



Volume 5 Issue 5 Published by Lee Thevenet Sept-October, 2013

HORSELESS CARRIAGE REPLICA NEWSLETTER

A Publication dedicated to the reporting of news, events, articles, photos, items for sale, etc,
having to do with replica horseless carriages.

“Non Scheduled Publication”

Published when articles or info becomes available & “Special Issues” when needed.

From the Editor,

Hello Builders,

It feels strange but rewarding to be back at this keyboard after a short layoff. There was not much to report last month and not much in the way of articles coming in, so I used the time to get some other things done in the workshop and around the house.

This has been one hot Summer to be working in the shop with only a floor fan to bring the temperature down enough to make it pleasant working on your HCR build. I remember a couple of years ago being offered a early two ton mobile home A/C, Heat unit (the type that uses the large hoses) for \$400 & how long it took me to say “I’ll take it”. That purchase along with adding insulation in the work area of my home workshop was the best investment in work comfort I had ever made. I can now work in my workshop comfortably all year regardless to the temperatures outside. An upgrade like this might be something for everyone to consider if just such a unit is found. Units such as this are real easy to install in one weekend and will provide comfort in doing projects or builds for years to come.

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HCRB Newsletter

On a different subject, progress reports or information of other builds around the country are still slow coming into the office, but occasionally I hear rumors that the West coast Pie Wagons are slowly taking shape and another from up New York way coming together. It seems like most builders are content in just posting a few pictures on the Groups Photo Page and mentioning some of the characteristics in a post. It is disappointing to have a Newsletter at our disposal to feature complete articles on our builds when so few have taken advantage of it. Perhaps there is no need for the Newsletters any longer. I see a HCR carriage for sale on E-Bay once in awhile, but still not bringing in the amount of currency some deserve for the amount of work & materials in them.

I attribute this to tools the builders have at their disposal (and I refer to the Newsletter) not being used to their advantage. If outside folks (not in the Group) would see more of the beautiful carriages the HCRB Group have produced, in articles that feature them in a Newsletter perhaps they would be more in demand and worth more when selling. If you do a Google Search on the HCRB Builders Group, you can see that the HCRB Newsletters are all over the web containing articles you Builders submit on your HCR carriages, so many more folks see your carriages than the few Members looking at them once on the photo page. I'm, in no way saying you should not use the photo page but look at the bigger picture and also use the HCRB Newsletter. Send in your information, build pictures (especially popular) or article and if you don't feel you can write an article, I'll help you get it done and get it in the Newsletter where it will do more good for all.

Jimmy Woods said "Hi to All"

I am often asked about Jimmy Woods coming to the 2013 HCRB Meet. I spoke to Jimmy during the last couple of weeks. Jimmy had planned to be the Meet in Dallas, NC and may still be there but is recovering from surgery recently done. He is recovering well and anxious to get out of bed. I gave him wishes from all of you for a speedy recovery.....:)

UPDATE: I heard from Jimmy today, September 5th. He said his recovery was going very well and each day shows more promise for his attending the HCRB Meet in October.



This Issue is primarily to remind everyone about the upcoming annual HCR Meet coming up in October. It will take place at the Cotton Ginning Days Fair in Dallas, North Carolina on the 11th, 12th & 13th of October, 2013. Each year we have more participants (HCRB Members) taking part in the HCRB Meet. The perfect place to display HCR carriages or ride throughout the park at will.

**Fourth Annual
Horseless Carriage Replica Builders Meet**
at The 2013 Cotton Ginning Days Fair
October 11,12,13,2013
in Dallas, North Carolina
Bring Your HCR, finished
or
Build in progress

**On Saturday October 12th, 2013
8am to 12 Noon**
Enter your HCR in the **FIRST EVER**
Horseless Carriage Replica Car Show
open to HCR's **ONLY**
to be judged by the fair spectators
for a Peoples Choice Award
Registration will begin at 7am
also
a special award will be presented
for the longest distance driven
to the meet

FREE PARKING
Drive your HCR on
blacktopped streets
throughout the park

FREE CAMPING & HOOKUPS
Take part in
two parades
one Friday &
one Saturday

Come Join Us

Bring the whole family

HCR Discussions

Build Techniques

HCR's at the Meet
Curved Dash Olds
REO
Pie Wagon
Jimmy Woods
EV Moore Quad
& more

Meet fellow HCRB Members & other Builders





New Transmission for the REO

By
Lee Thevenet

ZT 5400 Transmission
Hydro Gear Inc.

My Summer project was to remove the body from my 1906 REO Replica to enable a complete transmission change over from a rider mower hydrostatic transmission to a heavier duty transmission of the "Zero Turn" mower type. The unit I chose was one produced by "Hydro Gear Inc". It is a L/H unit designed to go on the larger commercial zero turn mowers. These units are designed to fit specifically on the right or left side of the mower & the drive wheels bolt up to a wheel hub that comes with each transmission.

A visit to a local Hydro Gear distribution outlet and a pleasant discussion with one of the company engineer's to discuss the purpose & use of their product to my application. After looking at pictures of several units, two axles units for the standard rider mowers you see at Lowes or The Home Depot and single axle transmissions for the now more popular "Zero Turn" mowers, I was introduced to the ZT5400 transmission built for the larger commercial 1500lb mowers. Through brochures and video, he explained the units operation and purpose of the individual components within the outer housing. Amazing how these units far exceed the smaller transmissions I was using before. Every part of the ZT unit was of heavier construction and with bearings where bushings are normally seen. Unlike usual sales persons that only care about making the sale, he asked if I would allow him a couple of hours to make contact with other factory engineers at the plant to go over everything to ensure that the application would result with the performance I expected.

I returned home, changed clothes and went in the shop eager to get set up for the task. Later that day, I received a call from one of the factory representatives and another engineer wanting to go over the application specifics like wheel diameter, engine HP and the speed I was trying to get from the application. He then asked me to determine which unit would apply to my situation, a left or right. I asked if I could get back to him the next day with my choice. He provided me with a contact number to reach him.

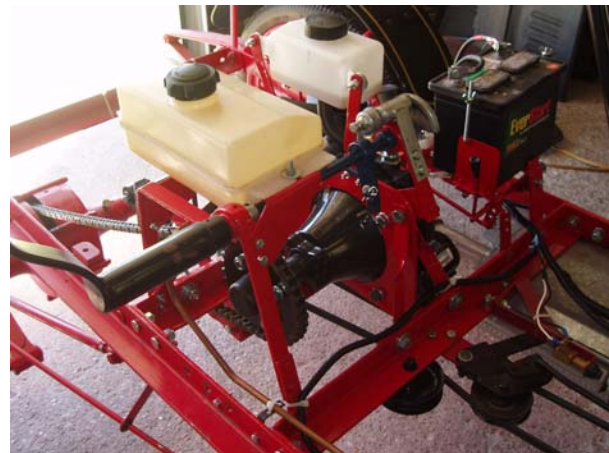
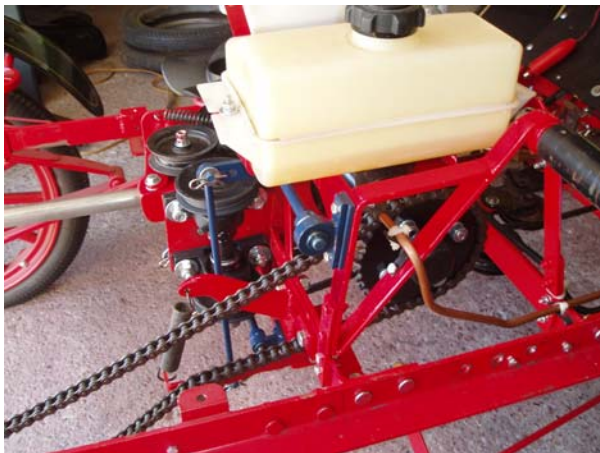
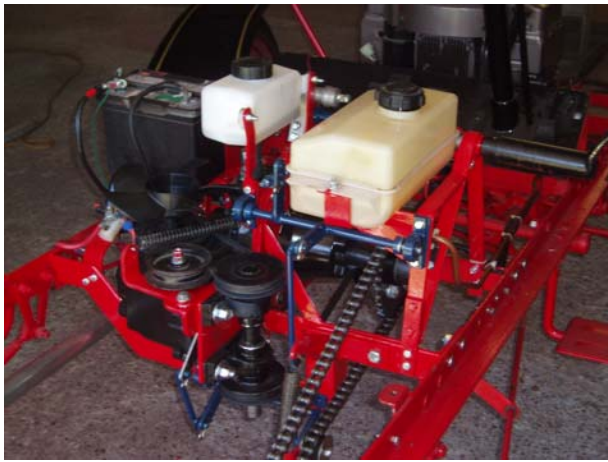
The next afternoon, after much needed measuring and planning as to where I would relocate other components as fuel tank, battery, controls and a new oil reservoir, necessary for the new unit, I made the call and ordered the unit. It was a four week waiting period for the unit to be built and shipped. That gave me the time needed to remove all needless components and get the necessary material to mount the new unit.

Four weeks, to the day, I received a call from the local Hydro Gear engineer telling me the new unit had arrived and the reservoir tank was expected that afternoon. I replied that I would see him the next day. Needless to say, the excitement of getting & installing the new unit followed me to the bed that evening as I'm sure some of you builders have also experienced.

After picking up the new unit the following morning, I went by the hardware store I frequent quite often for the needed bolts, nuts and washers I would need. As all of you know, there were many more trips to that hardware store before the install would be finished. Upon arriving home, I unpackaged the new transmission and oil reservoir. The transmission was as I expected, large, well designed and judging from the diameter of the output shaft, very rugged. The installation of the new unit went extremely well with much of the hardware previously removed being recycled into the unit's installation.

Great Report

Having used the REO in several parades since installation has reassured me that I made a great choice going with the Hydro Gear ZT5400 unit. Now I have a Lo range for climbing that trailer ramp and a Hi range for parades and driving around. The REO will accompany me to the 2013 HCRB Meet in Dallas, NC on Oct 11th, 12 & 13th....:)





E Mailbox

Hi Lee,

I have been giving out order blanks for your CDO plans at car shows.

You may be getting orders for some soon.

Many people sure do like my CDO, there are many pictures taken of it.

I give the LORD the credit for me building it.

I have been to 28 car shows and have won 32 awards.

Keep building and GOD BLESS

LutherWatkins

Congratulations Luther, Many thanks for your help in spreading the HCR Hobby...



E Mailbox Continued

Hi Lee -

Just a few lines this evening to let you know we received the "Pie Wagon Build Pkg" today, May 30th. Thanks so much for sending them so promptly. We're looking forward to getting this project started. My wife & I started out building the Jimmy Woods Replica Horseless Carriage a few years ago.. Next we built the CDO which is my wife's favorite. A year ago, we finished building the Ford Model N. All of these replica cars have been on display & in the Parades at our Annual 4th of July Antique Tractor Show in Port Hope Michigan along with 3 of our antique tractors we restored. The CDO has done a bit of travelling & was displayed in Fort Myers,FL & Bracebridge, Ontario, Canada.

Thanks again. I'll let you know how things are progressing & will include a few pictures from time to time.

Regards - Joe Loomis

PS Both of us are in our mid 80's & fortunate enough to be very active.

Joe & Lenore, you two certainly are active, three carriages & now starting on a fourth. Thank you for your loyalty and support in spreading the HCR Hobby...

Good luck on your new build!





E Mailbox Continued

Readers,

Back in July 2013, I received the following mail from Steve Simmons. He, his wife Ida and son Stevie, really follow the parades with their CDO HCR. In the process of restoring a second HCR, he will soon have a choice of two fine HCR's to drive...

Hi Lee,

Here is the picture of my family and I just about to jump into the local 4th of July parade. This parade was in Franklin, Ma; a small town in SE Mass.

My wife Ida age 36 and my son Stevie age 2 ½ and myself the old geezer at 64 enjoy riding in my CDO during parades. We throw candy out to all the children along the parade route and the car gets a lot of attention. It takes me a long time to unload and load the car from the trailer since so many people are asking questions about what it is and where did it come from. We dress in 1900s period clothing to make it look more authentic.

The woman walking in the first picture is my sister Patti. She and her husband Stan came with us to take pictures, have a quick meal and then head home to get out of the heat. We have two sets of period clothing; one for warm weather. In cool weather I would have a long coat and tie on (as in picture on the right).





It is a 1903 CDO replica made by McLean. I had it shipped from the west coast. Near mint condition. The wheels have been beefed up by changing the spokes to motor cycle spokes.



E Mailbox Continued *(Steve's Story)*

As we spoke on the phone at about 12:30 today I would like very much to get the plans for making CDO replica lights. You also mentioned that you had an owner's manual for the 1901 Rollsmobile that I have. I know nothing about the 1901 Rollsmobile that I purchased and had shipped to me. The car seems to have been restored years ago and needs to have some minor restoration done again. It has brass looking and very cheap looking lights front and back that are in very poor shape.



I have attached a couple of pictures. One is the 1901 Rollsmobile that I have and the other is an interesting picture of a post card that showed the Rollsmobile factory in Florida.

*Thanks you very much
Steve Simmons
Millville, Ma*

With Steve's two CDO replicas, he certainly has a good start to a great collection...



Steve' story is a good example of what can be done to show off your carriage with a few picture attachments and a few words in an E-Mail to the HCR desk about your activities in the HCR Hobby. Send me your article, information or pictures and together we can get it out there...

X-Word

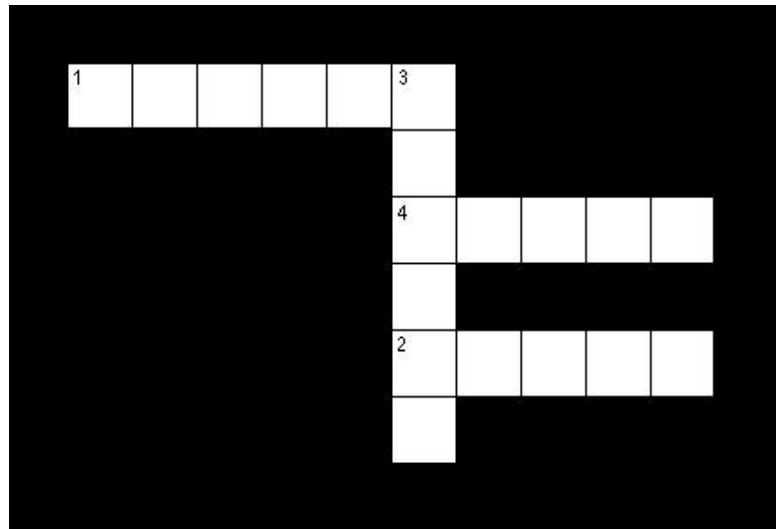
Across

- 1. Another word for "forever".*
- 2. Use your head.*
- 4. At the head of the line.*

Down

- 3. Most important rule in building.*

*Make a sentence using the words
Answers on last page of Issue*



Great News For Future Quadricycle Builders

Many HCRB Members have inquired or showed interest on the HCRB Group Blog about the availability of the George DeAngelis Quadricycle Plans and have not found out how to acquire them. Because of age, Mr. DeAngelis had all but stopped making his plans available. In a joint effort between Dave Dunlavy (Early Ford Registry) and Mr. DeAngelis, the plans are once again available. In the following article Mr Dunlavy explains all...

Quadricycle plans of George DeAngelis

By

Dave Dunlavy

A couple of years ago I purchased a set of plans for construction of the Quadricycle from Mr. DeAngelis. I have been busy building mine since then. It seemed to be a good idea to bring the plans into the twenty first century by redrawing them using a CAD program. Additional dimensions and notes could be added to them. During my build I have made acquaintance with several folks and schools that have or are building Quads. Also, I thought it would be good to have a web page dedicated to the project. Currently, the web page has more than 300 pictures of my build. The web page is www.quadricycle.info and there is a link to it from my personal web page www.dunlavy.us where other auto related information is posted.

Since Mr. DeAngelis is aging, I approached him about what his plans were for continuing making the Quad plans available. I suggested to him that he keep collecting the sales price for the plans and I would be happy to furnish them electronically at no cost to him. That is the premise we are working on at present. Mr DeAngelis's address is at the bottom of this page. You should contact him and make payment to him. He will let me know when purchasers have paid. I will send a link to you with information how to download the drawings files.

I've just barely gotten started on redrawing his plans on CAD. The format will be either pdf or jpg, as required by the user. Of course, plans are to be able to furnish the drawings in some CAD protocols also. A fellow builder, Norman Stauffer, is also working on the new drawings. Exact details of his involvement will be worked out later. Norman and I have discussed improvements and modifications to the original plans and decided to make Appendix drawings/lists with this information so Mr. DeAngelis's work will be maintained as he first published it.

George DeAngelis

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A Time Machine ...My Holsman Replica

By
Lyle Hegsted

My wife Charlene & I have had a lot of pleasure from my Holsman this summer. It has been several things, a time machine, an interesting research project along with fun to build and even more fun to drive. First a bit of history; Holsman automobiles were built from 1902 to 1910. Henry K. Holsman, a Chicago architect, designed the Holsman automobile. He had bought several makes of automobiles earlier and none of them were what he wanted so he decided to build his own.

By 1902 he had come up with an automobile he liked and started building them. The cars were quite successful, it appears that as many as 6000 were built between 1902 and 1910. The Holsman design was simple but effective. No clutch, no differential, buggy wheels and tiller steering. The Holsman had a wide track that would straddle the ruts in the dirt roads of the time. They had two forward speed ranges, the lower one topped out at about 10 mph and the upper one at about 20 mph. A differential wasn't needed, the rope drive belt slipped enough that one wasn't needed. There was a belt tightener that took the place of a clutch. The jackshaft with the rope drive was moved by a lever that increased the belt tension putting power to the rear wheels, with belts loose they slipped and no clutch was needed.

The engine in the early two place models was a 12 hp two cylinder opposed air-cooled engine. The interesting feature of the engines was that the opposing cylinders fired at the same time. Later four place models had a four cylinder opposed engine that developed about 26 hp.

International Harvester and Sears plus others built "high wheelers". Basically a buggy with an engine tucked away inside. They were sort of the "missing link" between today's automobile and the buggy. In 1908 Henry Ford came out with the Model T and that brought about the end of the Holsmans as well as the end of many other cars of the day.

Now to my Holsman project; It spans a period of over 50 years, though in the beginning I had no idea that one day I would build one. Again a bit of history; In 1951, my wife Charlene and I were just about ready to get married. We went to a 4th of July parade in Pocatello, Idaho. There was a horseless carriage in the parade and I took two pictures of it. I found them in an old scrapbook a couple of years ago.



Now fast forward to 2008 or so; we were at "Steamup" in Brooks, Oregon, sitting in the shade, waiting for the parade to start. A horseless carriage drove into the shady spot and parked.

We started talking to the owner and found out that it was a Holsman and had been owned by Dr. Castle, of Pocatello, Idaho, who had bought it new in 1906. Later we realized it was the carriage we had seen in the 1951 parade. After the parade the present owner, Chris Becker, took us for a ride. That was the beginning of me getting "hooked" on the Holsman.



Since we had lived in Pocatello I thought it would be interesting to find out more about the car and its first owner. The Olympia library had obtained micro film copies of the Pocatello newspaper for 1902 to 1910 for me to read. The original owner, Dr. Castle, was quite well known, he had a private practice and was also the Union Pacific Railroad physician.

I ran across an article that mentioned that he and a man named Fred Dolbeer had taken a team and wagon to the railway freight office and brought the crates containing his new automobile to his home. They assembled it on his front lawn at 653 N. Arthur. By 1951 his house had been converted to apartments and we had rented one of them.

In 1908 Dr. Castle drove his automobile from Pocatello to American Falls, about a 40 mile round trip on a Sunday in June. The editor of the paper was amazed that he had made the trip in less than eight hours. The Doctor mentioned that he would have arrived sooner but that he got stuck in some sand dunes. I knew where the dunes were, because in 1951 I was on a survey crew and we surveyed thru them for the "new" highway 30, now I 80. I soon realized I had rode in Dr. Castle's automobile, lived in his house and knew where he got stuck in the sand dunes. I got hooked a little more on the Holsman automobile.

Doctor Castle's Holsman was the third automobile in Pocatello. I don't know the make of the first one, only that a Montana senator had it shipped in by railroad freight to use while he was in town. A newspaper article said he and his driver were arrested for speeding on main street. He was timed by a policeman and was going 13 mph. The second automobile was a Curved Dash Oldsmobile. The newspaper article mentioned the salesman had driven it from Salt Lake City to Pocatello over a period of several days and after delivery had taken the train back to Salt Lake City.

While I was finishing up my 1903 Curved Dash Oldsmobile replica which was supposed to be my last big project, I started thinking of building a Holsman. There were some problems to solve before building the Holsman, the drive pulley on the rear wheels was 33" in diameter, the last time a pulley like that had been made was 1910, and there were no plans on how to build one that I knew of. I did some thinking and thought I could build the pulley. A sheet of oriented strand board was bought, a 33" diameter circle was cut out and then fastened to the remaining board. That was the form for the big drive pulley. The pulley was to be made of 3/16" x 3/4" flat stock. I build a jig to hold the side wall pieces at the correct angle while I tack welded them in place.



There's 24' of welding in each pulley and 97 segments that make the sidewalls of the big V pulleys.

By the time the pulley was done I was very familiar with my new wire feed welder and that is when I knew I could build the rest of the Holsman. By that time I was hooked on building a second replica.

I found two pictures of a 1906 Holsman on line. I printed both, a side view and a front view. I then took pictures to Office Depot and enlarged to about 18" x 24". I knew that the rear wheels were 48" diameter and the front wheels were 44" diameter and also that the width from center of the tire to center of the tire was 60".

With that information I started scaling the parts on the pictures and from that came up with the dimensions needed for the body. The frame and body were built at the same time, that way the body could be fitted to the frame as I went along. Two sheets of 3/4" maple plywood were used for the body. The sides were laid out first, then the end pieces and then the internal body pieces along with the seat. The later Holsmans had a chest mounted in front of the dash board and that was made. A look on the internet found the "trunk latch" that holds the trunk lid closed. Some dry cell batteries for the ignition and the "trembler" coil were in there. I use it as a tool box.

Early December of 2010 I called Witmers and ordered the wheels. They said it would take about a month to build them. They showed up the week after New Years of 2011. I also ordered the springs and axles. When I talked to Witmer's, I told them that I didn't know how to specify the axle lengths but when the wheels were mounted I wanted it to be 60" from center of tire to center of tire. When the axles arrived they were what I wanted and they had the correct "drop" in them. If you look at a buggy from the front or the rear the wheels slope inward towards the bottom. Buggy makers called the bend in the axle "drop". Now it is called "camber".

I've bought parts for both of my cars, the Curved Dash Olds and the Holsman from Witmers. Their service is excellent and their catalog is a time machine, with everything you would need to build a buggy and many of the parts for a horseless carriage. I had to cut the front axle for the spindles. I wanted to preserve the "drop" so I made sure to mark the top of the axle so that when I put it back together the "drop" would be correct. I had to remove about 4" to make the front axle width match that of the rear axle. The spindle holders were welded in place. For the king pins, I used half inch diameter grade 8 bolts.



Bronze oilite bearings and capped oil fillers were ordered from Enco. The reduction from the engine to the rear wheels is 27:1. On the original cars the reduction is much less but the engines of that time ran at about 900 or so rpm. At idle the B&S Vanguard 18 hp engine in my Holsman is close to 2000 rpm. 187 rpm of the 48" rear wheels gives about 20 mph. It also gives me enough power to run the engine at idle when we are driving.

The throttle isn't used much, speed adjustment is done by tightening and loosening the drive belts. Climbing the driveway to my shop or on a steep hill the engine is speeded up a bit. Reduction was done using jack shafts and pulleys from Applied Technology. They have almost any pulley sizes needed and if they aren't in stock they can get them in a few days. If you pick up the pulleys at their store there aren't any shipping charges. That is important if you are in a location like mine. The shipping charges on my wheels and axles were almost as much as the cost of the wheels and axles. Original Holsmans had a twist grip throttle on the tiller. I'm using a motor cycle twist grip throttle at present, but a future project is to build a duplicate of the original throttle. Another project for this winter will be fenders. Original Holsman fenders were a simple frame with leather panels mounted on them.

When I built the Curved Dash Olds I had the seat cushion and back rest made by an upholsterer, it was an excellent job but it cost \$300. The Holsman seat and back were larger and I thought they'd probably be \$500 or more so I decided to build them myself. I found an excellent video on You Tube and watched it quite a few times and then headed for shop that sells upholstery supplies. It took a few tries to get what I wanted done but a couple of weeks later, I had the seat cushion and back rest done at a cost of \$100, including a new staple gun. The winter and early spring of 2013 were spent finishing up the Holsman. There were no major problems.



Finally it was time to move the Holsman outside. My son Charles, who helped me during the construction, and daughter Maria, came to help me. I built the Holsman in my wife's sun and sewing room that is 16' X 20' air conditioned and heated area that is a nice place to work in. The room has sliding glass patio doors that appeared wide enough for the Holsman to go thru with about half an inch to spare. I forgot that the wheel hubs added a few more inches to the width of the Holsman. The doors were first removed altogether, then the carriage moved up at an angle, one wheel moved out, then the carriage moved the other way and the other wheel moved out. What I thought would be an hour or so took most of an afternoon. I hadn't started the engine yet so it was towed from the back yard to the shop using my John Deere mower. My wife calls it our "green mule". I got my first taste of driving the Holsman being towed behind the mower.

Then we had a week or so of rain, normal in Washington in the spring, so not much was done on the Holsman for a week. Then the sun came back and it was time to start the engine. The drive belts were removed for safety, I didn't want the car to take off like a scared jack rabbit when the engine started. The battery was connected and the starter button pushed. The engine, a two cylinder 18 hp Briggs and Stratton "Vanguard" tried to start but did not. That had me worried for a bit. Then I remembered the gas shut off. I Turned the gas on, waited a minute or two, tried the starter again and the engine started and ran fine.

Gasoline is important. The engine had a nice even idle. The home made muffler kept things nice and quiet. The muffler is two propane bottles welded together and stuffed with some steel "choreboy" scrubbing pads. The next weekend my son and daughter came in to help me again. We eased the Holsman down the driveway and onto the road, I climbed aboard, started the engine and after a minute or so pulled back on the belt tightener and I was on the way.



I was thinking about Dr. Castle and his new automobile, what was he thinking when he climbed aboard for the first time. I had an advantage, I'd built two horseless carriages before and driven them. He was doing it for the first time and most likely had never driven a horseless carriage. It must have been quite an adventure.

The first drive was interesting, at idle the engine had plenty of power and I was doing about 12- 15 mph. That's as fast I want to go that high off the ground and with nothing to grab in case of a sudden stop. When approaching an intersection and there's a modern car coming at you, brakes are important. Witmer's has a hydraulic brake system designed for buggies. I bought the brake kit and installed it on the rear wheels. It's a good feeling to press the brake pedal and feel the carriage slowing down. The brakes get a lot of use in parades. A few trips were made up and down the street in front of the house. Some adjustments made but in general it ran "right out of the box". My guess would be that Dr. Castle had the same kind of experience a little over a century ago. For the next two weeks or so I drove it around the area where I live. Longer drives were made each day.



Tumwater is a town near us and they have a 4th of July parade. By the time of the parade I had about ten hours of driving experience and was quite sure I could handle it. The parade was a lot of fun with many cameras pointed at us. We won the "Grand Sweepstakes Automotive Award". I haven't any idea of how many cameras have been pointed at us but I know it's a lot. My daughter Maria and her husband Allan were my back up crew to help me do the loading and unloading before I installed a winch on my trailer.

Kent, Washington, had a parade on July 14th. Earl Brown got us signed up for that one. We've gone to it for several years. Earl, Bill Pavone, and I were in it. The group won the "Spirit Award", a nice plaque. We were there quite early and the parade didn't start till 2 pm. About noon we were hungry and it was hot. We asked the Parade Marshals if there would be any problem with us driving the carriages to the nearest McDonalds about half a mile away to have a cold drink and a hamburger. They had no objections. Our automobiles brought a lot of smiles in the McDonalds parking lot and along the way.

In Closing... This Holsman is a lot of fun to drive. I don't know how many miles we've driven it but we've used close to ten gallons of gas. It has turned out to be very reliable as were the originals. I enjoyed building it and now we are enjoying driving it. It has been a trip down memory lane thinking back to the time we first saw a Holsman, 62 years ago.



How about it readers, if it were not for the modern parking lot and SUV in the background, this picture perfect couple and Holsman HCR could be mistaken for a picture out of a vintage magazine of the 1900's.

HCRing at it's best!

Picture From the Past



Can we move now mister?

I hope you enjoyed this issue of the HCRB Newsletter and I would like to invite all HCR Builders to join in for a fun weekend at the 2013 HCRB Meet taking place during the 2013 Cotton Ginning Day's Fair on October 11th, 12th & 13th.

This years HCRB Meet will feature a "First Time Ever" HCR Car Show with the public spectators judging for a People's Choice Award", also a Longest Distance Driven to the HCRB Meet Award. Registration for the Car Show will begin at 8am Saturday until 12 noon.

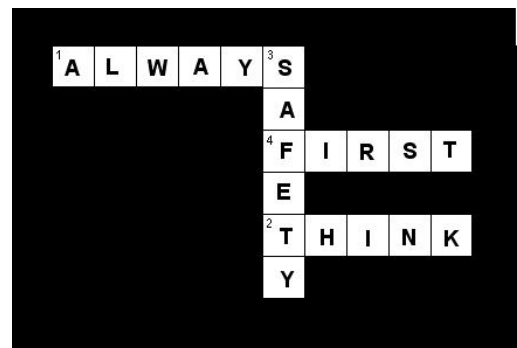
NOTE: If you are attending the HCRB Meet, record your milage to the Meet & qualify for the "Longest Distance Driven" award.

Awards at 1pm

NOTE: Award time subject to change depending on Saturday's parade time.

Enjoy & See ya at the HCRB Meet,

Lee Thevenet



Sentence
Always think safety first