec 6 - Life After 50 Dance – Lake Park, Georgia

Dec 7 – Valdosta Downtown Festival and Parade

Dec 13 – Echols County Parade – Statenville

Dec 14 – Lake Park Christmas Parade –
Lineup at 1:30

Dec 14 – Georgia Sheriff Youth Home Party

Other Business and Door Prizes

row streets and byways. Ancient cities and towns built in centuries past, with streets designed for horse-drawn carts, place modern vehicular traffic in an impossible situation. Although broad super-highways now connect most of Italy's cities, those same municipalities are literally clogged by the millions of automobiles that have displaced the Vespas and motor-bikes.

I soon realized, however, that there was an accompanying critical development - inadequate parking anywhere! I was amazed to see cars double, even triple-parked. There are cars on sidewalks, blocking alleyways, left idling on the street for a quarter-hour or more; Italian drivers are quite resourceful when it comes to finding a spot to leave the car. As the accompanying photograph of parked cars in Rome demonstrates, Roman drivers show considerable *chutzpah* when it comes to parking.

November 2013

- 5 - SGCCC Monthly Business Meeting Austin's Cattle Company 2101 West Hill Avenue Valdosta, GA eat at 6:00, meet at 7:00
- 2 - Bainbridge Cruisers Cruise Dairy Queen, Bainbridge, GA Info: Lee West 229-246-4694
- 2 - Tallahassee Cruise-In Sonic, 5814 North Monroe Street 5:30pm until
- 2 - Albany Cruise-In Location: San Joe's in Leesburg 5pm start time
- 3 - Tallahassee Street Rodders Museum Cruise Antique Car Museum, 6800 Mahan Dr I-5pm <http://www.tally-streetrodders.com>
- 3 - Webster Swap Meet Sumter County Fairgrounds, Bushnell, FL 8am-2pm info: 800-438-8559 www.floridaswapmeets.com
- 14 - Live Oak Cruise, Huddle House (Hwy 129 & I-10), Live Oak, FL 6-9pm info: Ralph Towner 386-752-4725
- 9 - Valdosta Cruise-In at Toys-R-Us parking lot, Valdosta, GA 1200 N St Augustine Rd (I-75 exit 18) 5-8pm
- 9 - Tallahassee What-A-Burger Cruise Ford & Chevy Clubs 1101 Thomasville Road, 5:30-8:30pm info: Reuben Plachy 850-894-5815
- 16 - Thomasville Pecan Region Car Club Cruise Dairy Queen, 14375 Hwy 19S, 6:30pm until info: Steve Gordon 229-226-2266
- 16 - Monticello Cruise-In at Rare Door Restaurant North Cherry St, Monticello, FL 5pm until info: 850-997-0607
- 16 - Albany Artesian City Car Club Cruise-In Mellow Mushroom, 2825 Nottingham Way 5pm until info: Wendell Hill 229-435-2560
- 16 - Perry Cruise-In 221 N. Jefferson St. Perry, GA 6-9 p.m. Call Bob Taylor, 672-0848
- 20 - Tallahassee What-A-Burger Cruise 1101 Thomasville Road, info: Joe Clark 850-385-3959 or Steve Curvey 750-383-0651
- 22 - Lake City Hardee's West Cruise info: Ralph Towner 386-752-4725
- 23 - Tallahassee What-A-Burger Cruise 1101 Thomasville Rd, info: <http://www.tally-streetrodders.com>

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 Stacy Evans
3	4	5	6	7	8	9
10 Sherry Jarvis	11 Evelyn Bennett	12	13 Jack Neece	14 Glenn Jarvis	15	16
17 Jim Wheeler	18	19	20	21	22	23 Johnny & Wanda Swilley
24 Jerry & Carmen Ellis	25 Ann Peterson	26 Lee & Brenda Hatcher Bill Wheeler	27	28 	29 Charles Terry	30

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Oil Viscosity (Continued from page 4)

Of course, it's important to keep engine clearances in mind when choosing an oil viscosity. Looser engine (bearing) clearances and oil pump clearances require higher viscosity oils to maintain adequate oil pressure and bearing protection, while tighter clearances need lower viscosity oils, which provides better cooling and improved horsepower. Armed with knowledge of viscosity grades, you can now better select the correct viscosity of oil for your engine, and in return, you can reduce the wear in your engine and even improve fuel economy. A bit more horsepower can also often be gained. However, always remember that the greater your use of more racing oriented oils goes, the more often you will need to change your oil. Racing oils offer additional engine protection packages at the expense of less engine-cleaning detergent additive packages.



P.O. Box 403 - Valdosta, GA 31603-0403

Next Meeting:

Tuesday, November 5, 2013

Eat @ 6:00

Meet @ 6:45

Austin's Cattle Company

2101 West Hill Avenue

Cruise:

November 9, 2013

Toys-R-Us parking lot

Off Exit 18 on St Augustine Rd.

3:00pm until 6:00pm



Printed by the Graphics Arts Department at Wiregrass Georgia Technical College

Cover Photo

Chris Bremmer escorts Dr. Ray Young in the VSU Homecoming Parade

Editor's Comments

As we go to press with this edition of the *Driver's Seat*, the final preparations are being made for our club's **Annual Fall Classic Car and Truck Show**. By the time you read this, the show will have been declared a success for our club. Thanks to all who helped organize and put this show on. There were many folks involved in the organization and planning, and many more who worked the day of the show to make our guests feel welcome and appreciated. An event of this magnitude can only be put on by much planning and cooperation.

The next big event is the Christmas Party at the Sheriff's Youth Home, scheduled for December 14, 2013. This is a great opportunity for each of us to interact with these fine young people. The proceeds from the **Fall Classic Car and Truck Show** go to support this party. This is our chance as a club to share the blessings we have received with others. This is in part the true meaning of the season—when God demonstrated His love by sending his Son

to be our Savior.

The next issue of the *Driver's Seat* will have pictures and reports of the **Fall Classic Car and Truck Show**. So be sure to watch for the December issue.

We have included in this edition an article by Richard Lassiter on choosing the correct Oil Viscosity.

Thanks to Logan and Chris who provided the pictures and report from the Albany Car Show. Our club was well represented at the show and in the trophies!

Thanks to Mario for another in his series of *Reflections* articles. These are always an interesting read.

Happy Cruising!

David Boyd, editor

