

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

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David Boyd

2nd Vice President:

Walt Prettyman

Secretary:

Bob Raffaele

Treasurer:

Donna Roberson

Chaplain:

Paul Worth

Driver's Seat Editor:

David Boyd

Web Master:

Madonna Terry

President's Report

C. Rick Hastings

This will be my first report as President of the South Georgia **Classic Car Club**.

I look forward to a great year of fun as we participate in various car shows, cruise-ins and whatever we come up with to do. I want to thank and congratulate Dan Bremer, President, and all the other 2013 Officers and Members for a great year.

This year, 2014, is the 30th anniversary of the founding of our club. Many enjoyable events have transpired over those years, many fond memories and friendships were developed. We hope to celebrate our 30th Anniversary later this year with a grand get-together. The committee, chaired by Dan Bremer, is hard at work planning this event.

Our monthly cruise-ins were all well attended. The Scavenger Hunt in July was a challenge and was very enjoyable. The Members' garage tour was enlightening. The Spring Super Cruise-in and the Fall Classic Car Show were both well attended. We participated in many parades and various civic events. The Spring and Christmas Celebrations at the Georgia Sheriff's Youth Home were grand successes.

I want to thank everyone that made last year a huge success and encourage all members of our club to help make 2014 a wonderful year. Thank You.

How to keep a 9-volt battery from starting a fire

Don't throw a 9-volt battery into a bin or box where it might contact other batteries or metal objects unless you have covered the contacts with tape, as shown here. In at least one well-known case, an accidental short circuit across a 9-volt battery burned a house down. Many batteries contain enough energy to start a fire.

- The hazard is greater with 9-volt batteries because they have both terminals on the same end, where they can easily touch the same piece of metal. In fact, 9-volt batteries are also hazardous in another way — it is too easy (and tempting) for a child to plug two batteries into each other, short-circuiting both.
- The hazard is greater with lithium batteries, which contain flammable material. But any battery can emit enough heat to ignite paper or similar materials.
- The hazard is greater if the battery is not dead. A completely dead battery is not a fire hazard, of course. A brand-new one is.
- Batteries removed from smoke detectors are not dead! If the detector has never sounded or reported a weak battery, then the batteries may still have 90% of their energy in them. I don't throw these away — I save them for use in less critical equipment.
- Voltage is not what starts fires. Even a 1 1/2-volt battery can deliver enough amps to heat itself and whatever piece of metal is short-circuiting it.

In fact, smoke detectors probably take several years to run down their batteries if the alarm never sounds. Checking for smoke takes very little energy. The reason you want a powerful, fresh battery is so that the alarm can make a loud noise for as long as possible if it needs to. That is what will demand all the energy the battery can provide.

Bottom line:

- Protect 9-volt batteries with tape (electrical tape, or other plastic tape — not duct tape, which may contain metal fibers) when you discard or recycle them, or any time they might touch metal.
- Don't throw away the batteries you take out of your smoke detector — they are still almost as good as new — use them in less critical equipment.

Edited from Michael Covington's Daily Notebook 1/16/2014

Minutes

January 7, 2013

Meeting: Convened at 6:55 pm by Club President, Rick Hastings, at Austin's Cattle Company. The Opening Prayer and Pledge of Allegiance were led by Paul Worth and Charles Terry respectively. There were 22 members and 1 guest in attendance.

Minutes: the December minutes were read by Secretary Bob Raffaele and were approved by those present.

Treasurer's Report: Donna Roberson gave the December Treasurer's Report and was approved by those present. For a detailed copy of the report please contact a club officer.

Club Business: there were reports on our member's participation in the various Christmas parades. We had 6 members at Lakeland, 16 wet members in Valdosta, 2 members at Lake Park and just Irene D'Amato at the Echols County parade. Naturally the largest turnout was at the Sheriff's Youth Home for the annual Christmas dinner. The club members manned the food line, decorated the dining room and Rudi entertained the guests. The children and their "individual houses" received gift cards courtesy of the club while Joey Weldon provided gifts for the house parents.

Bill Higgins, caretaker of the Club Cruiser, described the need for 4 new tires and a brake system check. Having gotten several estimates he requested approval for having the work done at Western Auto for \$400 - \$500. Motion made and approved by those present.

Future Events: Rick outlined the March 9th show at Drexel Park, the March 15th parade in Ray City and the April 6th Lakeland Milltown Murals Motorcade.

Guest Speaker: Jimmie Rorie, working with Cynthia Stillwell Casting. With Georgia becoming a major player in the film industry there is a growing need for period correct classic cars. He briefly explained how the process works as well probable amounts of compensation. Most likely the shooting location would be within 100 miles and require 2 -3 days time. Contact jim-mieroriepicturecars@CynthiaStillwellCasting.com

Dinner drawings were won by Rick Hastings and Glen Jarvis

Meeting: Adjourned at 8:05 pm

Bob Raffaele, Secretary



How Often Should I Replace My Battery?

Car batteries are the strong, silent member of the automotive team. They do their job regardless of heat, cold weather and the drivers who demand so much of them. While a battery that allows a car start at the first turn of the key is a joyful thing, it doesn't last forever.

In fact, depending on where you live and how you drive, the condition of your charging system, and a number of other factors, a battery lasts about four years on average. And when it does give out, there's generally no sign of trouble -- your car just dies.

While the lead-acid car battery hasn't changed much in the last 100 years, it's still a difficult part of the car to check during routine maintenance. Simple battery testers can't, at this time, muddle through the chemical complexity of what goes on in a battery. Instead, they provide a sort of snapshot of the battery at the time it's being tested -- without the context of the battery's chemical composition before or after the test.

So the rule of thumb is simple for battery replacement: You have approximately four years before the battery will theoretically begin its slide from chemical powerhouse to chemical paperweight. At the four year mark, start watching, and hope your mechanic will detect a problem before it's too late.

But due to the nature of the chemical cocktail inside any battery, it may give out before the four year mark, or maybe it will last for several more years. So you have to ask yourself, "Do you feel lucky?"



Normal Life of a Car Battery

When it comes to vehicle maintenance, "normal" is determined by a number of factors that exist in theory but rarely come to pass. For instance, a battery has an average normal lifespan of four years under normal conditions. "Normal" in this case means the battery goes through full charge cycles, isn't subjected to extreme temperatures, is attached to a reliable and consistent charging system and isn't providing power for a ton of accessories. See, normal just isn't normal. In the real world,

temperature extremes, vibration, short trips down the street and an ever-increasing array of MP3 players, GPS receivers and other devices take a toll on the battery.

If you look at a typical lead-acid maintenance-free car battery, it's easy to make sense of why these factors affect normal battery life. Inside the plastic box are plates of materials like lead and lead dioxide. The plates are suspended in a mix of water and sulfuric acid, which forms an electrolytic solution. This solution allows electrons to flow between the plates -- that flow of electrons is essentially electricity.

A host of factors can disturb this chemical reaction. Vibrations from rough travel or a poorly-secured battery can shake loose or damage the plates. Extreme heat speeds up the chemical reaction, shortening battery life, while extreme cold can sometimes prolong battery life by slowing down the reaction. This is why some batteries are covered by an insulating sleeve to keep extreme temperatures in check.

Driving style can affect the reaction, too. Starting the car takes a huge jolt of electricity, so the charging system has to step in to replenish the battery. If you have a short commute or take lots of brief trips, the battery never gets fully charged. This constant state of undercharge results in **acid stratification**. Inside the battery, the electrolytic solution goes from homogenous -- or the same all the way through -- to a rough vertical split. The upper half of the solution is a light acid, while the bottom is a heavy acid. The light acid layer will begin to corrode the plates, and the heavy acid solution will start to compensate for the car's electrical needs by working harder than it's designed to work. The result is a shorter battery life, even though the battery shows up as working on routine tests.

Signs of Car Battery Problems

The most obvious sign of a battery problem is a dead battery. However, because the battery is part of a larger system connected to other parts of the car, a dead battery may indicate a deeper problem than simply no juice. If something else is going wrong in the electrical system -- say, a weak alterna-



tor -- a working battery may be providing less electricity than it should.

The best way to test a battery is with the electronic testers available at most automotive shops and even a few auto parts stores. A tech will hook the tester to the battery in the car, and it will take a snapshot of your battery's condition and indicate whether it needs to be replaced. This check should be a part of routine vehicle maintenance and done every time you have an oil change.

The battery itself provides other clues to whether it's on its way out. The first is age. If the battery is older than three or four years, start expecting problems. Second, take a look at your driving habits. Remember, short trips and long periods of inactivity will sap a battery's life. Third, take a look at the battery itself. Corrosion or stains mean you have a leak. If your battery is covered in a case or insulating sleeve, remove it every once in a while to see what's going on underneath. Look for buildup around the terminals as well. You can clean the buildup off with baking soda and water -- just remember to use gloves and safety glasses while working. The electrolytic solution is partially sulfuric acid, which is not gentle on the skin. Finally, smell the battery, paying attention to rotten egg odors (sulfur) or the smell of the battery overheating.

Batteries are so reliable and so simple that drivers have a tendency to forget they're even there until it's too late. If you pay attention to your car's battery and conduct a few tests and observations along the way, you'll reduce your risk of being stranded on the road. All things considered, batteries are relatively inexpensive, considering the amount of work they perform on a regular basis.

Eric Baxter

<http://auto.howstuffworks.com/>



Membership Application

We want to get the most up to date information on all members. Registration form and club dues must be returned prior to the March meeting for the up-to-date information to be included in the roster. Bring dues and registration form to any meeting or mail to:

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

Last Name

First Name

Spouse's Name

Address

City

State Zip

Home Phone

His Occupation

Her Occupation

His birthday

Her Birthday

Anniversary

Email Address

Children's Names

Classic or Special Interest Vehicles you own

Club dues are \$30 per year for a family membership.

Meetings are held on the first Tuesday of each month at Austin's Cattle Company, 2101 West Hill Avenue, Valdosta, GA. Eating starts at 6:00 pm and the meeting starts at 6:45

February 2014

- 1 - Bainbridge Cruisers Cruise Dairy Queen, Bainbridge, GA Info: Lee West 229-246-4694
- 1 - Tallahassee Cruise-In Sonic, 5814 North Monroe Street 5:30pm until
- 1 - Albany Cruise-In Location: San Joe's in Leesburg 5pm start time
- 2 - Tallahassee Street Rodders Museum Cruise Antique Car Museum, 6800 Mahan Dr 1-5pm <http://www.tally-streetrodders.com>
- 2 - Webster Swap Meet Sumter County Fairgrounds, Bushnell, FL 8am-2pm info: 800-438-8559 www.floridaswapmeets.com
- 4 - SGCCC Monthly Business Meeting Austin's Cattle Company 2101 West Hill Avenue Valdosta, GA eat at 6:00, meet at 7:00
- 6 - Live Oak Cruise, Huddle House (Hwy 129 & I-10), Live Oak, FL 6-9pm info: Ralph Towner 386-752-4725
- 8 - Valdosta Cruise-In at Toys-R-Us parking lot, Valdosta, GA 1200 N St Augustine Rd (I-75 exit 18) 3-6pm
- 8 - Tallahassee What-A-Burger Cruise Ford & Chevy Clubs 1101 Thomasville Road, 5:30-8:30pm info: Reuben Plachy 850-894-5815
- 12 - Tallahassee What-A-Burger Cruise 1101 Thomasville Road, info: Joe Clark 850-385-3959 or Steve Curvey 750-383-0651
- 15 - Thomasville Pecan Region Car Club Cruise Dairy Queen, 14375 Hwy 19S, 6:30pm until info: Steve Gordon 229-226-2266
- 15 - Monticello Cruise-In at Rare Door Restaurant North Cherry St, Monticello, FL 5pm until info: 850-997-0607
- 15 - Albany Artesian City Car Club Cruise-In Mellow Mushroom, 2825 Nottingham Way 5pm until info: Wendell Hill 229-435-2560
- 15 - Perry Cruise-In 221 N. Jefferson St. Perry, GA 6-9 p.m. Call Bob Taylor, 672-0848
- 21 - Lake City Hardee's West Cruise info: Ralph Towner 386-752-4725
- 22 - 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 	3	4	5 Sue Worth	6	7	8
9	10	11 Harry Farmer	12	13	14 	15
16	17 Andrea LaValley	18 Chris Bremer	19	20	21	22
23	24	25 Mario & Lili Bartoletti	26	27 Terry Burton Buddy Walker	28	

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Congratulations to club member Shirley McCully for her election to the VSU Athletics Hall of Fame: Shirley first became a fan of Valdosta State during the 1960's when her husband, VSU Athletics Hall of Fame member Ray McCully, played basketball for the Valdosta State College Rebels. The couple returned to Valdosta in 1984, at which time they became adamant supporters of all Blazer Athletic teams. Their generosity has touched an untold number of VSU student-athletes. Shirley's ever-present smile can be seen at a number of events, both home and on the road. The induction of Shirley McCully gives Valdosta State its first pair of married honorees. We in the SGCCC are proud of the Shirley for being so honored.



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

Next Meeting:

Tuesday, **February 4, 2014**

Eat @ 6:00

Meet @ 6:45

Austin's Cattle Company

2101 West Hill Avenue

Cruise:

February 8, 2014

Toys-R-Us parking lot

Off Exit 18 on St Augustine Rd.

3:00pm until 6:00pm



Graphics Arts Department at Wiregrass Georgia Technical College

Cover Photo

Ray and Shirley McCully's 1953 Buick Roadmaster

Editor's Comments

Here comes February, 2014. The month of the Super Bowl, Groundhog Day, and Valentine's Day. Some of the coldest weather we experience in south Georgia is in February. But Spring can't be far away!

We look forward to a great year in the South Georgia Classic Car Club. This is the 30th Anniversary of the founding of the club, and we can be proud of a club that has stayed in existence and continues to function well for such a long time. There are some plans in the works for a special celebration for this anniversary year. You surely want to be a part of it.

One of our club members, Shirley McCully, will be inducted into the Valdosta State University Sports Hall of Fame on February 1. congratulations to her!

I hope many of you can enjoy some special time with your sweetheart for a Valentine's celebration. I hope this is just one of many special times with that special someone.

The weather did not cooperate too well for our scheduled cruise-in for January. As always, we try to make any last minute schedule changes known through email, our club website, and our club Facebook page. When you fill out the membership application to renew your membership, be sure to include your current email address (or be sure Madonna has your email address) so you can be notified with any last minute schedule changes.

Two articles this month are about batteries—when your car battery should be changed and how to avoid fire hazards with 9 volt batteries. If you have an article you would like to provide for the *Driver's Seat*, I'll be glad to put it in the newsletter. Submissions are always appreciated.



Happy Cruising!

David Boyd, editor