



# HCR NEWS

4TH OF JULY  
SPECIAL ISSUE



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July 4, 2009

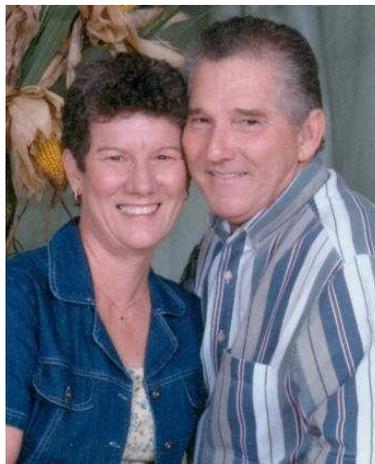
## HORSELESS CARRIAGE REPLICAS NEWSLETTER

**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 with the exception of holidays.**

**In keeping with our family orientated websites, the Yahoo HCR Group Site and the HCR.com Site, we would like all of you to meet the folks that proudly bring them and also this new publication of this fascinating hobby to you. In the lower picture on the left is the Yahoo HCR group list owner, Charles “Chuck” Featherman and his lovely fiancée, Mae.**

**In the picture on the right is Lee Roy Thevenet known to his friends and most of you as “Lee”, Moderator of the Yahoo HCR Group Site and owner of the HCR.com Site with his wife of twenty four years, Elaine.**

**As all of you can see, we are just plain folks enjoying life and friends. We hope all of you will enjoy the new publication and we will do our best to continue to bring it to you.....Enjoy!**



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# Featured Carriage

By  
"Lee" Thevenet

While my wife Elaine & I were visiting James Peach and his wife Daphene at their home in Dallas, NC two years ago, I had the opportunity to visit and work along side of this gentleman in his workshop and also photograph the 1903 Curved Dash Oldsmobile Replica that he had just finished. Jim, a retired machinist of the textile industry had really done a fantastic job in the construction of this beautiful carriage...





# Getting Parade Ready

By  
"Lee" Thevenet

Getting our carriages ready for an event, such as a parade, seems to never be a chore. Instead, the excitement of being in a parade and having most of those spectators seeing you and your carriage possibly for the first time, watching their faces light up in amazement to see that old carriage make its way along the street.

Having adults yelling "Throw Me Something Mister", the little children reaching out to catch that glistening set of beads or that yummy candy, the smooth putt-putt sound coming out of your carriages muffler and let's not forget, the honk-honk sound your goose (taxi) horn makes.

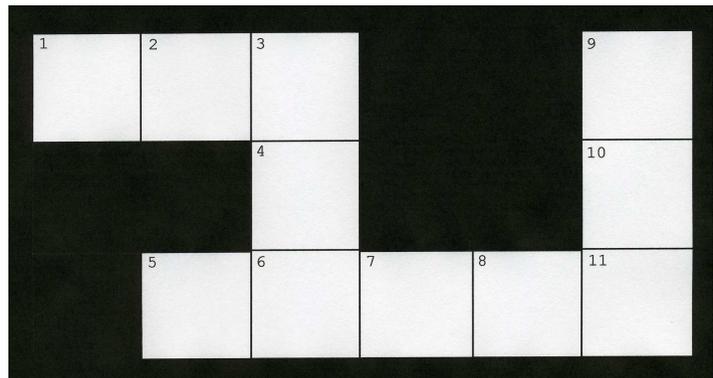
Thinking of all these things makes the job of cleaning and polishing your carriage a really enjoyable task.

This weekend, my wife Elaine & I will participate in a July 4<sup>th</sup> parade in Marksville, Louisiana. We will take our grandson Hunter along to be in his first parade. This week we have been tolerating the ninety five degree heat while decorating the Ford "N" for the event. On the following page is a threesome of pictures showing her "Ready To Roll"...

## Crossword by "Lee"

|                                    |
|------------------------------------|
| Across                             |
| 1: To Allow                        |
| 5: To start building a project     |
| Down                               |
| 3: Gone With ____ Wind             |
| 9: To really enjoy doing something |

Answer is on Page 7



# Ready To Roll



# How I Got Involved In The Hobby

By

Charles “Chuck” Featherman

I thought that I should give a little background on my initiation into this hobby. Some have asked why I do this, although I have not yet built a carriage. Probably the fact that I was an impressionable youngster at the time of the American Bicentennial, contributed to my love of history.

Consequently, I am an avid reader, especially of history. I am also interested in science and technology. And, like any red-blooded American male, I love automobiles. Even as a youngster, I really liked the OLD cars, and obviously, Horseless Carriages.

Back in 2004 or so I was surfing the internet, looking for small car plans. I was thinking about building something energy efficient, possibly an electric car, when I encountered Everett Moore’s website, and saw his plans for the Quadricycle. My interest in Horseless Carriages was rekindled.

But, what I was really interested in was the Curved Dash Oldsmobile. I really loved that “curved dash”, and I searched extensively for information on the CDO. Unfortunately, there was little to find. I joined a CDO owners group, thinking about building a replica. After a while, it was apparent that the group was geared ONLY towards originals. I decided to take action on my own, and founded the CurvedDashOldsmobile “Yahoo” group on July 25<sup>th</sup>, 2004, hoping to attract people of similar interest that may have information. I also founded a group for all other Horseless Carriage Replicas some time later.

For a while nothing happened. Then, Lee Roy Thevenet got involved. He not only had an interest, he had something rare in people these days: AMBITION. He actually intended to BUILD, from scratch, a CDO; and he intended to record his progress, and then offer his experience to the group. WOW!

Well, 5 years later, here we are; a group of individuals that seek to replicate, through research and hard work, the origins of the symbol that, today, seems to display our individuality and freedom: the automobile in its earliest stage, the Horseless Carriage. So, with that in mind, I wanted to welcome everyone to our introductory newsletter, and tell you WHY we do this.

I wish everyone a happy and blessed celebration of the 233<sup>rd</sup> year of American Independence.

Charles “Chuck” Featherman

## Interested Members

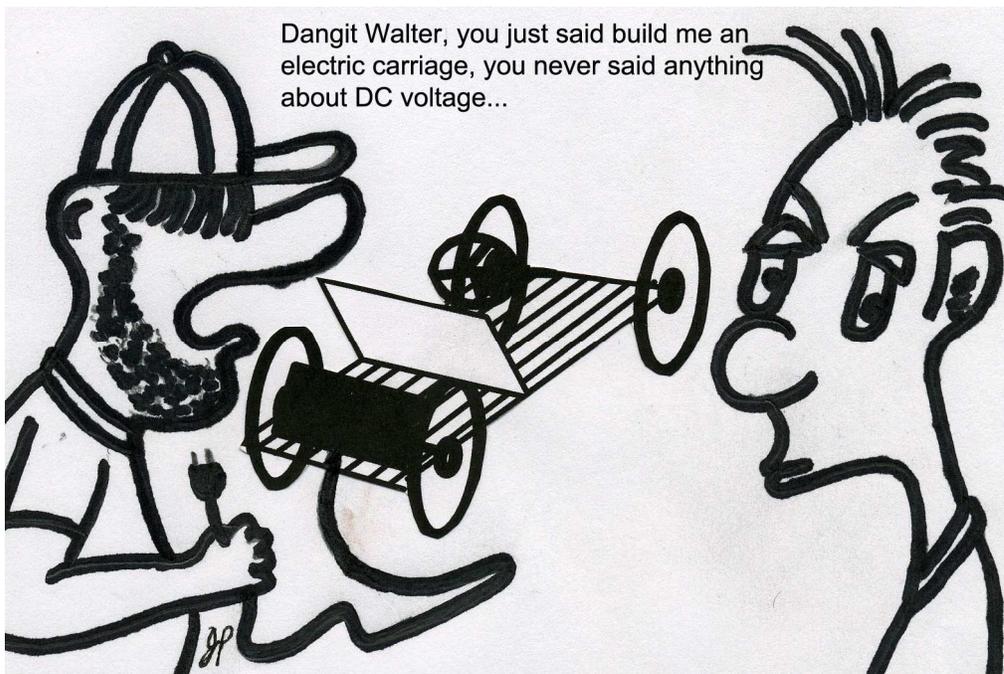
We welcome member submitted stories, pictures, items For Sale And Wanted Listings. You may send information by regular mail or E-Mail. Photographs will be returned if self addressed/stamped envelope is included. Please document your pictures, so we know what we are looking at...

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## From The Shed



Answer



## CERTIFICATE OF OWNERSHIP

By  
Bob Kapela

Hello, I'm Bob Kapela. I wrote approximately (50) articles that were published in Everett Moore's "Engine & Wheels", which many of you are familiar with. As I came to understand it, Everett's emphasis was more on smaller size, generic design "replicars" and the Horseless Carriage group more readily promotes fuller size, true replicas of actual early autos. These are just my personal observations, but one thing is clear, there is ample room for either mode of design to compliment the other.

The bulk of this article will be controversial; I will be expressing my opinions, not Lee Roy's or Everett's. You may or may not agree with me, but please consider what is written. I have built (6) different "replicars", and I consider all of them to be of "museum quality", so I have "walked the walk", so to speak and can talk with some experience.

Each one of the (6) replicars is missing one thing that I really wish they had; a title. A title opens many doors. It makes your masterpiece easier to insure and estimate its value, it allows you to easily register with the State and hang a license plate on it so you can legally drive to the parade, etc... Although I am not a lawyer, I believe that a title offers some product liability protection to the original builder. I could also be all wet on this. I will explain this later.

If I ever build another vehicle, I will first try to obtain a frame or chassis, no matter how worn, rusted, or twisted, so that somehow, depending on the State that I live in, I could eventually obtain that valuable piece of paper. For those of you who have built a single vehicle and are always going to keep it, this doesn't mean a whole lot, In my situation, having built (6), it is different. I have sold the two replica Maytag Racers, the speed and horsepower being so low, that there wasn't a lot of concern about product liability problems from them.

I now have (4) replicars sitting, covered, in my barn. In effect, I am the designer and builder. If our national economy was better, I would like to sell one or two of them to make room to build another. Before that happens, I would like to protect myself from future headaches. Each machine was carefully built, and/but is capable of going approximately 25 mph. When you sell a machine, and it is loaded onto a trailer and taken away, you completely lose all control of how, when, where, how fast, under what conditions, and by whom it will be used.

There is a very scary video that I have seen 4 or 5 times on satellite TV, on a show called “World’s Worst Drivers”, or something like that. It shows some Shriners driving small cars, doing figure eights down a crowded main street during a parade in Happytown, USA. Suddenly, one of the driver’s freezes, loses control, and smashes directly into the crowd of ladies, kids, etc... Do you realistically think that the driver immediately said “stupid me, I froze at the wheel and caused this mess”, or do you think he said, “The throttle stuck”, “The steering locked”, or “The brakes failed”?

After the dust clears and the broken bones, etc., are added up, the lawyers (extremely easy to find) get involved. If you were the original builder, and you have some worthwhile assets, you could be in jeopardy.

This is the controversial part: I am not a lawyer, but I have some reason to believe that if the machine was sold with a manufacturer’s title or certificate of origin, you may have some liability protection. There is an implied belief that manufacturers have properly engineered their vehicles. (Open to discussion)

As a group, we need to think about this and find solutions if we decide that a problem exists. I mentioned this a time or two in the past and received one suggestion that simply stated “Include a disclaimer”. I don’t believe for one second that in this, the 21<sup>st</sup> century, where McDonald’s can be sued for serving too hot of a cup of coffee, that a simple disclaimer provides any liability protection whatsoever, to the seller or original builder.

Please give this some thought, and if you agree that it could be a problem, investigate it, and let’s find some solutions.

Thanks. Bob Kapela

## Back In the Saddle Again

by  
Thomas Jay

Some of you may remember me from some time ago when I published and sold plans of the 1901 Experimental Horseless Carriage Replica, shown below that I'd designed and built.



I have been away from the HCR hobby for a while and I must say it's good to be back. I really had missed being a part of this fun and exciting hobby. I'm looking forward to seeing photos of new carriages that have been built and hearing the friendly conversation of up and coming builders as well as the seasoned builders that are improving their designs or building new carriage designs all together, or moving on to bigger and better projects. Thanks to the encouragement and guidance, from a long time standing member of the Horseless Carriage Replica group, Lee Roy "Lee" Thevenet. I'm proud to be back in the saddle once again and fantasizing of creating a new carriage for myself, in the very near future. I'll be looking forward to sharing with all of you what I come up with this time around.

Take Care  
Thomas Jay "TJ"

TJ has allowed me to feature his plans for the 1901 Ford Experimental in the "Plans" area of the "Builders Site" at [www.HorselessCarriageReplicas.com](http://www.HorselessCarriageReplicas.com).

Lee Thevenet

Happy 4<sup>th</sup> of July