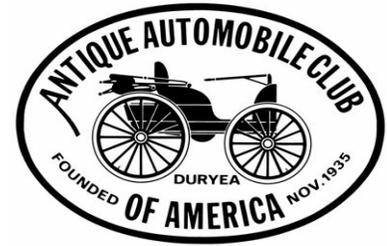


NEWS FROM THE SWAMP FOX Old Car Club



Swamp Fox Region

CELEBRATING OUR 37th YEAR AS AN ACTIVE CLUB

NEXT MEETING

TAKKI'S RESTURANT

609 Pearl St.

Darlington, SC

Jan.8, 2018

6:30 PM for eating/fellowship

7:00 PM for Club Meeting

January 1, 2018



HAPPY BIRTHDAY TO:



Robinson's Ramblings'

Wow, what a great Christmas party!!! Great food, lots of good socializing, very good turnout by our club members and a new addition to our Board of Directors, Nick Osorio. I want to thank each and every member one more time for making the 2017 Swamp Fox Old Car club year the great success it was.

With that said, it's time to start our plans for 2018. Your Board of Directors will be doing a planning meeting on Jan 7 to start organizing our year. If any member has any ideas or potential suggestions for programs and activities for 2018, please contact any of the Board members prior to Jan 7.

We have tentatively set April 21 for our spring car show. With the focus on car 25 years old or older and with a much better location for a really classy show, we need to start putting together a detailed plan of action early. We will need all the help we can get to do this type of show so it becomes super important to have everyone committed to making this the best Spring show we have ever done.

One of the avenues that will help us to put on a super show is to get new members into the club starting NOW!!!! I would like to challenge each member to bring in one new member this year. My free dinner

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

**Merry Christmas
And
Happy New Year!**

offer has been extended for 2018. Let's make it a special goal to grow the Swamp Fox car club by at least 5 MEMBERS during the 1st qtr.

We have a great club. Let's make it even greater in 2018!!!!

President AL

Interesting Automotive web sites:

<https://www.hagerty.com/articles-videos/articles/2017/12/06/bfh-pantera>

<https://www.hagerty.com/articles-videos>

<https://www.hemmings.com/blog/2017/12/06/entire-collection-of-pre-model-t-ford-alphabet-cars-transferred-to-piquette-plant-museum/?refer=news>

<https://www.hemmings.com/blog/2017/12/10/challenging-drive-me-styling-the-genesis-of-the-pontiac-fiero/?refer=news>

<http://www.autoline.tv/>

Swamp Fox Rides

The Volvo Adventure

Back in 2009 Tom and I had the opportunity to acquire a car from a friend's father who was downsizing. The choice was a mid 80's Jaguar XJS convertible that needed some work, or a 1969 Volvo p1800S, that also "needed some work." Not knowing what the Volvo was, but knowing what the Jag might be (a nightmare!) we settled on the Volvo after the owner sent us three pictures and a description of the car. He also said that if we "got into it" and found it wasn't what we wanted he would buy it back-WHAT A DEAL! The car arrived shortly thereafter, and the fun began. We learned some Swedish words for colors (wiring diagram NOT in English) and tackled the 2 litre 4 banger with SU carbs with reckless abandon!

We got it running, but it needed a lot of help/stuff (don't they all!) So after using the credit card and the word NEW a lot the car came alive. Much thanks to Mr. Phil Gandy for sound advice and mechanical ability; the "Green Machine" would carry us around town in grand style. Now that the car was going to be a "keeper" we added some Custom Auto Sound, a wood Mustang-looking steering wheel (eBay-\$1), fun bumper stickers, and some TLC. Wow, now the paint looks just OK, so we stripped off the trim, fender mounted mirrors, hood mounted turn indicators, windshield squirter, bumpers, side turn indicators (you get the idea) and had the students at Florence Darlington Tech Auto Body school fix some bondo and re-paint it the original green color. Looking good!

I bought Tom's half of the car in March 2014 and drove it a good bit but realized that it could be a lot more fun if it had more horsepower and was more reliable. It currently is at Knight's Auto Body Shop after having been gutted like a fish-anybody want a tractor engine 4 speed set-up? When done it will be powered by Chevy 350 engine with a T5 transmission, rack-and-pinion steering, bigger brakes and tires, beefier suspension and springs, and Vintage Air. Hiding behind the cigar tray door will be two lighted buttons-"Fire Lasers and Fire Missiles." Completing the look will be a Ferrari grill ornament, retractable radio antennae, and coco floor mats!

Drop by the shop for a look-see at a one-of-a-kind Volvo resto-mod! Any donations will be greatly appreciated!

Cheers-Tim Spence



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 of the Christmas Party
Photos by Susan Pace



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Automotive History

Built at a time when most cars vibrated excessively, the amazing 1903 Lanchester was notable for its remarkable smooth performance. It was a product of the genius of Frederick W. Lanchester who included in the car several significant mechanical innovations of his own design.

Chief engineer and designer at a British gas-engine works, he became interested in the developing automobile industry and began building cars in 1895 in Birmingham, England. His first experimental car worked well enough-the second, built in 1897, won a gold metal-but the perfectionist Lanchester was not satisfied. He felt that the basic design of the automobile needed much improvement to get away from the traditional horseless carriage image. While building his first-two cars, Lanchester studied many of Europe's cars and found them wanting. He set out to eliminate many of the problems he detected, especially the extreme vibration.

Lanchester knew that a four or six-cylinder engine would solve the problem inherent in a single or a twin. However, he felt that metallurgy and forging techniques were not advanced enough to make the long, complicated crankshaft needed for such an engine. So he relied on his engineering ingenuity and creativity to design a smooth-running engine, unlike any other internal combustion engine previously built. It was a horizontal two-cylinder engine with twin crankshafts, designed so that one piston canceled out the imbalance of the other. The result was a smooth, quiet and vibration-free running by contemporary standards.

He also attacked the problem of valve failure, which was common before heat-resistant metals were developed. Lanchester passed both the intake and exhaust gases through a single valve at the top of each cylinder. This kept the extreme heat of combustion away from a second gas-controlling shuttle valve, and proved to be a simple yet effective way to extend the useful life of the valves. The engine, which was available with either air or water cooling, was mounted in the center of the car, just behind the front seat. It was connected to the rear axle through a smooth-shifting, three-speed and reverse transmission and a very efficient worm-gear differential all designed by Lanchester. The 12-horsepower model could reach a speed of 40 mph.

Even at top speed the Lanchester could be stopped quickly with the powerful main brake adjoining the clutch. Some of the cars were also equipped with brakes acting on the rear wheels for smoother slow-speed stops. The rigid chassis frame, supported by 18-inch-deep side girders of aluminum and steel, was suspended on springs specially made so their frequency of bounce would approximate the motion of a man walking. Thus the movement of the car, even over rough roads, would feel natural and comfortable. The resulting ride which won universal praise, set a comfort standard for all later cars. Despite its advantages, the Lanchester was not a commercial success. The public was not yet ready for Frederick Lanchester's brilliant vision of a practical and comfortable automobile.

David Lahr
Charlotte NC Hornets' Nest AACA