

# NEWS FROM THE



Swamp Fox Region

CELEBRATING OUR 37th YEAR AS AN ACTIVE CLUB

## NEXT MEETING

TAKKI'S RESTURANT

609 Pearl St.

Darlington, SC

Feb.12, 2018

6:30 PM for eating/fellowship 7:00 PM  
for Club Meeting

February 1, 2018



## HAPPY BIRTHDAY TO:

Linda Allen	2-3
Dianne Murphy	2-14
Dan Dembowski	2-28
Tom Ennis	2-28



## Robinson's Ramblings'

January is about done and a lot of progress has been made on the plans for our April car show thanks to Show Chairman Curt Smith, Susan Pace and Cheryl Floyd. The club board reviewed the subcommittee's work and approved the path forward at the January board meeting. We have a lot of work yet to do and much is needed from each member to make the show the success it can be.

We need each member to make a contact with someone they know that can become a Show sponsor. We have 3 levels of sponsor ship available with different "perks" at each level. I am sure that each of you knows someone who would be willing to be a sponsor. This is going to be a really classy show in a venue that has major future possibilities. We are going to show what the Swamp Fox AACA club can do which requires a higher level of funding than our other shows.

Let's get behind this effort as we need to have our sponsors lined up by the 1st of March.

## WELCOME NEW MEMBERS

### 2018 CLUB OFFICERS

President	Al Robinson	496-7207
Vice Pres.	Sammy Lee	992-6082
Secretary/	Susan Pace	230-0212
Treasurer.		

### NEW CLUB WEBSITE:

swampfox.aaca.com

Email:swampfoxoldcarclub@gmail.com

Swamp Fox Old Car Club  
Antique Classic Car Show  
Saturday, April 21, 2018,  
2441 Hoffmeyer Road - Florence, SC.

We had a fun time at the 1st last Saturday of the month breakfast on the 27th. I would have liked to have seen a few more of our gang out for this. It can be a good way to get some new members as well. We will send out notifications for this via E-mail, so check your computers. We will also use our call list to remind everyone.

I will attend the AACA National meeting in Philadelphia, Pa. on Feb.9 &10. I promise to represent our great club to the many AACA representatives there and let them know that Swamp Fox and South Carolina are doing great things!!! Hope to have some good things to report at our February meeting.

Al Robinson

Last Saturday of the month breakfast at Bazen's.1/27/18.



Photo by Susan Pace

## Swamp Fox Rides



### Transferring the Tin

I am calling this write-up Transferring the Tin because a project of mine is going to my best friend to complete. This project is a 1941 Ford Convertible that I started on many years ago and never could quite seem to get back to after stopping several times.

The saga starts about 1980 when I was living in West Virginia working for DuPont at their Parkersburg W.Va. plant. I purchased this 1941 Ford Ragtop from a guy who ran a body shop in Parkersburg. He wasn't the best on old Ford's as far as knowing the intricacies of early V-8 restoration, but he was damn good at finding new old stock parts for old Ford's. By the time I got all the stuff out of his shop, I had at least 4 truckloads of parts, some of which I wasn't sure were for a 1941 Ford. When I started going thru the boxes I found parts for 42-48 Fords, 41 Merc's and lots of duplicate 41 Ford pieces. Did I mention--the 41 Ford that I bought was totally dismantled-major jig saw puzzle!!!!

I did enough work on the car in 1980 to figure out that I had a bunch of stuff to undo that the guy I got it from had really messed up on. He just didn't know much about old Ford convertibles when he tore it apart. I think that's why he sold it. The price was right and I had finished restoring a 1940 Ford convertible a few years before so I figured I could do a 1941 Ford even if it was a Jig saw puzzle.

Fast forward to August of 1981. I got transferred by DuPont to Florence SC to become the Plant Maintenance Superintendent. I had a 1964 SS Impala 95% done, a 1965 Mustang Convertible about half done and the 1941 Ford on the back burner.

I built my shop as part of the transfer process in coming to South Carolina intending to finish the 64 Chevy and the 65 Mustang as time permitted while getting into some major new job responsibilities with DuPont. The 1941 Ford got stuck in the back of my shop, I finished the 64 Chevy and the 65 Mustang convertible and then did 66 Mustang coupes for both of my daughters. Needless to say, Dad's 41 project just sat in the back of my shop and did not see the light of day until Nov.22 2017 when I sold it to Kelly Key.

Kelly, being a good old boy and a fellow Swamp Fox Car Club member now has the "promised" responsibility to complete the restoration in a timely manner. We have not yet discussed what constitutes a "timely manner"!!!!

This is not the end of this "story". It shall continue with Kelley as the proud owner of my 1941 jig saw puzzle.

Al Robinson



**SFOCC Members: You too can be featured in an upcoming edition of the SFOCC Newsletter. Just submit a picture(s) of you and your car along with your car related story to [swampfoxoldcarclub@gmail.com](mailto:swampfoxoldcarclub@gmail.com).**

# Automotive History

## The 1925 Doble

The Series E Doble, built from 1923 to 1927, was the finest steam-powered car ever produced. Moreover, in both craftsmanship and performance it ranks high among the greatest classic cars of history. The car's inventor, San Francisco-born Abner Doble began experimenting with steam cars while he was in high school. As an engineering student Massachusetts Institute of Technology, Doble continued his experimentation and in 1912, at age 17, built his first successful car. Two years later Doble established the Doble Motor Vehicle Company. During the first few years of the company's existence, few cars were sold because the young inventor insisted on perfection and cars were built for research and development rather than for sale. This policy resulted in major advances in steam car design.

One of the major problems inherent in previous steam cars was the great amount of time, as much as a half hour, required to get up enough steam to run the car. Doble solved this problem with an ingenious boiler heated by a flame fed by atomized fuel. A continuous electric spark ignited the fuel. (This technique was adopted to make the modern household oil burner.) A head of steam could be built up in a cold boiler in less than three minutes. Another inconvenience overcome by Doble was the need to stop frequently for water. His car could travel up to 1,500 miles without a refill. These features helped make the Doble the hit of the 1917 New York Auto Show. More than 11,000 orders were placed for Dobiles, but due to World War 1 requirements for steel, production had to be suspended.

In 1920 Abner Doble formed a new company in San Francisco-Doble Steam Motors of California-to build luxury cars. During 1921 and 1922 the development of the greatest of all Dobiles, the Series E, got under way. This car was designed to show the superiority of steam over gasoline engines. Earlier Dobiles had been equipped with an almost silent and vibration free twin-cylinder motor. However, "almost" wasn't good enough for a perfectionist like Doble. His four-cylinder Series E, built for power and smooth performance, monopolized the 1923 auto show in San Francisco. Visitors were awed by the car's uncompromising craftsmanship. When they looked under the long, stylish hood their amazement increased. Instead of an internal combustion engine, they saw a huge canister-shaped boiler neatly plumbed with tubes and valves. The powerful 125-horsepower motor was located out of view on the rear axle.

Doble, a brilliant engineer but an indifferent businessman, constantly had trouble getting enough money for production. It wasn't until 1925 that many customers received their cars. Even young millionaire Howard Hughes, who bought two Dobiles, had to wait. Only about 45 cars were delivered before production ceased because of the Great Depression. Despite the small number of Dobiles produced, the Series E Dobiles proved that steam cars built to Abner Doble's exacting standards could exceed the performance of the finest gasoline powered cars of their day.

David Lahr

Charlotte NC Hornets' Nest AACA