



1st Anniversary Issue

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Published by "Lee" Thevenet

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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. Newsletter published six times a year and special editions when needed.

From the Editor

Hello Readers of the HCR News,

As we are all aware, time certainly goes by fast. July 2009, a year ago this month, I decided to publish the HCR News to help in communicating to the HCR hobbyists, information about the hobby, articles of interests, news of upcoming events & other topics.

For the past twelve months the HCR News has brought you articles by the former respected publisher of the E&W Newsletter, Everett Moore, also writers as, Bob Kapela, Stu Martyn, Terry Wright, Chuck Featherman, Thomas Jay & myself, including tid bits as, Toons & Crossword.

In 1933, a man by the name of William Lyon Phelps said, in a speech to a group, "The habit of reading is one of mans greatest resources". The HCR News is, in its own way, a resource for information. Information not found on television, radio, magazines or daily newspapers, but information about things within our fantastic hobby.

I am committed to continue to offer this means of bringing this information to the folks of the HCR hobby, as long as I can. The HCR News is entering its second year on the web, in an effort to promote communication, between its readers. I still need help from you, the readers & builders. Send in pictures of your builds, your carriage stories or articles on your latest build. Let everyone know what you are working on or shows and parades you participated in.

In closing, I must congratulate & thank each of the writers that helped bring articles to the readers in the past year. You are all great friends & promoters of the HCR hobby...

Tool Time

By
Lee

Hi Builders,

This time around, let's take a look at the "Hex Pac" or more commonly called "Allen Wrench Pac".

If you are like me, everything has its certain place in the shop. Today, storage containers can be storage bins, old file drawers or almost anything from empty baby bottles to empty coffee containers have been utilized to store screws, bolts & even parts. But what about tool storage?

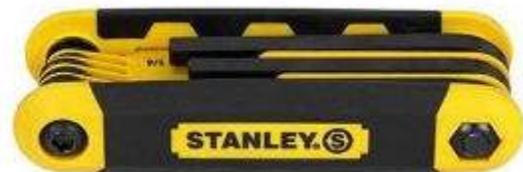
Tool boxes, you say. Sure there are tool boxes, but what about the small, loose tools. You just purchased a nice set of "Allen or Hex" wrenches, sit at the workbench or better yet on the floor, to disassemble say an old rider mower & you have your screwdriver & box wrenches about you including that brand new set of "Allens". Pretty soon you have several different sizes out of the pack & strewn about the work area.

Suddenly the shop phone rings, you wipe your hands the best you can & scramble to your feet, unknowingly tapping one of the loose "Allens" & it goes flying across the floor & under a cabinet out of sight & lost forever, or at least until you move that cabinet to clean under it, perhaps in a year or two.

Well the tool companies have understood our situation for years, but they were interested only in selling us more "Allen" wrenches...UNTIL! Probably some lonely mechanic one day realized, why not keep them together? And suddenly, the "Tool Pac" or "Tool Keeper" gadgets came about.

Now to me, that was wonderful, I would no longer have to hunt through all the recesses of my roll away tool box, with its many drawers for the missing size I needed, Hooray!..... Now when I shop for the smaller tools, I look for the "Combo Pacs" that stay together.....as those featured on this page.

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Toon & Crossword

By
Lee



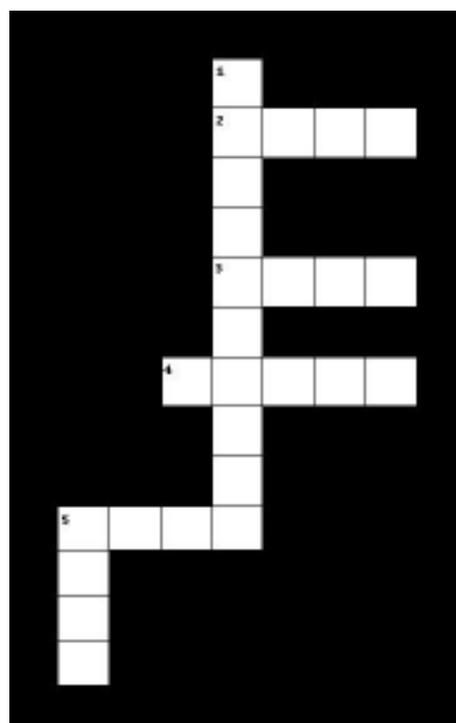
Across

2. _____ or that
3. _____ or break
4. Found on a ball field
5. Happy New _____

Down

1. What powers the carriage
In the toon above
5. This is _____ life

Make a sentence with the words
Answers on Page 5



Tech Talk

Adding Adjustable Camber & fixed Caster To your inexpensive front axle

By Everett Moore

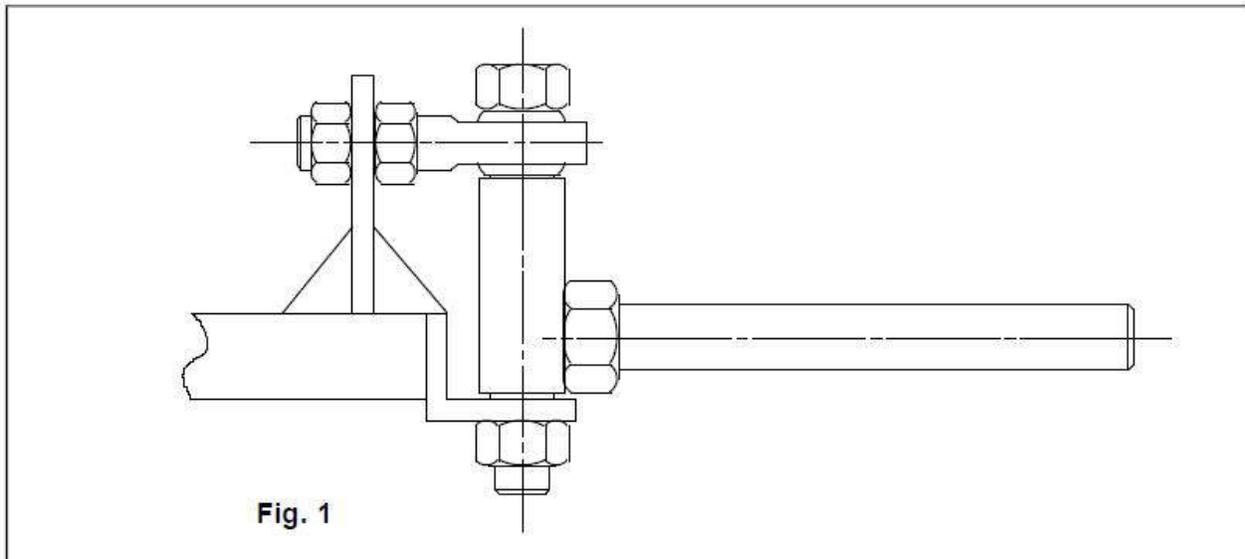
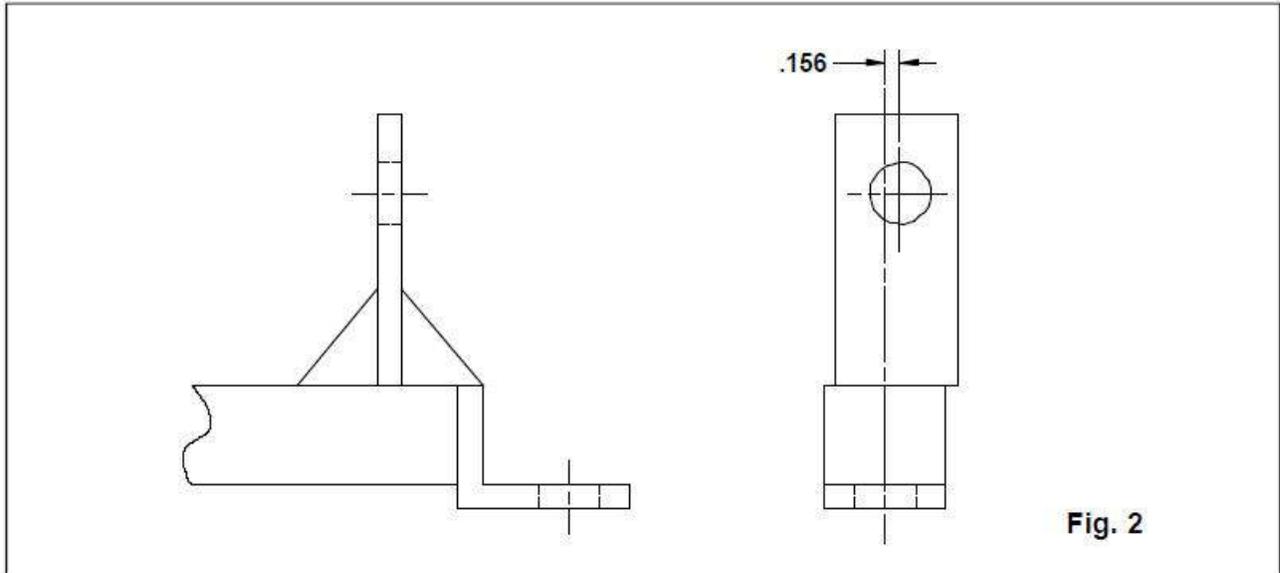


Figure 1, above, depicts Pete Burger's neat way of making the camber adjustable on a typical "homebuilt" front axle. The top of the kingpin is supported by a 5/8" ball type rod end. By adjusting the nuts holding it, the camber can be fine-tuned as desired.

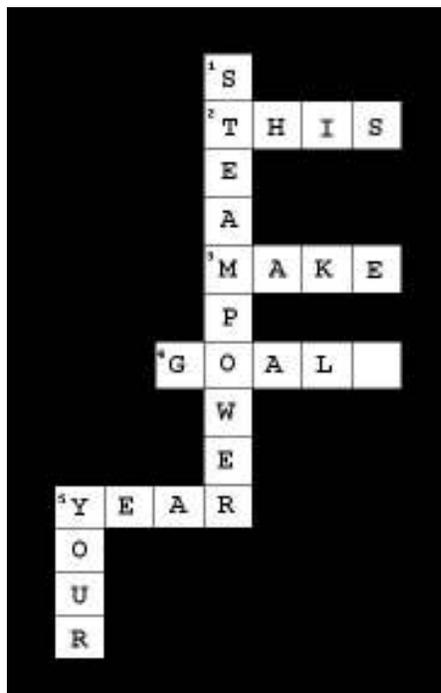
All the home built carriages, including my own, have accepted the camber that resulted in the finished axle. With the play in the kingpin and wheel bearings, it's easy for the front end to look a bit spraddle-legged, from the negative camber.

There's a lot of differing opinions as to the need for camber and caster adjustment on these slow-moving cars. When first built, my Quadricycle had "0" caster. The steering was a bit squirrely and didn't want to track forward. I changed it to approx 3 degrees positive caster and it made a world of difference, with the car going "hands off" for quite a distance.



I added a feature, shown in Figure 2, to Pete's idea. By making the top mounting hole off 5/32" to the rear of car, we get 3 degrees positive caster.

We wish to thank Pete Burger for this neat idea. Try it on your next axle building and see what you think.



Stu's Basket

For the builders who have already finished their build, here is a neat idea from our friend in the land down under. Baskets add a certain amount of charm to a carriage. In this case it is a "Picnic Basket". Convenient to the owner for loose essentials & may well be used for what it was originally intended.

Here is Stu's reason for adding the basket as taken from his recent E-Mail...

G'day Lee,

Some of the HCR readers may be interested?:

"My 'Locust', as built, looked a bit 'blunt' at it's rear end so I decided to add a basket rack, and a picnic basket, as shown in the attached photos, to give it a bit more character.

The 'engine bonnet' is made up of two sheets of marine ply connected to each other, (and the car body) by piano hinges - refer to photos attached. This enabled me to make up a simple basket 'rack' and it all folds up out of the way (with the basket still sitting in it's rack) whenever I need to work on the engine - refuel, check oil etc.

The 'Locust' bodywork is supported by steel frames and the external ply sheets are in turn bolted to this 'steel' body frame, rather than the usual way of making the entire body shell out of timber and then slipping this woodwork onto a steel base and this makes the hinged doors idea practical. I also added a little 'pin' rail around the top so that the whole thing, with these added cosmetics, now doesn't look so plain as it did originally.

Would you believe it? Australia is a beef producing country but I can't locate a decent leather belt to hold the basket in it's rack anywhere!! I'm using a "modern" bungy strap in the meantime.

Cheers mate,

Stu



WOW! Stu, that really looks fantastic...

Lee

New Build

All you builders & readers out there will remember my speculating as to what Stu would build next. I received an E-Mail from him recently telling me of what he intended to build next using a rather unusual type of vehicle called a "Gopher", He explained & I asked if he was loosing his mind.

However, I did comment on how this build would be easier since he did not have to do a total design with drive train...

Well the other day, I received the following E-Mail along with these two pictures of his latest creation taking shape.

See for yourselves...

Gopher or Truck?...neither it's a ... "Truckopher"

By
Stu Martyn
Part 1



G'day Lee,

***Told you I was going senile! It's surely going to be an original!
Yeah, it's great to have all the steering bits, the drive system complete with control systems working, all wired up, main wheels already on, etc., etc. All I've got to do is to provide some decent braking, probably by use of a pair of push bike calipers on the drive sprocket on the differential. Also need to come up with some idea to relocate the control lever down to my right foot for an accelerator pedal. Probably be able to relocate the control elect potentiometer? Not a problem - nothing's impossible!***

I'm a lazy bugger and when short of a quid (\$) I have to scale the size of my models down!! Ha! Ha! This one fits the bill.

The story starts when I was having a go at one of my model engineering mates, saying, "We, each, can't be much of a good engineer. Instead of playing around with building our toys we should be thinking of what to build for ourselves to help us get around in our old age". He promptly got hold of an old (still working and batteries OK) Gopher and sold it to me for around \$100. That's a bargain!

I resolved not to make any irreversible, or drastic changes, to the original Gopher in case I needed it back in it's original form to carry me about, as I'm approaching 70 years of age and am, so to speak, already booked on the Compost Express!

My first attempt to change it's profile was to build and add a 'lengthening piece' in the chassis to make it longer and then to build a torpedo like body- think racing car. This idea never eventuated as I couldn't see myself being able to contort the old body and get into the drive position for the thing and even worse, how to scramble out of it without dislocating some bone or tipping it all over with me ending up underneath it?

The original front wheels are actually of hollow plastic, not rubber inflatable's as are the two existing rear wheels. By some sort of coincidence I had a baggage trolley sitting next to the Gopher, and bugger me! It's two wheels were both rubber, inflatable's and near enough to the same size as the Gopher's - hence the idea to add the two rear wheels and make it look like a truck by covering the original Gopher with a wooden box!

My only concern is will it still go around corners, will there be enough leverage from the front tires (fulcrum) against the resisting force of the rear tire leverage?? Great fun and games anticipated! If it doesn't work, I'll come up with a different idea, maybe make the rear axle capable of swiveling like a trailer's wheels? 'Who Knows' where the 'Harpoon goes'?? I'll try the old 'suck it and see' principle first.

Every car/truck replica must in some way resemble something real and the bit that stands out like dog's bits on any car, are the wheels. The 'balloon' shaped original wheels meant that I had to go for something a bit later in time than the stuff I usually build and go for, say, something around the 1940's.

I'm not really sure what the finished job is going to finish up as, so try cardboard mock-up.

I'm going to put on two old push bike lamps on each side of the engine bonnet to look like headlights. Remember the old type, powered by dynamo? Perfect egg shaped shell.

The rear truck tray/well type body will be fitted with a cushion on top of the woodwork and the whole thing will then be covered with a tarp tied down as per usual practice. One then sits on this tarp with one's feet inside the cab where all the go/stop stuff will be.



The bottom shot (with unit tipped on it's side) gives some idea of the rear 'floating' axle's cantilever springs, that I fitted, a look at the bits I've welded on for the rear support of the 'box' as well as providing for the rear bumper bar (not yet fitted). I can easily cut off the added bits some time in the future when/if I decide to restore the Gopher back into it's original form. Also shows the very light chassis provided by the manufacturers.

I decided that the rear wheels on my "Truckopher" needed mudguards. I made little 'extension' pieces out of 3mm (that's 1/8 inch) thick aluminum sheet strips and folded the edges over so that the finished mudguards would look the part.

Purists will have a heart attack when they see the method I used to fold the aluminum edges, but I don't care - it worked for me!

I clamped the strip of "alli" between a circular lump of steel (pipe flange) in my vice, and belted the 'ally' into shape with a good sized hammer. Little bit of dressing down with a file and, viola, the job is finished -apart from final painting, as shown in the following pictures...



Stu's handy tip for others who like to work with aluminum; "Ally" can be ground/cut easily using a normal hand held angle grinder but using a masonry grinding/abrasive wheel, not a metal wheel. The masonry wheel doesn't clog up with metal when attacking aluminum whereas the metal type will clog and burn. These two strips are then screwed to the timber frame.



I also built a little metal box to house the 'control' unit and mounted it on the floor so the 'accelerator/reverse/brake' mechanism from the original Gopher is now foot operated rather than hand operated as in the original design. I'll need to put a decent sized spring on the unit as it's too easy to move as it is now. Wow! Gentle touch with the clodhopper and off she goes like a rocket, or, more like a dog with turps on it's behind!!

***Cheers mate,
Stu***

**Thank You Stu...
for the latest on your new project, I feel our readers will like it & *It ought to be a real "head turner" when finished...Lee***

From The Workshop

FURTHER NOTES ON A WINTER PROJECT (Part 2)

By
Bob Kapela



In the last issue, I talked about reviving an old Model T Ford chassis, and getting it running. This is the follow-up story about finishing the project. After getting the machine running fairly well, I decided to apply for a vehicle title from my State (Michigan). Having previous experience at this, I knew that it is important to have “all of your ducks in line” when applying, if you want to avoid problems.

Armed with a dated receipt from the seller, listing the make, model, year, serial number, and selling price of the vehicle, along with both our names and addresses, with a notation that the title could not be found, I presented this to the person at the Secretary of State’s office. I had a close-up photo of the serial number, stamped on the engine block, and a photocopy of a page from a Model T book, showing the date of manufacture of that serial number.

To my very pleasant surprise, all of this was accepted without a problem and about a week later, minus \$55.00, I received a new, good title from the State of Michigan for a 1926 Model T Ford. One piece of advice: Never try to apply for a title and say that you “assembled” the vehicle out of parts. You then will have to show receipts for all major body and chassis items, will have to get the machine inspected by a Law Officer, and will not receive a “normal” title, it will state “assembled”. Always go for a normal title for the machine itself, like I did.

I removed the transmission cover, probably was the first time in some 85 years. I wanted to replace it, as the pedals were severely rusted. I had a very nice replacement one on hand. The three bands were removed and new kevlar lining was riveted onto them.

The engine, up to this point, would only run off the battery, not on magneto. Model T's run better on the magneto. With the transmission cover off, I drained the oil, and cleaned all the coils that I could access, removing bits of tramp metal from them, here and there, that can cause shorts.

Using a compass to find the North and South poles, and three 12-volt batteries, in series, I recharged the magnets. As a further incentive for the magnet molecules to "realign", while applying voltage, I sharply tapped each one with a brass hammer. This procedure was successful, and this was the second Model T that I have been able to recharge. A good functioning magneto should output some 30 volts a.c., and at 3 amps. The engine, while running, draws 1 amp for the coils. While running, I can activate the magneto-powered horn, which draws 2 amps, without the engine slowing down or hesitating.

Removing a Model T transmission cover (hogshead) is not a task that should be taken on lightly. There are about 20 misc. bolts to be removed. If the machine has a starter, a special procedure must be observed to remove it, or the magneto coils will be damaged / ruined.

I was straddling a bare chassis, so I had the best of conditions. I can imagine how much more difficult it would be to be reaching in through the narrow door of a Model T with a body. A center-door model would present an especially difficult problem.

When re-installing the cover, you almost need three hands. The clutch release fork that has to be set in place over a grooved spring pusher doesn't want to cooperate, and keeps rotating upside down. The cover is heavy and there are close clearances, you must be careful not to seriously pinch one or more of your fingers. The bottom gaskets can be easily slid out of position, resulting in one more oil drip from your machine. On the older models (especially), if you tighten the bolts too tightly in one spot, you can crack the casting. So, special care should be given, when doing this.

Other mechanical repairs were completed, including relining the accessory rear brake shoes, reconditioning the split rims, replacing the inner tubes, etc. I fabricated a sheet metal seat riser and purchased an antique style seat frame from an Amish buggy supplier, (Woodlyn), and had it locally upholstered. I relocated the fuel tank under the seat at this time, where it belongs.

Next, I built a pickup box. My neighbor owns an Amish style furniture store, and goes to southern Ohio weekly for new furniture. He obtained the really nice wood from them for the box. I used metal hardware from an old farm wagon, which turned out well. The wood was coated with polyurethane varnish, and the metal trim was painted red. There is even a Ford logo on the tailgate.



I built a new cowl and front end with sheet metal. New floorboards were made, and covered with pyramid type rubber matting, again from the Amish buggy suppliers. A windshield was purchased from e-bay for an antique car and adapted to fit. The windshield stanchions were handmade. A local glass shop installed safety glass into the two folding windshield frames. The headlights are operational, and I installed a brake light for safety. I mounted a micro switch that the brake pedal, when depressed, moving to the left, activates the switch.

Lee Thevenet, graciously found a correct, used hood at the Chickasha swap meet and shipped it to me (Many thanks). I cleaned it up and painted it to match the rest of the metal parts.

The machine is now together and running, and looks pretty good. It is almost completed except for the repainting of the fenders and splash aprons, should I decide to do that. I may also, just for fun next winter, tear down the engine and put in new pistons, rings, and valves, along with new main bearing caps. If the crankshaft is in good condition, replacing just the main bearing caps, which can be purchased with new babbitt bearing material, can be effective.

Believe it or not, the very early Model T engines did not have babbitt in the block, only on the caps. The theory was that the pressure on the crankshaft was always downwards. Doing work on the engine is just to keep busy, but it can help the power, although it runs pretty well as is. It is about time to move to the next project. This one has been enjoyable. It is a good feeling to take a piece of mostly junk and make it look presentable and useable.

Enjoy your projects and write about them!!

Bob Kapela

Jus Havin Fun !

Hi builders,

Since starting the HCR Newsletter nearly a year ago, I've received many interesting E-Mails from other builders. Unless requested by the sender to include in the next Newsletter, I always reply & ask the sender if I may publish what he or she has sent me.

I was really glad when Lyle Hegsted of Olympia, Washington gave me a "thumbs up" on his information. I just knew that the readers would enjoy seeing how much fun he is having on the first run of his latest build as much as I did.

One can almost feel the excitement he experienced just from his picture & reading what he said in this first of two E-Mails. So here is Lyle's input, unedited...

Hello Lee:

Picture is a bit fuzzy...taken by my wife about sundown on the first drive by May 15th... the shutter speed on the point and push camera was slow. A few small bugs to work out but overall runs well.



Body is based on your plans and measurements along with information from a 1903 CDO in a museum at Yakima, Wa.

Power is an 11 hp Kubota Linux 340... got it from Small Engine Warehouse. Electric start with alternator...Transmission is a Comet 40... Wheels are 21" motorcycle wheels...frame 2" angle iron with internal bracing... Body 3/4" plywood... Differential is from Northern Tools... Springs are car springs from a local car salvage yard.

Based on a comparison with my first CDO speed appears to be about 15 mph. That's plenty fast when you are setting that high in the air. My first CDO does 13 mph...got that going thru a neighborhood speed trap earlier. Brake is a front disc off a motor cycle. Its main use is to hold at a stop or when the engine isn't running.

Lyle Hegsted, Olympia, Wa.

Lyle's 2nd E-Mail

Lee,

Glad to have the carriage in the HCR news. Here's a picture while it was still in the "sunroom"...I'm very fortunate in that my wife does not object to having things like the carriage and full size Civil War breech loading cannon in "her" sunroom. It's a nice place to work... air conditioned in the summer and warm in the winter. She also lets me fly small electric model helicopters in there.



I'm really impressed with the Kubota engine... it starts on the second turnover... good idle...started up right out of the box. It's the second engine I've bought from Small Engine Warehouse...excellent service and you get what they say it is. If you see something you want best buy it then as their stuff sells fast. I've had a lot of fun over the past few years with the carriages...there are three other fellows in this area who have cars...we are going on our fourth year at the Kent, Wa., parade...two years at Tenino, Wa., and an invitation to be in a new parade at Bucoda, Wa., this year. Kent is a large town...Tenino and Bucoda are small towns... all are great places and we are very well treated at them. I drive my carriages in the development that I live in...the old carriage has about 700 miles on it... so far never had any problems...people seem to really enjoy seeing the carriages... we get stopped quite often by people who are curious as to how old they are and where did we get them.

Other drivers wave as they go by, especially the ones with grey hair or almost no hair like me...

Lyle

**Well now, there's a builder who knows how to enjoy his HCR...
Thanks Lyle for your submission to the HCR News...Lee**

WHAT
A
DEAL

HCR For Sale

By Owner
Warren Johnson

WHAT
A
DEAL



This is a special offer to the H/C builders who would really prefer to buy rather to build from scratch..... With that in mind then:

Left behind in the dust bin of time are a few examples of the Horseless Carriage. Among these, is this one of a kind hand crafted turn of the century carriage I call the 1903 "Warren". Not a replica of a FORD, but built to full scale in size and horsepower to the production 1903 Ford. The "Warren" Runabout was built using high quality birch, white and red oaks and other hard woods. Much of the brass is original to the period such as the bulb and reed horn, steering wheel, rein rail trim, driving lights { now electrified} and kerosene tail light an original from the 1909 Model T. At this 101st year, the tail light is in near original condition burning brightly.

This Horseless Carriage's motive power is a new 9 HP Tecumseh industrial engine with electric start mounted on a stiff under carriage using 1" by 2" steel box rails. Full range forward speed control from standing to about 10 MPH uses an industrial Hydrostat variable speed transmission driving to both rear wheels thru an intermediate differential transfer axle. Reverse is foot pedal operated producing a smooth secure stop. Front wheel alignment accommodates castor and camber adjustments. Final drive to both rear wheels is No. 50 stainless roller chain.

Driver control is provided by a steering wheel atop a solid brass column, hand lever throttle, two foot pedals and a hand operated Pullman lever parking /hill hold brake.

Chassis and wheels, with 22 quarter inch steel spokes are all powder coated, oven baked to a shiny hard finish. The 26 X 3 X 30 tires are the much appreciated Kendra brand.

The "Warren" has been a real head turner at local events.

This vehicle was not intended for general transportation on public roads and streets except for parade use.

WAIT, THERE'S MORE...

Included...

The purchase price includes a new single axle transport trailer especially set up for this Horseless Carriage with loading ramp and winch. Various photos are in the H/C photo album as "1903 Warren" & additional pictures / more info of the complete package available on request...

TOTAL PRICE to HCR builders group only: \$6,500

This sale will require the buyer to inspect the complete package prior to final payment and can be seen in Palmetto, Florida. Inspection will be by appointment only.

Direct questions to cwjohnson73@hotmail.com

Thanks for looking,
Warren Johnson



Greetings from the other side of the Equator

**By
Juan Manuel Viso**

I'm a 38-year-old Computer Systems Engineer, keen on mechanics and mechanisms that challenge my knowledge and skills. I live in a city called Villa Ballester, in the province of Buenos Aires, country of Argentina (South America). So please forgive my spelling and diction as English is not my mother tongue.

Presently I work for a company that implements electronic security systems (CCTV, Access Control, Fire Detection & Suppression, Intrusion, etc.).

As a hobby I do own a 1928 Plymouth Roadster (that my father and I have ground up restored about 6 years ago), two RC airplanes built in 1/12 scale from plans found in a magazine (completed some years ago), an HO scale model railway (still working on it with my father); and a few other non related things (such as wine making).

As you may see, I do enjoy putting my hands on projects that involve wood, metal and electric/electronic skills management. I also do some research and design/development. I still don't have a work shop (but soon will), so during this current year, I'm working on several designs to start building from, next year.

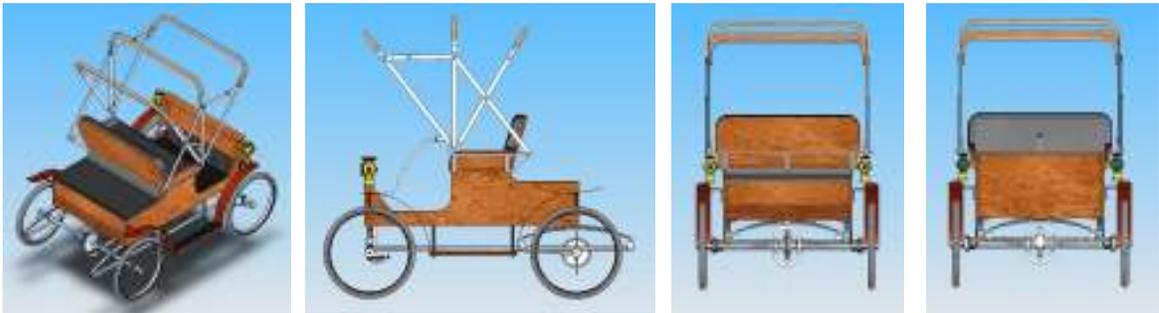
One of them is my first Horseless Carriage Replica. For a start, I came across many designs I'd like to build and they have made my way unclear. It took me some time to figure out and decide which one I would start with.

The winners resulted to be two models that are in some ways related. They are, the 1900 Locomobile and the other is the 1903 Stanley, both steam cars. As much as I searched, I had not found anyone that owned either of these cars in my country. About a month ago, I came across someone that did exactly what I'm planning to do, build it from scratch. So I started to collect all possible information available on these two models and started making some sketches and began scaling images or drawings based on known measurements on them. I think I'm very close to a full scale replica of the original carriage, except for the motoring part. That will be a second stage project for both cars.

In the meantime, while I complete this design stage of these projects; I began to draw a design of my own, and took several ideas or features from a lot of HCR's I've seen on the Internet, adapted them to what may be available in my country.

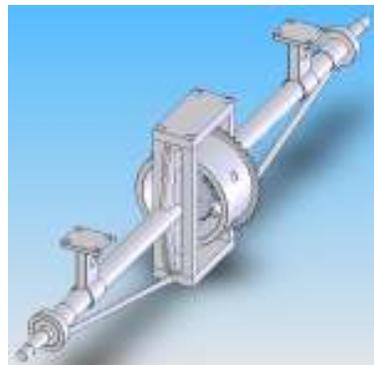
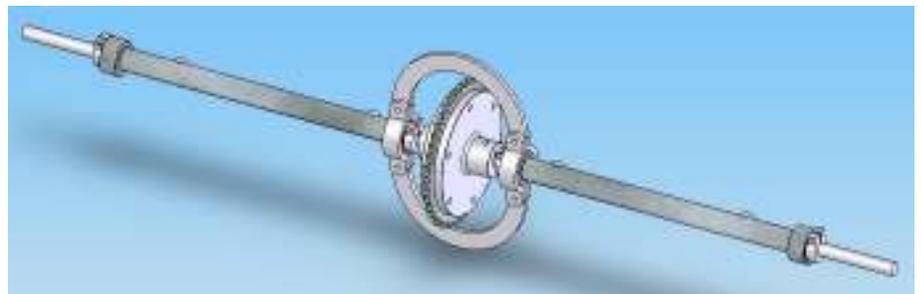
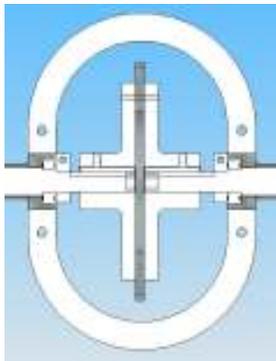
I ended with the prototype version you see in the drawings below. It still hasn't got a definitive name but at the moment I refer to it as the "1903 Viso Runabout".

The vehicle's overall dimensions are 57" Wheelbase (measured from center to center of front and rear ends), 49" Thread (measured from center of rim width to center of rim width) and 77" High (from ground to top of folding top). The top will have about 37" of clearance from seat cushion to



inner bow side. I'm planning to use 28" x 3" wheels/tires or an equivalent measure of a dirt bike wheel (to use its braking system).

Power would come from a 10 HP Wisconsin stationary engine (like the Briggs & Stratton type), that will be mounted underneath the seat part of the car's wooden body. Initially there would be no differential, only a solid fixed rear axle shaft with power transmitted from the transmission to sprockets mounted to each of the rear wheels by means of chain drive, until a proper differential can be built. Below, are other approaches I have come up with.



The front suspension will have one inverted semi elliptical spring centered on the front end; and the rear suspension will have one inverted semi elliptical spring on each of the main chassis rods. The steering mechanism will be of the "cow tail" tiller type. The frame/chassis will be made of 1 1/2" steel tube. Body work will have a solid 2" x 4" wood structure covered with 3/4" plywood. Fenders are still to be defined but surely will be made of 20 B.W.G. sheet metal. The steps will be made of wood and supported by 3/8" x 1" strip metal. The seat cushion and backrest will be made of 3" thick foam covered with synthetic leather, meanwhile the sides will be made of 3/4" thick foam also covered with synthetic leather. I recently incorporated a folding top with 1 1/4" x 1 1/2" wooden bows and 1 1/4" x 5/16" metal ironwork, and its cover will also be made of some weatherproof synthetic material (still not defined).

I also added two front lamps (designed based on Lee's Neverout Lamp Replica plans) simulating to be oil lamps but with lamp bulbs to lit them, the rear ones (including stop lights) are not yet designed nor defined.

As you may see there are still many minor or major details that haven't been incorporated to this design, and as I believe, they will be incorporated as I have a clear idea of what I want or need to complete the vehicle.

This is the first time I write an essay to be read by public, so I do apologize if my words or thoughts bored you or were of no interest, but I wanted to share with all members of the group my work in progress. I promise that will document my advances and will share them with all of you (if someone is interested on them). So please let me know what you think about it.

I want to thank Lee and all of you for the opportunity to be part of this group; and if I there is someway I can help any of the members out there, let me know and I'll see what I can do about it.

Regards,
Juan

New build ideas are always welcome, Juan. Be sure to keep us "up to date" when you start building & thank you for sending in your article. It will be interesting to see your progress....:)
Lee

Bulletin Board

Coming In The next Issue of the HCR Newsletter...

Building My First Car

By

Terry Wright

Part Five

Powder Coating

Editors Notes:

My friend & contributing writer, Terry Wright, has been busy dealing with having to admit his elderly parents in an assisted living facility & I'm sure all of our readers understand the difficulty in doing this. He has asked that his yet unfinished article on "Powder Coating" be in the next Issue...

HCR Site Plans Orders...

When ordering HCR plans from the HCR.com Site, please download & print out the order blank & clearly fill in all the requested information, especially the E-Mail area. This is the only way the office will contact you to verify receiving the order & shipping the plans.

Caps HCR Logo

As some of you might have noticed, the "HCR Logo Cap Sales Page" on the Builders Site has been taken down as requested by Gerry Hale. He is not taking orders for the caps any longer due to rising cost of producing the caps. The alternative would have been to increase the buyer price & that was not an option. Those of you that did purchase a cap from Gerry, know the quality was exceptional, they will possibly be collectors items one day. Any orders sent to Gerry before the page removal, will of coarse, be filled.

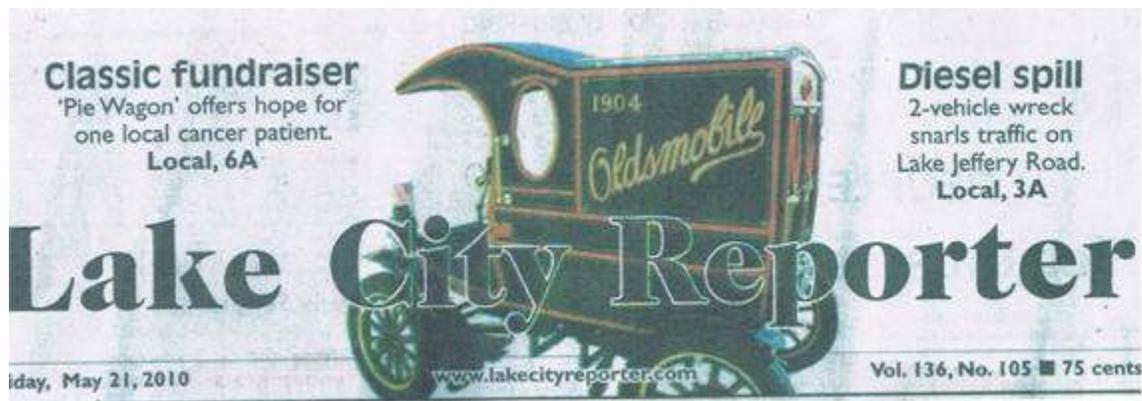
On A Sad Note

The "Small Cars Plans" website has recently been taken down by its owner Everett Moore. For interested readers, his new site "The American Survivalist" deals with self protection & survival during a crisis. For the time being, his plans & writings on replicas are still available on the HCR.com site in the "Plans" section.

We all wish him well with his new website...

Good Luck Everett!

Pie Wagon Wins Again



Speaking of our Ambassador from Florida, Gerry Hale, has again garnished a headline in the local paper by having his “Pie” in a Classic fundraiser for a good cause.



Photo courtesy of Jason Matthew Walker / Lake City Reporter

Bud Espenship, 80, and his granddaughter Lainey Watley, 6, look at Gerry Hales, 1904 Oldsmobile “Pie Wagon Replica” Thursday afternoon at the Darrell Johnson Benefit Car Show at the Lake City Mall. Funds will be raised for Johnson, 32, who was diagnosed with a rare form of cancer called liposarcoma.

Gerry garnished a third place in the show featured above & also won a “Best In Class” plaque on May 29 th in another show...☺ *Congratulations Gerry!*

**Until the next issue:
Here is something to make you think!
Submitted by Danny Butler**



In Closing...

It is good to see new names in the HCR Newsletter. I want to thank all the contributors for their input & invite all replica builders to send in their stories, tips on building, shows attended, trophies won & pictures of your ongoing builds. Share your thoughts & projects with other builders...☺ Lee

Pay Respect to America This 4th of July

“My fellow Americans” is usually the way the political speeches start across this land that we all love dearly, but usually by the third or fourth line, most folks are reaching for the knob to turn it off while reaching for a brew or lighting the grille or BBQ pit.

I am like most of you and normally try to separate church & politics from every day conversations, mostly because of “Freedom of Choice” & I am not trying to change any ones religious views or suggesting who you vote for. I am only asking as a fellow American...

This Fourth of July, let us all reflect on the true meaning of the celebration. It is not just a day off from work to go camping, enjoy hobbies or go to the beach. It is a day for every American to reflect on how this great country was founded & all the sacrifices past Americans, men & women have made to keep her a country of freedom like no other.

Fortunately, this year, it falls on a day of worship.

This Fourth of July, let all of us think & pray...

AMERICA, long may her beauty shine...

From the Publisher & all the writers,
Have a Great “Fourth of July”