

NEWS FROM THE



Swamp Fox Region

CELEBRATING OUR 37th YEAR AS AN ACTIVE CLUB

NEXT MEETING

Brown's BBQ
1243 West
Lucas St.
Florence, SC
Oct. 9, 2018
6:30 PM for eating/fellowship
7:00 PM for Club Meeting

October 1, 2018



HAPPY BIRTHDAY TO:

Gayle Ennis 10-13



Robinson's Ramblings'

October is here gang and the Sweet Potato festival is coming right up. Please mark your calendar in BIG print to be in Darlington at 7am on the 13th. We need all the help we can get as this show continues to grow. Based on last year, we should expect around 100 cars. My thanks again to Nick Osorio for picking up the chairmanship for the show and to Tom Spence as backup.

The Grand-daddy of all car events, the HOLY DAYS OF HERSHEY, is coming up the week of Oct 8. I will be at the swap meet and the AACA show as I have been for the past 50 years. It doesn't seem possible that I attended my 1st Hershey meet in 1968. Things have changed a bunch in the old car hobby since then and I remember combing the swap meet for 1940 Ford parts as I was in the middle of the restoration of my convertible at that time. MY HOW TIME FLYS!!!

The Pecan Festival car show is in good shape under Tom Spence's leadership and should be a good one again in 2018.

WELCOME NEW MEMBERS

2018 CLUB OFFICERS

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

NEW CLUB WEBSITE:

swampfox.aaca.com
Email:swampfoxoldcarclub@gmail.com

2018 Car Show Schedule
Sweet Potato Festival, Darlington,
SC 10/13/18
Pecan Festival, Florence, SC 11/3/18

Robinson's Ramblings' con't

For those of you who don't know, our club has been doing the car show since the festival was started. We have been an integral part of Florence history for a lot of years and hopefully we can contribute to our community for many years yet to come.

Planning has started for the Antique and Classic Show at Hoffmeyer Place on April 13th 2019. Curt Smith is Chairman for the show and has already got the ball rolling. Nick and Curt are working on the trophies, and they are going to knock your socks off!!!

We are getting some good PR on Facebook thanks to Dave Rast. Check it out if you have not!

ENJOY YOUR CLASSIC RIDE_LIFE IS WAY TO SHORT TO DRIVE A BORING CAR!!!

AL

Cars and Coffee September 8, 2018

Cars and Coffee

Florence, SC

Meeting on Saturdays

Aug. 11th, Sept. 8th, Oct. 20th, Nov. 10th & Dec. 8th

Time 9:00AM to 11:00AM

Location:

Highland Park United Methodist Church

1300 Second Loop Rd. at Marsh Ave.

Free coffee and cold drinks

For more information contact

Jim Vidt 843-799-0364 or jrvidt@gmail.com



Cars and Coffee September 8, 2018



Cars and Coffee September 8, 2018



Cars and Coffee September 8, 2018



Show Winning Recipes

Baked Alaska----Wendy Dembowski

Medium – Serves 6-8

3 days before serving

Soften ½ gallon medium quality vanilla ice cream (for some reason, good quality ice cream does not work as well).

Pack softened ice cream into **lightly** greased bowl ensuring top is smooth.

Place in freezer.

2 days before serving

1. Make graham cracker crust for base:

- 1 ½ cup graham cracker crumbs
- 3 TBLS sugar
- ¾ tsp cinnamon
- ½ cup melted butter

Combine dry ingredients. Add melted butter. Mix thoroughly.

Pat onto lined pan (I use a tinfoil lined cookie sheet), creating a circle 2" larger than ice cream bowl making sure there are no voids - Should be about ¼" thick.

Bake 10 minutes at 350^o or until firm.

Let cool thoroughly.

2. Once base is cool, remove ice cream from freezer. Remove from bowl (Sometimes you may need to dip bowl in lukewarm water to release ice cream from bowl. If it drips a little, it's ok.) Place ice cream, top down, centered on top of graham cracker base. Return to freezer. Do not remove from freezer until time to frost.

1 Day before serving:

1. Preheat oven to 500^o

2. Prepare merengue:

- 6 egg whites (room temperature)
- ½ tsp Cream of Tartar
- ¾ c sugar
- 1 tsp vanilla

Beat egg whites until frothy

Add Cream of Tartar and vanilla

Gradually add sugar and continue to beat until peaks form

3. Remove ice cream/base from freezer
4. Frost ice cream with merengue ensuring there are **NO** spaces between the merengue and the base. There will be excess crust.
5. With spatula, create peaks all over mound. Create peaks by gently placing a spatula on merengue and quickly picking the spatula up.
6. Place in oven for 5-10 minutes or until peaks are light brown.
7. Immediately place back in freezer.

Day of serving:

1. Remove Baked Alaska from freezer.
2. Trim off any excess crust.
3. Place on serving platter.
4. Return to freezer until 1 hour before serving.
5. Serve with strawberries or topping of choice.

Baked Alaska
Medium – Serves 6-8



Automotive History

The 1900 De Dion Bouton marked the next step forward in the development of high-speed engines and improved suspension systems. The firm of De Dion Bouton originated in 1882, in Puteaux, France, when the wealthy French nobleman Albert De Dion hired engineers Trepardoux and Bouton to build steam-powered vehicles.

In the years after Trepardoux and Bouton were engaged by De Dion, the firm developed a reputation for reliable lightweight steam engines. In 1889 De Dion began exploring the possibilities of producing gasoline engines. Trepardoux was distraught with the idea "To work upon explosion engine is to work against steam-to work against ourselves," he declared. In 1893 Bouton began building a prototype gasoline engine and Trepardoux left the firm rather than risk damage to his reputation as an engineer by associating with such a break in tradition.

Bouton based his prototype on the popular Daimler engine, and planned it to operate at the speed of 900 rpm achieved by the Daimler. However, at that speed, the new engine knocked badly. Bouton gradually accelerated his engine to a speed of 3,000 rpm when, surprisingly, the knock stopped. This gave Bouton the idea to depart drastically from accepted design principles and build an engine to run at 1,500 rpm. For good performance at these speeds, he designed a new ignition system, and contrary to the methods of other manufacturers at the time, he used precision machining techniques for all reciprocating parts. Proponents of the slower engines scoffed at it, claiming it would shake itself to pieces. But Bouton's engine proved to be remarkably dependable and ran smoothly at the high speeds for which it was designed because of the close tolerances used in its manufacture. By building the engine to run reliably at speeds much higher than other turn-of-the-century engines, Bouton showed the way for today's high performance cars.

Another great De Dion contribution to automotive science was its rear axle arrangement, which became known as the De Dion axle. It eliminated the clumsy chain and belt drives widely used in other cars and, at the same time, permitted the use of rear springs for a more comfortable ride. In the De Dion system, the differential was mounted on the car's frame and drove the rear wheels through flexibly-jointed shafts. The wheels were carried by a separate axle, which served to align them and to attach them to the springs.

In the last weeks of 1889, the production was begun on the 1900 De Dion Bouton. The car featured the De Dion axle and a water-cooled, 3 1/2-horsepower engine. Another feature was a new two-speed-and reverse constant-mesh gear system. The De Dion principle was used on racing cars through the 1920s, primarily on America, enjoyed a revival in the 1930s in both racing cars and high-performance passenger cars. It is still in use in automobiles of exceptionally high quality.

David Lahr
Charlotte NC Hornets' Nest AACA