



"New Years Issue"

Volume 4 Issue 1 Published by Lee Thevenet Jan-Feb, 2012

HORSELESS CARRIAGE REPLICAS NEWSLETTER

A Publication dedicated to the reporting of news, events, articles, photos, items for sale, etc, having to do with replica horseless carriages.

Newsletter published six times a year and special issues when needed.

From the Editor

Hi everyone,

First off, I hope all of you had a joyful Christmas and I would like to wish you a Happy New Year. The year 2011 is behind us now, but what a year it was. I finished my REO "B" HCR, drove her in seven parades & did four car shows, had a great time at the 2011 Chickasha Pre War Swap Meet and brought home many needed parts for my 1912 "T" Speedster build. In October, 2011, I loaded the Reo HCR in the trailer & the wife in the truck (or was it the other way around) and headed to Dallas, North Carolina for the Second HCR Builders Meet, and let me tell you, that was a blast...What a year!...What a year!

My New Years resolution is to have an even a better year in 2012. I have been making great progress on my 1912 Model T Speedster & I do think I can "get er done" for the 2012 parade & car show season.

In the past, I have heard many HCR Members say, "Well maybe next year I'll go to Chickasha" or perhaps "Next year I'll go to the HCR Builders Meet". Well, what is your excuse for this year? Get out there, finish that HCR, go to the parades, car shows and Meets. You will never know what you are missing until you do it

We have HCR Members building carriages right now that will be at next years events, such as the 3rd HCR Builders Meet in Dallas, NC. Hopefully soon we will be getting "Field Reports" and articles on the HCR activities taking place on the West Coast by Mike Chambers of Washington State.

Mike is presently building a 1904 "Pie Wagon" or Light Delivery and should be doing a photo shoot on his completed build real soon and I for one, can't wait to see it.

Lee

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Chickasha, Oklahoma Pre War Swap Meet

Hi fellow HCR Members,

After the success of our HCR Meet in Dallas, NC, I am reassured that an HCR Meet could be an annual event at the Chickasha Pre War Swap Meet also. As many of the early auto clubs meet there for annual meetings.

In 2011, there were five of our HCR Members there and we had a Meet & Greet Lunch to get to know each other and did some parts shopping also. This FREE event has become a yearly "must attend" for me as well as other HCR Members. It is a fantastic place to get those wheels and other needed hard to find parts at great prices. Over five acres of auto parts and acres of free parking. If some of you surrounding (Central US) State Members have never attended this event and are interested in getting together at a Chickasha HCR Meet, let's chat about on the HCR Builders Group Blog. If the Motels shown in the list on the preceding page are all booked up, contact me and I'll tell you where we stay.....)

Lee

22nd Annual International

Chickasha Pre-War Swap Meet

"World's Largest Early Auto Meet"

March 15 & 16, 2012

Sponsored by The Old Pueblo Touring Association

"1895-1945" Come Celebrate the 1st 50 Years of the Automobile



Lodging in the Chickasha Area

- [Best Western Inn](#) (405)224-4890 2101 South 4th Street
- Maverick Inn (405)222-5800 2701 South 4th Street
- [Holiday Inn Express](#) (405)224-8883 2610 South 4th Street
- Americas Best Value Inn (405)222-2205 2901 South 4th Street
- [Super 8](#) (405)222-3710 2728 South 4th Street



Lodging in Anadarko (20 Miles West)

- Anadarko Motel (405)247-3315 1301 East Central
- [Best Value Inn](#) (405)247-3100 1415 East Central
- Payless Inn (405)247-2538 1602 East Central



Crossword

By
Lee

Across

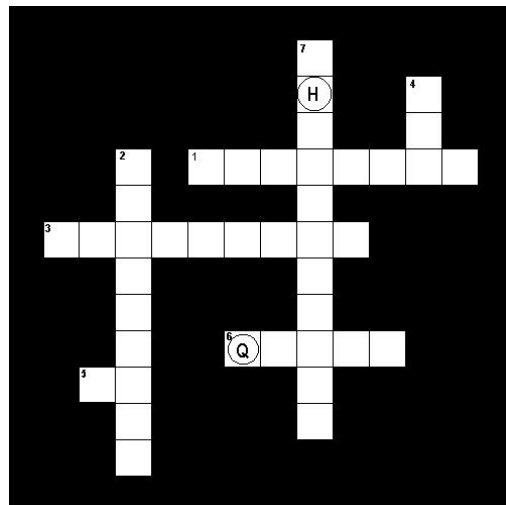
1. A workshop is a _____
3. Horseless _____ were used in the early days.
5. To be or not to ___
6. Not Q _____ there

Down

- 2, To be without a horse
4. Game, Kick the ___
7. Word games can be _h_____

Solve the puzzle & make a sentence using the words

Answers on last page



New Fenders For An Old Girl

By
Stu Martyn

Sometimes in the past year, Lee kindly sent me a photo of Henry Ford's second quad (photo on right).

I wasn't aware Henry had made two quads until this time. The second job is real elegant, if you ask me. Flasher than a rat with a

gold tooth! I wish I had known about this neat looking job before I'd built mine. I would have had a go at building mine to resemble it, instead of what I've ended up with. Mind you, I'm not complaining, I love my Quad..

I had a bit of spare time on my hands and got my grubby little mitts onto a bit of some 1/8" thick aluminum strips from a mate who makes electrical switchboards, so decided to make up a set of fenders for my quad using these strips.

The 1/8" (3mm) thick strip were first formed into the right shaped curve to match the wheel diameter, and then additional forming of a 1/4" high groove around the edges of the fenders to give them more structural strength. With my proposed method I expect to get a fair bit of metal bruising, since I'm trying to bash the groove's into shape by the use of a moderately sized mallet, so the extra thickness of the material should give me enough thickness to be able to sand, grind, file the expected imperfections out, and still get a nice finish.

I didn't like the idea of using rollers to press this big, deep, groove into the fender material. I remember it was a real bugger of a job when I curved the aluminum sheet used for my Stanley's front luggage door with my set of rollers. The aluminum just wanted to spring back every time I released the roller pressure. I reckon it would take about 5 tons of pressure to press this groove into this thick of sheet material, so gave the idea of using rollers and dies and came up with the idea of making up female and male dies, and then use a small sledge hammer applied to the top of the hand held 'male' die, with the mudguard held in position between these two dies. A look at the pictures, attached, should give you an idea of how I've done it, so far.





So, it's nothing new - just another panel beating job, but I'm very pleased with the results and thought you all might be interested in the fact that, it can be done by hand, without needing rollers.

I haven't yet done the curved ends with the 'raised/embossed' bit, but have made a start on making up a set of dies similar to the hand held one I use as a male, only this next setup will need a curved male as well as a curved female receptacle. I'll send more as the job progresses. "





Update on Stu's Fender Article...

G'day Lee,

The first two mudguards have come off my little production line! They look reasonably good, so I might now make up a similar set of fenders for my 'Locust'.

If you look real closely at the two fenders in the photo to the right, you can see some little wrinkles but not enough to worry about.

If I was a body & fender man, I'd use some 'bog' to make the finish as smooth as a baby's bum, but my finish gives it some character. Besides painting is not one of my favorite jobs! Not bad for a home made thing - eh?

All the formers needed to perform the operation, are shown in the photo below. These are all made from bits of scrap. Check out the outer round bit of the die needed for the curved bits at the end of the fender - it's actually half of a crown gear from an old differential!

When I've got the 'guards' mounted on the quad I'll take some more photos. That will happen further down the track.

So there you have it, mate. Me trying to reinvent the bloody wheel!

Cheers,
Stu



Rack & Pinion Steering

By
Bob Evans

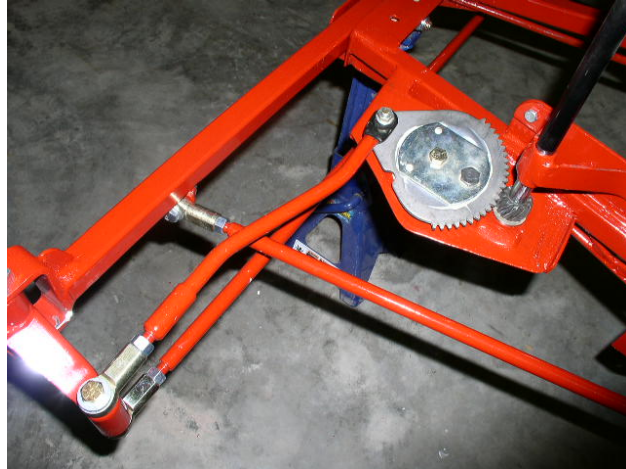
Just food for thought...As an alternative to "tiller" steering or a full blown high dollar sand rail or Pinto rack & pinion steering box for the little HCR cars we build, how about the steering box out of a "lawn tractor". They are plentiful & can be had for very little money.

I used one for my "Circus Wagon".



It was really pretty easy to do. The two pictures on the following page, show it finished & installed. The tractor I got mine out of had the mounting plate just as you see it. This way there is no need to have to figure the correct spacing or any dimensions for that matter.

The rack has a center bolt (large gear acts as the rack). The other bolt has a slot cut on the underside & acts as a guide as the rack rotates. The only other thing you have to fabricate is the bracket to hold the steering column. I used the steering column right out of the tractor. Why make it hard if you don't have to.



I wanted my steering column to be straight up & down. The reason I mention this is because you will have to adjust the angle of the rack & pinion plate to whatever angle you want your column to be.

The last thing you have to do is attach a piece of 1/8" x 1" flat strap to both ends of the rack & pinion plate for stability & give the whole assembly a bit more strength. The bracket that holds the top of the column is made out of oak (nothing trick or special). The drag link was also from the tractor. The end that fastens to the rack is just as it came off the tractor. The other end was coupled to a 3/8" Heim joint. It had to have a slight curve put in it to clear the radius rods.



Works great & was very easy to fabricate. Not all of our builds will be adaptable to this setup but it sure offers an alternative to what we see a lot. Whatever you choose, just keep building. You will be proud & those who see it & you, will be amazed & amused.

Bob Evans

Picture from the Past



Toon

By
Lee



Building the High Wheel

By
Dennis Anderson



Building the front wheel is the main thing. When you get that part done "you've got her made". I started with 1" channel. One inch angle would probably work better. The rim is 52 inch in diameter. Spacing of the spokes is determined by dividing 60 into the circumference of the rim. Center punching the spoke holes was done before the rim was rolled, and drilling the holes was done after the channel went through the roller.

Next is the center hub. Not having my own lathe, a flat belt idler pulley from a mowing deck was found. The pulley was taken apart and 30 holes were drilled on each half. A 5/8" rod was used as an axle and welded to the hub halves. Pedal arms were purchased from a unicycle shop.



Our good friend, Jim Peach, advised the use of 1/8" 308 stainless welding rods as spokes. A small bead was welded on the rim end of the spoke and a 6/32 thread die was used to cut threads on the hub end of the spoke. With locking nuts, the wheel was easy to true. The wheel has radial spokes with no crossing pattern.



Putting the tire on was quite an experience. Witmer Coach Shop sells 1" rubber tubing for wagon wheel applications. An eleven gauge wire is fed through the tire. The length of the tire should be too long for the rim. A small bracket is used to separate the rubber ends. The wire is then pulled together, to fit the rubber to the rim.



When the wire has fit the tire tight on the rim, the wire ends are brazed together. Pull the bracket out and the tire ends will come together, hiding the brazed wire. David Toppin of Pelletizer Group has a demonstration of this procedure on YouTube.



The rest of the bike was just making the fork, handle bars, seat and tail piece. A small rear wheel from Tractor Supply is good enough. A step is welded on the tail piece to aide in mounting and dismounting.

I'm sure that others can come up with a better bike, but this was a rewarding project for me. It was much less expensive than buying from a manufacturer. I must say, the High Wheel is much too big and heavy and has never been ridden. Maybe someone younger than me can ride it. When it is displayed at a car show or a cruise-in, it really draws a crowd.

Dennis

Trailer Drop Ramp Safety

by
Gerry Hale

As most Members are aware, my wife Pat and I had attended the HCR Builders Meet at this years (October,2011) Cotton Ginning Days Fair held in Dallas, North Carolina. We arrived at the fairgrounds around 3:30 pm on Thursday and dropped off the transport trailer at the site of the Meet so it would be there for the Friday morning and the beginning of the event.

Friday morning we arrived at the Meet bright and early and eager for three days of fun. After dropping the transport trailers loading / un-loading ramp, I carefully backed the "Pie Wagon" out and put it in the line up with the rest of the Group Members beautiful carriages.

I then returned to the trailer to bring out my display that is mounted on wheels for ease of moving. Unaware of how wet the drop gate surface was, I started down the ramp with the display, like I had done many times before when my feet went flying out from under me and down I went. Long story short, I ended up with a broken leg and ankle. Worse part was, we had to leave the Meet early.

So at the time of this writing, I sit wearing a "Boot" for the next six weeks, thinking of what kind of non-slip "stuff" I can apply to the ramp as soon as I get rid of this "Boot". I have been searching the web for such a product and I would like to share my findings with the HCRB Group.

First, I looked at the material used for spraying in pick up beds, as I have in mine. This is a good product but, a sprayed coating of 1/8" thick weighs approximately 0.6 lbs. per square foot. That is too much weight. A further search came up with "Anti-Slip Tape" that comes in different grits. Since I have a diamond plate aluminum covered ramp, the tape will not work for my purpose.

I next thought of painting the ramp and throwing sand on top of the wet paint and after checking out this method further I came across this web site www.epoxyUSA.com . I further found out, that there are three ways of application.

1. There is the "mix-in" method, where you mix the grit into the paint before applying.
2. Applying the coating and immediately sprinkling the grit on top.
3. The most attractive and professional looking (they say) is a "broadcast" method, where the entire painted surface is "buried" 100% with the grit as soon as the just applied coating has leveled itself out. Usually then, a sealing top coat is applied to lock in the grit grains (thus a two coat system) There are many different types and sizes of grits to choose from...

Then there is the pre-mixed non-skid paint. This seems to be the most expensive product to use. Don't know, since I'm not a Pro at this.

I also looked at www.bottompaintstore.com they sell marine paint and have a product called "Floor-Grip SM-222" that comes in many colors. Their claims are, "Pre-mixed Non-Skid aggregates, saves work and time". Acceptable for use in marine environments. Three different sizes of grit. Exceptionally hard impact and scuff resistant finish. Resists cracking and peeling. Price is \$93.99 per gallon. Free shipping.

Another Company I looked into was www.noskidding.com and their product "ES-83 Epoxy". I feel this product is more or less the same quality as the one above. Price is \$94.00 per gallon plus shipping, which would be \$22.83 for me.

Gerry



Editor's Note: November 18, 2011...As I finish up on this part of Gerry's article, he sent me an E-Mail saying, "Come Monday, the 21st, Boot going Bye Bye..."

Trailer Drop Ramp Safety

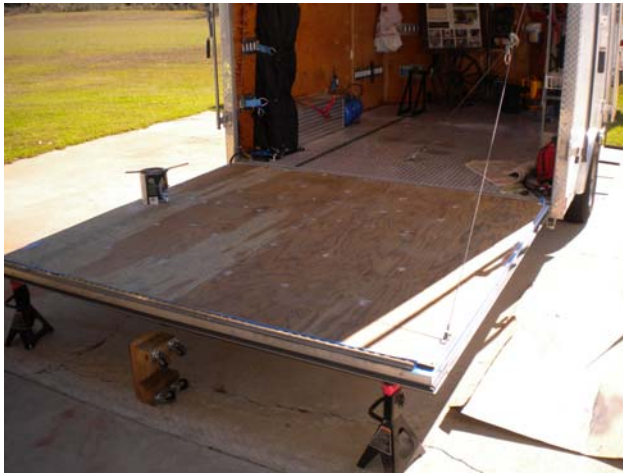
Part II

by
Gerry Hale

After six LONG weeks of wearing a "Boot" I was finally ready to get back out in the shop. First item on the list was making the drop ramp on the trailer slip-proof (I hope). To accomplish this, I had to first, remove the "flip-up" part of the drop ramp door and the aluminum diamond plate that covered the entire inside part of the door and prep the aluminum for painting. I had always found the ramp to be extremely heavy to open and close and after removing the diamond plate, which made of fairly thin material, the ramp was much lighter to raise or lower.



I decided to leave the diamond plate off as many other trailers and have a much lighter drop ramp to open and close. So now I had wood to paint instead of aluminum. I chose to use good self-priming deck paint and sprinkle the grit on top of the still wet paint. I used "Utex" Aluminum Oxide grit and the reason for choosing this grit is because it was FREE, given to me by a friend.



Removal of the diamond plate from the inside of the door left screw holes that had to be addressed. I filled the screw holes with Bondo auto body filler and sanded accordingly. I then applied a heavy coat of deck paint using a paint roller, hand sprinkled the grit onto the wet paint and let it dry over night. The next day I rolled on a top coat and let it dry over night.

The following day, I put the flip-up part of the ramp back on and decided to leave the diamond plate on this section since I feel this section takes more wear and tear from the tires moving on and off the ramp.

Just a word of caution, you may not think your trailer drop ramp is slippery as I once thought, but even dry or slightly damp drop ramps are just an invitation for accidents to happen. This is such a easy thing to do to make for a good safe ramp.



Gerry Hale

In Closing

I hope everyone enjoyed the HCR Newsletter in 2011. I was hoping to start receiving enough material to enable me to put out the HCR News on a Monthly basis, but even though there are truly dedicated Members sending in news & articles, there is still not enough received to allow a Monthly Issue. I once again ask all of you to dig deep into your hearts, memories of youthful experiences & old photo albums for potential stories & articles of interest to our readers. Send them to me by snail mail, E-Mail or tied to a rock (just kidding) but get them to me so we can continue to bring the readers the HCR News.....)

Coming In the March/April Issue

Gary Christensen's CDO build now in progress.
Lee Thevenet's HCR Spring Shackle fabrication.
Ford "N" build in progress by Alan Bahr
& much more

I hope also that more of you will join me at the Pre War Swap Meet in Chickasha, Oklahoma in March 2012 for fantastic buys on parts and at the Third Annual HCR Meet in October of 2012 in Dallas, North Carolina during the Annual Cotton Ginning Days Fair.

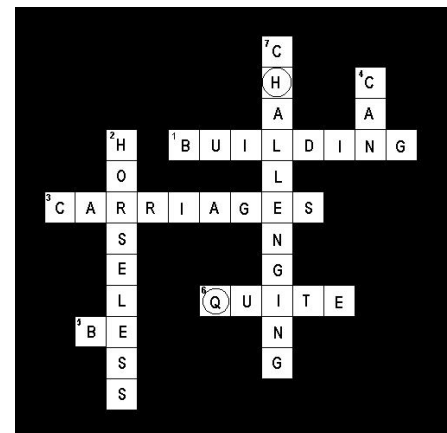
Let us not forget during this Holiday Season, all of our men & women in uniform working & fighting for our freedom ...

Happy New Years to all of you!

Lee Thevenet
Horseless Carriage Replicas



www.HorselessCarriageReplicas.com



Building Horseless Carriages can be quite challenging