

NEWS FROM THE



Swamp Fox Region

CELEBRATING OUR 38th YEAR AS AN ACTIVE CLUB

NEXT MEETING

Lil D's Dugout
3051 S. Irby St.
Florence, SC
Nov. 11, 2019
6:30 PM for eating/fellowship
7:00 PM for Club Meeting



HAPPY BIRTHDAY TO:

Darlene Felker	11-7
Kelly Key	11-12
Wendy Dembowski	11-16
Tim Spence	11-21
Tom Spence	11-21
Bill Edwards	11-27

WELCOME NEW MEMBERS

2019 CLUB OFFICERS

President	Al Robinson	496-7207
Vice Pres.	Tom Spence	773-0189
Secretary/	Susan Pace	230-0212
Treasurer.		

CLUB WEBSITE:

swampfox.aaca.com

Email:swampfoxoldcarclub@gmail.com

[2019 Car Show Schedule](#)
Pecan Festival, Florence, SC 11/2/19

November 1, 2019



Robinson's Ramblings'

November is here, the Pecans are falling (hopefully not on the car show cars at the Pecan Festival) and we are only a month away from our annual Christmas Party. Where in the heck did 2019 go?? Hershey was great this year and the 2nd best Hershey parts sales I have had. The AACA car show on Sat. was super with great weather as was the entire week. I hope every Swamp Fox member can make it to Hershey at least once. It's an experience you will never forget!!!

The Auto Fair at Charlotte was a bit of a disaster, lots of vendors not there and the crowds were sparse compared to previous years. I think the shift from Sept. to Oct. played a part as most vendors and attendees are tuned in to Auto Fair before Hershey. At least the weather was cooler. I sure did not sell much, so thanks for a good Hershey year.

We need all the help we can get for the Pecan Festival show. Chairman Tom Spence is expecting 130 plus cars this year so please plan on being there between 7 and 7:30 AM on Sat. We will be setting up with registration starting at 9AM and it will be a busy day. This is our premier festival show and we want to continue to leave all our participants with a great feeling about the show and our Great Swamp Fox car club!!

Robinson's Ramblings' con't

We will have a participants judging of Swamp Fox Cars at this show for the 1st time, so drive your old car to the show. We have a special area set up for club cars this year!!

Just remember, LIFE IS TOO SHORT TO DRIVE A BORING CAR!!! Thanks to every member for a great 2019 so far, let's keep it going into 2020!!

Al Robinson

(Photos by Curt Smith)



Cheryl's Birthday party surrounded by family and friends

Swamp Fox Rides

Tom, Michelle, and Caroline Smith's 1973 VW Karmann Ghia Sport Coupe

In the evening, I often spend time on various websites looking at old cars for sale and dreaming about how it would be to have any and all of them. In September of last year, while scouring the web, I found one of my bucket list cars, a Volkswagen Karmann Ghia sport coupe, built on the same chassis design as a Beetle. This car holds special significance in my heart, as over several decades, my brother, Lee, and I have owned three Karmann Ghia's before this one. Upon finding this one in excellent condition, I knew I wanted to buy it and extend the familial significance of these cars.

In the early to mid-1950s, desiring to compete with the British manufacturers and their roadsters, Volkswagen commissioned German coachbuilding house, Karmann, and the Italian auto designer, Ghia, to work together to produce a sport coupe. The result was the easily recognizable Karmann Ghia. The strongest influence on the final design of the car came from Ghia - a sketch from a previous engagement with Chrysler that never entered the production stage.

From this retired design stemmed the idea of a unibody, a defining feature in the car's construction. Throughout production, VW air-cooled engine design remained basically unchanged, a flat 4 boxer design of an aluminum and magnesium composite with a wet sump oil system. The cars are rear-engine and rear-wheel drive with the four-speed manual transaxle mounted forward of the engine.

Over the years of manufacturing, the engine displacement grew from the initial 1100 cc to 1600 cc for the final six years of production, with output increasing respectively from 38 horsepower up to the final, just over 60 horsepower. German production of the Karmann Ghia from 1955 to 1974 turned out 445,000 cars, both coupes and convertibles (with production of the latter not beginning until 1957).

The car I now own has been bought and sold a couple times recently, first by a man I only know as Ben, a 78 year-old enthusiast, originally from Chile, South America, who bought it from Southern California and had it shipped to Florida, where he gave it a major restoration. This intense reconstruction consisted of a complete disassembly and rebuild of the body, chassis and pan, and essential systems. From the nose of the car to the tail-end, the car is one piece of metal, and for ease of work, the car was placed on a rotisserie. Immediately after the completion, he sold it to a fellow in Frederick, Maryland, who later sold it to me.

Though this restoration is certainly incredible, especially for a man of Ben's age, there are still some oddities remaining which I have been and still am working through. These are all minor issues, such as door handles being placed upside down on the opposite sides, improper gaskets and cables, wiring errors, and a few other small, fixable mistakes. These minute problems have made my ownership of the car interesting, and I am always entertained by what I find in it. I am so excited for the future improvements of this invaluable car.

Tom Smith





(Photos by Curt Smith)





Reifendruck / Cold Tire Inflation Pressure

Teil-Nr. 113.000.257 A	Nutzlast / max. load	halb		voll	
		atü	psi	atü	psi
Normalreifen	vorn / front	1,1	1,3	16	19
	hinten / rear	1,7	1,9	24	27
Bias Ply Tires	Autobahn / Highway + 0,2 atü / 3 psi				
	vorn / front	1,3	1,3	19	19
Gürtelreifen Radial Ply Tires	hinten / rear	1,9	1,9	27	27



The 2019 Darlington Sweet Potato Festival Car Show

(Photos by Dan Dembowski)



2019 Darlington Sweet Potato Festival Car Show

(Photos by Dan Dembowski)



The 2019 Darlington Sweet Potato Festival Car Show

(Photos by Dan Dembowski)



Automotive History

Many experts in automotive design consider the Cord to be the best-looking car ever built. In 1949, 12 years after the last Cord was produced, the Museum of Modern Art recognized it as one of the ten all-time finest example of industrial styling. No other automobile was similarly honored. The basic Cord design was conceived in 1933 by Gordon Buehrig chief engineer of the Auburn Automobile Company, which built both the Cord and Auburn cars. Shelved for several years, the design was resurrected in 1935, when Auburn began to falter. The sensational Cord was to be the last achievement of one of America's most innovative automobile manufacturers,

Despite the company's desperate financial straits, brought on by the Depression and intense competition from other manufacturers, Buehrig was given a free hand to introduce a host of new styling concepts. For example, the convertible model offered the first fully disappearing top. Running boards were eliminated on all models. Headlights disappeared into the front fenders and rear lights were neatly faired into the body. The hood opened from the front, giving the Cord the distinctive front-end treatment that is perhaps its most outstanding design feature. And there were any number of minor design details, such as hidden door hinges and the first hinged cover to hide the gas tank opening, all of which contributed to the Cord's clean and pleasing appearance. Mechanically the car was equally revolutionary. Its most spectacular engineering feature was its front-end drive. This eliminated the long drive shaft that caused an awkward hump in the floors of other cars of the 1930s. In addition, the Cord's carefully conceived suspension and steering systems gave it inherent stability under all types of driving conditions. In hill climbing and cornering, the Cord was a match for most respected cars of its day.

In 1937 the company introduced the Model 812. Among collectors of classic cars, this model has become the most coveted of all Cords. It is identified by the flexible chromed steel exhaust pipes that extend from the hood into the front fenders. The Mode; 812 was supercharged, and its V-8 Lycoming engine was capable of producing nearly 200 horsepower, one of the highest ratings of any production automobile of the late 1930s. With its many advanced features, the Cord was an expensive car. The cost was about double that of a Cadillac and several times more expensive than a Ford or Chevrolet. For this reason, and because the public was somewhat suspicious of such innovations as the front wheel drive, it never became a best seller. In 1937 the hard-pressed Auburn Company was forced to terminate production.

Testimony to the car's quality and the admiration it generated among car enthusiasts is the fact that 25 years after manufacturing ceased, about 50 percent of all Cords ever produced were still in operating condition. Today the Cord is a symbol of truly inspired automotive design and engineering.

David Lahr
Charlotte NC Hornets' Nest AACA

Future Car Shows of Interest

November 2, 2019,

Pecan Festival - Swamp Fox Old Car Club
Florence, SC - Swamp Fox Region



April 2-5, 2020

AACA Southeastern Spring Nationals and Auto Fair
Charlotte, NC - Hornets' Nest Region



SC Sweet Potato Festival, Darlington
October 12, 2019

REGISTRATION
\$ 20.00
9:00 - NOON

&

SC Pecan Festival, Florence
November 2, 2019

Year End
Cash
Drawing

24 Distinct Classes
DASH PLAQUES TO FIRST 100
TROPHIES AWARDED TO TOP 3 IN EACH CLASS
BEST NON-PRODUCTION
BEST PRODUCTION
MAYOR'S CHOICE

- ALL ENTRIES WILL BE JUDGED BY SWAMP FOX AACA CLUB MEMBERS
- JUDGING IS A POINT SYSTEM
- NO SWAMP FOX OLD CARS WILL BE JUDGED

MUSIC PROVIDED BY THE SWAMP FOX OLD CAR CLUB

For more information visit our website: <http://swampfox.aaca.com/>

Or call: **Al Robinson, President 843-496-7207**
Tom Spence, VP 843-773-0189



FOR SALE

1967 PLYMOUTH SPORT FURY FASTBACK



Owner: Ronnie Wallace

Due to health issues, this beautiful car needs to be sold to help with ongoing healthcare cost.

Ronnie bought this car in 1967 (have the original window sticker that goes with the car) & dated his future wife in it. Later traded it then found it again years later, repurchased it & had it fully restored (have pictures).

While Ronnie loved this car he especially loved going to car shows & talking with the other car owners & people that looked at his car. Many trophies were awarded to Ronnie's car & they all go with the car. Almost always won best MOPAR at every show he attended - this is one fine car.

Here are some recent things done to the car:

- Oil/filter change w/Mobile-1

- Topped off all fluids (no leaks found)

- Inspected all suspension links, bushings, ball joints, belts & hoses

- Serviced brakes & adjusted

- Washed & waxed

- Detailed interior

Please consider this car if for nothing else but to win lots of trophies but to also help out my friend. All offers will be considered but a minimum offer of **\$22,000** will be given serious consideration.

For more information contact me:

Steve Cobb

843-393-7871