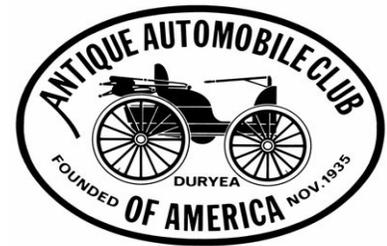




NEWS FROM THE SWAMP FOX Old Car Club



Swamp Fox Region

CELEBRATING OUR 36th YEAR AS AN ACTIVE CLUB

NEXT MEETING

TAKKI'S RESTURANT
609 Pearl St.
Darlington, SC
Oct.9, 2017

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

October 1, 2017



HAPPY BIRTHDAY TO:

Stephen Bailey 10-11
Gayle Ennis 10-13
Vicki Mears 10-19



Robinson's Ramblings'

WELCOME NEW MEMBERS

2017 CLUB OFFICERS

Pres.	Al Robinson	496-7207
Vice Pres.	Sammy Lee	992-6082
Secretary,	Rena Mears	250-1152
Treasurer,	Susan Pace	230-0212

NEW CLUB WEBSITE:

swampfox.aaca.com

EMAIL:swampfoxoldcarclub@gmail.com

Well gang, the 2nd show of the year is history and was successful thanks to show Chairman Sammy Lee. We had 42 cars, not as many as we had hoped for, but that was hurricane weekend and there was a show in Lake City which didn't help. Thanks to all who helped out on the show. We do need to get more people out for the next 2 shows as I expect a lot more cars. Please keep Oct 14 and Nov 4 free for these 2 shows.

If you have any questions on the Sweet Potato Festival talk to Show co-chair persons Rena and Wayne Mears. Talk to show Chairman Tom Spence on anything pertaining to the Pecan Festival.

We do need to get more people out for the shows so that the same folks are not having to do all the work show after show.

Swamp Fox Old Car Club
Sweet Potato Festival Car Show
Saturday, October 14, 2017,
Darlington, SC

Con't on next page

Congratulations to the Spence clan on Alex Spence becoming a starter for the Clemson Tigers. There are a couple of proud Dad's in our car club due to some very talented kids!!

PRESIDENT'S MEMBERSHIP PROGRAM

Don't forget what I laid out in last month's Newsletter. Anyone who brings in a new member gets a free meal on your President. I also have 4 free memberships to AACA available thru National' so use this as well as a selling point for joining the Swamp Fox Club.

We have a great year going so far, a lot of progress has been made in expanding and upgrading the club and I hope we can do even more. Just remember this is YOUR car club and what you put into it will more than be rewarded!!!!

AL

Swamp Fox Rides

Club Member: Dan Felker

Car: 1968 Chevy C10 ½ ton Short Bed Step Side Pick Up Truck

Engine: 406 Cubic Inch Big Block Chevy

Transmission: 700R4 Automatic

I have owned this truck since 1999 and it was a high school project for my youngest son, Gabe and I and he drove it daily to school his junior and senior years. This old truck has seen many owners and task along its 49 year history. In 1968 it was sold new in Georgia and was used by a farm family up until the late 1980's when it was traded for a newer replacement truck. The original equipment included an inline 6 cylinder engine and a 2 speed power-glide automatic transmission. One of the rare 1968 options on the truck is the factory air conditioning. The truck changed hands several times in the early 1990s until it was purchased by a family in Seneca SC around the mid-1990s. This family was avid drag racing enthusiast and modified the C10 to a street legal drag racer. They had replaced the 6 cylinder engine with a big block Chevy 454 monster. The transmission was also changed to a heavy duty THM400 3 speed automatic and the rear axle was converted from an open differential to a limited slip unit with 4-10 ring and pinion gears. One distinguishing characteristic of the racing history of this truck is the presence of the light weight fiberglass rear fenders still on the truck. The truck was sold again in 1998 to an upstate SC man in a package deal of this truck and a 1967 long bed C10 but the previous owner had replaced the BBC racing engine with a 350 cubic inch small block donated from a 1998 Camaro.

I have used this truck for the past 14 years as a utility hauler on short local trips only. Last year my son Gabe wanted to replace the old 350 with a 396 bbc that I had in storage from a 68 Chevelle I sold 20 years ago. The engine was complete but needed a rebuild. We machined the block to 406 ci and replaced all of the internal components with new performance parts. We reused the cast iron heads but did an upgrade valve job. After replacing old butchered motor mounts and engine accessories we finally bolted the old school rat motor into the truck. It still needs a few things to be street worthy but it should be on the road soon.



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.

Pictures from the Swamp Fox Antique Classic Car Show, September 9, 2017



2017 Car Show Schedule

Sweet Potato Festival, Darlington, SC
Pecan Festival, Florence, SC

October 14, 2017
November 4, 2017









Automotive History

The White, one of the most respected steam cars ever built, was introduced in 1901 by Rollin H. White. Noted for quality workmanship and durability, the White steamer was constantly improved until, by 1909, it merited the accolade of true greatness. The White had two advantages over contemporary steamers-it could build up steam pressure faster, and it traveled farther without water. In 1909 most steam cars heated water in a large boiler to generate steam pressure. This took up to 30 minutes when the car was cold, Instead of a boiler, the White used a semi-flash steam system consisting of tubes arranged in series over a flame. Not only did this system reduce the time required to get up power, but it made storing high pressure steam unnecessary, thus eliminating the danger of explosion. With the White system, steam was produced so quickly that it could be generated only as needed.

The White was able to travel farther between refills because it was equipped with a condenser to convert exhaust steam to water, which was recirculated and used for power. With this feature and its highly efficient compound engine, the White could cover nearly twice as much distance as its competitors without stopping to add water. For drivers who were accustomed to the noisy, vibrating gasoline powered cars of the early 1900s, the White was a source of amazement. Not only did it start without cranking, but once steam pressure was up, the White got underway with just a touch of the throttle. There was no clutch to operate and there were no gears to shift. The car gathered speed smoothly and in almost complete silence, except for a muted chuffing sound from the engine.

Although the White's two-cylinder engine was small, the car competed with outstanding success against four-cylinder gas-powered cards in the hill-climbing races and touring events. The White racer "Whistling Billy," with the great race driver Webb Jay behind the wheel, brought the company such fame that cars couldn't be produced fast enough to fill the demand. To increase production, a large new factory was built on a 30 acre site near Cleveland, Ohio.

Over the years, White cars crossed the finish line first in so many races that eventually new restrictive entry requirements were introduced which in effect barred the car from competition. Even so, the White Company frequently donated cars for the use of racing officials. Company motives weren't entirely altruistic because, as the officials drove silently and effortlessly over the race course, spectators were impressed with the superiority of the White to the gasoline cars, with their noisy and often temperamental engines.

In 1906 President Theodore Roosevelt selected the White as his official vehicle. Despite the President's sales-boosting endorsement, the economics of producing quality steam cars and public acceptance of gas-powered cars caused the White Company to switch from steam to gas engines in 1911. For its day and age, the White steamer had attained near perfection, but its cost made it a car only for the wealthy.

David Lahr
Charlotte NC Hornets' Nest AACA