



Volume 3 Issue 4 Published by Lee Thevenet July/August, 2011
HORSELESS CARRIAGE REPLICAS NEWSLETTER

Fourth of July Issue

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, I want to give thanks to all the readers of the HCR News that were so generous with their approval of the May Special Issue "REO" that I published on my latest prototype. This is what I would like to do with any HCR Builders pictures and information, if you will allow me to do so. Just send in your pictures and information, I'll put it out there so the world can see your HCR build.

I would also like to thank all those who do send in articles and stories to be shared with the readers. You are all VIP's in my book, Thank You! I very much enjoy helping you get your information to the readers, be it an article, whimsical story or even help you sell an article you can no longer use. Besides the scheduled May/June Issue, I was able to get two "Special Issues" thanks to Michael Cook's field report on the Bakersfield Meet. Michael provided me superb pictures and information to make that Issue possible.

By now, those of you that have HCR carriages should have been part of at least one parade or car show, I'm still waiting to hear from you. A note worth mentioning, a member once told me, "I don't feel right about entering and competing with guys that have \$30,000 vehicles in car shows".

WRONG!

Trust me auto lovers are auto lovers, no matter how you slice it. You will be surprised how the majority will make you and your HCR carriage welcome...

Continued

Although most of us have never met, I have been communicating with most of the senior members through the different groups I have been associated with for several years now. First the CDO Replica Group, then the Horseless Carriage Replica Group & today's HCR Builders Group.

The HCR Builders Group, like most Yahoo Groups, new members are added to the roster on a daily basis. Recently, I added two new names to the roster. This action by your moderator goes unnoticed by the majority of members...☺ but while going through the motions, these two new names seemed rather familiar. It was not until I received an E-Mail from the member, did I remember where I'd seen the names before.

Perhaps some senior members might remember that it was the CDO Runabout that got me in this hobby in the first place. Its unique curved dash body was almost saying to me "Build Me" and that I did. From that day I was fascinated by the accomplishments of Ransom Eli Olds. I visited the R.E. Olds Museum in Lansing, MI in 2005 and regularly visit their website and that is when I remembered where I had seen these two names before.

The names on the roster I am referring to are Peter & Debbie Stephens. Peter is the HCR Group member who is going to provide a story of an early but different type of a horseless carriage replica. The HCR I am speaking of is known as "Baby REO".



"Baby REO" and her Full Size Mother

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Very Possibly the First HCR

By
Peter Stephens

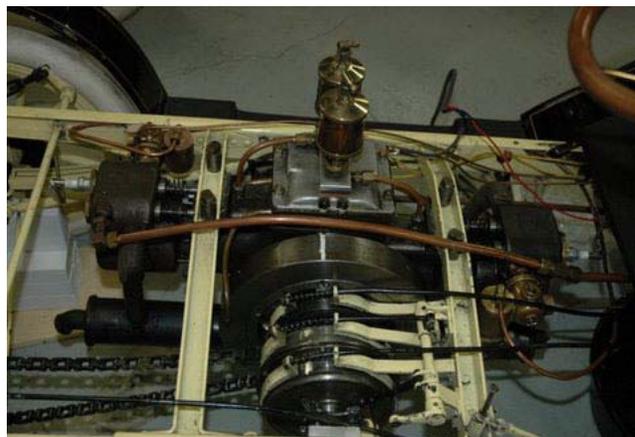
When most of us think about replicas, especially as HCR Builders Group members, we think of vehicles that can transport our spouses, children and grandchildren. We look at them as our attempt to recreate the work and efforts of the earliest automotive pioneers. There certainly is a “thrill or rush” from creating a powered vehicle that bystanders can’t tell if it’s original or new.

Now transport yourself back to mid-1905, imagine you’re in a room with R.E. Olds and his managers of the newly formed REO Motor Car Company. Mr. Olds has an established reputation within the evolving automobile industry and the scientific community as a man who clearly is setting the direction for this new industry. In fact, he was being called the “Father of the American Automobile Industry” by his peer group.

Mr. Olds had just completed his first year running his new company. Sales were very strong and he was on his way to having nearly a 25% market share for the next few years. This would be very satisfying to him given the way he had to leave the Olds Motor Works Company and losing control of the Olds Engine Company which had been founded by his father.

However, in spite of his success with the Curved Dash, there were many non-believers who felt that Olds would not strike gold a second time. In fact, his new line of REO’s for 1905, at the New York Auto Show, could be found in the restaurant area...hardly a prominent location for a man of Mr. Olds accomplishments and stature.

Mr. Olds was not going to allow this type of slight to occur again in the 1906. You and the other men in the room are told to create the world’s first miniature car. But...this car must be the exact copy of the full sized Model A for 1906 down to the smallest detail. Plus, it has to run on gas just like its full sized mate! You have 6 months to create a ¼ scale model of a car that itself is being developed! There are no plans and everything has to be machined or created by hand.



The full sized car had a 2 cylinder, 16hp horizontally opposed engine; Baby REO was 2 cylinders but 2hp. The engine had a 1" bore and 1½" stroke. The engine developed 500 to 600 rpm's. The car weighs 238 pounds.

This miniature car was created for the cost of \$3,000 (in 1905 dollars) which was twice the cost of the full sized Model A. It was a phenomenal success in 1906; there were more orders for this tiny car than its full sized counterpart!

The Baby REO has an amazing history having been lost twice and eventually meeting back up with its Mama. They are now inseparable! So why is this car important? As a group, we focus on the past for the simplicity of the design and the ingenuity of the earliest manufacturers but reinterpret those cars using our skills and current knowledge. All of us have a deep and abiding respect for those early pioneers.

The Baby REO is the earliest attempt to create a "replica" of a then "modern" car. Granted, it was not to be driven in the conventional sense but its impact on the development of the automobile industry and its marketing practices cannot be ignored.

The Baby REO also had a special place in the Olds family. It was used for years to photograph the newest generation of the family. Generations of Olds toddlers have had their photo taken in the little car.

It also has a special meaning to us personally because my wife, Debbie, is the great-granddaughter of R.E. Olds and we are the owners of the Mama & Baby REO's. We have pictures from 1920 with Debbie's father at the wheel of the Baby REO, then Debbie at the wheel in the mid-1950's and then our sons in the 1980's. We were very fortunate to buy the cars in 2008. We believed they belonged in the public domain, not in private personal collections so we had them shipped from the auction directly to the Olds Museum.

We believe the early cars, both original and replicas, should be available for the enjoyment and education of the public. We, as the HCR Builders Group, must continue encouraging younger people to see the same enjoyment in these cars as we do, otherwise the history and knowledge will be lost.

Finally as builders, your talents are remarkable and irreplaceable. We are truly impressed with your engineering abilities, creativity and quality workmanship. Much like those men who had to create the Baby REO with basic tools, you also are additionally challenged to create a safe reliable vehicle that reflects the spirit of those days.

If you would like to learn more about R.E. Olds, Oldsmobile & REO and the Mama & Baby REO, Please go to the R.E. Olds Transportation Museum website for further information.

<http://reoldsmuseum.org/pages/BabyReo.html>

ACROSS

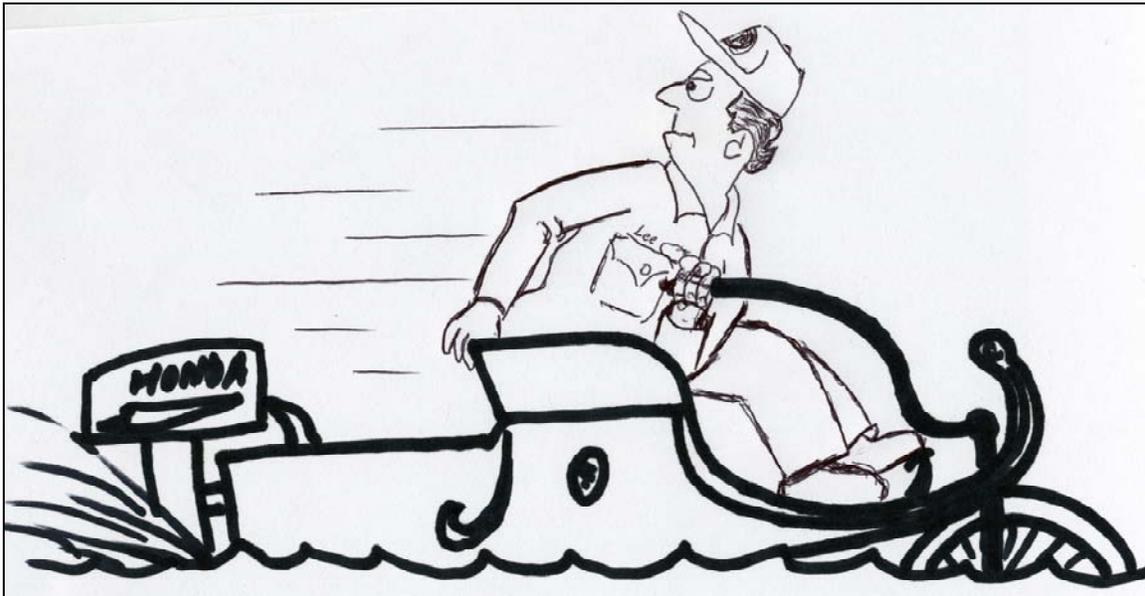
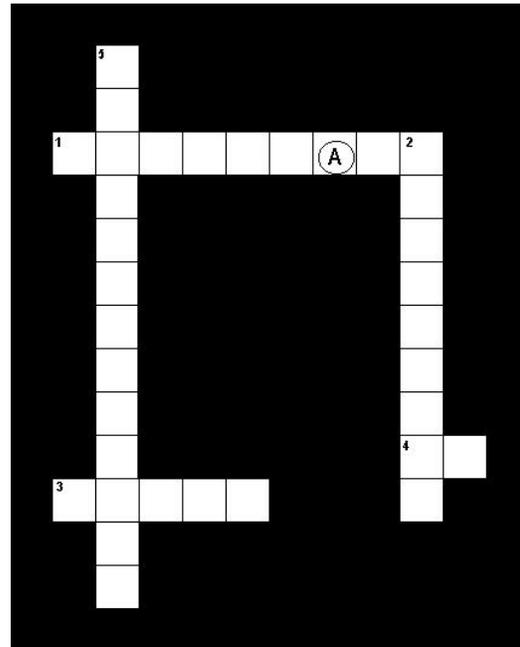
1. An intermediate shaft
3. A dictator wants
4. From Here _ _ Eternity

DOWN

2. To redirect power from one place to another
5. A device to transmit power to the rear wheels

Make a sentence using the words.

Answers on page 30



High water in Louisiana, huh!...I'm ready for it, let it come!

"From the Shop"

Painting Your HCR

By
Lee Thevenet

Hi Builders,

Now that you have that new HCR all built, have tested it until you are positive that absolutely everything is correct, you have disassembled it completely, cleaned all the parts and the only thing left, is to paint & reassemble it all again.

You have carefully decided on what color to go with, after looking at what seemed, hundreds of paint chips. You have purchased the paint, thinner, wiping cloths & tack rags & the fellow at the paint store was kind enough to throw in at no cost, paint strainers and stirring sticks. You are sure you have thought of everything....wait, where in the heck am I actually going to do the painting?Hum, had'nt thought about that.....

I've got all my funds tied up in wheels, motor, angle iron and not to mention, all that time spent....Don't fret and get all upset, there is a way to work it out. If you have a corner in the shop that you can clear out, or is it possible to clean out the shed and turn it into a paint booth?

STOP! Let me show you a very economical way to set up a temporary paint booth that you can dispose of after you are finished with it or simply roll up the sides and use it again in a few weeks or months....

Painting anything, a carriage to an icebox, can be done in this temporary booth. I simply purchased five 1" X 4" X 18' pine boards and a roll of thin plastic sheeting (vis queen) at Lowes, put them together with a few 3" drywall screws, suspended them to normal ceiling height (8 ft) and draped the plastic over the top.

I ran one layer over the entire rectangular framework and another layer the opposite way, giving a two layer ceiling. Using packing tape, I closed in three of the corners, leaving one open to use as an entrance. Using free shipping lumber (2" X 4"s) simply laid down around the parameter excess at the bottom.

Since my shop floor did not need painting, I also purchased a roll of roll roofing and laid in strips over the shop floor. This can also be rolled up when finished and reused at a later date. The temporary paint booth I set up is on the following page.



As shown, the booth can be made to the size needed. Fortunately my building is a fairly good size, so I chose to go 14'wide X 16' long . This was to accommodate several parts of the body at one time and everything can be recycled after using. In my case, because of the size, the part of the shop that is not occupied by the booth can be used for assembly. For safety, be sure you have strong enough support bindings to make it safe being suspended for an extended period. If the support lumber is not in the way of crane beam hoists, blocking doorways or lighting, the sides can merely be rolled up out of the way and the booth be left in place to be used again in the near future. I have used this type of booth many times with good success.....:)

Enjoy,
Lee

In the May/June Issue I featured a whimsical story of our friend and member from the land down under, Stu Martyn and his adventures with his "old chevy". Last report from Stu, he was trying to locate the fellow who bought his old chevy. Well, I have not heard if he has located him recently, but I did get a bit more on the adventures...Editor

Reminiscing

Part 2

"The Old Chevy"

By

Stu Martyn

Fifty Three years ago is a long time but I'm very interested to hear what happened to the old Chevy. Mate's, they really were the good old days! I'm hoping that when you members and readers, read about mine and other's, earlier car exploits, it will encourage all of you to think back on the good and funny times that you also enjoyed when you were younger and maybe entice some of you to come forward with some of your own reminiscences relating to the old cars you had, or were involved with.. There must be thousands of stories of the old times floating about the country, and if the Newsletter can harness just a few of them, it would enhance our HCR building in my mind... Put a bit of meat on the bones, so to speak.

Apart from the pleasant memories there were also the "not so good" ones. Remember when we had to change and do our own tire repair's? Those bloody split rim tire retainers. Remember those old type screw jacks that when one was at the back of nowhere with a flat, and the bloody handle was no where to be found? How about the self vulcanizing patches for tube repair? Remember when the vacuum system to draw the fuel from the tank got a leak in it? No modern glues to fix it.

Bonnet open and a hand held can and a bit of garden hose to siphon fuel to the carby to get home. Radiators which always sprung a leak at the most inconvenient time? The old 'Barrs leak' compound to fix the leaks? It was mandatory to always carry a spare can of fuel and another of water! Times when a faulty plug meant it had to be removed and drive for bloody miles missing one firing cylinder?

Times when one avoided running over a snake on the road in case it became entangled with the open tail shaft and maybe crawled into the driving cab through the old warped and cracked wooden floor boards? Brakes that most of the time, didn't work so well? Steering which was so direct, that one avoided driving through sand as the sand gripping the front wheels, could spin the steering wheel out of one's hands?

Remember those chains which one had to lay out on the mud then wrap around the rear tires so one wouldn't get bogged up the axles in the mud? When vehicles were made of strong enough material that one could actually have a 'naughty' on the bonnet and not leave a dent?

Lights which one needed to strike a match and hold the match's flame up next to the lamp to get some comparison to see if the bloody headlights actually worked?

I could go on but these some of the things which made driving in the earlier days much more interesting than today when one's biggest problem is to avoid boredom and to stay awake at the wheel with the air-conditioning and soft springing making driving a modern car like snoozing on a water bed. Cheers mate's,
Stu.



Readers,

I recently received this E-Mail (that was also sent to Tom Guinn) with pictures of Stu & his friends at a much, much, much younger age.....I think he resembles Lloyd Bridges of "Sea Hunt"... ☺

Editor

G'day Lee and Tom,

Tom, thanks for your kind words relating to my earlier adventures with motor vehicles as published in Lee's latest HCR Newsletter. My stuff is just the ramblings of an old man, your material on the Benz engine is more up to date, very interesting and pertinent, and whets my appetite for more! I'm very interested in your Welch & Lawon engine and I'm sure other members of this group would also be interested. I wish I was your next door neighbor so that I could learn more from you.

I have tracked down the bloke (John Brown) who bought the old Chevy from me, some 53 years ago, but unfortunately he doesn't have any photos of the 'dressed up' 1935 Chevrolet. I was too busy making things in those days to take any photos, myself, and no doubt would have lost them anyway due to later divorces etc.

Another of my mates from those days of teenage exploits sent me some photos of my second car, a Whippet (photo 006), taken on an Australian bush track as we headed out for a spear fishing trip.



006



003

The Whippet was an amazing machine - it would go anywhere! Quite surprising as the tail shaft universals were basically a bit of leather sandwiched/bolted between the two drive flanges! I'm the skinny streak standing fourth from the left in photo 003.

Lee, what a talented bunch of people we have in this Group. Just need a few more members to 'front the keyboard' and write about their experiences so that we can all share their joy experienced with old vehicles and the building of replicas of same.

The publishing of the Newsletter just makes my day, irrespective as to whether or not, it holds any of my guff!

Cheers mates,
Stu

Stu,

Your guff, as you call it will always be welcome & it looks like we have guff from two other HCR Builder Members this Issue. Great to have all of you on board....

Editor

What I Did On My Winter Vacation

by Michael Cook

When I was a little boy time off in the summer from school was a time for adventure. I was your typical young lad of the times always off somewhere exploring trying to stay out of trouble but usually getting into mischief. I was a wanderer who sped off each morning after breakfast on my bicycle and returned by dinner time covered in dirt from head to toe.

When my dad asked me "What did you do today son?" when he arrived home from work my standard reply was "Oh, nothing Dad." As images of the days adventures flashed in my mind, I was known to travel 10 - 20 miles away from my house, I did not want to worry him. Of course those were safer times for a kid back then or so we thought. Even though he suspected I wasn't telling him the full story he never called me out on it unless someone had already informed him of my activities.

I dreaded that 1st day in English class after summer vacation each year. It seems that all the English teachers where punishing me for being in their class by giving me the same assignment at the start of each new school year. Now, I say me, but I bet you all felt the same way. You know the assignment. "Class," the teacher would start out with, "As part of your grade I want you to write me a 3 page report on," here it comes, "What I Did On My Summer Vacation."

All across the room students started moaning and groaning, while other students began excitedly telling their friends where their parents had taken them on vacation. Bring back any memories? No? They say the mind can block bad experiences to protect you.

For the past eight years I have been working as an automotive instructor for Universal Technical Institute. When people find out that I'm a teacher they assume I have the summer months off like all the rest but our school is year round. We only stop teaching between Christmas and New Years to allow our students extra travel time for the holidays.

During the early days of Dec 2010 I was exchanging messages on the Early REO (The 1 & 2 Cylinder REO Group) Yahoo Group site, where I am a member also, with my friend Les about my interest in finding a REO of my own. He mentions to me in one of his messages, that there is a Franklin Car Museum in Tucson, Arizona and that they have a 1909 2-cylinder REO touring car on display there.

I immediately checked out the website of the Franklin Car Museum in Tucson and since the school where I teach is closed the week after Christmas, I thought a road trip to Tucson was in the works for me and the wife for a couple days that week. I wanted to check out that REO and since the museum also has an extensive collection of Native American artifacts I mentioned that we were going there to view some local culture.

Now Tucson, AZ is 152 miles southeast of Buckeye, AZ where my wife and I live, and a mere 2 hours and 42 minutes drive from home. We decided to take a leisurely drive down to Tucson stopping first to have lunch with our daughter which was sort of on the way.

We had made arrangements to stay at our usual place when visiting Tucson and by the time we arrived the sun was starting to set providing a grand picture to view as the setting sun lit up the clouds and the temperature started to drop. Tucson is also in the desert like Buckeye and we usually see a drop in day time temperature, after the sun sets, between 30-40 degrees during the winter months.

The following morning before heading out to the museum we called to make sure they were open. The gentleman who answered the phone assured us they were. It was a short 15 minute drive to the museum and when we parked and stepped out of our vehicle a museum trustee greeted us and gave us a great tour.



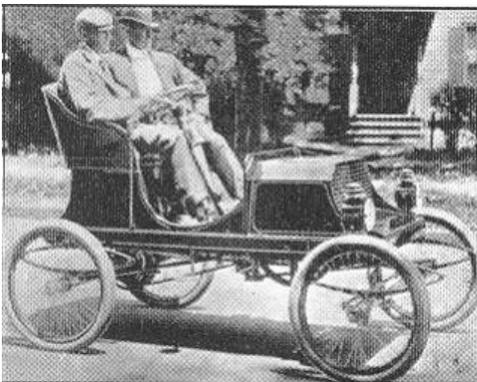
After paying our admission fee we sat and watched a short video presentation about the H.H. Franklin Automobile Company and The H. H. Franklin Foundation which was started by Tom Hubbard as a means to continue beyond his lifetime the collection of classic Franklins he had acquired and restored from 1952 to 1992 and to develop a comprehensive Franklin Museum covering all years of the company's production.

At the conclusion of the video the same museum trustee who originally greeted us returned to escort us through the museum buildings sharing informative tidbits of interesting history about H. H. Franklin, the Franklin Automobile Company, the Franklin cars, and Tom Hubbard.



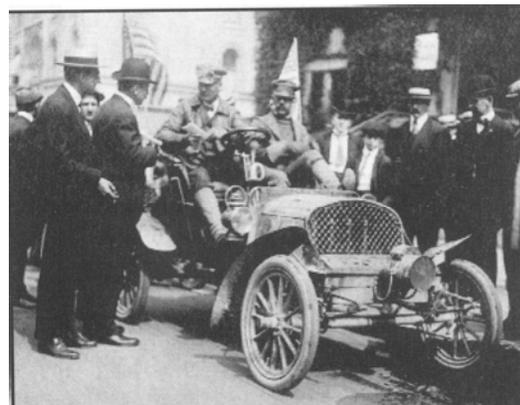
From 1902 to 1934 The Franklin Automobile Company built America's only truly successful gasoline-powered motor car incorporating a direct air-cooled engine. The innovative car was the product of a unique partnership between a Cornell University engineering graduate, John Wilkinson and Herbert H. Franklin, a successful industrialist credited with developing the die-casting process.

Franklin was so impressed with the car and its air-cooled engine after John Wilkinson convinced Franklin to take a ride in one of the prototypes, that he decided to form the H.H. Franklin Company and get into the automobile business.



In 1902 Franklin began manufacturing and marketing the automobile with the air-cooled engine under his name. The first Franklin automobile, the "Type A" light roadster (a runabout), was sold to a New York City resident in 1902. The runabout weighed in at just over 900 pounds and fully satisfied the demands required for the pleasures of independent personal mobility.

In 1904, a Franklin was driven from San Francisco to New York in about half the coast-to-coast time recorded earlier by Packard and Winton cars. The Franklin's design allowed it to set many records in point-to-point races which revealed its superior nimble handling, durability, economy and speed over the rough roads of the day.



For 33 years (1902 to 1934) Franklin built its landmark air-cooled cars in Syracuse, NY. Famous for their reliability and durability Franklins were the high-tech cars of their era (such was Franklin's passion for saving weight it was at one time the world's largest consumer of aluminum).

According to our museum trustee, Franklin cars often were bought by professionals; lawyers, accountants, administrators, and educators. Although in the later years it was a luxury car, its unique features made the Franklin a pleasant and easy car to operate, and consequently most Franklins were owner driven. The company always featured many body styles, both factory and custom-made, which were conducive to being owner driven.

Franklins progressed from fragile-looking open-air runabouts priced at \$1,200 to convertible sedans in 1930 with factory prices over \$7,000. Six-cylinder engines joined the lineup as early as 1906 and remained the mainstay; in 1933-34 V-12s were offered. All engines had overhead valves.

The Franklin was one of the most innovative motor cars of its time. In addition to the air-cooled engine, it featured lightweight and flexible construction at a time when other luxury car manufacturers were making ponderous machines.

The Franklin Manufacturing Company initiated a strong advertising campaign that promoted their high quality and lightweight vehicles. Their engineering was progressive and introduced many new features. The first Franklins had wood frames and those persisted until 1928.

Wilkinson used a wooden frame constructed of three-ply laminated ash. The benefits were two-fold; decreasing the weight of the vehicle and providing a better material to absorb shocks. Aluminum bodies also aided in his quest for reduced weight.



His belief was function over form, meaning that he favored a cars abilities rather than its beauty. This resulted in his cars having their own unique appearance.

Since the cars required no radiator due to air-cooled methods, their front end was bound to look different than most other vehicles on the roadways. A 'barrel front' hood was adopted in 1904.



By 1911 the cars were given a more modern appeal with flush-sided bodies and Renault-style 'coal scuttle' hood.

The Franklin Museum is located in Tucson, AZ not in Syracuse, NY because of Thomas H. Hubbard of Tucson, who until his death in 1993 was a well-known auto restorer, and car history buff and a leading authority on the Franklin automobile.

The H. H. Franklin Foundation was started by the late Tom Hubbard - collector; restorer; and one of the pioneers of the classic car movement as a means to continue beyond his lifetime the collection of classic Franklins he had acquired and restored from 1952 to 1992 and to develop a comprehensive Franklin Museum covering all years of the company's production.



In 1951, Hubbard bought then restored a 1909 REO and was bitten by the restoration bug. He restored several cars for the late William Harrah, founder of Harrah's casinos in Nevada, who owned several dozen Franklins.

Hubbard developed a sizable collection of his own. His stable included a 1909 REO, 16 historic air-cooled Franklins, a 1939 Lincoln Zephyr and a 1957 Porsche coupe.

Hubbard left his entire automobile collection and the home / museum site at 1405 East Kleindale Road, Tucson, which houses it, to the foundation, along with an endowment to maintain and preserve the facility.

Tom's home, a classic example of Southwest adobe architecture, holds much of the museum's library. The car collection is housed in three buildings on the property and continues to be enhanced by the generosity of collectors and enthusiasts.



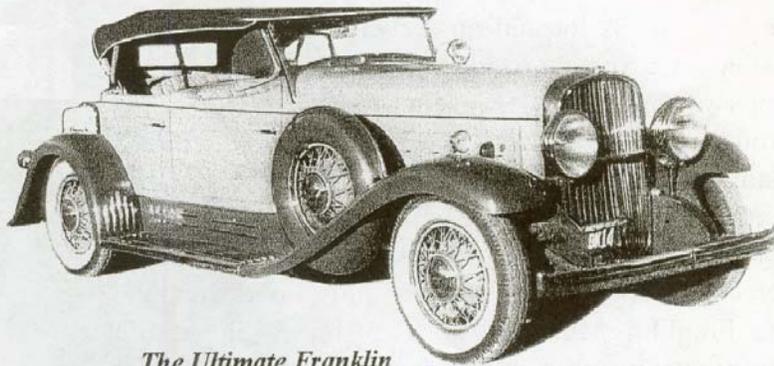
The home / museum is located on a secluded four-acre site nestled in a quaint dusty residential neighborhood on a quiet dirt road, only a block or two from modern Tucson thoroughfares with their shopping strips and apartment complexes. The museum is open mid-October through Memorial Day, Wednesday through Saturday, 10 am - 4 pm and closed in the summer (Call to verify). Tours may also be arranged by appointment. Admission is \$5.00 per person and students and children are free.

The Museum's collection includes 16 historic air-cooled Franklin automobiles vintage 1910 through 1934. It includes cars with bodies styled for the Franklin chassis by Frank DeCausse, Raymond Dietrich, and other custom builders. The collection also includes posters, automobilia of the period, and several cars from other makers. The car collection is supplemented by a rare slice of Arizona history including prehistoric Indian artifacts, artwork, furniture, and a classic example of Southwest adobe architecture, the historic Peters House. Using the vast original factory blueprint collection that Tom secured and preserved, he was able to not only assure the authenticity of his restorations, but to create a Franklin which never saw production, our museum trustee informed us.

Our tour started off in a charming museum devoted to the Franklin vehicles, mostly from the '20s and early '30s that sit side-by-side in an adobe-style building plus two more modern garages. Walls of the adobe "home" are covered with interesting reproductions of magazine ads and other memorabilia from the age of the Franklin (1902-1934).

*The Finest Collection of
Franklins in the World
including the
"Ultimate Franklin"*

1932 Franklin V-12 Sport Phaeton.
Only six were built; none exist today.
From the original engineering drawings,
Tom Hubbard created the *"Ultimate Franklin"*
as originally planned by Franklin engineers.
National 1st prize-winner coast to coast.



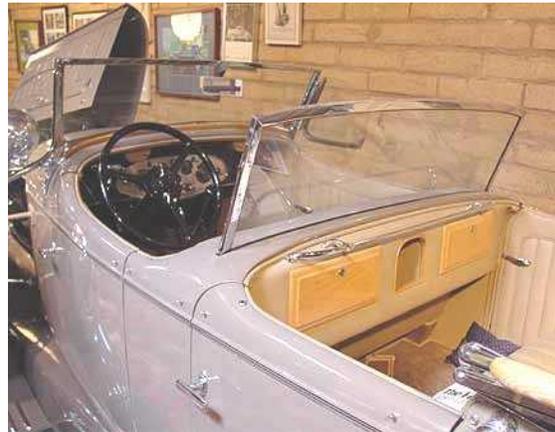
The Ultimate Franklin



The 1932
Series 16 V-12 was to
have represented the
crowning
achievement of the
Franklin automobile,
incorporating the
very best of Franklin
engineering design
and styling beauty.



Shortly before production was scheduled the company was forced into receivership and the V-12 as proposed was canceled. The V-12 phaeton which Hubbard created from the drawings is as true to the original intentions as possible and is one of a kind.



1932 Franklin Series 1600 V12 Sport Phaeton

The first V12 design came with a lightweight chassis, two-speed axle, and a sporty body by the Merrimac Body Company.



1925 Franklin Series 11-A Sport Coupe

The boat tail body is different from the regular coupe. J. Frank DeCausse styled this car series. Mr. Franklin's first use of stylists.



1931 Franklin Model 153 Merrimac Sport Phaeton

This is a one-off custom car made for Stillman Kelly, an American composer, conductor, teacher, and writer of music, body is by the Merrimac Body Co.



1926 Franklin Series 11-A Sport

Touring

Rear windshield with touring trunk and fitted cases makes this a typical 20's car for trips.

**1931 Franklin
Model 153 Dietrich
Speedster**

A stylish sedan
also offered as a
convertible. The body
styling is by Dietrich.



1929 Franklin Model 135 Convertible Coupe
This is the last year of DeCausse styling with a Walker body.



**1934 Franklin Model 173 V-12 Club
Brougham**

The last 12 cylinder design
styled by La Baron at the dawn of
streamlining



1930 Franklin Model 147 Pirate Phaeton
The Pirate was a very different style body idea with bobbed fenders and concealed running boards. The body is by Dietrich.



1930 Franklin Model 147 Pirate Phaeton
This is an air cooled 6 cylinder engine.



1930 Franklin Model 147

This Deauville sedan with a custom styled body by Dietrich was an owner driven vehicle.



1932 Franklin Pursuit Phaeton Model 163

This is a true dual cowl dual windshield design.



Here we have a 1931 Franklin Model 153 Dietrich Town Car

This was Mr. Franklin's official company vehicle. Restored by Franklin Service Company

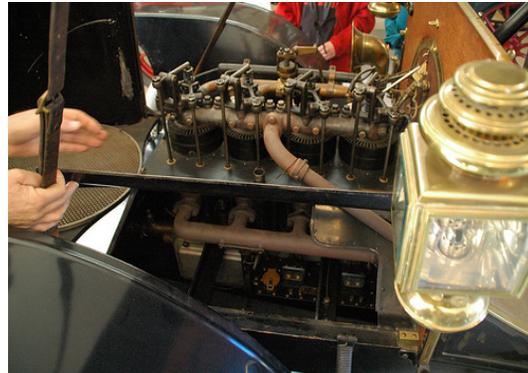
Building two contains the early model year Franklin vehicles.



1910 Franklin Model G Touring
Equipped with a 4 cylinder 18-20 HP engine it is un-restored with only 6,300 original miles. This car was hand crank started and a couple years later electric starters were introduced.

The family that owned it replaced it and sent it to their summer home where it was rarely driven.

I think this vehicle would make a great HCR project.





1918 Franklin Series 9B Touring



1925 Franklin Series 10C Sedan

1924 Franklin Model 10C 5-Passenger 4 Door Sedan





Just as you walk into the second building off to your right is a small alcove where the 1909 REO Model AD Touring car I was looking for was parked. The REO has a large 2 cylinder engine under the floor with a 2-speed planetary transmission.

Judge H.H.Butz's of Fort Stockton, Texas was the original owner of this REO and it was purchased from him by Thomas H. Hubbard of Tucson who restored it in 1951.

That's me standing next to the 1909 REO AD Touring car that my friend Les informed me about in December of 2010 that was on display at the Franklin Museum in Tucson, AZ.



I had read about the REO Motor Company and now I was able to examine a vehicle up close.

For me it was well worth the trip to Tucson just to see this vehicle.



Judge Butz purchased this 1909 REO on March 6, 1909, for \$1,100. Judge Butz said: "There was no free air in those days, you had to repair your own tires and they had to be pumped with a hand pump; the tires were of a very poor quality and were good only for about 1,000 miles over the then unpaved and very bad roads."



"You always had to carry a pick and shovel to remove stumps, rocks and high centers. The usual speed was from 15 to 20 M.P.H. and the car had to be greased and oiled every 100 miles. It took almost three days to drive to San Antonio, Texas, a distance of 350 miles."

"The headlights were carbide and the dashlights were coal oil and one could do very little night driving. The top was made so that it could be let down and, since the car had very little surplus power, it was always advisable to let it down when facing a high wind or going up a steep hill."



The third building on the property is used to store extra vehicles that the museum has. Some vehicles are left in an un-restored condition due to the series or body style that would be too costly to restore. In other words the cost of the restoration would far exceed the value of the vehicle.





1933 Olympic Convertible Coupe

1931 Franklin 153 Coupe





They still have Tom Hubbard's 1957 Porsche coupe stored in the third garage.



While I was checking out the 1909 REO AD Touring car in the alcove in the early model year Franklin garage, the display cases still had information on this vehicle that was on loan and on display in 2004 in celebration of the 100 year anniversary of the historic coast-to-coast trip of a 1904 Franklin.

I found this information very interesting and I have decided to use that historic trip as a subject for my next article.

I hope you have enjoyed reading about my recollections of our trip to the Franklin Museum in Tucson, AZ as much as I have had writing about them. Until next time, keep on spreading the word about HCR's.

How I Found the 1901 Oldsmobile

By
Glen Petty

Hello all you builders out there,

My name is Glen Petty from Nampa, Idaho. In the last Issue of the HCR News, Lee featured my Dads story of his CDO build "A CDO Story Update". Lee asked me to tell you the story of the part I played in finding the 1901 Oldsmobile Horseless Carriage Plans that I sent to my Dad.

I work for a government outfit out here in Idaho and they had a year long project at the sewer plant that they wanted me to watch. Soon, I was on the site and had my office all set up and started to work the project.

One day, I was chatting with the superintendents and supervisors and some how the conversation took a new direction about old cars. One of the guys started telling me about an old car he would soon start building and had gotten the plans on CD over the internet.

This sounded interesting so I asked him to bring the CD in to work the following day. Next morning I checked it out and saw it was on the 1901 Olds Horseless Carriage. The more I looked at it, the more I thought this would be a fun joint project for me and my Dad to do seeing as how much we both like old cars. I thought my dad could do all the wood work since he is a very talented wood worker.

I wrote all the ordering information down and gave the guy at work his CD back and ordered my own on line. A few days later, I received the CD and printed off the complete plans manual, packaged the whole thing and sent it off to my dad. That night, I gave him a call and told him I sent him a package but didn't tell him what it was. I told him to look at it and tell me what he thought. I told him if he thought it was too hard to just toss it away. I know there is a lot of wood work but I knew I could con him into it, even if he thought it was too hard.

About two or three days later he called me up and was very excited and he thought he could do it real easy. I told Dad that it was a pretty tough project, but he thought he could do it and it was game on after that. I would call every week or so to ask him about how he was progressing on the project. My mom would answer the phone and start hollering, "Why did you give him that project? He doesn't do anything around here anymore. He's on that car constantly and I can't get anything done around here." I thought it was pretty funny. That was probably his excuse to get away from everything.

So, it continued on and on. It's probably one of the quickest builds you have seen. I must admit, he moved along pretty fast and everything turned out pretty good. I kind of wish I could have been down there more to help him, but, I have to work up here and he's down in California.

I did go down once and help him find some of the mechanical parts for it. I knew in the end both my Mom and Dad would really enjoy the project and they both have. My mom has helped out with some of the painting and the interior. Now they are thoroughly enjoying it, taking lots of pictures as you know and are very anxious to start driving it.

They are now trying to get the steering mechanism aligned and working and they are having problems with the clutch, otherwise, it is going really well.

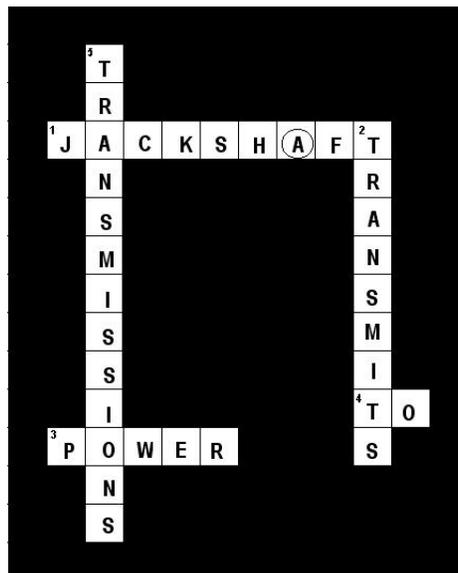
I love my parents to death and I thought they would really love this project, and they have. I am sure my Mom is hoping you don't have another one like this, because she won't want to have anything to do with it.

Well, Lee, this is my story. I Hope one day you come to Southern California on vacation or a business trip. You will have a place to stay and a 1901 Oldsmobile Horseless Carriage there to use.

Thanks for everything,
Glen

Sorry Glen, this old Southern boy was there for basic training and could'nt wait to get back to the bayou country, take his shoes off and go catch a mess of crawdads.....:)

Lee



A jackshaft transmits power to transmission

From the Shop

A Building Jig for Your HCR Build

By
Lee Thevenet



Do you need help each time you want to move your build around to work on it and have to set everything on saw horses over and over (Oh, my aching back!), well my fellow builders, after building two HCR's that way, I said "No more".

I had accumulated a few rider mower wheels and after looking through my wood and scrap metal piles, I could almost see the answer come together and at a very low cost.

I pulled some old bed rails out of the backyard shed and using my metal cutting band saw I quickly had cut them to the correct lengths I would need. I found a piece of $\frac{3}{4}$ " round for the axles, two rider mower front wheels for one end and two shopping cart "swivel wheels" for the other.

I designed the jig so it would be wide and long enough to handle the common width and length of the "Full Sized" HCR's that I like to build. However it could be built to a smaller size if desired.

Except for the carriage bolts, hex head bolts, washers and cotter pins I used in the construction, everything else was free.



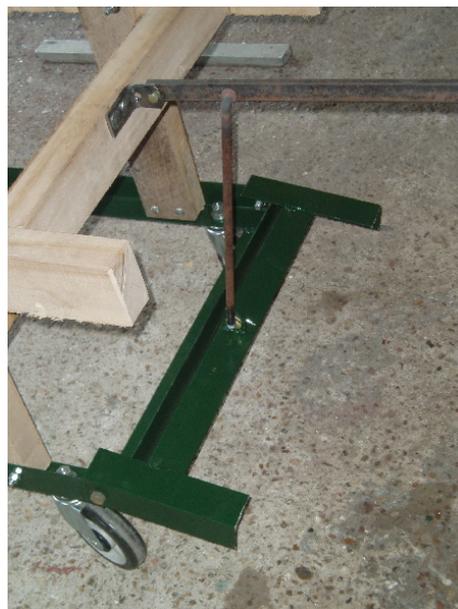
I welded the corners of the frame on the shop floor while checking the alignment with a framing square.

I cut the piece of $\frac{3}{4}$ " round in half (since it was not long enough to go all the way across). I drilled a $\frac{3}{4}$ " hole in both side rails on one end. I welded a piece of $1\frac{1}{2}$ " X $1\frac{1}{2}$ " X $\frac{1}{8}$ " inside the end of the angle iron frame as shown above for a axle support. I then ran each piece of $\frac{3}{4}$ " round through the holes I previously drilled and butt welded the ends to the axle supports.

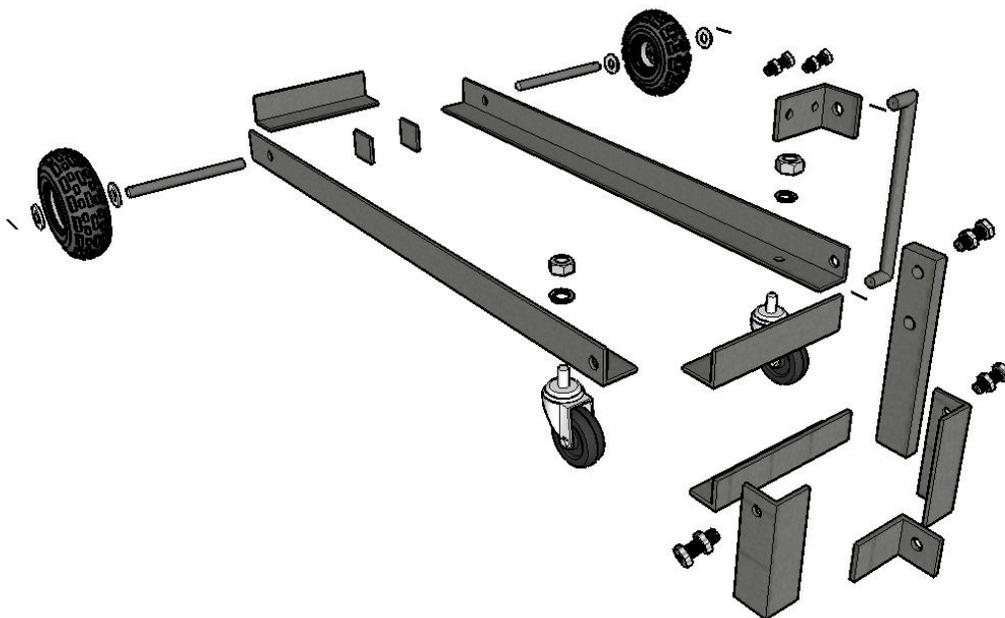
I then center punched and drilled a $\frac{1}{8}$ " hole near the end of each axle stub for the cotter keys. I slipped one wheel on each axle stub, just inside of the cotter key holes and using a marker, I placed a mark on each axle stub where the inside of each wheel location on the axle stub. I then removed the wheels and welded a $\frac{3}{4}$ " ID washer to the axle stubs where I'd marked them. I reinstalled the wheels and installed cotter keys in each hole provided.

Moving to the other end of the frame, I simply drilled a $\frac{3}{8}$ " diameter hole under the frame rail, 6" from the end on each side to accept the shopping cart wheels. Knowing I did not want the jig to move at times when drilling or sanding was being done to the build, I had to design a way to immobilize the rolling jig when desired or needed.

I made a simple swing down "Landing Gear Leg" system that could be lowered to lift the jig and front swivel wheels up off of the floor and keeping the jig in one spot. I did not cut the length of the legs until I decided where all the pivot points were to be and cut the legs $\frac{1}{4}$ " longer than the height of the frame to floor height when in the rolling position.



The 2" X 4" lumber I used was also free. It is transport lumber (oak), used when transporting cargo on flat bed trailers and usually is discarded after using. It is usually free for the asking. The jig and wood framework should be built to the height that suits the builder. The length of the control rod is determined after the wood framework is complete with the "Landing gear legs" and control handle in the down position to lock correctly. When pushing the handle down to lock in place, the mechanism should be set up where it is necessary to pull the jig toward the operator while pushing down on the control handle and the jig will lift up and roll forward locking the handle and legs in the lowered position as shown in the picture on the right...In the "up" position the handle can be used to steer the jig when moving....Enjoy ☺



Taking Parade Pictures

By
Lee Thevenet

Having parade pictures of your cherished Horseless Carriage Replica & family members can be a problem, even though many pictures and videos are taken during the event, when there is no one in the crowd that knows you, how are you to get a copy for the scrapbook. There is always the chance that the local Newspaper or local TV News will carry full coverage of the event in their reporting, but it is not always the case.

If this is the situation you find yourself in, do as I did just before running a recent parade. Check around the parade staging area, for a professional photographer there covering the event. He or she is the poor soul carrying all the expensive and heavy photography gear. Have a chat with him, explain the situation and if you are real lucky, he will work with you. Remember that these folks are professionals and are "on the job", so normally the pictures or videos they take are sold to Newspapers or TV stations. That is their living, so please be professional also and offer compensation for their work.

My wife, Elaine and I find ourselves often in such a situation and want pictures for the HCR Website or HCR Newsletter. We recently ran a parade on June 11th in the Bunkie, Louisiana Corn Festival Parade. I was very fortunate to meet Mike Martin with Bayou Photography, who was covering the event for the local Newspaper, the Bunkie Record.

After chatting with Mike for a few minutes and giving him one of my cards, we were set. The running of the parade went well, with us taking a "First Place" with the REO. Credit for the two pictures below, go to Mike and Bayou Photography. Thanks Mike for your support to the HCR Hobby.....) Lee



**In the September/November Issue
of the
HCR Newsletter
Look for...
The "Floater" Gets the Water Test
A 1903 Overland Prototype
Hit & Miss Engine Research
Out of State Visitors
An HCR Builder Finds His Wings
And much more....**

In Closing;

Once again, I wish to give a "BIG THANKS" to those HCR Members who support the HCR Newsletter by sending in their articles & pictures. It is refreshing to me when I hear or get news for publishing. This tells me that there is one more person out there who loves this hobby as much as I do.

C'mon guys, give me something to work with. Send in your build pictures, articles, stories of your past or interesting projects you have built. Like I've said before, the HCR.com Website gets more & more hits each Month. Many of these readers join our Yahoo Group and want to know more about the HCR Hobby. Give them something really interesting to read about, send in your guff, as Stu would put it..... 😊

I would like to wish all of you a Happy Fourth of July & remind everyone to cherish the freedom that so many have died to give us. If any of you are in a parade on the fourth as Elaine & I are in, Good Luck! In winning that Independence Day Trophy...

*Until next time,
Keep On Building!*

Lee Thevenet
www.HorselessCarriageReplicas.com

HCR Builders Group in
www.YahooGroups.com



HorselessCarriageReplicas.com