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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.

Published when articles or info becomes available & "Special Issues" when necessary

From the Editor

Hi Builders & Readers,

Is it not wonderful how nature knows just when to make the flowers bloom? It must be spring. To hear birds singing their morning songs, squirrels coming out of their winter shelters are some happening's we look forward to. People getting around their yards, working in their flower beds & let's not forget the smells of spring, the smell of freshly cut grass, leaves burning or your neighbor's burgers grilling on the pit. All things we tend to miss during the winter season. With the temperatures beginning to warm but not to the point of being too hot, I like to open the shop to let it air out, rearrange things a bit and put away things I neglected to store in my shops loft during the winter months. Early morning I may hear my neighbor cutting wood on his table saw to begin a new project or to complete an old one. These are things that tell me it is time to prepare for the upcoming parade & show season. We are beginning to have more & more car show activity in my area of Louisiana. Local car clubs are putting on shows nearly each weekend. Except for special shows, most are just "Show & Shine" gatherings. It is just getting together at local spots like Pep Boy's. Auto Zone, O'Riley's & even restaurant parking lots. These little shows are really catching on & the businesses that support them also benefit. If there are none of these activities in your area, talk to your local car clubs to get them interested...

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Readers, back in 2014, we covered a bit of the progress of a CDO build by Ron & Pam Bulmann. I recently received an update on their new favorite ride. Their CDO is finally done & is really being enjoyed by Ron, Pam and many new friends along their weekly rides. Here is the latest on a great looking carriage...

E-Mailbag

Hi Lee,



Our Curved Dash Olds is finally complete. We started out about 3 years ago, and got held up on the mechanical part a bit. Until we found our "guy", who completed the mechanical part, beefing up the axles and transmission (we ended up using a Polaris transmission, forward, neutral and reverse). He also didn't like the lawnmower engine we bought, so asked us to get the new, Harbor Freight (Predator 13HP) motor. He also added an alternator so that we could run lights. Our guy also suggested using some motorcycle brakes, so we ended up with disc brakes on each front wheel, and 1 on the rear axle. Our top speed seems to be about 20mph (plenty fast with no seat belts)!

Once the mechanical done, my husband built the body and did all of the painting, plus turned rosewood handles on his lathe for the tiller, gear shift and crank handles. I was allowed to buy the lights, horn and do the upholstery! Oh, and I got to pick the colors.

I was able to find original, "Neverout" lamps on E-Bay (over the course of a year). The two left lights were in pretty rough condition, one had been converted to an electric lamp. We used that one for a tail light, wiring it for 12 volt, and now have a working brake light too. Both came to me completely black, and took hours and hours of polishing to get them to shine. The right hand light, harder to find of course, was in pretty good shape, but I had to pay a lot for it, I didn't have to polish as much to get it to shine though.

With a little help of a You Tube video, I taught myself how to do the tufted upholstery. When we took her to the canvas shop to have the top done, the owner thought I had done a great job (although I think it could be better). The top turned out great it is really the crowning touch.

We have one parade coming up this summer in Astoria, Oregon in August and also plan on taking her out to local car shows whenever possible. Our long term plans with her are to trailer her behind our motor home and use as transportation while camping. We also will enter her in as many parades as possible.

Thank you to Lee for all of the work you have put in on these plans. We are so happy with the result!

Ron & Pam



Looks like you may need to print up some HCRB brochures to hand out to those spectators flagging you down for questions & answers.

A truly great job you guys!.....:)

Lee



REPORT ON CDO BUILD IN NEW ZEALAND

By

Alan Manning

Hello to all replica builders, I have been building a CDO now for a year and have now got to the stage of being able to drive it.

I was waiting for my son to paint the body and Rodney, the hydraulics man, to make up the hoses. I gave up on my son and painted it myself and I must admit I have done better jobs, however, it looks the part. Rodney rang up one day after he had finished work and said "bring the car in now" I had to make temporary planks on the trailer to fit the wheels and while driving into Rodney's shop I heard a crash and saw the seat flying through the air. In the rush I had forgotten to secure it down to the body.

Rodney crimped all the hoses and I installed them and pretty soon we were able to start up and have a drive around his yard. I was very pleased it all ran as well as I was hoping, it was a great occasion.

A few weeks later my local Hamilton Vintage and Classic Car Club were having a funday / gymkhana in a field about 2 miles away and I drove the Olds there and had a lot of fun. My brother, Colin and his wife Judy came and joined in as well, he enjoyed it so much he now wants to build one himself, he has already gotten an old rider mower with most of the components to start building. I will be doing the welding and mechanical and Colin will concentrate on the woodwork.

My replica still has many small jobs to complete, including making of steps, mudguards & bend up a proper tiller, it only has a piece of pipe welded to the steering shaft, Rodney will bend up the proper thing from hydraulic tubing, finish and fit lights. As for the seat I found it to be "very cosy" I am 6"4" with a girth to match which doesn't leave a lot of room for a passenger. Although the seat was not badly damaged from its "flight" I decided to build another about 5" wider, I have just painted this today, so will try it out next weekend. I will also fit proper securing bolts before towing it on the trailer again.

For a transport, my daughter had a small trailer that was used to transport band gear, the plywood body was old and had rotted out. I stripped off the whole body and made channel iron ramps up and over the mudguards. I mounted a remote control, electric boat winch to the front so the car can be gently loaded.

I will send further reports when I finally finish this car, also either Colin or myself will report on progress of his build, it will be more of the conventional pattern using rider mower components, not hydraulics. I must state I have enjoyed this project, the plans were easy to follow and I enjoyed the freedom to "do my own thing" eg. the hydraulic system.

Kind Regards, Alan



A Report from Arizona

By
Ray Puser

Hi everyone,

Each year there is an event held in Wickenburg, Arizona called "Gold Rush Days". As shown on their website, Wickenburg holds this festival gathering to celebrate the town's origins as a ranching and gold mining center in the days before there was a Phoenix. The Wickenburg Chamber of Commerce is the proud producer of the celebration each year, along with partners and sponsors.

The National Senior Pro Rodeo is held during the event and was named Rodeo of the Year in 2013. They also feature a parade that is one of the largest in Arizona with over 100 entries including 1,000 horses within the entry classes, classic auto's, floats, marching bands, and youth groups participating.

This year we were having out of town guests, Bob & Bonnie Taylor and Jack & Sue Rost and thought we would take the cars out to the parade for some fun in the sun.

Riding in the REO are my wife, Tina (sitting in the passenger's seat) and yours truly driving. In the rear tonneau seat are Bob and Bonnie Taylor.

In the Jimmy Woods Carriage (lower Picture) are Jack & Sue Rost



We really had a blast doing the parade and want to go again next year. Here are the ladies, (L to R) Bonnie Taylor, Tina Puser and Sue Rost, showing their smiles and their period clothing suited for such an event...



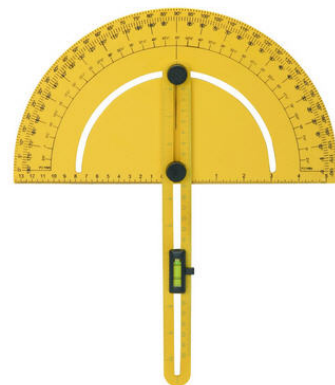
Hope you enjoyed the pictures,

Ray

Must Have Tool for Layouts

By Lee

Plotting and laying out angles when building is very important. Along with other angle finding devices, I picked this one at \$9.59. Some are cheaper but this one impressed me with ease of use & clarity...Check all of them at your closest Harbor Freight Tool Store, the "Candy Store" for Builders...





Snail Mailbag

Readers, I received this picture from Rob Schaible of Upper Black Eddy, Pa some time back, put in the files for the Newsletter and experienced the reformatting of my computer's hard drive by an inexperienced guru and thought I'd lost it until I recently found the original letter.

Ron stated "A picture of the CDO I built from your plans about a year ago. It took six months to build. Ready to do another one"...



Well Ron, if you are a still a reader of the HCR News, I certainly did not mean to take so long to show your CDO to the world. She certainly looks great sporting the wood spoke wheels & tires. You should let us know where you found the tires, being non threaded tires, they certainly add to the look. If the readers will notice, Ron built his CDO as a 1901-1902 and fender less. Fantastic job Ron, thanks for the picture...

Lee

In Closing

That is about all I have for this issue. By the time I post this issue, I will have to prep the old REO for this year's Crawfish Festival Parade taking place in my hometown of Breaux Bridge, Louisiana on May 2, 2015. With all the rain we have had recently, it will be a chore just to get my transport trailer out of the back yard without cutting up the rest of the yard...☺

All you Builders and Readers of the HCR News, take care and get out there to the parades and car shows....:)

See you at the shows,

Lee Thevenet

