



"Christmas Issue"

Volume 3 Issue 6 Published by Lee Thevenet Nov-Dec, 2011

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,

Well, if you were not there for the Second HCR Meet at the Cotton Ginning Days Fair in Dallas, NC, you missed out on a couple of days of interesting sights and a whole lot of fun. The attending HCR Builders Group Members were treated to a couple of days of beautiful weather, beautiful carriages, lots of good food, music, actual cotton ginning, making new friends, but most of all, meeting other HCR Builders Group Members & seeing up close the beautiful carriages on hand that most attending Member's brought along to the HCR Meet.

Seeing twice the amount of Members & their carriages this year, up considerably from last years five Members & their carriages, made me proud to be part of such a wonderful get together.

The attending HCR Builders Group Members were quick to find out how great it was to be able to drive their carriages at will, any where on the Fair Grounds on smooth black topped streets. The looks and stares we all got driving our carriages was something that we will treasure forever.

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The Tractor Show part of the event features many of the smaller tractor variety...Lawn Tractors that is. Perhaps the reason for our carriages being so well accepted as "the norm" in this type of event is the fact that we all use "small engines" for powering our carriages. Whatever the reasoning is for being accepted so well in the surroundings, we relished in the attention and friendliness of the vendors and spectators.

We were invited to join in the "Tractor Parade" around the fair grounds and it was refreshing to see all the smiles, Ohs and Ahasss and all the great comments coming from the spectators as we drove past.

After all the attending Members arrived, we had a "Meet & Greet" session between the HCR Builders Group Members, at which time, I presented each attending Member with a "Certificate of Appreciation" for attending and a small memento of the Meet to take with them.

On a very positive note, the HCR Group has been formerly granted permission to have an annual HCR Meet at the CGD's Fair. We need to start our planning now to attend the 2012 HCR Meet. Along with all of this year's attending Members, I would also like to see our attendance numbers to double again at the 2012 HCR Meet. So, start now making plans to join us in Dallas, NC in October 2012.

I would like to again personally thank all the attending Members & their wives for making the 2011 HCR Builders Meet an event to remember. I say, let's do it again next year....:)

Lee



MEMBERS ATTENDING
the
Second Annual HCR Builders Meet
At the
Cotton Ginning Fair, Dallas, NC



L to R

Standing: Lee Thevenet, Dennis Anderson, Terry Beasley, Richard Huffman,
Mike Chambers, Louie Lippo & James Peach

Kneeling: Julian Bankston & Larry Cook

Sitting: Gerry Hale

Not shown: Jimmy Woods

For many, many more pictures of the weekend,
See the "Special 2011 HCR Builders Meet Pictures Issue"
Also in the Newsletter Section

Building A 1906 Holsman High Wheeler HCR

By
Lyle Hegsted

There's more to this hobby than just building things. For me it's like a time machine. I try to learn about the problems the original builders had, how they solved them and what they thought about when they drove their carriages.

I'm on my third Horseless Carriage Replica. HCR's are addictive. My first HCR was my idea of what a horseless carriage would have looked like at the turn of the century. It has about 700 miles on it now. My second HCR was a Curved Dash Oldsmobile. There is an original CDO in the museum at Yakima, Washington. I spent two days there making measurements and then discovered Lee's plans. My third HCR is the Holsman that I'm building now.

I hadn't planned to build the Holsman, but for about half a century it sort of crept up on me. About four years ago, I was at an antique machinery show in Brooks, Oregon. We were sitting in the shade waiting for the parade to start when a strange looking horseless carriage drove up and parked close by. We talked to the driver and his wife and later went for a ride in it.

The following day, I started doing some research on the carriage and found out that it was the second automobile purchased in Pocatello, Idaho, and it had belonged to a Dr. Castle. I also found his address and it was the same as the first apartment my wife and I lived in. At some point in time it had been converted to two apartments. At that point I realized that I had lived in the doctor's house and also had ridden in his automobile. Then I found some pictures that I had taken of a parade in Pocatello in 1950 and there was the Holsman. At this point, I was still not considering building a Holsman replica.

At the time I was living in his house, I was working on a survey crew, surveying what is now Highway 80 between Pocatello and American Falls, Idaho. There was a newspaper article written in 1908 mentioning that Dr. Castle had driven his Holsman to American Falls and back on a Sunday and had accomplished the round trip in less than eight hours. It was about a 50 mile round trip. The article also mentioned that he had gotten stuck in some sand dunes. I had surveyed thru them in 1950, so I knew the area he was speaking of.

Last fall I got a catalog from the Witmer Coach Company and saw they made buggy wheels. I called them and found that I could get the wheels I'd need for building the Holsman. I've made wheels for my cannons, but the buggy wheels were more than I wanted to tackle.

There was one more obstacle to overcome. There was a 33" diameter drive pulley on each rear wheel. No one has made them for a century or so. I'd need them to do the build. I was able to make them and shortly after they were finished, I called Witmers and ordered the wheels. They said it would take about a month to make them.



The week after New Years the wheels arrived. At the same time I ordered the wheels I also ordered the axles and springs. Witmers is a great place to shop for all the parts needed for a buggy of the early 1900's and their prices are reasonable.

This is how I came to build the Holsman. It is a time machine in more ways than one for me.

The picture on the right was taken at the start of a parade at Kent, Washington a few years ago.

My wife also enjoys our Horseless carriages.



I like to build a dolly .. makes it a lot easier to move things around. The frame is 3/16" x 2" angle iron. Also in this picture are the axles and springs I got from Witmer. The wheels are leaning up against the wall. Front wheels are 44" and back wheels 48" diameter.



On the right, is a view of the body going together. The corners have wood angle bracing. The body is 3/4 " birch plywood. I used "Gorilla Glue". It works well and sands easily.



Since this picture was taken the seats and top have been finished

Lyle



Cross Word

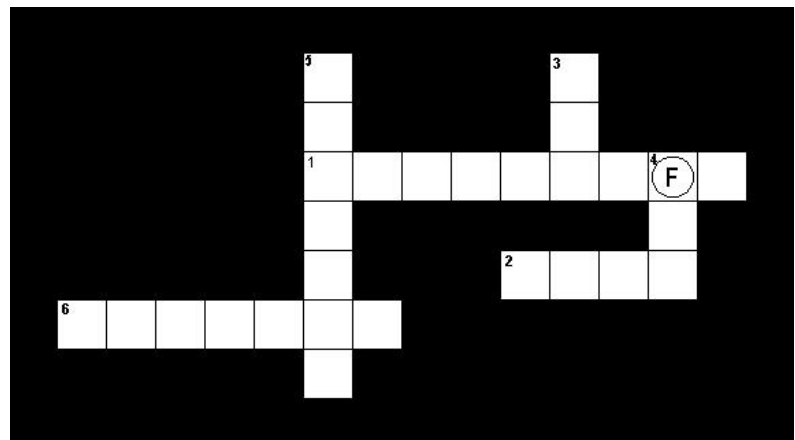
Across

1. To make electric carriage
2. Belonging to you
6. To steer a carriage

Down

5. Late in the day
3. A carriage replica
4. Used ___ fun

Solve the puzzle and create a sentence using the words
Answers on Page 13



Barn Finds Still Possible

By
Lee Thevenet

Just when you think you have seen it all and life offers no more surprises, you turn a corner, go down a flight of stairs, look in an abandoned building or just chat with someone, and there it is, just what you had been dreaming of.

That is just about what happened to Joe Edgington of Peebles, Ohio. Joe is a Jet Engine Technician working for GE. In Joe's own words "I found this little gem in the back of a massive building". Apparently, the owner had it amongst a large collection of collector cars.

"It took me about a year to get the deal done", says Joe. It turns out that Joe had stumbled upon a 1959 "Rollsmobile", a CDO facsimile, manufactured in Fort Lauderdale, Florida by Capt. Al Starts.

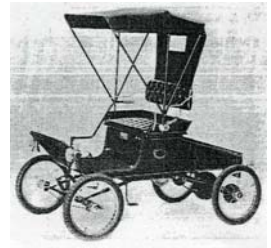
Some of our elderly readers might remember the joint venture of Capt. Al Starts, Author Godfrey, Leo Dorsey and the Rollsmobile Corp. The company offered either a CDO or an early 1901 Ford Replica. Both versions utilized the same running gear or under carriage of the CDO version. More about the "Rollsmobile" endeavor in another article in this HCR Newsletter issue.

Joe goes on to say, "it already had a title, so I transferred it and purchased historical tags for it". In November of 2011, Joe hopes to have a five month restoration done to the carriage. Proudly, he stated "then it will be ready for the car shows..."

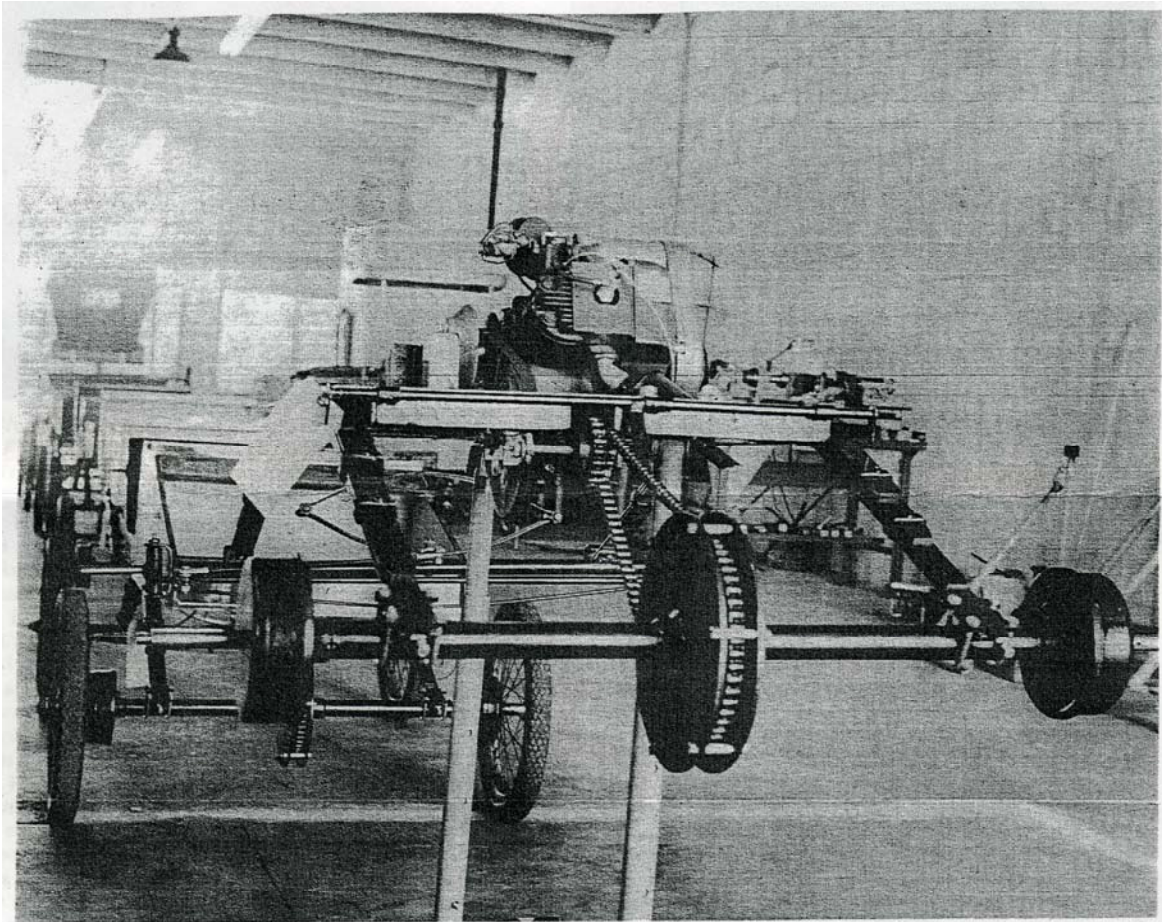


Article from the Past

Author Unknown



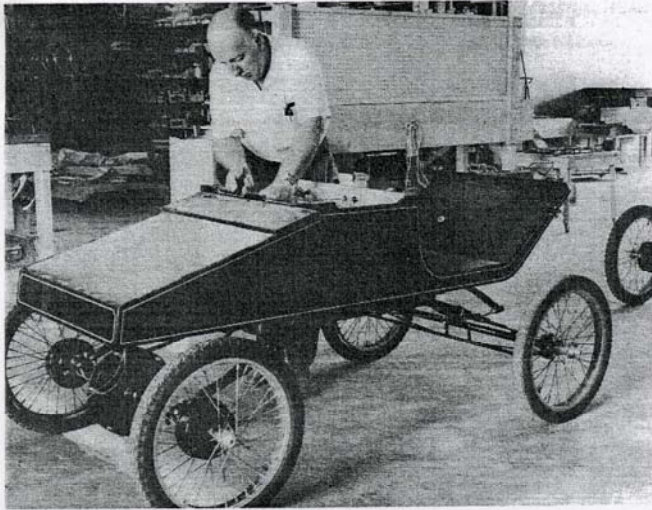
Ironically, while doing the preceding article on Joe Edgington's "Barn Find", another HCR Builders Group Member E-Mailed me the following information that has apparently been scanned from an unknown magazine. It is also interesting reading on the Fort Lauderdale "Rollsmobile" plant.



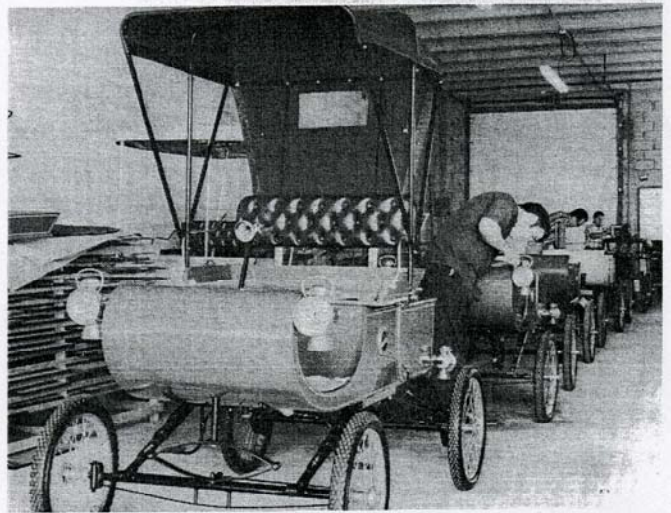
ASSEMBLY LINE — Chassis parts ready for installation of bodies. Note the authentic chain drive used to power the early car replicas.

Editor's Note

If the scanned text is hard to read, simply adjust the overall size of the PDF...



ADDING BODIES — Each step in the production of an early Ford or Olds is done with professional skill. Here a body is fitted to the completed chassis.



FINAL ASSEMBLY — Several cars can be finished at once in the modern Horseless Carriage Corporation plant. Note the original-style top.

The Horseless Carriage Corporation of Ft. Lauderdale, Florida is busy turning out an interesting replica of the 1901 Ford Runabout that helped establish Henry Ford as one of the greatest automobile producers of all time.

The firm was founded nine years ago quite by accident when Captain Al Starts decided to present a unique gift to a friend who was a high official in the Ford Motor Company. Using a 3/4 scale, the Ford was an instant hit among those who saw it. Orders poured in and a new enterprise was launched.

Starts decided in the beginning to make each car hand made. He has never deviated from this original precept. Eventually Starts sold his interest to Ferris M. Smith, Jr., a young electronics executive as a side venture. The policy of not stockpiling cars is adhered to firmly. Only when an order is received, is a car built.

"The only deviations the company makes from authenticity are the use of today's lighter, stronger materials and engineering knowhow," a spokesman said recently. Smith is also quick to point out his cars are not toys or novelties, in the common

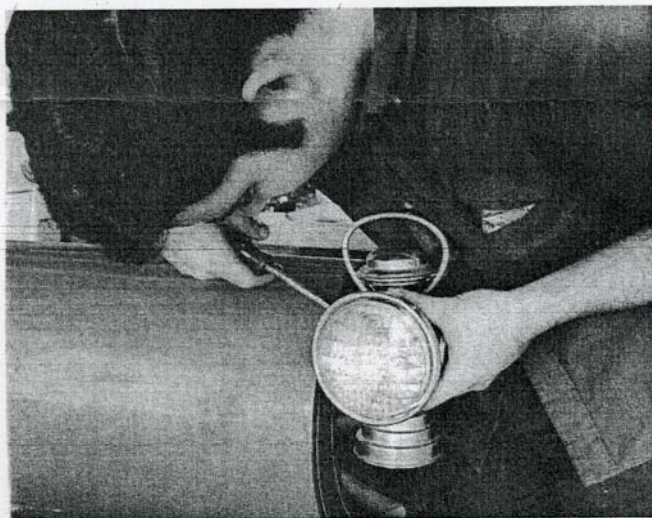
use of the term at least, but safe and durable antique replicas that can be licensed for highway use.

Certain concessions have been made to assure safety on the highway. An automatic transmission supplies the power, the motor has an electric starter, and sealed beam headlights are mounted in the brass plated, hand spun aluminum side lights.

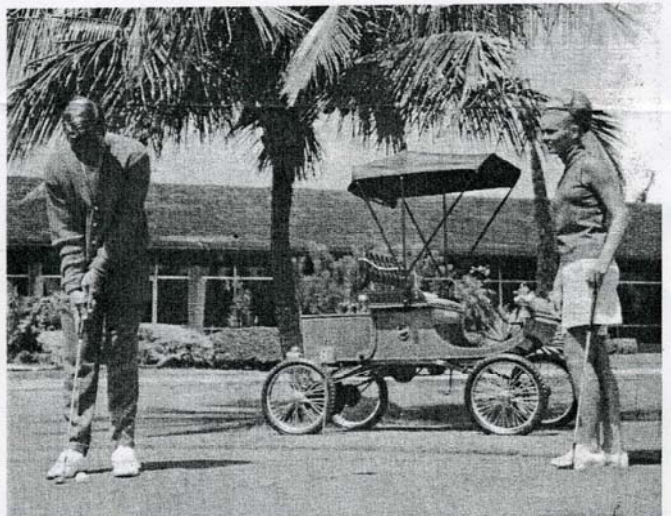
The Horseless Carriage Corporation fits their machines with 20 inch chrome plated sulky wheels, and the tires are nylon. The bodies are created by cabinet makers and have a mahogany overlay. Seven coats of hand-rubbed exterior enamel are then added to finish each vehicle.

Using a three H.P. air-cooled engine, the replicas will cruise at 30 miles per hour and deliver 100 miles per gallon of gas. Like Henry, the Horseless Carriage Corporation offers no expensive "extras." The total cost f.o.b. Ft. Lauderdale is \$1,325. The only options offered is a choice of body colors.

While these will never be considered actual antiques, they do represent an interesting addition to the new and growing field of car replicas. Watch out! Here come the 1969, 1901's!



MODERN LIGHTS — Using modern sealed beam headlights, cleverly mounted in the side lights, each vehicle is ready for modern traffic in suburban and country areas where speed is not a qualifying factor.



GOLF CAR — For those car buffs who want to take their hobby onto the country club links, a replica might be the ideal answer.

The "Description Form" below is apparently what was sent to the potential customer when purchase information was requested...

DESCRIPTION

The "ROLLSMOBILE" is a 3/4 scale replica of the 1901 Oldsmobile and has a Continental engine with automatic transmission and an electric starter. Many parts are aircraft quality. It has sealed ball-bearings, no greasing necessary, sulky wheels with Goodyear nylon tires, seats of naugahyde leather with sixty buttons and nylon carpet. The body is monel fastened. There are three color combinations to choose from:

1. Shiny black body with gold color striping, red seats and red carpet.
2. Fiesta red body with gold color striping, black seats and red carpet.
3. Golden glow yellow body with black striping, black or red seats and red carpet.

It travels 35 mph. 100 miles per gallon of gasoline and carries two passengers. We usually ship by air freight, because it is the most economical. The price is \$1195.00 F.O.B. 10% excise tax and \$20.00 canvas cover are included. Your check for the full amount may be deposited with the Broward National Bank, South Andrews Avenue, Fort Lauderdale, Florida, c/o Mr. Ben Johnson, who will hold it in escrow until the car is shipped or you may send the check directly to us. You may expect delivery within 30 days after your order and check in the full amount has been received.

The shipping charge to your destination is approximately
\$ _____

Capt. Al Starts
230 S. W. 29th Street
Fort Lauderdale, Florida

Picture From the Past



The "Gruss" Mobile

By
Frank Gruss

This is my first attempt at building an HCR. I have built several small parade cars such as the Shriner's use in parades and have enjoyed that hobby most of my life. I have printed off all of Everett Moore's Newsletters and I do use them for reference and ideas when I am gathering information for my projects.

I have never built from plans, other than a few sketches of my own, therefore, I have never built an exact replica. When I first saw Stu Martyn's Stanley Steamer, I really liked it, so that was the picture I had in front of me when I designed, what I call my 1903 Runabout.

I scaled it down a bit, perhaps 3/4 size. I wanted to use 20 inch wheels and found some on E-Bay that were advertised as being, cart wheels. They had 5/8" axle bearings & 1/4" spokes, just perfect, they fit the bill for me.



I used a Rider Mower transaxle that I had in my pile of parts. It has three forward speeds and reverse. I like to shift gears, so no hydrostat for me. The transaxle was designed for use with a vertical shaft engine and vertical shaft engines do not set good with me, so I installed a right angle gear box that has a 2 to 1 gear ratio, so that made the hook up to the 6 ½ hp horizontal shaft engine very easy.



The body was built using ½" Marine plywood. The transaxle had a disc brake, but was only 3" in diameter. I made a 6" disc to replace it and it works great. Clutch is a simple "belt tightening" design. The clutch, as well as the brake is controlled by a conventional pedal on the floor.



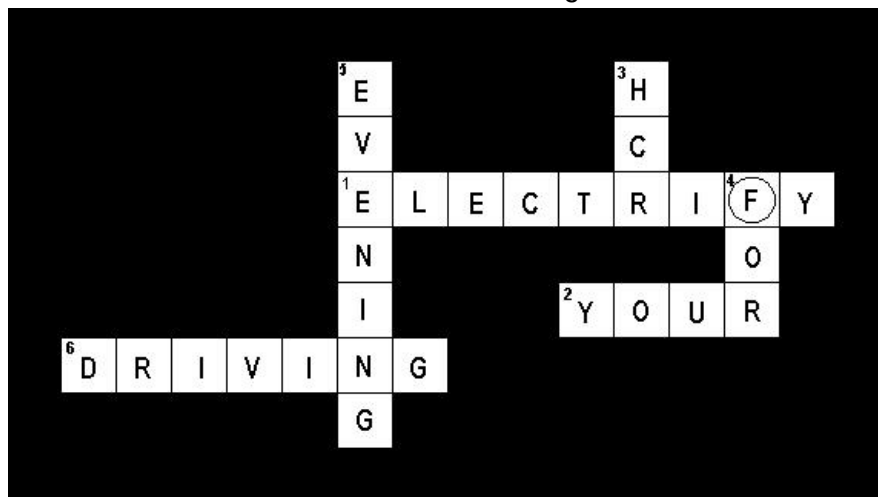
Everett Moore had done an article on my shop in an issue of his Newsletter, and it has not changed in 30 or more years. It is still one half of a 24' X 24' garage and I still use the same meager tools.

Everett had said that he hoped the other half did not have a car in it, because, they were meant to be outside, however, here in Michigan we get snow and ice, and it's no fun clearing that off the car, so yes, that's where my Chevy lives.

Of all my builds, I think this one has been the most fun to build and drive. We have driven in one parade so far and many times up and down the road near our home. It drives out really well at about 15 mph at half throttle. I just do not have the gut's to open her up to full throttle...☺ I hope you all enjoyed the article...

Frank

Answers to Crossword on Page 6



"Electrify Your HCR for evening driving"

Christmas Note!

In Closing, I would like to wish all HCR News readers as well as HCR Builders Members, a Merry Christmas. May all Members stockings be filled with tools, nuts & bolts to build with in the year to come. May the Christmas Season fill all of your hearts with peace & joy. Please pray for our men & women fighting for our gift of freedom...

The past year has been extremely busy for me, so I am releasing the Christmas Issue a bit early to allow me a little extra time on my Speedster as to complete it for next years parade & show season. The next Issue will be the 2012 January/February Issue to be released on December 31, 2011...

Merry Xmas!

Lee

