From the Editor,

A belated, Happy 4th of July to all of you. I trust everyone had a great time celebrating our Independence last month. Those of you that took part in parades, I hope you did well & took a trophy home. For those who did not read about it on the HCRB Group Blog, four of our West Coast HCRB Members had probably the first Official West Coast HCRB Meet of their own as they united for a 4th of July Parade in Bonnie Lake, WA. They enjoyed beautiful weather and pleasant HCR conversation while waiting to head out to the parade. As shown in the picture below from left to right are Earl Brown, Mike Chambers, Bill Pavone and Claude Brown. The picture on the right shows Earl and Grandson’s, Conner and Kaden, waiting for the event to begin.
My wife Elaine & I also celebrated the 4th of July in the Marksville, Louisiana Parade, one of the longest in South Louisiana. For some reason, the crowds were exceptionally large this year. We had the Ford “N” Replica dressed out for the event and took a First Place award.

Even though the Builders & readers of the HCR Newsletter know how much I love the annual Pre War Swap Meet in Chickasha, Oklahoma, my “Second Favorite Time of Year” is almost here. I’m speaking of the Cotton Ginning Day’s Fair / HCR Builders Meet in Dallas, NC. It is the place to get together with other Builders from the surrounding States to North Carolina or further. What a great get together we had in 2011, meeting other HCR Builders, seeing their carriages in person & of course, being able to ride & show off our carriages to the folks at the fairgrounds at any time over the weekend. The Builders of HCR carriages have always been welcome to the Cotton Ginning Day’s Fair. Perhaps it is because we power most of our builds with small engines. Matter of fact, at last years gathering, we were granted permission to make it the official meeting place for the Annual HCR Builders Meet…

While there, I especially enjoy visiting and spending quality time with my good friends, Jim Peach & Larry Cook. Jim and Larry always seem to have something interesting going on. When we are not at the HCR Meet, the three of us also have time to chat over a lunch or just a cup of coffee at the local “Bojangles” restaurant…😊

At the 2011 Meet, we were honored with the presence of Jimmy Woods, renowned Builder and Plans Designer. Jimmy had brought a couple of his well known carriages and his working replica “Hay Baler” that drew quite a crowd… I spoke to him the other evening and he said he would be there again this year. I am looking forward to seeing him again…We also had the return of several Builders that were there for the 2010 Meet and quite a few that were there for the first time at the 2011 Meet. Hopefully we can all reunite this year and have many new Builders join us there for an even better time at the 2012 HCR Builders Meet…
Pictures of the 2011 Horseless Carriage Replica Meet in Dallas, North Carolina
The Third Annual HCR Meet will be taking place once again at the Cotton Ginning Days Fair in Dallas, North Carolina on October 12th, 13th, 14th, 2012. All wanting to join in the fun of meeting other Members and seeing their carriages had better get a move on, the Third Annual HCR Builders Meet will soon be taking place.
Come join in the fun this year. Come in your camper, free parking and hookups on the grounds, bring your carriage and ride on smooth black topped roads throughout the grounds at will. Join us as we take part in the annual tractor parade. Come join the carriage “Line Up” and help support our great hobby. Folks are fascinated when they view the carriages, eager to know more about the hobby and usually full of questions. Quit making the usual excuses like, “maybe next year”. Bring the wife and kids & enjoy a weekend outdoors. I promise, you will not regret it…

**X Word**

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<tr>
<th>Across</th>
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<td>1. To remove completely</td>
<td>3. Bring it __</td>
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<td>5. A table to work on</td>
<td>4. The hole in ___ fence</td>
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<td></td>
<td>2. Too much of anything</td>
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Answers on Page 20

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**Toon**

by

Judith

“His motto? Dalles or bust”
By Ken Frazier

Back in 1975, give or take a year or two, I went to the Carlisle Car Show in Carlisle, Pennsylvania. Back then the event was held in a huge, open grass and dirt field. There was more dirt than grass and the large number of people visiting that day had turned the dirt into a fine powder. Every step caused a small cloud of brown dust to puff up around my feet. It was a hot, humid summer day and as frequently happens in that part of the country a thunderstorm popped up. The storm didn’t last long but it turned the field into a muddy quagmire. After the rain, instead of dust, a splash of mud came with each footstep. Walking was difficult and those trying to drive vehicles through the grounds found it darn near impossible.

Plastic bags became a highly sought after commodity to use to cover shoes. Although slogging through the mud was a hindrance, I thoroughly enjoyed the cars and all of the associated stuff that is a part of every car show/swap meet.
Now, fast forward to April 2012…. While shopping with my wife in early April, I noticed an advertisement for the Carlisle Spring Car Show. An idea popped into my head. I know Carlisle is not far from Lancaster County Pennsylvania and that's where a large population of Amish folk live. The Amish are known for their handmade quilts. My wife loves anything to do with quilting. Do you see where this is leading? A trip to Pennsylvania with a stop at the car show, then on to Lancaster County became a mini vacation with something for both of us. I subscribe to the old saying - if Momma ain’t happy, ain't no body happy.

When the idea of going to the show first came up I searched the web, checking maps of the area and the weather forecast for the day we planned to be there. I also talked to some people that had been there in recent years. I discovered there is no parking available for show patrons inside the fairgrounds and off site parking may, at times, be hard to find depending on which day we attended. A church very near the gate 3 entrance was highly recommended for safe parking.

We left for Carlisle one day before the show was scheduled to open. We had reservations in a decent motel within 2 miles of gate 3. The fairground is located in a residential and small business area. It seems just about everyone in the general area rents out their property for parking. Local property owners, some with only a small driveway, will squeeze in as many cars as they can to make some money. Others turn every square foot of their yard into parking spaces.

I drove to the recommended church the evening we arrived just to make sure I didn’t have a problem finding it the next morning. I asked a nice fellow I saw at the church about the price to park and the time the lot would be open. He said they open at 6:00 AM, the price was $10 per day and I could buy a ticket that night so I could drive right in the next morning. That’s exactly what I did.
I had been concerned about the weather for opening day but as we walked from the church lot through gate 3 just before 7:00 AM, it looked like we would enjoy a good day. Although there had been a heavy rainstorm the day before I did not see any mud.

The picture to the right is looking west very early in the morning. Many vendors are still asleep or have not arrived.

12:30 PM, looking NE out of the grandstand you can see a hill with a lot of grass showing. That's an area that is already assigned, but many vendors still have not arrived. On the backside of that hill is another area that is rapidly filling up with vendors.

More from the grandstand looking SE.
During the past 30 odd years the Carlisle Fair Grounds have been completely made over. Instead of a barren field, now there are paved roads labeled alphabetically throughout and each vendor's place has a numbered marker. The event directory, which is handed out at the gate, has a map showing the roads and the numbered vendor areas. There is a list of vendors corresponding to the map. So it is fairly easy to find whatever you want. When I was there many years ago, there was no map or list of vendors. You were on your own.

The name on this vendor's station is, "Past Gas Co." Do you get the joke?

Wheels for sale among many other things.

As we walked through the grounds, at times I would look at a completely trashed vehicle or piece of equipment and wonder why anyone would be trying to sell complete junk. Later, I would see that piece of junk in a wagon being pulled out of the gate by a smiling customer. A fine example of, "One man's junk is another man's treasure."
A very professional looking setup. Notice the guy with the wagon. No treasure on board yet.

They say it runs.

A beautiful gravity visible pump.
I'd say this is a tight fit. 28' Ford, runs good. $19,500.00.

A nice un-restored Whizzer.

A nicer restored Whizzer
After bargaining with a vendor, I picked up a nice pair of kerosene sidelights or running lights for a decent price. And, I was considering a pair of early gas headlights. However, they were in terrible condition and even though the vendor dropped the price way down, I knew the restoration would be very difficult.

Of course, the Carlisle car show and swap meet was mainly for me. Although my wife doesn't have much interest in old automobiles and associated equipment, she stuck with me for a full eight hours of walking through 150 acres of vehicles and equipment in various conditions from total rust buckets to beautiful restorations. There wasn't much there (that I saw) pertaining to vehicles older than the 30's. I will guess we saw only 75% of what was there. And since this was the first day, only about half the vendors were there by the time we left.

The car show wasn't totally without things of interest for my wife. There was jewelry and various other pretties that caught her eye. She came away with some treasures that look very nice and made Momma happy. So, after 8 hours of walking we were very tired. We slowly strolled back to our car and departed for Lancaster County. The show was great and although I know there would have been much more to see later in the week, it was time to move on.

From Carlisle we drove one hour east and arrived at our accommodations in Bird In Hand, Pennsylvania. After a short rest we had a great Pennsylvania Dutch meal, then turned in for the night. The next morning it was my turn to follow my wife around as she went to as many places as she could that sold quilts, displayed quilts or had anything that was remotely related to quilts, before it was time to head home.
Now, my wife was in her element and she made the best of it even though the weather was not as nice as it was the day before in Carlisle. A light rain, cool temperature and a chilly breeze prevented us from seeing all that we wanted to see.

We arrived home in the early evening on 4/26, tired, but satisfied that our mini vacation was a success. Now that I have rediscovered Carlisle and have seen the changes made to the fairgrounds, I will try to visit again before another 35 years goes by.

Ken Frazier

Picture from the Past

Typewriting while driving

Does this remind us of some of today’s driver’s texting while driving?
Pie Wagon Build
By
Herb Clark

Hi Builders, I have started the second build of the “Pie Wagon Build Package” I got from Lee Thevenet’s Horseless Carriage Replicas. The CDO Replica Plans were part of the Build Package, so I decided to build her first. She is fun to drive and sure gets plenty of attention at parades and shows.

I have recently started on the second half of the Build Package, the Pie Wagon or correctly known as the Light delivery. I am taking it back to AZ in a couple of weeks. Nothing will happen on it until late October...since I will be back in St. Louis. So, the frame, drive train, and etc will be added then. I am scrounging for wooden spoke wheels. My goal is to have it in the famous Wickenburg, AZ Frontier Days Parade on Feb 10th.

I am also going to start a half sized CDO. It will be for my grand children. I am pretty sure it will be powered by electric. Still having fun!

Herb

Get ready Herb, for even more attention when running a parade with that new “Pie Wagon”

Lee
REO in Cincinnati

By

Ken Erbskorn

My path to building a replica started with the 100th Anniversary for the Ford Model T in Richmond Indiana in 2009. Surfing the web for a T to rebuild, I found Everett’s Site. It looked interesting but I still wanted a Ford T. Then in May of 2010, I met John Johnston at a Memorial Day parade and rode in his replica. Went back later to find Everett’s site, but it had changed. I did a bit more searching and found Lee's site. He had the Ford “N” replica and it resembled a Ford T and it was full size. This got me to thinking I could build it. That is when I knew, I was hooked.

I got busy at work and by the time I got back to Lee’s site he had finished the REO. Now this was the car I wanted to build. I showed my wife the pictures of the REO and she surprised me, saying “she liked it”. She has even chosen the color for it. It has to be red. In August 2011, I ordered the plans and the build began. First I found a 17hp Craftsman riding mower with hydrostatic drive. Then two Ford Model T, 30 x 3-1/2 tires, Unfortunately due to some family matters, things slowed down till November.

In November, I was still looking for the rear wheels to match the front ones I had and I found a complete set of 1926 Wheels and split rims. They are 4.50 x 21 and in excellent condition still with what looks to be the original red paint on them. I said “SOLD” as soon as I saw them. I got a Ford T steering wheel but the rim was cracked. To the rescue came one of the guys in my other hobby, Steam Tractor Group. He made prototype steering wheels out of wood for GM and Ford cars. He has been tutoring me in making one out of Walnut.
I recently attended a Ford Model T auction and got my front wheel bearings and complete rear axle. 3 of the 4 wheels were the 4.50 x 21 wheels. I had never seen so many Ford Model T parts in my life. The owner that collected all of this had three complete cars. There was a 1914 Touring, 1923 Roadster and a Speedster on a 1923 frame. It was an unbelievable day that made you feel like being in a toy store. Now I want to do a T Speedster or maybe a T Delivery truck. I have a picture of one that my Great Grandfather had.
I have just built a moveable work fixture similar to the one that Lee built for his builds. At first I thought that I didn't need one but soon found out that it is an indispensible tool. I am building the fire wall from black walnut. This is a great project, the plans that Lee has drawn are excellent. The details of the plans make building this easy...Thanks Lee

Thank You! Ken, for sending this article for the HCR Newsletter...BTW, the REO body is looking good, especially sitting on that movable and safe work fixture ...
Lee

**Electrical Relays**

By

David Hibbitts

During the course of building your Horseless Carriage Replicas, the time will come to address the electrical wiring. An item that I have found that helped with the problems of burnt out switches, low current, dim lights, melted wiring and even electrical fires, is the 12 volt relay.

The Bosch type 12 volt 30/40 amp relay and wiring harness is great for safety switching any and all of your 12 volt circuits. The relay is small, includes it’s own mounting tab and is adaptable to many applications in 12 volt circuits and very inexpensive ($2, in quantity on ebay) making it perfect for my HCR’s.
You might ask, why should I use a relay? The contacts in this relay are rated at 30/40 amps, this is enough to handle just about all automotive applications. For example, you wire a decorative on and off switch to your headlights and tail lights. Your decorative switch has a low amp rating and after a short period of use, the switch contacts become hot, eventually burning out the switch, melting the wires or even worse.

To the rescue comes the 12 volt relay with its 30/40 amp rated contacts. After installing this relay, your lights will burn brightly, your fancy decorative switch will remain cool and operational for many years and most of all, you will avoid the hazards of an unsafe electrical circuit.

I have used these relays in just about every 12 volt application imaginable. For example, my old John Deere mower had a starting problem. Whenever I would turn the crank switch to start the engine, the starter would just make a clunking noise. I thought there was a problem with a worn starter gear or even a bad flywheel but I found neither to be the problem.

I searched on line for other people that had the same problem, it seems most cured the situation by installing a relay and wiring harness which came from John Deere. The kit included a 12 volt 30/40 amp relay, the wired connector and a diagram showing how to install it on my mower. With the $59 price tag, I saw quickly this was not the route for me.

After a quick search on ebay, I found the relays for less than a tenth of the dealer’s price. The wiring for the relay is universal. The diagram below is for a simple headlight circuit but can be used for all of your 12 volt applications. Examples would be headlights, Aaogah Horn or your electric fan motor. They will work great.

I hope this is of some help to you fellow builders. If an electrical or mechanical obstacle arises during the course of your HCR build, don’t hesitate to look for help on the HCR forum and above all... KEEP SAFETY FIRST.

A simple wiring diagram of a head light electrical circuit you may use on your HCR.

David

Thanks for the article, David. I just ordered five for the speedster...Lee
Ol’ Bessie, A “New Life” Story
By
Sue & Stan Johnson

My name is Ol’ Bessie, a name given me by a friend in Louisiana, who has built cars like me. In fact, this friend is the one who gave my builder the idea for me!

I started life as a new green riding mower. My shiny paint and all new parts made it possible for me to mow large areas of lawn. I was proud and strong, and able to work hard.

There was a problem with me though, and I really didn’t even know it. My mower deck was made of very thin metal, and my deck cracked in several places after only one year of work. I felt bad about it, because my engine and other parts were still very strong and good. I still felt strong and well, but I was not. My owner took me to the dealer who tried to repair me, but he just welded my worst crack, and it broke again the first time I tried to mow the lawn.

What a mess! I didn’t know what was to become of me. My older brother, who was also a green rider, was left to continue mowing alone. He has a deck which is much thicker than mine, and he has been doing the same work I tried to do for years without any major problems.

I really felt bad about it, because I was way younger than my brother, and he had to do my work as well as his own. I just sat in the shed with my broken deck, and could hear him out doing all the work. What could I do? I thought I might end up in the junk yard, and I was still so young.

My heart and soul, (engine and transaxle) were still fine, and I felt fine, but I was not able to work as a mower anymore. I was kept in a shed which was dark and damp. I didn’t like it all, and I surely missed being out in the sunshine and doing my work.

Then one day after what seemed like a long time, my owners started my engine and drove me up on a trailer. I had ridden on a trailer twice before. Once when I was brought to the farm when I was new, and once when I was taken to the dealer for repair. I was not really afraid, but wondered what would happen to me.
To my surprise, my owner started taking me apart! I had hoped he might give me a new deck, but he didn’t. Instead he took my engine and transaxle and put them onto a really cute car!

Now I felt better than I had in months! He had given me a new body, and a very strong frame. I have new black paint and shiny oak varnish, new wheels, fancy seat, top, and even a funny sounding horn! Boy did I feel good! I was not going to the junk yard, and I looked better than I ever had! My owners took me out for a ride, and they were so pleased with the way I could move myself along and turn corners and everything!

Now my owners take me to shows, and parades, (I like parades best) and I get to meet many nice people. I like the children best, because they especially like my horn! I do too!

My owners hand out little pamphlets that tell their story, about how God changed their lives. Their stories tell about how God gave them “new life” when they came to know Jesus as their Savior. They say their lives were also broken because of sin, but that Jesus provided them with forgiveness so that they too might have new life and also eternal life with Him.

I think their story sounds like mine, don’t you?

Sue & Stan

Eliminate clutter on the workbench
Recharging Model T Magneto Magnets

By Bob Kapela

I like Model T Fords and working on them. I worked at the Ford Rouge Complex for over 30 years, maybe that’s part of the reason. Recently I decided to rebuild a few Model T transmissions, just to learn more about them and to keep busy during the “off season” on the farm. If you are mechanically inclined and have a lathe, small arbor press, and good shop skills, the actual rebuilding is fairly straight forward. There are some nice books published by the Model T Ford Club of America that detail the entire procedure.

My neighbor runs a transmission repair shop and has a heavy duty commercial parts washer, so all of the parts went in the washer first. There was still some residue afterwards on the drums etc., so a quick bead blast cleaned them up the rest of the way. The drums were all checked for cracks, worn bushings, and any other problems and then reamed, re-bushed or machined to fit. Same thing, with the various gears. These parts were then all ready for reassembly. The clutch release spring should require 90 pounds of pressure when compressed to 2 inches height. I put a bathroom scale onto the arbor press and pressed down until the spring was at 2 inches. It tested good, so could be re-used. I use turbo 400 clutch discs in place of the original all steel discs to assure a true neutral. Most Model T’s have a tendency to creep when the original all steel clutch plates are used.

The flywheel is part of the transmission. On models built in 1919 and later, there is a starter ring gear. There are also 16 “V” shaped magnets that are part of the magneto system. These magnets usually have lost much of their original magnetism and must be recharged. I wanted to recharge them myself. You can get recharged magnets from Lang’s or others, but the cost is approximately $60.00 per set, if they have any in stock, plus shipping. There is also a core charge of $50.00 which is refunded if you return the wooden holder and a good set of old magnets. It probably costs around $20.00 to ship them back, so there is quite a bit of time and money involved.
I have successfully recharged tired magnets “in the car” by using a compass and three 12 volt batteries, connected in series. There is a procedure one must follow and it will recharge the magnets, not to a full charge, but enough for the car to run well. A Model T magneto, in good condition, will have an output of some 30 or so A.C. volts and the car will run much better than when run on a “hotshot” six volt battery.

Magnetism decreases by the square of the distance and that is part of the reason that one cannot fully recharge the magnets “in the car” due to the air gap that is necessary to prevent damage from the rotating magnets striking the field coils.

I tried a couple of ways to recharge the magnets on the transmissions I am rebuilding. First I purchased a used field coil assembly from a Model T engine. Using three 12 volt batteries, I tried laying the field coil directly onto the magnets bolted to a flywheel and “zapping” them. Then I tried making a wooden frame, figuring that the heavy flywheel was absorbing a lot of the energy that was being introduced to recharge the magnets. I bolted the magnets onto it and again, “zapped” them. The first procedure is shown on videos on the internet, done by others. A properly recharged set of magnets should hold a two pound steel weight with each set of assembled magnets, on the flywheel. I was not completely happy with the results and decided to build a heavy duty recharger.

I started by cutting two 1 7/16” diameter shafts that I had to 6” long. In the lathe, I drilled and tapped each end to 3/8” 16 TPI. I cut and drilled a piece of heavy flat stock to connect the two at the bottom and welded a crosspiece in the center so I could bolt it to a heavy piece of wood. I cut out four end pieces out of the bottom of a heavy plastic pail, using a 4” diameter hole saw. I drilled the centers out to 1 3/8” so they would fit tightly over the ends of the round shafts. I chucked a piece of 3/8” threaded rod in the lathe, but left the chuck jaws just a little loose so it would slip under a heavy load. I threaded one of the shafts onto the threaded rod and prepared to wind the coils.
First I wrapped the steel shafts with a couple layers of electrical tape. I had a 500 ft. long roll of number 12 stranded electrical wire, so I measured out about a 125 foot long piece for each. I drilled a small hole in the plastic end piece near the shaft so I could identify the starting point of the wire and then started winding the wire onto the shaft. Using low speed and keeping one hand on the start lever, the wire wrapped onto the shaft quite nicely. If the wire messed up, I quickly shut the machine off, reversed it to unwind as necessary, and successfully wound both coils. Each was then covered with electrical tape, again wound with the lathe running, so I could pull the tape tight.

I made two steel pieces to bolt to the tops so there would be a good surface for the magnets to set on while being charged. The battery connections are simple: the positive wire connects to the start wire end of one coil and the finish wire end of the other. The negative wire connects to the start wire end of the second coil and the finish wire end of the first.

I used a heavy push button starter switch to make the connections, and to operate it. I use two 12 volt batteries in series and have my heavy duty battery charger connected while recharging the magnets, so there is close to 30 volts being used. The magnet is really “grabbed” and held tightly while being recharged. You cannot pull a flat piece of steel off when the recharger is energized.

Before recharging, the magnets have to be checked for cracks. This is easily done by holding the magnet at the point of the “V” and striking the magnet onto a heavy piece of steel, but not too hard. The magnet should vibrate and ring like a tuning fork. I have been told that one can crack a magnet by striking it very hard against the anvil. Making sure that the ends are clean, and checking the polarity so that the north pole of the magnet is placed on the south pole of the recharger, I first give the magnet a “ring” and while it is still vibrating, quickly set it on the recharger and close the switch. Placing the north pole of the magnet onto the south pole of the charger (and the south pole of the magnet onto the north pole of the charger at the same time) assures that the magnet will retain its original polarity. Quick jolts do the job, holding the switch closed only heats up the coils. I repeat this action once or twice, then close the switch five or six quick times. The magnet is, at this point, recharged as much as I can. Each magnet will firmly pickup a 2 ½ pound or heavier steel piece. I have also noticed that the flywheel has a “memory” and will react to a compass, indicating the pole position that the magnets had when bolted to the flywheel. I stamp a “n” and a “s” on the flywheel so I can reinstall the magnets as originally mounted.
After the magnets are reattached to the flywheel, along with the starter ring, it is time to balance the flywheel. Assembled, the flywheel weighs approximately 55 pounds, which is about 60 percent of the total transmission weight. I did not have good luck with the “knife edge” technique of balancing, so I use a bubble type wheel balancer that I purchased off e-bay. If you balance the flywheel only, you will still be in good shape as far as the whole transmission assembly is concerned. The drums and gears on the remaining parts of the transmission are constantly changing position in relation to each other, while in use. Balancing is accomplished by drilling part of the flywheel on the heavy side. It is a fairly straightforward procedure. This concludes my story and I hope you enjoy it.

Bob K.

“In the Winners Circle”

Yesterday, July 21, at a charity event the Cardinal mascot “Fredbird” wanted to have a ride and his picture taken on the Olds. Here is a copy! The car won two trophies. Best Custom built car and quietest car pre 1960. That is 3 trophies in 3 events here. It was fun!

Herb Clark

Editors Note: Congrats to you Herb, remember when I told you how much enjoyment this hobby brings...
IN CLOSING

Licensing HCR’s For Public Road Use

By

Lee Thevenet

The subject of obtaining a license for an HCR carriage comes up about once a year in the HCR forums. This subject dates back probably since the very first time someone attached four wheels and some kind of propulsion device to a homemade body and chassis. Even more so since the HCR Hobby has spread throughout the world. I was introduced to the world of homemade cars in 2004, while doing research and before building my first HCR. Everett Moore, builder, plans designer and publisher (E&W News), was into building HCR’s before that. Other Builders, like Jimmy Woods, even before that.

While Everett was publishing the E&W Newsletters, everyone interested in HCR’s, watched for a new issue to be released and read them all religiously. I remember even back then, Builders were inquiring about getting license for these homemade carriages that were even smaller than full size replicas or originals and were built strictly for shows and parades.

I also remember the red flags going up when Everett gave several reasons as to the dangers of mixing in to regular traffic with a homemade wooden bodied HCR, way under powered, that comes in no where close to the weight of a modern automobile. Let’s not forget the large trucks that dwarf full size modern automobile’s. In no way was he trying to tell anyone what they could or could not do. He was looking at the safety point of view, just as I am now and any of you should if thinking of doing this.

Granted, I have seen roads in certain states and communities, that are traveled by horse and buggy even in these modern times and in these locations it probably would be possible for HCR’s to travel safely without incidents or accidents if they were properly licensed and insured, simply because the travel conditions in these states or communities, have been adjusted to a slower pace and other rules of the road have been put in effect to make it safer for slower moving traffic. We live in a country where drivers “self monitor” their own actions. There is not a law enforcement officer standing by at each corner. Examples of this is, the stop sign at the end of the street or the speed limit sign indicating the posted speed limit, are all “self monitoring and are there for everyone’s safety and it is up to each driver to obey them. Yet, how many of you have seen Bob or Joe run the stop sign on your street, or go speeding by at two or three times the subdivision speed sign reading 15mph. An HCR Carriage and occupant involved in either scenario and getting full contact with this driver’s automobile, does not stand a chance of survival.
In a recent e-mail exchange with Everett Moore, he stated the following,

“typically, a newcomer will have so much fun in his or her first parade that it’s only natural to consider how much fun it would be to drive it to their morning coffee shop. The next step is to consider a license and all that’s involved in that exercise.

In past years, several of we “old timers” wrote page after page on all aspects of safety, starting with basic engineering and construction practices. Much was written about continuity of drive trains and braking systems.

Almost all of this is available in the files of the HCR group. A major problem (as I see it) is, few take the time to read what is there for free! If they did, these annual or more frequent discussion topics would never appear.

Quoting from the movie “Dirty Harry,” “A guy has to know his limitations” and expanding it to include, “the limitations of his vehicle”, constructed, primarily, to drive in parades and display in static events. New Members should take advantage of the experience of others who have been there and done that”

The HCR Hobby is very dear to me, as I’m sure it is to most in the hobby. Besides a few minor incidents in the hobby early on, most Builders are now even more focused on safety. So, Please Builders, use the “self monitor” action I spoke of and seriously re-think licensing your HCR. Use it for what it was designed for, parades, show’s and other sanctioned event’s only... Remember, this article is only aimed at YOUR safety...

Lee

Looking forward to meeting you at the Third Annual HCR Builders Meet on October 12th, 13th and 14th, during the Cotton Ginning Day’s Fair in Dallas, North Carolina...Ya’ll come join us, carriages not required but encouraged... CYA at the Meet...Lee