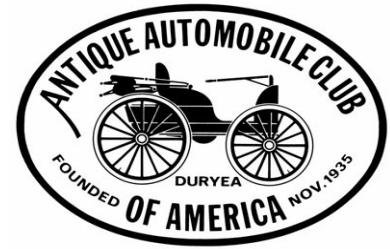




NEWS FROM THE

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

June 11, 2018

6:30 PM for eating/fellowship

7:00 PM for Club Meeting

June 8, 2018



HAPPY BIRTHDAY TO:

Donna Smith	6-2
Luther Johnson	6-17
Al Robinson	6-18
Doug Floyd	6-19
Rex Huggins	6-23



Robinson's Ramblings'

Well folks, the 1st half of our car club year is almost over and it sure has been a successful year so far. We still need to work on membership as we go forward. We have added some super new members and as we expand what we are doing as a club we will need to continue our membership expansion as well.

MY THANKS AGAIN TO EVERYONE WHO WORKED SO HARD ON THE APRIL SHOW!!!

We still have a few members who have not paid their AACA dues. Please get these to AACA. We are an AACA Region club and this is one of our club requirements. Being an AACA region club has lots of benefits, one of the main ones being one million dollars of insurance at no charge for every show we do. The AACA magazine is worth the price of our national dues as far as I am concerned as well.

PLEASE PUT JUNE 16 at 3:00 PM ON YOUR CALENDAR FOR THE PARTY AT NICK AND ABBY'S. IT WILL BE A GREAT GET TOGETHER.

YOURS IN OLD CAR-RING-AL

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

<p><u>2018 Car Show Schedule</u> Sweet Potato Festival, Darlington, SC 10/13/18 Pecan Festival, Florence, SC 11/3/18</p>
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The Editors Turn

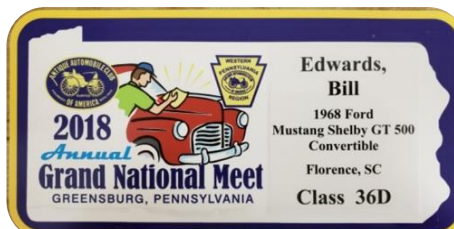
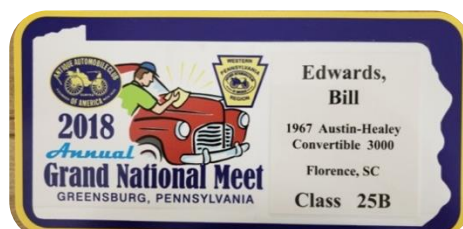
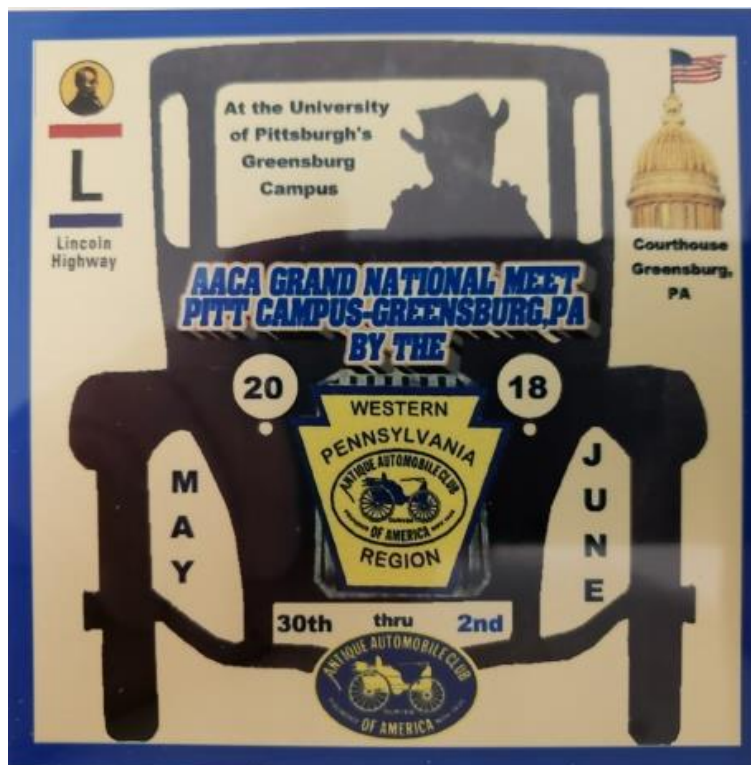
Once each year the AACA holds a Grand National Meet open to member's vehicles that have already achieved First Junior and Senior status in a previous year, or attained First Grand National status in a previous year.

Previously awarded Senior status vehicles will compete for the First Grand National Award, and previously awarded First Grand National vehicles will compete for the Senior Grand National Award. The minimum score for a First Grand National Award is 380 points and the minimum for the Senior Grand National Award is 390 points on a 400 point scale.

This month I would like to feature a look at the 2018 AACA Grand National Meet held in Greensburg, PA. This year, 500 cars competed in the event. You can check the results here, http://www.aaca.org/images/meet_results/2018/2018_Grand_National_Greensburg_PA.pdf

Below are pictures taken by Swamp Fox Old Car Club member Bill Edwards. Bill had three cars entered in the show. All three cars received a First Grand National Award. Congratulations to Bill.

Curt Smith



2018 AACA Grand National Meet, Greensburg, PA.



2018 AACA Grand National Meet, Greensburg, PA.



Swamp Fox Rides



How to "Sneak" First Whizzer Into Your Life

I have a lot of crazy stories about my involvement with Whizzers since I was a kid. I will start with how I got my very first Whizzer. (I am now of the "senior" echelon, as I am 79 years old [young].)

The year was 1951, I was 12 years old and had just seen the most desirable thing of my life: my next-door teenage neighbor on a bike with a MOTOR on it! I was a tinkerer from the age of 3, and anything mechanical fascinated the tar out of me. When I first saw that motorized bike all I wanted to do was learn what they were all about. It was a Whizzer, and I spent every minute I could talking to that neighbor kid about it. I finally talked him into letting me ride it, which took some serious convincing. And WOW was I ever hooked! I just had to have one.

For weeks I tried to convince my Dad to let me get one, or at least a Whizzer motor that I could put on my Schwinn bike. My begging and pleading fell on deaf ears; he was not going to have his oldest son on anything that was going to run 35 mph on the streets of Fort Dodge, Iowa. After a couple of months that summer of dreaming about owning one, I began to develop a rather devious plan.

About 4 blocks from my home was a junk shop run by an old man that I had gotten to know while riding my bike around the streets of Fort Dodge. I would stop by every few days just to see if he had gotten anything new. He always had some "neat stuff" to fascinate a 12-year-old kid. One day a visit to his junk shop produced something that shaped my life forever. Someone had brought in an old Whizzer, I think on a JC Higgins bike frame, and he had it for sale for \$6.00. It was beat up and rusty, and with flat tires and ragged seat presented a forlorn appearance, probably to everyone else but me. I thought it was the greatest thing I had ever seen, the object that could fulfill that dream of having my very own Whizzer. I negotiated a deal to buy it over a 4-week plan, using money from my

grass-mowing jobs. My dream was about to be realized, but there was still the obstacle of my Dad's "No way, Jose" opinion about motorbikes.

My Dad knew I was a mechanical kid, and that tearing stuff apart and fixing things was what kept me busy most of the time. Anything mechanical or electrical that I could get my hands on was subject to my tearing it apart and putting it back together, just to see how it worked. I approached my Dad again, pleaded my Whizzer case once again, asking if I could find all the parts needed for a Whizzer, could I put one together. He finally relented; I think he figured it would take me forever to find all the parts, and I would eventually lose interest and quit "bugging" him.

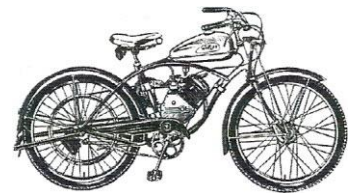
What my Dad didn't know about was the deal I had negotiated with the junkman. I tore that motorbike apart and brought it home piece by piece over a 2-week period, and stashed the parts here and there in my folks' garage. Then I finally told my Dad that I had found all the parts for a motorbike, and asked him if I could try to put it together. He reluctantly agreed. By this time he may

have suspected that he had been "had" by that kid of his, but I don't think he thought I could ever complete the project and make it run.

WRONG. Much to his surprise (and a bit even to mine), in about a week I had that motorbike together and running. Man, was I proud of that. It wasn't much to look at, but it ran good and it was mine, all mine.

That was the start of my Whizzer career. Our place became the gathering spot for all the young Whizzer aficionados, probably to the neighbors' chagrin. Imagine 6 kids revving up their Whizzers with echo pipes, roaring around the block. By the time I was 14 I was buying old Whizzers, and fixing them up to sell to other kids. That made me enough money to fuel my Whizzer dreams, and that was just the beginning. The adventures continue!

**Al Robinson,
Florence, South Carolina**



Swamp Fox Rides
From the Al Robinson Whizzer Collection.



Automotive History

The Lozier distinguished itself by dominating the 24-hour races of its day. Not only was it fast, but it was one of the most durable cars ever built. Although expensive, the workmanship and dependability of the car made it as the factory proudly announced, "legitimately high-priced". Each part was built to exacting standards.

Ball bearings were used on nearly every wearing surface-engine transmission and axles. The aluminum alloy used on the famed Lozier four and six-cylinder engines was so strong that in eight years of use there wasn't a single record of a cylinder cracked in service. Lozier's were also equipped with water-cooled-brakes that were "impossible to burn out". Workmanship was on a par. Each engine was bench-tested before installation. Then the engine and chassis were road-tested for 500 miles, examined, reassembled and given a short road test before the body was placed on the chassis. It was this type of craftsmanship that made the Lozier a winner on the raceway.

With a simple racing policy-use only standard production cars and challenge anyone, regardless of size or class-Lozier dominated the nation's major races. The huge, specially built race cars of other companies were no match for the fine watch-like precision of the stock Lozier. Typical of their performance was a Lozier's double win in 1910 at the Santa Monica raceway, when the driver Teddy Tetzlaff broke the American road-racing twice in one day. During the morning he won a 150.1/2 race with an average of 73.2 mph. Only 20 minutes after that race ended, Tetzlaff entered a 202-mile run and won with an average speed of 71.6 mph. Throughout the day, other than the replacement of two tires, no mechanical work was done on the car.

In 26 consecutive starts Lozier's failed to finish two races because of mechanical problems. In 1911 the prestigious Vanderbilt Cup was captured by a Lozier, and in that same year a Lozier finished a disputed second in the first Indy 500. Many observers felt that the Lozier completed more laps than the Marmon Wasp that was awarded the victory. This amazing string of victories was accomplished through the efforts of chief engineer and designer John Perrin, a perfectionist with an unbending determination to do things the right way. Perrin would not settle for anything but the best-even the god striping on the car was 24 karat.

The popularity of the 1909 type H Briarcliff touring car, which accounted for more than half of the company's sales, raised production above the 600-capacity of the Plattsburgh, New York plant. The next year construction of a huge Lozier plant began in Detroit, Michigan and was finished in 1911. However the move to Detroit proved to be the beginning of the end for Lozier. Sales couldn't keep up with production, increasing competition from low-priced cars further reduced sales, and 1918 marked the end of the distinguished line of Lozier car.

David Lahr
Charlotte NC Hornets' Nest AACA

<u>2018 Car Show Schedule</u>	
Sweet Potato Festival, Darlington, SC	October 13, 2018
Pecan Festival, Florence, SC	November 3, 2018