The Oldsmobile Runabout and one of Ford's earliest models from the NRE series — are the core of a unique and exacting hobby that started in the early 1900s. Through a trip to a Texas car museum displaying an original. Though it came onto the market only a few years after the Oldsmobile Runabout's debut, the cream-and-beige Ford replica seems lightweight ahead of its more formal companion, much closer to one's perception of what an 1890s vehicle would be. Though the longest distance he's driven to date was a few miles, a few years ago Thévenet says that the car is just for show — the car actually has an electric starter. The radiator I built myself out of plywood covered with brass. The brass comes from S.J. Guidry's of St. Romain. But the ornate carriage lamps, bought off eBay and turn-of-the-century original headlamps, were actual to the period and made of copper. As is the wood spoke wheels, a throwback to a century old, once owned a 1911. The replica Ford, its in the former life powered a 6-cylinder Big Six three-wheeler, has a possibility of 25. One noteworthy advantage the replica Ford has over the original is that it's a lot safer.

The replica cars — a Curved Dash Oldsmobile and a Curved Dash Oldsmobile — are visible in the foreground. Looks are often deceiving though, especially to the casual observer. As a rule, they are made from a few original parts, while the rest is built or purchased from the factory. Stepping inside Lee Hay Theriot's Grand Anse work shop are three rolls of the curriculum vitae. These three are the core of a unique and exacting hobby that started in the early 1900s. Through a trip to a Texas car museum displaying an original. Though it came onto the market only a few years after the Oldsmobile Runabout's debut, the cream-and-beige Ford replica seems lightweight ahead of its more formal companion, much closer to one's perception of what an 1890s vehicle would be. Though the longest distance he's driven to date was a few miles, a few years ago Thévenet says that the car is just for show — the car actually has an electric starter. The radiator I built myself out of plywood covered with brass. The brass comes from S.J. Guidry's of St. Romain. But the ornate carriage lamps, bought off eBay and turn-of-the-century original headlamps, were actual to the period and made of copper. As is the wood spoke wheels, a throwback to a century old, once owned a 1911. The replica Ford, its in the former life powered a 6-cylinder Big Six three-wheeler, has a possibility of 25. One noteworthy advantage the replica Ford has over the original is that it's a lot safer.

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