



September 2021

Raylene Carroll, President 770-830-7298
raylenecarroll@me.com

GCC, P.O. Box 973
Villa Rica, GA 30180

President's Corner

Our year is quickly disappearing. We only have two more cruise-ins for this year!

August was a little disappointing with only about half as many participants as we normally have, due to threatening weather. But thank goodness for those that did brave the weather and sat tight through a little sprinkle of rain. We covered the speakers, and anything else that could be damaged from the rain, but the music never stopped, and most people didn't even bother to roll up their windows! We are looking forward to our September Cruise-in on the 18th!

I would like to encourage all our members to come to the September meeting on the 7th at the Olive Tree. We will be looking for committee members to nominate officers for next year. This is one of the most important things we do all year. Come prepared to be a part of providing good direction for the club in 2022. We will also be making final preparations for the October Super Cruise-in on the 16th.

Dinner is at 6:00 pm and the meeting will begin at 7:00 pm. Hope to see everyone there.

Thanks!

Raylene Carroll

Vice President

Hello Cruisers,

We have completed our sixth cruise-in of the 2021 cruise season and it was a success, considering the weather threat. The threat of rain held the turnout down. It didn't rain! We look at the glass as half full. Everyone that came had a great time. We had at one count fifty cars/trucks in attendance including Mike Russo's 2021 Corvette coupe and Joel Roberts' 2021 Corvette convertible. Our next cruise-in is Saturday September 18th. We encourage the Golden City Cruiser members to be passionate about participating in the car/truck hobby and to attend some of the available events in our area and nationally. For example, a great car show is being held at the Logan Martin Lake in Pell City Alabama Saturday September 11th. It is the 3rd annual "Shine Them Up, Show Them Off" car show. It's from 9:00 AM to 2:00 PM Central time. Karen and I plan on being there with the Alabama Corvette Club as we were last year.

There are many ways to enjoy the muscle car hobby. Sometimes you are a spectator.



Recently Karen and I were able to watch Ann and Joel Roberts pick up their new Red Mist Corvette convertible at the Corvette Museum in Bowling Green, Kentucky. It was a thrill to see the joy as they picked up their new Vette. We thank Ann and Joel for allowing us to watch. They love their new Corvette and are enjoying it.

Bring your car/truck to our September 18th cruise-in, have fun working the cruise-in and show off your car/truck. We encourage everyone to enjoy themselves at the cruise-in, work to make the cruise-in enjoyable, enjoy the cars/trucks/motorcycles, be gracious/helpful to the cruisers/attendees, and proudly wear your Golden City gear or name tag which will identify you as a Golden City member.

Our cruise-ins are the best recruiting tool for new members so don't be shy when telling attendees what a great car club we have and what we do for the Villa Rica community/charities. Let people know who and what we are as an organization. Also care about each other. Let us know when someone is sick or having difficulties so we can reach out to them or at least we can pray for them. Also please provide input as to how you wish the club to run and what activities you wish us to provide. Remember this is **your club**. We, the leadership, are here to carry out your wishes, not to dictate the club's direction/activities. This is why we need your input to accomplish the wishes of the membership. Our next meeting is Tuesday September 7. Hope to see everyone there.

Darrell Smith

Sponsorship Report

September already, what a fast year...like some of our old cars...at least in our memories! I am proud to report that we added one new Platinum sponsor for the month of August. *2 Sew 4 U*, supplier of our logo wear in Villa Rica, joined as a Platinum Sponsor! Thanks Rob Kusterer for your work in securing this sponsor. I think Rob would say the secret of signing up a new sponsor is simple. Ask!

Each one, add one - wow what that would look like next year? Ponder the thought and see what you can do for our club!

Sponsors due in September:

J Collins Funeral Home	Danny Davis
Lafitte Mop	“
Lazy Donkey	“
Auto Zone, Carrollton	“
Olive Tree	“
Los Cowboys	“
Jacky's Landscape	“
Hyde Hauling	“
Shot Spot	Gene Duke

We have three sponsors who have not renewed as of 8/31/21:

Trading Post	Danny Davis
Wall Mart Villa Rica	“
Sweet Taste of Summer	“

Don Edwards (Don #2, I'm the young one)

Secretarial Report

The minutes of our August meeting are attached. If you have any questions or need any additional details, please let me know.

Lynn Ware

Treasurer's Report

The Treasurer's report for August is attached to this newsletter. Please let me know if you have any questions. See you soon!

Don Reed

Our Next Meeting

Our September 2021 meeting will be held on Tuesday, September 7th, at the Olive Tree in Villa Rica. If you plan on eating, please be there around 6pm. Our meeting will begin at 7pm.



Birthdays & Anniversaries



Happy Birthday to:

Carol Engert	9/28
Rob Kusterer	9/8
Ronny White	9/16

Happy Anniversary to:

Billy & Cherrie Glover	9/8
Charles & Lynn Norris	9/30

Area Car Events:

Car Shows:

Sept. 11, Douglasville - 7th Annual Heritage Baptist Church Car & Bike Show, 8800 Rose Ave., 10-2 pm. Info: 770-292-0635

Sept. 18, Austell - 3rd Annual Cool Cars & Cops at the Police Training Center, 2435 East West Connector, 12-4 pm.

Sept. 18, Buchanan - 5th Annual Country Fried Pie Festival Car & Bike Show, 165 Van Wert St., 9-3 pm. Info: 678-821-8000

Sept. 18, Marietta - 17th Annual Hubcaps & History Classic Car Show, 25th Annual Historic Marietta Streetfest on the Square, 10-3. Info: 770-794-5710.

Sept. 25, Carrollton - Mount Zion Eagle Band Car Truck, Bike Show, 280 Eureka Church Rd. 10-4 pm. Info: 770-364-6072

Cruise Ins:

1st Saturday, Marietta - Piedmont Church, 570 Piedmont Rd, 8am-2pm. Info: 404-202-0070

1st Saturday, Dallas - American Legion Post 111, 2587 Scoggins Rd., 2-5. Info: 404-217-3425

First Sunday, Dunwoody – “Caffeine and Octane” at Perimeter Mall, 7 – 11am. Info: 404-713-9225

2nd Saturday, Cartersville - Original Steak & Rib House, 305 Market place Blvd, Noon-3 pm

2nd Saturday, Heflin, AL – Metro Bank, 1022 Coleman St. Info: 256-310-6888

2nd Saturday, Rockmart – Knucklehead Café,

217 West Elm St. Info: 770-880-6225

3rd Saturday, Villa Rica – Golden City Cruisers Downtown cruise-in; members set-up at 3:30pm. Event is 5pm – 7:30pm.

4th Saturday, Dallas - New Courthouse, 240 Constitution Blvd. Info: 404-401-5653

4th Saturday, Bowdon – Cruise-in at the Smokin’ Pig, 409 W College St. Info: 404-747-1048

5th Saturday, Roopville – Downtown. Info: 678-372-0501

Compiled by Yvonne Davis

(For further details on these shows and more, refer to “Ragtops and Runningboards”, or refer to websites like <http://southeastwheelsevents.com/>)

Hardship Recipient: Bryant Deal



At the July meeting of the GCC, it was unanimously agreed to award the total hardship fund to member, Bryant Deal. Bryant has fought the brave battle of failing kidneys for many years with the only cure being a transplant. While fighting his battle, he endured the endless drugs, and finally the need for dialysis. But Bryant was one of the lucky ones who was awarded a kidney and now starts the life journey of expensive anti-rejection drugs. But he has conquered the enemy and has a new life in front of him. Bryant was

able to attend the August meeting. It was with great pleasure that the club awarded Bryant a check for \$1000.

Further Information: The club maintains a fund for situations just like this. It has been awarded in the past to a club member who lost everything to fire, a member who had extraordinary medical bills, and several other tragic situations. The fund is usually capped at \$1000 and replenished after it is awarded in full or part. Before the evening was over, the fund had several checks providing a healthy start to a new goal. Thanks to the cruisers who stepped up and contributed before we even began our new campaign.

Smile! (thanks to Rob Kusterer)

**9 OUT OF 10
PEOPLE ADDICTED
TO BRAKE FLUID
CAN'T STOP**

People said
follow your
dreams,
so I went back
to bed..

AS A YOUNG CHILD MY
MOTHER TOLD ME I CAN
BE ANYONE I WANT TO BE
TURNS OUT THIS IS
CALLED IDENTITY THEFT

You drop something
when you were younger,
you just pick it up.
When you're older and
you drop something, you
stare at it for a bit
contemplating if you
actually need it
anymore.
Quotes Creator



Another Boring Technical Article...

LSPI

So, every now and then I get intrigued by a new finding in automotive mechanics, especially if it is something that I thought I understood, but I really didn't have a clue! (... this is more often as time progresses) So, I'm hopeful that a few of you are also interested in new engine findings, and I offer this article. What you will realize is that the LSPI situation is happening on existing engines, not laboratory engines. (Cart before the horse?) LSPI is blowing up some of the more efficient engines offered, like the Ford 2L EcoBoost or the GM 2L Ecotec. Small displacement, turbocharged, direct injected high power engines are at risk. So, if you are ready to learn about LSPI, read on. Oh yea...LSPI is Low Speed Pre-Ignition, and it is not remotely kin to the "spark knock" pre-ignition spark timing of our youth, or the high rpm pre-ignition due to a hot combustion chamber. Read on...this is pre-ignition can be influenced by engine oils and high pressure direct fuel injection! (As if we didn't already have enough different engine oils on the shelf!!! Do you remember when you only had a choice of straight 30 weight or 10W-30?) Nick

Low Speed Pre-ignition

Shedding light on LSPI

[Reprinted from Chevron Oronite News](#)

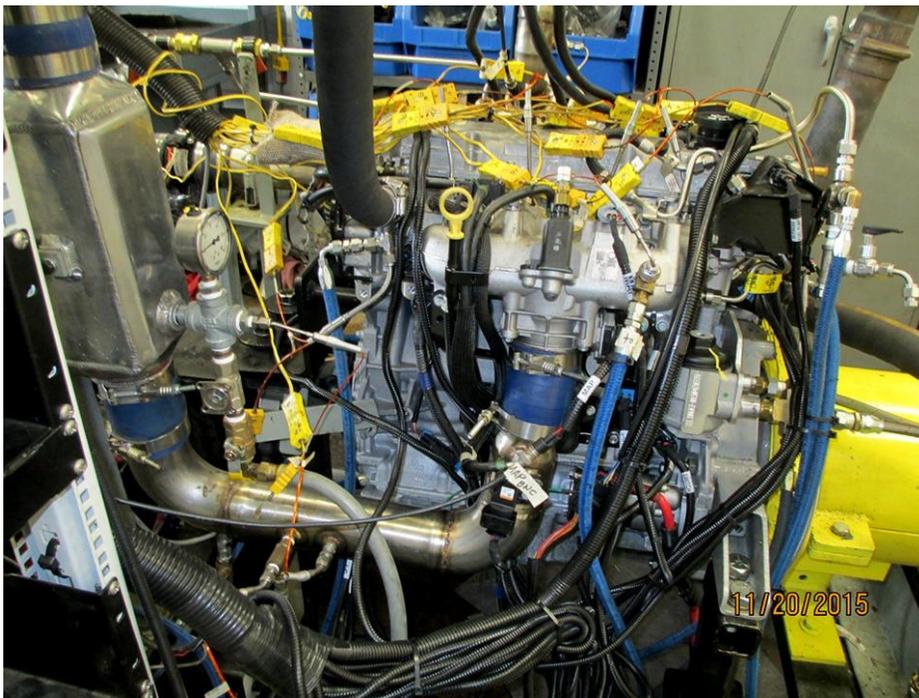
Turbocharged, direct-injected (DI) gasoline engines are rapidly growing in use because their design provides improved fuel efficiency when compared with other gasoline engine designs. In particular, there can be significant efficiency benefits achieved when a smaller, turbocharged DI engine is used to replace a larger, conventional engine of the same power. However, the higher power density of these engines makes them prone to a phenomenon called low speed pre-ignition (LSPI). LSPI is an abnormal combustion event in which the fuel-air mixture ignites before intended, causing excessive pressures inside the engine's cylinders. In mild cases, this can cause engine noise, but when severe enough, LSPI can cause engine damage. There are several factors that contribute to LSPI, of which lubricating oil has been observed to be one. For information about the latest product specifications, which are designed to mitigate LSPI, visit [ILSAC GF-6](#).

The emergence of the LSPI phenomenon

Demand for improved fuel economy and reduced emissions has driven passenger car manufacturers to design downsized, turbocharged engines. While these engines provide higher power density and improved efficiency, they are also prone to LSPI. Original equipment manufacturers (OEMs) can adjust the operating conditions in the engines they design to address this problem, but this can reduce the engine's efficiency, which these engines were intended to improve. In fact, LSPI tends to become more prominent in the operating regime that is most beneficial to attaining improved fuel economy.

Many OEMs in the United States, Europe and Japan – working in conjunction with certain additive companies and oil marketers – have conducted extensive research on the LSPI phenomena. From this work, there is a growing body of knowledge that is demonstrating how hardware design, fuel composition and lubricant compositions can impact LSPI. Unlike conventional knock, an LSPI event cannot be predicted and corrected by adjusting spark timing. As such, mitigating

pre-ignition involves altering the design of the engine or lubricant to help avoid this emerging issue.

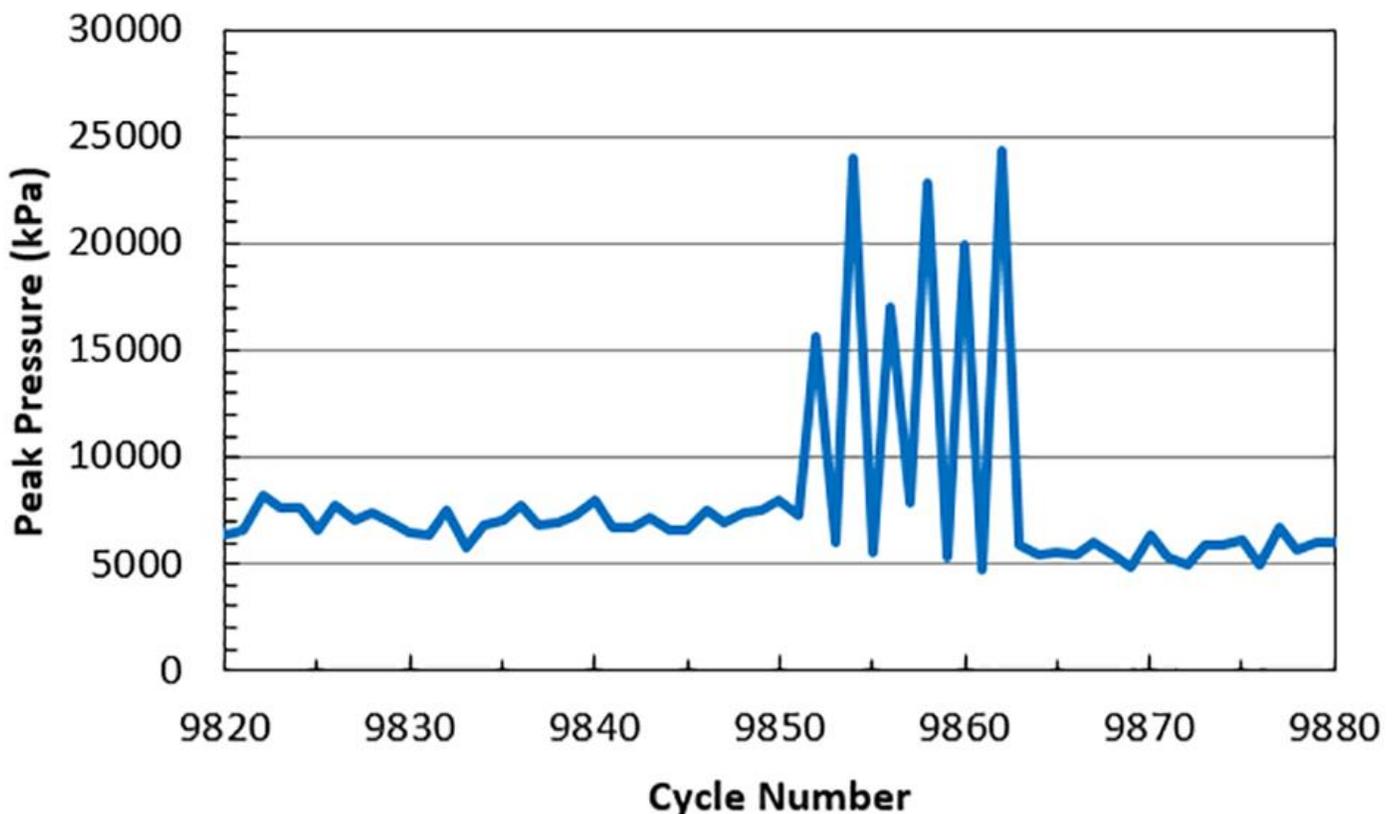


LSPI test being conducted on a turbocharged gasoline direct injection (GDI) engine at an independent laboratory. Turbocharged, direct-injected gasoline engines are rapidly growing in use because of their design to provide improved fuel efficiency when compared with other gasoline engine designs.

Causes of LSPI

Low speed pre-ignition (LSPI) is a premature combustion event, occurring prior to spark ignition in turbocharged, downsized gasoline vehicles. As the name implies, it occurs when engines operate at low speeds and high loads. It can result in extremely high cylinder-pressures and can lead to heavy knock. At a minimum, LSPI can generate an audible knocking noise noticeable to the driver. Repeated exposure to these conditions can cause engine hardware failure, including broken spark plugs and cracked pistons. A characteristic of LSPI is that one event often leads to subsequent events. The events will frequently occur in an alternating pattern between pre-ignition and regular combustion.

LSPI chart: pressure and time



Peak pressure values for a span of combustion cycles. LSPI occurrences are observed by the large spikes in peak pressure.

Several theories exist to explain the mechanism of LSPI. One theory is centered on an oil droplet entering the combustion chamber from a crevice between the piston and cylinder wall. In this mechanism, the oil droplet mixes with fuel and auto-ignites. A second theory focuses on deposits as the ignition source for LSPI. Evidence has been shown for both mechanisms, and they are not necessarily mutually exclusive.

Chevron Oronite is conducting extensive research in this area to help advance the understanding of LSPI, particularly on the impact of lubricant additives. From these studies, solutions are beginning to emerge to help mitigate the effects of LSPI.



Damaged piston from severe LSPI events.

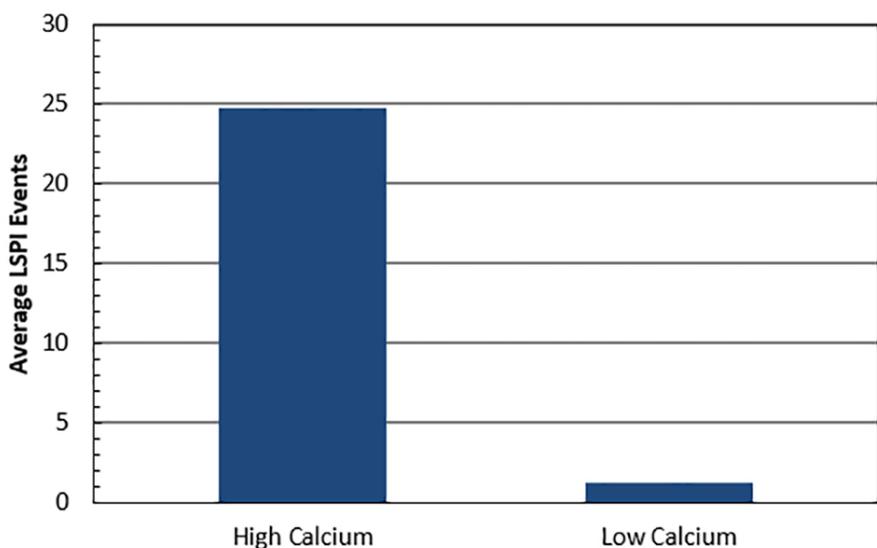
The role of the lubricant in LSPI

Many factors have been demonstrated to impact low speed pre-ignition (LSPI), including: engine designs, fuel composition and lubricant composition. On the

lubricant side, the most noticeable impact has been from the detergent chemistry. Oils with higher concentrations of calcium, which is found in many detergent systems, have been shown to increase the frequency of LSPI. The exact chemistry of the detergent is less important to LSPI than the calcium content. Conversely, magnesium-based detergents do not seem to promote LSPI. Although reducing calcium may seem like a solution to control LSPI, there may be other performance tradeoffs to consider. In addition, there are other additives that can also help reduce LSPI events. This provides an opportunity to formulate for robust LSPI performance, while maintaining the level of detergency needed to help keep engines clean and neutralize acids generated during combustion.

Aside from the detergent system, there are many other additive and lubricant compositions that can influence LSPI. Molybdenum compounds, for example, not only provide frictional benefits, but also have been shown to decrease LSPI when used at high levels. Base oils also affect LSPI events. Both the quality of the base stock (i.e., Group II vs. Group III) and the viscosity can have secondary effects on LSPI. The effect on LSPI from these other lubricant aspects are not as significant as the detergent system, but can shift the LSPI frequency in oils that are more prone to LSPI.

LSPI chart: high or low calcium



Additive effects on the frequency of LSPI in the Ford test. The "High Ca" oil has a calcium concentration typical of those in the market today. The "Low Ca" has been reformulated to resist LSPI, and is representative of how many next generation oils will behave.

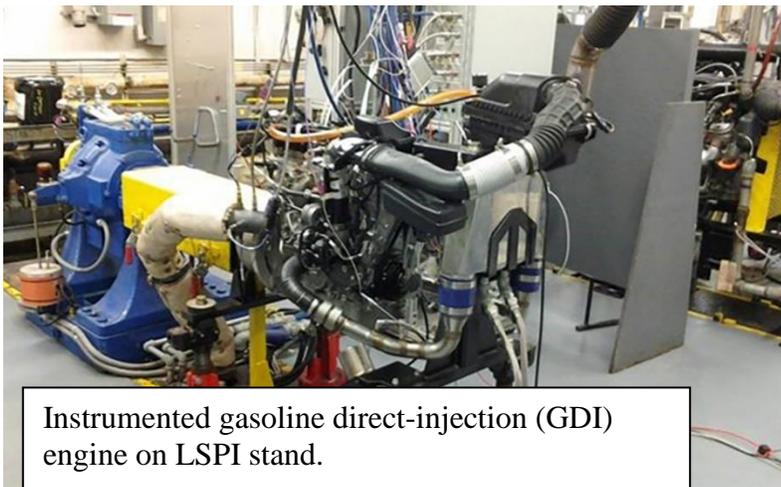
Providing additive solutions to help mitigate LSPI

New and upcoming engine oil specifications include low speed pre-ignition (LSPI) prevention. [ILSAC GF-6](#) includes a Ford engine test to discriminate oils based on LSPI event prevention (reduction). Thus, all oils that make ILSAC GF-6 claims are formulated to address LSPI. Additionally, many OEMs are developing in-house LSPI tests for their own engine designs. For example, GM's dexos1® specification now includes a GM stochastic pre-ignition test. This test is similar to the Ford test used in GF-6, albeit at different operating conditions.

test comparison table

specification	OEM	engine
GF-6	Ford	2.0 L EcoBoost
dexos1	GM	2.0 L Ecotec

When comparing the many and varied tests for LSPI impact, it is important to understand the characterization and quantification of an LSPI event can have a bigger impact than different OEM hardware. It is known that LSPI can lead to high



Instrumented gasoline direct-injection (GDI) engine on LSPI stand.

pressures. Thus, one obvious way to quantify LSPI is to monitor the in-cylinder pressure for abnormal spikes. Another approach is to simply monitor for any cycle where combustion starts before the spark, as that is undoubtedly pre-ignition.

While these differences in details may seem trivial, they can significantly impact the interpretation of the test results and, in turn, formulations.

It is important to ensure that any new engine oil specifications be based on performance (such as in the newly available engine tests) rather than on chemical limits. Although lowering calcium was one of the initial levers identified for reducing LSPI, it is not the only lever, and calcium detergents have benefits in other performance areas. Oronite has established a firm understanding of formulating for future specifications with LSPI requirements, while still being committed to delivering performance in piston deposit control and neutralizing acids from combustion processes.

Related content:

<p style="text-align: center;">SAE technical paper</p> <p>Understanding Low Speed Pre-Ignition Phenomena across Turbo-Charged GDI Engines and Impact on Future Engine Oil Design</p> <p style="text-align: center;"><u>learn more</u></p>	<p style="text-align: center;">SAE articles</p> <p>SAE publications are available from SAE International, 400 Commonwealth Drive, Warrendale, PA 15096-0001, Tel: 877-606-7323 (inside U.S. and Canada) or 724-776-4970 (outside USA)</p> <p style="text-align: center;"><u>learn more</u></p>
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An Interesting Article on Vacuum Cleaners ... What?

When I first came across this article, I thought “what that does this have to do with cars or trucks?” But the more I thought about it, it has to do more with the predecessor of cars, and that is the horse drawn carriage. So, there is a connection, and of course, EVERYONE wants to learn about vacuum cleaners, right? So read on! And don't be ashamed to have a bit of dirt in your home...it's probably not 26 tons!

Household chores are an unavoidable part of everyday life. But taken-for-granted technologies like the humble vacuum cleaner have changed cleaning our homes for good.

What do you think of when you think of housework? You probably imagine loading the washing machine, hanging out the laundry, doing the dishes—or hoovering.

Many of the basic tools used for cleaning throughout history would still be familiar to us today, from cloths to brooms, brushes and buckets. But more recently, technological solutions to household dust and dirt—like the vacuum cleaner—have altered our expectations of what 'clean' really means.

THE INVENTION OF THE VACUUM CLEANER

In 1901, if you were lucky, you might have witnessed a startling scene on the streets of London—one which would quickly revolutionize how most of us clean our homes.

First employed by [Maudslay, Sons and Field](#) in Lambeth in the 1890s, at the time he was better known for designing suspension bridges and fairground Ferris wheels (including Vienna's famous Riesenrad).

But in 1901 he turned his skill to carpet cleaning after witnessing the demonstration of a new machine at London's Empire Music Hall.

He realized that the machine on display had a fatal flaw. It was designed to blow out air in the hope of raising the dust from the carpet and into the collecting bag. The inventor told him that the method Booth suggested instead—sucking up the dirt through a filter—was impossible.

Challenge accepted, Booth set off on a mission to produce a machine that would suck, not blow.

After allegedly near-fatal tests—in which he choked after putting a handkerchief



Science Museum Group Collection
Hubert Cecil Booth (1871–1955).

Science Museum Group Collection
Engineer Hubert Cecil Booth was rolling his new vacuum cleaner onto the wealthier streets of town.

'filter' over his mouth and sucking up dust from the arm of a chair—Booth formed the British Vacuum Cleaner Company and launched his new device. This was the huge beast of a machine seen doing the rounds of wealthy Londoners' homes at the start of the 20th century.

THE FIRST VACUUM CLEANER IN ACTION

Channelling a red and gold fire engine aesthetic, according to journalist and author Jane Furnival, the distinctive horse-drawn vacuum cleaner and its liveried operators arrived at your house, immediately advertising to the neighborhood that you were holding a 'vacuum tea party'. A visit wasn't cheap—the cost was the same as the annual wages of a 'tweeny', a junior domestic maid.



To conduct the miraculous cleaning, long hoses were fed through windows, the petrol-powered motor (and later electric engine) was started and air was drawn by suction from the hose and nozzles through a filter. Locals outside were encouraged to marvel at the amount of dirt and dust collected through a special glass chamber on the side of the machine—another cunning marketing strategy.

Original Booth trolley vacuum cleaner, supplied to the Royal Naval College, Osborne, c.1905
Science Museum Group Collection [More information](#)

VACUUM CLEANING AS A LUXURY

After a flurry of disapproval and a string of court cases, both against the disruption the machine caused on the streets (including frightening horses) and from a series of disgruntled inventors, Booth finally convinced judge and jury that his powerful machine was the only vacuum cleaner at the time that actually worked.

Cleaning everywhere from Buckingham Palace to the Royal Mint and Crystal Palace—where 26 tons of dust were removed from the girders during a First World War outbreak of spotted fever—its credentials were soon established as a reliable cleaning machine.

Vacuum cleaners were purchased by Russia's Tzar Nicholas II, Germany's Kaiser Wilhelm II, the House of Commons and the popular Dickens & Jones department store in London.

Despite the drama and theatre of Booth's machine, the basic technology and the suction principle was the same as in most vacuum cleaners today. Vacuum cleaners soon got smaller, more portable and—most importantly—cheaper. Smaller motor-powered vacuum cleaners, famously from Hoover and Electrolux, began to appear before 1915.

For wealthier households, the annual evacuation so servants could complete their spring cleaning became a thing of the past. Rich homeowners purchased the new vacuum cleaners, eager to be seen as early adopters of the technology or looking to retain domestic help made scarce by the First World War.

HOOVERING FOR THE MASSES

The British association of the vacuum cleaner with the word 'Hoover' came from the American



Attachments for Hoover model 700 vacuum cleaner, c.1930
Science Museum Group Collection

company's advertising strategies and dominance in the British market. Asthmatic American inventor James Spangler sold his idea for an electric broomstick-like cleaner—with cloth filter and dust-collection bag attached to the long handle—to William Hoover in 1908.

His invention proved to be arguably the first truly practicable domestic vacuum cleaner. The Hoover Company's huge British factory, built at Perivale near Wembley in the 1930s, produced smart-looking machines which appealed to the modern consumer.



Testing hoovers on a rolling carpet device at the Hoover factory, Perivale, 1948.
Walter Nurnberg/Science Museum Group Collection

But vacuum cleaning still hadn't quite made it to the masses.

Given the high costs involved in purchasing new electric appliances together with the lack of electrical power provision, most people continued to clean their carpets, rugs and curtains in more traditional low-tech fashion until after the Second World War.

Many 1950s householders would still have identified with Victorian housemaid Miss Kirby's description of carpet cleaning: armed with dustpan, a selection of hand brushes and a long-handled sweeping brush you 'just got down on your hands and knees and brushed'.

Golden City Cruisers Agenda – September 7th, 2021

- I.** Call to Order
- II.** Pledge of Allegiance
- III.** Minutes of Last Meeting
- IV.** Treasurers Report
- V.** Sponsorship Report
- VI.** Ailing Members Report
- VII.** Unfinished Business
 - a. August Cruise-In - Update
 - b. Update from Rick Horne - Committee on Member Benefits
 - c. October Cruise-In - Update
- VIII.** New Business
 - a. Finalize Details for September Cruise-In (Cakes for Cake Walk)
 - b. Committee for Officer Nominations
 - c. Temple Founders Day (Parade, Cruise-In, and Fireworks) September 25th
 - d. Questions or Comments
- IX.** Adjournment and Social Time

(PLEASE PRINT A COPY OF THIS AGENDA AND BRING IT TO THE MEETING)

Golden City Cruisers Car Club
Olive Tree Restaurant
Villa Rica, Georgia

August 3, 2021

President, Raylene Carroll, called the meeting to order at 7:02. The Pledge of Allegiance was led by Ken Eckert.

The minutes of last month's meeting were approved as published in the newsletter. The Treasurer's report was also approved as printed in the newsletter

Sponsorship-Don Edwards reported that Wal-Mart Villa Rica is the only sponsor due this month. It was moved and seconded that we continue to have Wing Citi as a gold sponsor for the in-kind gifts that provide for our cruise-ins. This motion carried.

Ailing Members-Bryant Deal was presented a check from the hardship fund to help him pay medical expenses associated with his recent kidney transplant. Joel Roberts was involved in a riding lawnmower accident but is recovering.

Unfinished Business

Raylene Carroll thanked Lynn Ware for securing Karen Vance to play at our last cruise-in and for her work in setting up ways to get our logo wear. She also reported that 2Sew4U donated 10% of their sales at our last meeting to the club and she is pursuing them for Platinum sponsor.

Darrell Smith commented that our July cruise was well attended considering the threat of rain and there being 2 other cruises in the area that evening.

The Super Cruise committee chairman, Billy Glover, reported the flyer info is approved and Liz Horne has agreed to craft that for us. The committee work being done, the committee is dissolved. Executing the plans for the Super Cruise in October fall to the vice-president, Darrell Smith.

The Four Club picnic is August 7 at Glenloch Baptist Church in Franklin, GA. Reservations should have been made.

The Member Benefit committee has not yet met.

New Business

Nick Ware asked anyone needing a name badge let him know and to provide him with a picture of the car they would like on this badge.

Darrell Smith thanked Nick Ware for his hard work on the club newsletter.

The meeting was adjourned at 7:55.

Respectfully submitted,
Lynn Ware

GOLDEN CITY CRUISERS

MONTHLY FINANCIAL REPORT

AUGUST 2021

DATE	CHECK #	TRANSACTION DESCRIPTION	PAYMENT	DEPOSIT	BALANCE
		BALANCE			6836.27
8/3/21	3257	NICK WARE	30.57		6805.70
8/3/21	3258	BRYANT DEAL (HARDSHIP FUND)	1000.00		5805.70
8/3/21	3259	DON EDWARDS	11.00		5794.70
8//21/21	3260	DANNY DAVIS	114.59		5680.11
8/23/21	DEPOSIT	CRUISE IN, SPONSOR, HARDSHIP FUND		584.00	6264.11
		TOTALS	1156.16	584.00	6264.11
DATE	TYPE	DESCRIPTION	CHARITY FUND	GENERAL FUND	DEBIT
8/3/21	3257	NICK WARE—BADGES			30.57
8/3/21	3258	BRYANT DEAL HARDSHIP FUND			1000.00
8/3/21	3259	DON EDWARDS- STAMPS			11.00
8/21/21	3260	DANNY DAVIS CRUISE IN FLIERS			114.59
8/23/21	DEPOSIT	50/50 73.00, CAKE WALK 34.00 COKES 22.00 DONATION 5.00 SPONSOR 2 SEW 4 U 250.00 HARDSHIP FUND 200.00	134.00	250.00	
		TOTALS FOR MONTH	134.00	250.00	1156.16
		TOTAL OPERATING FUND			6264.11
		LESS HARDSHIP FUND			400.00
		TOTAL CASH ON HAND			5864.11

Our Club Platinum Sponsors

Through the generous donations of our sponsors, the Golden City Cruisers Car Club is able to continue our support of area charities. Please use these Platinum Sponsors when you have a need!



Our Club Gold Sponsors

Through the generous donations of our sponsors, the Golden City Cruisers Car Club is able to continue our support of area charities. Please use these Gold Sponsors when you have a need!

<u>Advance Auto Parts, Villa Rica</u>	<u>American Pie, Carrollton</u>
<u>Autozone, Carrollton</u>	<u>Autozone, Villa Rica</u>
<u>Carroll Food Mart, Villa Rica</u>	<u>Carrollton Car Stereo, Carrollton</u>
<u>Cecil Harris Insurance Agency, Carrollton</u>	<u>Chat and Choo, Villa Rica</u>
<u>J. Collins Funeral Home, Villa Rica</u>	<u>Danny Davis Trucking, Villa Rica</u>
<u>DKS Roofing Specialists, Douglasville</u>	<u>Don Rich Ford, Villa Rica</u>
<u>Great Classics 98.9, Carrollton</u>	<u>Haney's Drug Corner, Carrollton</u>
<u>Hearn Monument, Carrollton</u>	<u>Hyde Hauling, Dallas</u>
<u>Jacky's Landscaping Materials, C'ton</u>	<u>Kopps Creative Carton Co., Villa Rica</u>
<u>Lafitte Mop Company, Villa Rica</u>	<u>Lake Carroll Lawn Equipment, Carrollton</u>
<u>The Lazy Donkey, Carrollton</u>	<u>Lewis Thomas Body Shop, C'ton</u>
<u>Liberty Chevrolet, Villa Rica</u>	<u>Los Cowboys, Villa Rica</u>
	<u>McCord's HVAC & Refrig., Villa Rica</u>
<u>Morgan Oil Co. Carrollton</u>	<u>My Financial Services, Villa Rica</u>
<u>O'Reilly Auto Parts – Villa Rica</u>	<u>The Olive Tree, Villa Rica</u>
<u>Pro Tech Car Wash, Villa Rica</u>	<u>Shot Spot, Carrollton</u>
<u>Smith Brothers Supply, Carrollton</u>	<u>Wal-Mart Super Store, Villa Rica</u>
<u>West Georgia Truck Accessories, Carrollton</u>	<u>West Georgia Shopper, Carrollton</u>
<u>Wing Citi Café, Carrollton</u>	<u>Wrightway BBQ and Wings, Bremen</u>

7/31/21