

## Housecar For Postwar Travel

Build one of these for your hunting  
and fishing trips—now or after the war!

by J. A. Emmett

**T**HIS outfit will provide you with low-cost but comfortable living quarters for your postwar vacation travel, or on hunting and fishing trips back into isolated sections; country where really good sport can be had but where, especially in the spring and fall, bad roads prevent use of the usual trailer.

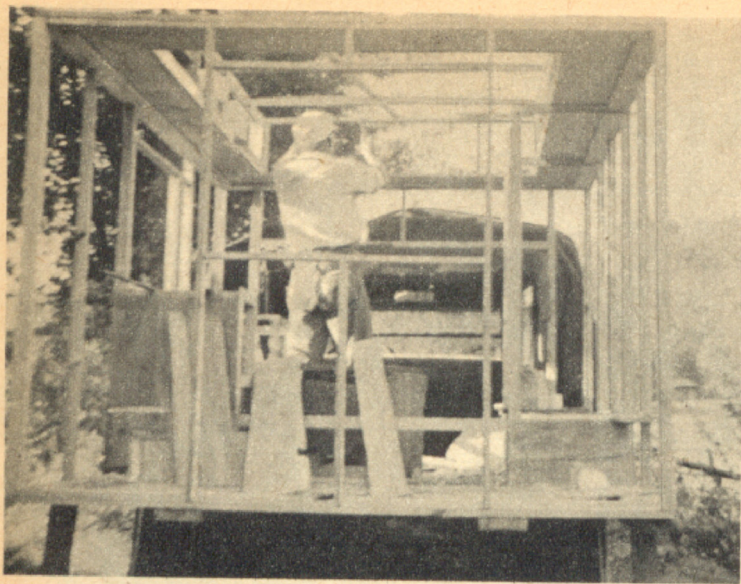
For the chassis of the original Housecar, a Cadillac sedan was bought for very little; a rather antiquated model, but as is often the case with such heavy cars, the engine was in perfect condition. Lincolns, Packards and similar cars are available at reasonable prices, and will be even more so after the war. Bodies are usually made of light steel or an alloy, which permits cutting the entire top through over the forward edge of the back door opening, removing the after section down to the chassis frame, but leaving front intact.

To the two steel chassis frames thus revealed, bolt a pair of 2"x8" oak timbers the length of the proposed house. Across them

fasten a floor of heavy 1½" tongue and groove material. It may be necessary to bring this merely up to the wheel housing, with boxes later built over the housings to form bottoms of the two large side lockers shown in layout plans.

Make the house in four sections, then assemble on the floor. Low priced stock, 2"x2" pine, may be used for framing—one side with a door opening and one with a window; the back end has a window and the forward end another window at cab height. Windows are framed with top and bottom pieces and uprights in between. Height of sections is kept at 5-ft. which, with the additional height of the rounded roof construction gives a total of 5-ft. 9-in. headroom. Securing full 6-ft. would be merely a matter of carrying the sections 3" higher, but it is best to keep the house as low as possible.

The sections are set up on the house floor and fastened with ¼" carriage bolts through



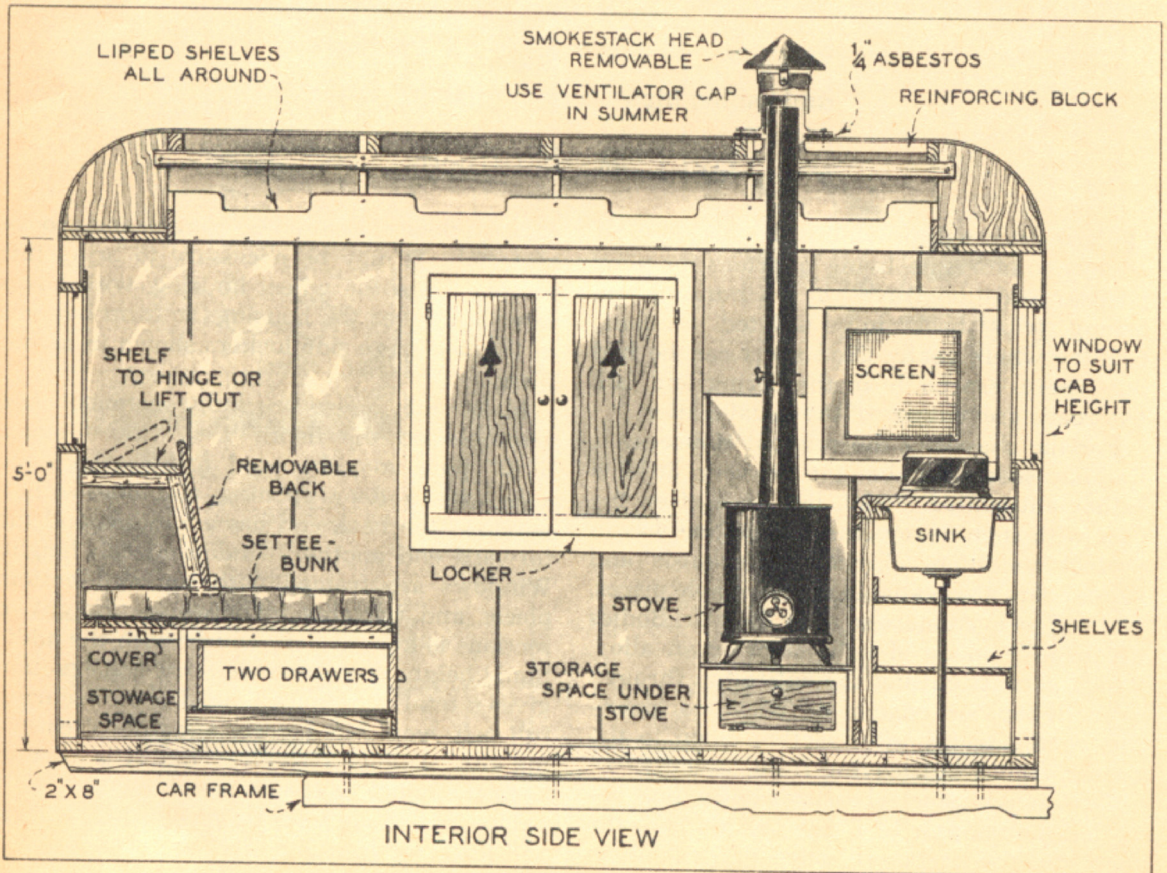
Framework, showing boxes over wheel housings in place. Floor rests on heavy oak timbers fastened to chassis.

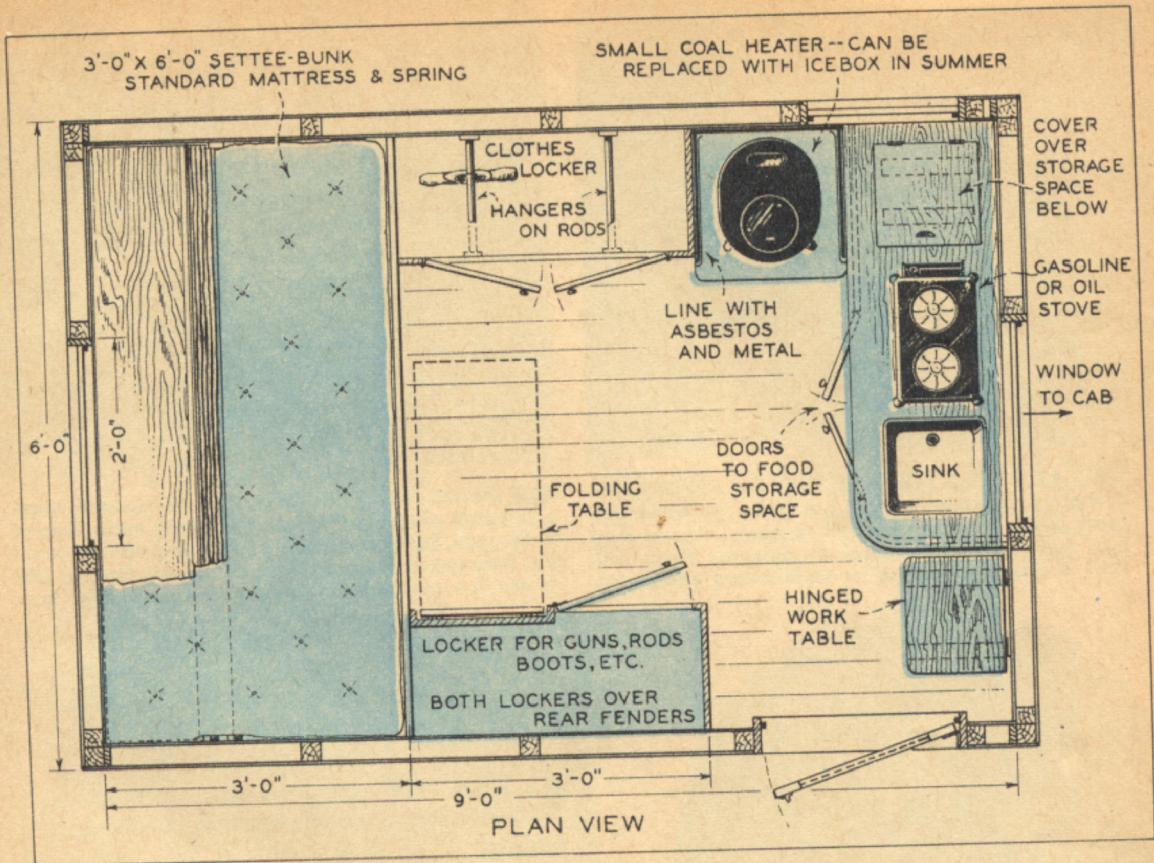
the bottom framing; then they are fastened to each other at the corners with similar bolts; be sure the work is square and plumb. As the sides come well outside the wheel housings there is ample room for changing tires. A shelf of 1"x12" pine is fastened atop these

best obtained by making a cardboard pattern to suit the run of the slats where they meet at the corners; actual members are fastened atop strips over the shelf joints and held in place for the time being by the temporary slats. A scant 2" down from the inner top

four sections with corners mitred and fastened with 1"x3" strips over the joints.

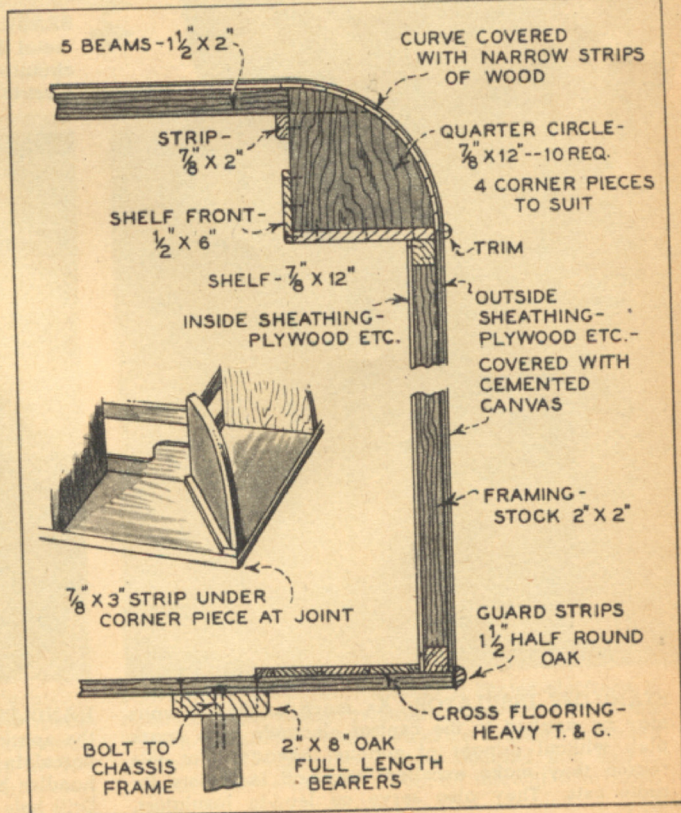
The rounded roof construction takes away that appearance of top-heaviness that an ordinary square roof would give; it is easily built and the shelves when fitted with lips give handy storage space along all sides where headroom is not necessary. Eight quarter circles are sawn out of 1"x12" stock and set up on the shelf—three to each side, two to each end, screw fastened from beneath. With these in place temporarily tack a few full length strips over the rounded surfaces, ends and sides, to determine the shape of corner sections over the shelves. These will, of course, be fuller than quarter circles. Their shape is

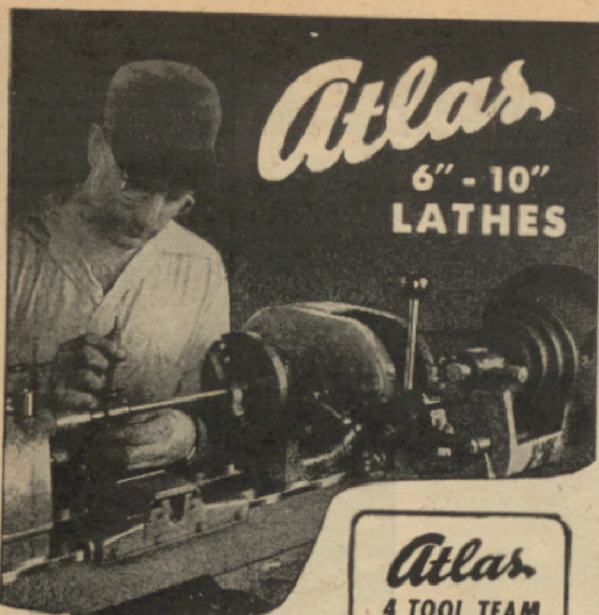




corners of side shelf sections fasten a 1"x2" strip each side to help take roof beams. There should be seven of these in all; one for each pair of quarter circles, and two for the ends. The latter are fastened to faces of the quarter circles, tops level with tops of other beams. This completes an easily-built but strong framework.

There is a wide selection of suitable sheathing materials, with some choice even in these times. Lightness is an important consideration here, as throughout the building. Thin T & G stuff could be used, with any beaded edge for finishing with paint or varnish; or it could be laid flat side out for covering with canvas or leatherette. In either case, sheathing over the roof should be fabric covered with the fabric brought down over rounded edges; these to be covered with narrow 1 1/2" or 2" slats of the same thickness as the rest of the sheathing. Quarter-inch plywood would be ideal, but [Continued on page 136]





# Atlas

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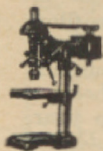
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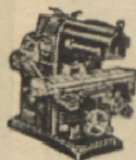
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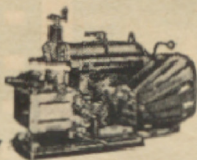
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## Housecar For Postwar Travel

[Continued from page 99]

a waterproof or Marine grade only should be used, and is difficult to secure now. Eighth-inch Masonite left bare would be satisfactory, or any thin light-weight composition sheathing material. Cypress, 1/4" to 3/8" thick, in up to 12" boards (boxing), can, in some places be secured at a low price. If used, it can be covered with thin fabric set in paint; it makes a cheap, sturdy construction job.

Whatever is used for sheathing should be well fastened to the entire framework to give the house added strength; perhaps with small nails or flat-head screws spaced on about 4" centers. The easiest way to cover the framework is to lay the roof first, then the slats over the rounded sections, and finally sheathing over the sides and ends, allowing this to run slightly over door and window openings for sawing flush. At the cab end outer sheathing need merely be brought neatly up to it. To join cab to house, a few inches of top fabric should be left when cutting away the after end of the car. This can be brought up over the house sheathing in cement or heavy paint, and secured neatly with 1/2" screw-fastened strips.

## Ideas For Service Men

[Continued from page 107]

"Do you want to look busy and actually take it easy? I'll tell you how. The next time you find a lot of detail floating around camp, pick up a mop and an empty bucket and just walk around your area. Any non-com who has a detail on his mind would never think of stopping you. Try it sometime.

"Here's a corker, fellows. Go up on sick call and tell the Medics that you sprained your back lifting a crate or some other heavy object. Tell them that it hurts badly when you try to bend down. The Docs will look you over and give you a T. S. slip excusing you from heavy duty. What more can you ask?

"By the way, if you should get a scratch on your hand, just increase the size of the band aid about 10 times, and no kind hearted Sarge will expect too much of you.

"Those are my suggestions for a new angle for your column, 'Ideas for Service Men.' Don't take me seriously and don't think that I'm a gold-bricker. I'm not! Besides, my suggestions seldom worked when I tried them.

Pvt. Nick Yaciuk,  
Camp Rucker, Ala."

Editor's note: Any opinions expressed in the foregoing are strictly those of the author, and do not necessarily reflect the views of this magazine!