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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.

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

2015 Christmas & 2016 New Years Issue

From the Editor

Hi Builders,

With the 2015 HCR Meet in Dallas, NC this past October being another success we can focus on getting started on a new build or finishing that almost completed one. Even though the Dallas Meet was plagued by rain on Saturday, a great time was had by those attending mainly due to re-scheduling a condensed version of the car show & Obstacle Course on the Friday. This worked out well & allowed us to load up everything for our return trips home. Some chose to pull out on Saturday while some of us got together (under canopies) visited and pulled out on Sunday...

Each year we have new carriages show up at the Dallas, NC Meet. This year we got to see Bob Ferry's Turn of the Century HCR, Mark Kunkle's carriage, Gary Hammond's (just completed) Olds "Trap", Louie & Carolyn Frick's CDO & "Oliver" tractor and Gerry Hale's "Valmobile" scooter. The "laid back" atmosphere of the park & the always cheerful & giving attitude of our attending Builders continue to add to a great HCR Meet each year...

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A Pastoral CDO

By

Lee Thevenet

Information and pictures provided by

Dr. Bruce A. Jenkins, ThD.



This article actually started in late September of 2014 with several E-Mail exchanges with a new Builder who had ordered the CDO Replica Plans featured on the website www.HorselessCarriageReplicas.com . The Builder I speak of is Bruce Jenkins. Here is a bit of background on Bruce.

Bruce is now passed his 82nd birthday. He goes on to say, as far as education goes, he studied electrical engineering, chemical engineering and mechanical engineering to the associate levels, before he went to Bible college. First years of his pastorate were spent as a working pastor. Bruce worked for 30 years at Oldsmobile Experimental Engineering and then 2 years at GM Educational Development, where he taught "Automotive Plastics" to white collar and skilled trades people. While there he had 3 books published, Automotive Plastics, Plastics Repair and Plastic Tooling. Also during this time he built 4 experimental aircrafts. Two rotary wing and 2 fixed wing aircraft. Back in 1949 he was the youngest licensed powered aircraft pilot in the state of Michigan at the age of 16. Bruce has now been a pastor for 51 years; he is now at the River of Life Full Gospel Church in Eagle, Mi.

Bruce goes on to say, after the initial ordering of the CDO plans, he started building in the middle of October, 2014 and plans to give the CDO when completed to his grandson Rhain Jenkins. He intends to build the Ford "N" next. It has taken him a year to get his CDO up on 4 wheels. Bruce used a Kawasaki rear end that was recommended and coupled it with a HydraGear ZT3400 and driven by a 21 HP Briggs and Stratton engine. With this engine he had to redesign the exhaust configuration, this also required that he redesign the rear axles, axle housings and differential housing. Bruce has designed and made 65 new parts with CAD drawings. He also made 45 CAD drawings of some of the plan's depicted parts just to simplify machining them. Bruce says the parts he made are either the plan's design or his own. He changed the sprocket on the Kawasaki differential from 50 teeth to 41 teeth. This is driven with a 50 tooth sprocket on the HydraGear Hub.

Bruce goes on to say, that he is very pleased with the appearance of the rear axle /differential housing assembly. Not being a skilled welder, he is having a friend do all his welding for him. He is using Worksmen wheels, including their doubled keyed drive wheels that were shown in the Newsletters.



To date, he has 315 construction or machining photographs (jpg files). These pictures or any of the CAD drawings can be made available to anyone that is interested. His metals were purchased from Speedy Metals in Wisconsin. Other places may have been cheaper but Speedy Metals will cut to dimension, which makes for less waste and is certainly convenient. Bruce realizes that a year is a long time, but he only works on the CDO build when he is free from his pastoral responsibilities.

Bruce had started on the painting but had to stop due to cold weather and will have to wait for a few warmer days to finish. In the meantime, he will concentrate on finishing the chassis.



The last picture received shows the alignment of the transmission hub sprocket with the differential sprocket.





Picture from the Past

This picture comes to us from Lyle Hegsted of the North West Chapter of HCRB and he states it was taken at a Kent, Washington parade. The line up included Earl Brown's stretched Ford "N", second was Mike Chamber's 1904 Olds Pie Wagon, third was Bill Pavone's carriage, fourth was Claude Brown's carriage & fourth was my Holsman...



Thank you Lyle for submitting this great picture.....)

Lee

In Closing

I want to thank Dr. Bruce Jenkins for the information used in this issues article and hope to hear from him again with an update upon completion of his CDO build...

Thank you Lyle Hegsted for the Kent, Washington Parade picture. You guys look great...

Articles & news has been slow reaching the news desk and because of this the Newsletters will be cut back from six issues per year to three issues...

New builds information recently posted on the HCRB Blog are by Gary Hammond, Mark Kunkle and Bob Ferry & drawing much interest. We might see new innovations in power trains soon with two of the Builders planning on using Diesel power plants to power their builds. This should prove to be interesting...

Due to my recent neck surgery (Nov 11, 15) I have not yet returned to a full schedule. Still having some bothersome tingling in right hand, hopefully only due to some swelling still around neck area affecting the nerves and will eventually disappear in time. I had been making steady progress on the 1903 Ford "A" Replica and the plans for it until the surgery. Very frustrating to have parts previously on order, come in & not being able to work on the build.....)

Well that is about it for the year 2015 Builders & readers. May you all have a Merry Christmas & Happy New Year...

CYA all in the New Year!

Lee Thevenet

