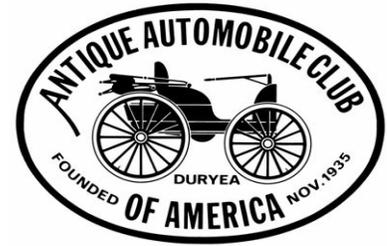


# NEWS FROM THE



Swamp Fox Region

CELEBRATING OUR 38th YEAR AS AN ACTIVE CLUB

## NEXT MEETING

Golden Corral  
2510 David  
McLeod Blvd.  
Florence, SC  
Sep. 9, 2019

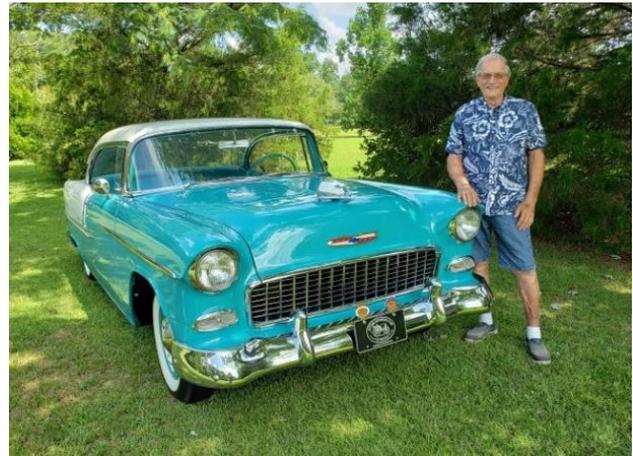
6:30 PM for eating/fellowship  
7:00 PM for Club Meeting

September 1, 2019



## HAPPY BIRTHDAY TO:

Curt Smith	9-7
Debbie Stewart	9-21
Cheryl Floyd	9-27
Stacy Spence	9-28



## Robinson's Ramblings'

WOW!!! It is September, football season has started, kids are back in school, but there is a lot of "Old car activity" left in 2019!! Doug and Cheryl Floyd are hosting the Swamp Fox annual picnic this year at their place Saturday, September 28. Hot dogs, good food and some down home old time socializing will be the order of the day! 4pm until whatever, don't miss it, get it on your calendar!!!

Planning is in good shape for the Sweet Potato Festival October 12 in Darlington with Doug and Cheryl as co-chairman and chairwoman. They will need lots of help from each of you for the show. Tom Spence has everything lined up for the Pecan Festival. We will have a car show participants picked 1-2-3 place awards for our club cars this year. **BRING YOUR CAR!!!**

Cars and Coffee, Highway 55 and Kenny Shelly's Southeastern Auto Fair; Swap Meet and Car Show at the Farmers Market September 13-14 are good activities for club members in September.

## 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  
**Sweet Potato Festival, Darlington,  
SC 10/12/19**  
**Pecan Festival, Florence, SC 11/2/19**

## Robinson's Ramblings' con't

We need more club members to do a Swamp Fox Ride article for the Newsletter. Curt is running out of "stuff" so help him out. I do need to remind Curt that Kit's car, featured in this month's newsletter, is an original 6cyl "Hemi" and an all metal car!!!! Love ya Curt!!!

Seriously, we do need to keep working in member ship. We have a lot to offer to folks as an AACA affiliated club.

Al Robinson

## Swamp Fox Rides

### A Fishing Trip and a 1938 Plymouth

The summer of 2017 I was in the village of Westfield N.Y. on the eastern shore of Lake Erie fishing for Walleye for a couple of months. Fishing was good to start but the water temperature dropped in early August and that ended the fishing. I still had 2 weeks to go on the trip so being in that part of the world I started checking out barn sales and car shows to pass the time before returning to Florence.

I got lucky in the small town of Brockton NY and turned up something better than Walleye Pike, a 1938 Plymouth P6 2dr Deluxe touring sedan!! The car was one family owned, 72,000 miles, repainted a few years back and looked promising. After looking at the car 3 or 4 times and getting it started (the engine sounded great), I decided to buy the car even though it had no brakes, no lights and about 80 years of New York dirt stuck to the under carriage! I think it took me about 4 months to get the underside of that car cleaned up, primed and painted. I swear I had a wheelbarrow full of greasy old dirt when I got done!!!

The next step was to get the car running good which required new oil lines and a new carburetor along with new hoses, belts, a new water pump and a radiator repair job. Once all this was done the engine and engine compartment was detailed out. Sure looked a lot better than when I first brought this old "jewel" home!! Now it was time to tackle the "no brake" problem.

The brake system was a problem from the start, even after new brake lines, turned drums, rebuilding the master cylinder and wheel cylinders. Still no brakes! Al Robinson re-rebuilt all 4 wheel cylinders, I got a new master cylinder from one of the Mopar parts dealers and finally the car would stop and I could drive it. My grandson finally got to ride in the "old car" as I had promised him.

Now it was time to tackle the electrical problems and what a mess!! No head lights, no tail lights, no brake lights and under dash wiring that some dingbat had really made a mess out of. I am no electrical guy so I got with Al again and between the two of us and one h--- of a lot of work, we completely rewired the lighting system. Now I had headlights, tail lights and most importantly Brake lights!!!

After all this work just to get the car functional again, it was time to see if I could get that 15 year old paint job to look good again. I wore my arms out cleaning, compounding, waxing and re-waxing, but it was worth the effort!! Several car show trophies later and a lot of looks at a car you very rarely see, I am glad that "fishing trip" ended early.

And now you know the rest of the "story".

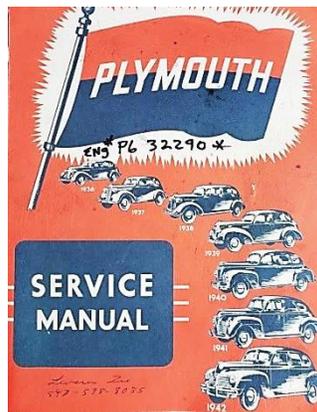
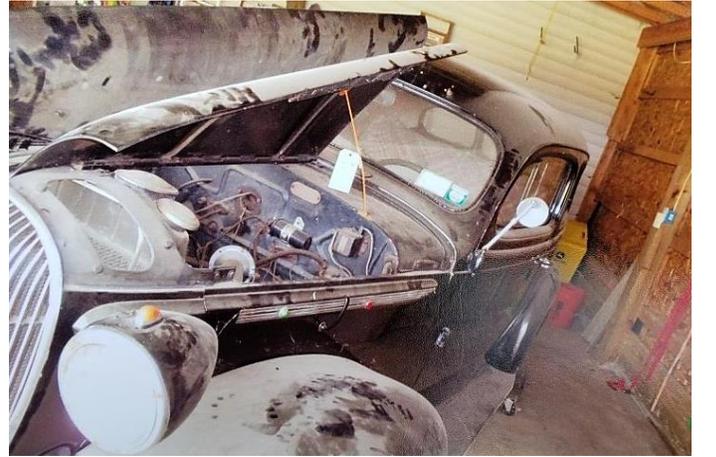
Kit Fulmer.



(Photos provided by Kit Fulmer)

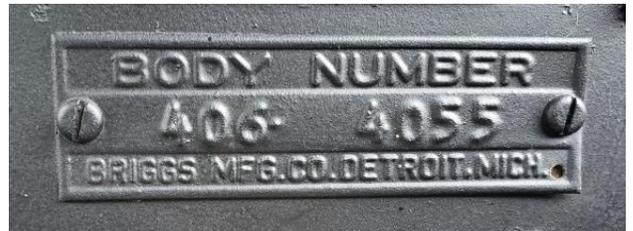
# Swamp Fox Rides

(Photos provided by Kit Fulmer)



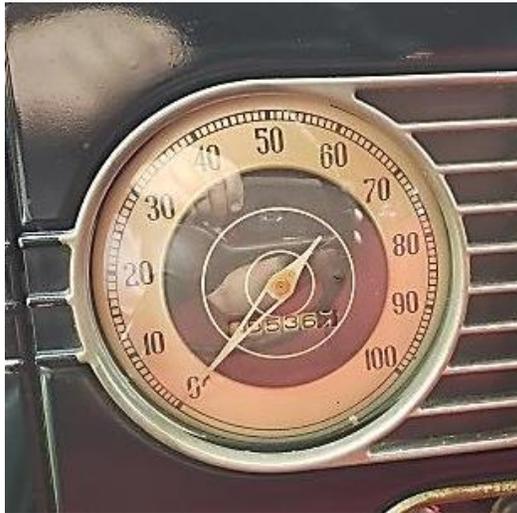
# Swamp Fox Rides

(Photos by Curt Smith)



# Swamp Fox Rides

(Photos by Curt Smith)





## The Editors Turn

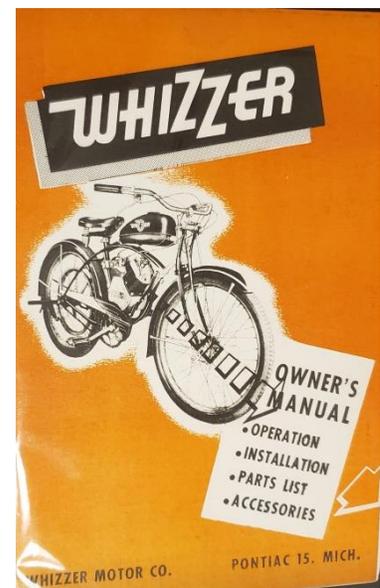
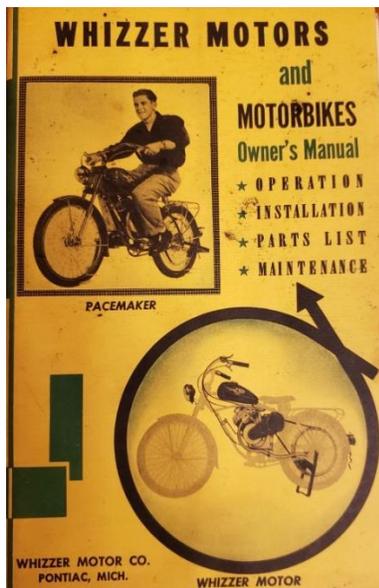
### “Mr. Whizzer” speaks at the Swamp Fox Old Car Club meeting.

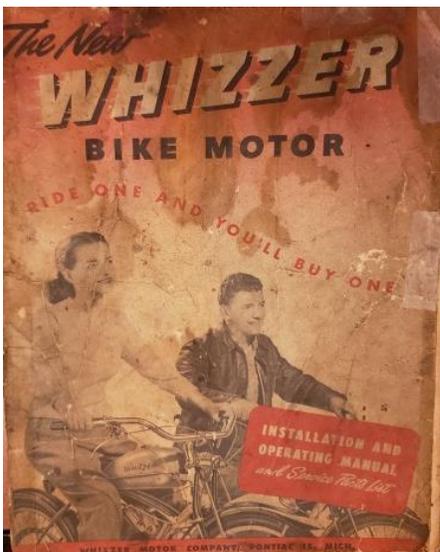
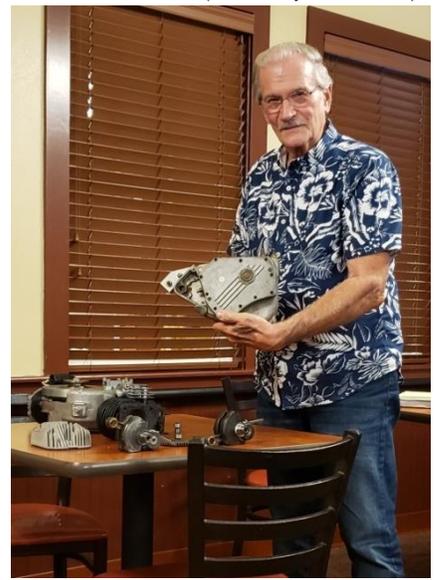
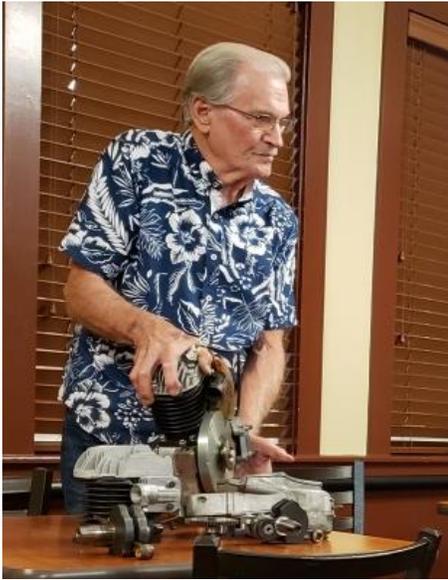
At the last club meeting we were treated to a very special presentation on the subject of Whizzer Motor Bike motors from our very own Al Robinson, AKA “Mr. Whizzer”. He demonstrated his vast knowledge and passion for the subject that goes back to his youth.

His presentation creatively mixed technical facts and Whizzer motor parts with personal stories and experiences. Below are a few pictures of “Mr. Whizzer” in action.

Curt Smith  
Editor

(Photos by Curt Smith)





## Automotive History

In July 1935 an Auburn Model 851 Speedster was poised on the Bonneville Salt Flats ready to challenge existing stock car speed records. Veteran driver Ab Jenkins was at the controls. The sleek car smoothly gathered speed, and the whine of the supercharger filled the cockpit as the Auburn's 150 horsepower straight-eight Lycoming engine revved up to top speed. The Auburn surged forward, and before its speed trails were completed, the car had broken no fewer than 70 speed records. With a flying start, it reached a speed of 104.17 mph within a mile. It covered 500 miles at an average speed of 103 mph. And it became the first fully equipped American stock car to exceed 100 mph for a 12-hour period of sustained running.

With this performance, the 1935 Auburn Speedster established itself as one of the world's fastest passenger cars. Yet it is admired today not so much for its exceptional performance but for its graceful beauty of design. With its teardrop-shaped fenders, long slim hood, sharply swept-back windshield and tapered "boat-tailed" rear end, it captured attention where ever it went. It had room for only two people in a passenger compartment best described as a cockpit. Small as it was, the passenger space, contrasted with the long hood and sweeping rear deck, contributed to the Speedster's striking appearance. As an added touch, flexible chromed exhaust pipes extended through the left-hand side of the hood. The 1935 Auburn Model 851 Speedster was designed by Gordon Buehrig to help bolster sagging sales as America struggled to recover from the Great Depression. Auburn had introduced a V-12 engine in 1932 at a time when most Americans were looking for more economical cars and sales were dangerously reduced. Buehrig's assignment was to create a car so sensational that new customers would be lured into Auburn showrooms to be exposed to less expensive models.

With the introduction in 1935, the Speedster accomplished this objective, and Auburn sales rose a respectable 20 percent. But strangely enough, despite its success, the Speedster helped contribute to Auburn' demise because each one was sold at a loss to the company. It included such mechanical features as an "X" braced frame, one of the strongest in the industry, and a special dual-ratio rear axle. Although the frame gave the car unusual strength and rigidity and the dual-ratio rear axle permitted drivers to get the best possible performance under any road conditions, the features increased production costs. Approximately 500 Speedsters were built and each was assembled virtually by hand. The Speedster's body consisted of 22 sections, which had to be hand joined and fitted. With this amount of hand labor and the car's costly frame and rear axle, the asking price of \$2,245 didn't cover expenses.

Although the company remained in production through 1936, its plant in Auburn Indiana was closed the following year. The classic Speedster was its proudest and most respected achievement.

David Lahr  
Charlotte NC Hornets' Nest AACA

## **Future Car Shows of Interest**

**September 13 & 14, 2019**

Kenny Shelly's Southeastern Auto Fair Swap Meet and Car Show  
The Farmers Market, Florence, SC

**September 14, 2019**

Cars & Coffee Highland Park UMC, 9am to 11am  
1300 Second Loop Rd. Florence, SC

**September 28, 2019**

Hwy 55 & Beef Jerky – Palmetto Cruisers, 5pm to 8pm  
Woody Jones Blvd. Florence

**October 9-12, 2019**

AACA Eastern Fall Nationals  
Hershey, PA – Hershey Region

**October 12, 2019**

Cars & Coffee Highland Park UMC, 9am to 11am  
1300 Second Loop Rd. Florence, SC

**October 12, 2019**

Sweet Potato Festival - Swamp Fox Old Car Club  
Darlington, SC – Swamp Fox Region

**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