Hi everyone,

Come On!, Come On!, Come On! all you Central States HCR Builders, it’s time again for the Pre War Swap Meet in Chickasha, OK. I certainly look forward to this event each year. If you are serious this year about building that HCR, meet me there, I’ll help you find that “just right part”. This is the place to get those special parts to build or complete an HCR build. If you are planning on building a full size CDO, Ford N, REO or T Speedster, parts as lights, wheels, differentials, axles, steering components and more can be found at the Pre War Meet. Want to save a bit of money & have a vacation as well, come join the HCR gang. Bring your jacket, because the Oklahoma morning air in March is a bit chilly. I have added a map to help those interested....😊
Ford Model “N”  
In Progress  
By Allan Barr

My story starts when I saw a picture of the Ford Model “N” on the internet. Being rather taken with it, I set about looking for plans to build the carriage. I found the plans from Lee Thevenet, and set about to build one. Being limited in available parts, I used a Ford T chassis and differential, front axles, springs and wheels. I bought a Model T engine which I stripped & rebuilt. The bonnet & side bonnet doors are made from aluminum. I used a 12 volt system for indicator light’s, also I have added brass headlights, side lights, windscreen frame & top. I would have preferred to use a genuine N-engine but none was available. I found the plans excellent to follow, and it took less than a year to build the Model “N” replica carriage. It is a great little car, and I am hoping to register it soon & drive it on the road.

Allan
Irene
By
Terry Beasley

I started my CDO build in late July, 2011 and finished her on October 30, 2011. I am guessing, about 350 hours total. I really enjoyed working with HCR’s CDO Plans and appreciated the help that came with them. I would recommend this project for anyone who has a little mechanical & woodworking skill.

I named her “Irene” because her body was built using generator power during the aftermath of “Hurricane Irene”. She is powered by a Kohler 20 HP V-Twin, uses a five speed transmission out of a Honda 13-38 Mower. She rolls on 21” Dirt Bike Wheels.
Besides her bright red and gold Olds side badge, she also sports a replica leather license plate showing the year she represents.

Her shiny new paint is Dupont Nason base coat / clear coat paint & applied really easy. Her body & chassis decals were made by a major fire truck decal supplier that I deal with out of 23K gold leaf and turned out amazing. Thinking “Safety First” I installed disc brakes on the rear wheels. I purchased a brake kit from buyatvpartsonline.com. The kit came with master cylinder, flex stainless braded lines and calipers filled with fluid.

A few short shake down trips around my yard and driveway, then off on her first maiden voyage around the neighborhood and I am happy to report that all went well. She performed well and was smooth and quiet.

My first parade was in my home town on November 19th and several more in December…😊

Terry Beasley
From the Shop

Making HCR Spring Shackles
By
Lee Thevenet

When doing a HCR build & you want the spring shackles to resemble as close as possible the original carriage’s spring shackles. I faced this challenge first when doing the Ford “N” build and again recently when building a REO Runabout HCR.

The shackles on the early carriages were very similar as shown in the pictures below. The red colored carriage is a REO and the lighter colored one is a Ford “N”. Studying these pictures I had of the original shackle I wanted to replicate, I came up with a way of doing it.

If creating a part that will enhance the overall look of my build and catch the eye of only one onlooker, it will make it all worthwhile.

I would need to make twelve shackles for the REO suspension and they had to resemble each other closely because the location they were to be used at, was very visible to the onlooker.

Observing that the shackles were flat where they came in contact with the spring, sort of hump back looking on top and bulged out a bit where the threaded part was, I knew I would have to use square stock for the “U” part and part of a threaded section of a bolt, added on later.

The “U” part of the shackle had to fit over the 1 ½” wide spring pack I was to using. The threaded part of the shackle had to be at least 1” past the lower leaf of the spring pack since I was using a 3/8” thick plate for the spring perch and needed room for a lock nut below the plate.
Using a 6” piece of 1 ½” X 1 ½” square heavy wall tubing, I fabricated a jig that could be used to assist bending the ½” square bar to the shape I needed. It would be clamped vertically in the bench vice for the bending process. This would free up both hands to handle the bar & rosebud torch. I attached a 2” piece of 1 ½” X 1 ½” angle iron to the side and even with one end of the square tubing. I removed ¾” of the top leg (as shown in diagram) to ease removal of “U” shaped piece when completed.

After bending each part around the square tubing, I cut off the excess bar and allowed the “U” pieces to cool. After cooling down, I cut them all the same length on the band saw.

After enough “U” pieces were bent, I tightened each in the bench vice & shaped as desired. I notched the ends of the “U” pieces as shown.
I used twenty four 3/8” X 2” bolts. I cut the length of the bolts as needed and also notched them as shown.

After shaping, all the pieces are ready to assemble. The next step is the joining of the pieces. The “step” cut out of each respective piece fit together to help strengthen the joint.

These have been first gas welded and then had brass added to make them easier to shape as shown. Clearly shown is the configuration from one shape to another.

Add that extra look of originality to your HCR, shackle down those springs with a set of these beauties...

Enjoy!

Lee

Across
1- Automatic transmission for HCR’s
4- HCR’s are S_ _ _ R with good brakes
5- A present _ _ _ Billy

Down
3- Good wheels _ _ _ important also
2- T_ _ _ _ _ _ _ _ _ _ s connect engines to rear ends
6- Our hobby is building _ _ _’s

Make a sentence with the words

Answers on last page
I Just Love This Hobby
By
Gary Christensen

I built my first HCR carriage, the 1899 Locomobile in the 2005-2006 building season using Harry Hibler drawings to build the body.

The undercarriage evolved by scaling up pictures I found surfing the web. Now, it is possible to download complete drawings from Steam Car websites. I had never seen an original Locomobile in person until last year while attending the Steam Car Tour in Stanly Idaho. There were two Locomobiles I could compare my carriage to. As it turned out, I did not do too bad. By the way, mine is the one on the right in the photo above and also below, a very proud "First Place" winner in the Pre-1950's Auto category... The attractive lady riding with me is my dear friend Kathy McKenzie.
The old saying “You never get enough of a good thing” is so correct, because about a year ago, I just had to start another build. I had an early copy of Lee’s Curved Dash Olds Replica Plans and used them for most of the body construction along with drawings from a CDO Manual I purchased from the CDO Club. I scaled the CDO Club drawings up to full size.

FIRST, I made a “Full Size” template of the body side panel and using the template, I cut out two side panels of half inch plywood.

Next, I did the cross framing much like the plans called for. I sheeted the front curve with 1/8” plywood, inside and out.

I made a coil box from dimensions given in the CDO Manual. I built the seat according to the size used on the very earliest CDO’s (could have been a bit wider to fit in with today’s eating habits).

Then, it was time to build the rear engine cover and rear gate with louvers. Foot pedals below are copied from original plan drawings.
The engine I used is the Harbor Freight 11 hp model with a torque converter. It drives a counter shaft that is mounted in the exact location where the crank shaft would be in an original CDO carriage.

A number 60 drive chain transmits the power to the Northern Tool differential. The differential housing is the design of Don Richardson.

Rear frame cross member design is from original engineered drawings.

Spring package for one side after cutting, bending and drilling appropriate holes

Steering spring and related parts completed.

Assembled frame and axles in a friends garage last winter (Too cold to work outside).
Completed body on the frame.

Steering tiller made from stainless steel tubing. Starting to look like a car.

Out in the sunlight.
More pictures to come later...
Bye for now,
Gary

Picture from the past
Merging of Two Hobbies

By
Larry Cook

Today, as I look back over the photos taken at the 2011 HCR Meet that took place at the Cotton Ginning Days Fair in Dallas, NC, I was thinking of how my two hobbies have combined. The best part is the friends and buddies that I've made in the replica car hobby, have meshed well with my ham radio buddies. One photo that really stands out is when Lee took the wife of a ham radio pal for a ride in his Reo at the Meet.

Just thinking, about 2 or 3 years ago, I didn't know either of these folks. With Lee's help, I was also introduced to a great pal in my area that practically built a replica car for me.

As I pursued my radio interests, I've met folks that enjoy seeing the cars that we have built and coming to the shows. I really enjoy seeing folks from about 80 miles from me, having a good time with my buddies from 800 or so miles away.

In God We Trust,
Larry Cook

Advertisement
A Winter Project
By
Herb Clark

I was looking for a project to do during the winter. I live in St. Louis, MO during the summer, but head to Sun City West, Arizona in the winter months. Sun City West has so many great clubs and activities it is hard not to keep busy. Last year I got interested in restoring old cars. I have always been a woodworker, and about five years ago I joined the Sun City West Metal Club. Many of the members were “into cars” and restoration, so I learned a lot from them and made the decision to build a Curved Dash Oldsmobile.

After ordering and receiving the CDO Plans from Lee Thevenet and knowing I would have a lot of expertise to assist me, I jumped right into the construction of the body. Several friends did some research and started on the frame and drive train. I owe a lot of people much thanks for their efforts to keep this on track.

The basic body construction took a little over a week. I decided to use a cabinet grade, ¾” Birch plywood for the body. It was chosen to make the carriage as strong as I could make it without taking away too much from the original. I added more ribs than the plans called for, but felt the strength was important and the ribs wouldn’t be seen anyway. The seat was a little tricky at first, but I figured it out and all was well. The seat is made out of ¾” oak.

The frame is made out of 2 inch tubular steel. Again, I wanted to add strength. We scavenged for leaf springs and found some that would work and formed them to our requirements. The steering leaf spring was made with rear leaf springs from a Club Car golf cart and were perfect for the job. The cart is attached to the body with brackets, making the removal of the body simple.
The power train is a combination of a lot of bits and pieces. The motor is an 8 ½ HP golf cart motor. The original motor chosen, we found out that it ran backwards and could not be used for our purpose. We looked around and swapped it for one that ran in the correct manner. Luckily we have some very talented guys helping and they were able to make the rear axle with brakes from a golf cart.

The decision on what kind and size of wheels to use jumped back and forth. I settled on 21 inch motorcycle wheels and special ordered new white rubber tires. The decision for the motorcycle wheel was based on strength.

A bicycle tire will carry about 300 pounds, but a motorcycle wheel will carry 600 pounds plus. We are planning to build a “Pie Wagon” after this project... and I want to try to make my own wooden wheels for it.

Our finished construction will include the back passenger seat and the canopy. The picture of the finished project won’t be ready until after the deadline for publishing, but it will be black in color, red mahogany molding, white tires and brass colored lanterns.

Why did I build this! In the last couple of months we formed a new Automotive Restoration Club in SCW. We now have over 150 members. Building this project was to give us something we can take to events, parades and etc. In February of 2012, Arizona celebrates its 100th year of statehood and we plan to drive it in the celebration parade.
The one thing that has surprised me the most is the attention I have received while building this project. People I hardly know ask me, “How is it coming?” “Are you going to make the deadlines for the parade?” Can I help?” I will make it!

Many others have volunteered their time and energy to assist whenever I needed a hand. When we start to build the “Pie Wagon” I am absolutely sure we will have to make the volunteers take a number. This is fun! Once this is finished, we plan start on the cool Pie Wagon.

My best advice for some of you who are thinking about building a part of history is to invite your friends to help you! You will have better friends from the experience!

From the Editor…I got this update on Herb’s progress just the other day…

This was her debut...

We will have it running on Wednesday. Everything is pretty well done and in place, but we have to complete the wiring and more features. We showed it at an Open House out here at one of the Recreation Centers. Next Saturday it will be in a parade in Wickenburg, AZ, and then on Monday the 20th in the AZ Centennial Parade. Lots of events coming up!

In the pictures is my wife Pat Clark, and both of us in the 2nd picture. During the two hour event we took pictures of over 80 people sitting in it.

Herb

Editor’s Hint… Herb, Install an AhOuga horn & place the horn button on the floor, encourage the small fries to push it. Draws massive amounts of attention at car shows & events…
Latest update from Herb...

We made it!
We got everything (needed) up and running and we were in the big parade. Everything ran well and operated well.
We finished the parade and went back to the shop and made fenders. One thing everyone should know...There were over 1000 horses in this parade. The streets were covered with xz/#@XI, and so were the tires when we finished.

Herb Clark
woodmedic@aol.com

Editor:
Oh Yes! The XZ#@XI.... Always a joy to clean off of the tires.... Lately, in the local Louisiana parades, horses and ATV's are being banned from parades for safety reasons, but almost always because of rider's being reckless...

Thank you Herb for sending the construction, show & parade pictures of your beautiful HCR carriage. Pictures like the ones Herb, Gary & Terry submitted for the Newsletter, are what I need more of. This helps peak the interest of folks that read the Newsletter, into joining our HCR Hobby, helps our newest HCR Members understand the building process & shows everyone the world of fun that can be had with HCR's. Hit the zoom button & have a look at the faces of the folks watching the parade. Some are amazed at the HCR, while others seem to be reliving a certain time in their past...
This is what it’s all about...Enjoying life & having fun.........Lee
In Closing...

I hope all of you enjoyed this issue of the HCR Newsletter. By the time this Newsletter is posted, my wife Elaine & I will be getting things in order for our yearly trip to the Pre War Swap Meet in Chickasha, Ok.

I have been looking forward to the Swap Meet because, I will be purchasing my tires for the 1912 “T” Speedster I have been building. Getting real close to taking that first test ride. That is the most exciting part of any build that is short of a parade and driving her.

I hope to see some familiar faces from past years in Chickasha. I would like to again encourage HCR Members that live in the surrounding states to Oklahoma, to try and join us there for an interesting and worthwhile time. I have been in contact with my old friend, Dave Hughes of Marshfield, MO, and he is wound up for the Meet and excited about going.

Provided the weather cooperates, I plan to get plenty of pictures for a “Special HCR 2012 Chickasha Issue in April, so watch for it. Join us at the Swap Meet if you can, we will be having a ball and making some great parts purchases...😊

Lee

Hydrostatic transmissions are safer for HCR’s