

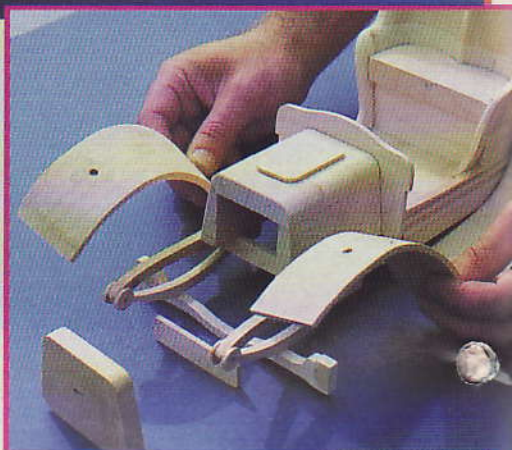
ON THE BRIGHTON RUN

Last month we introduced our competition to build the 1904 Darracq made famous by the film Genevieve. We published photographs of the car, a still from the film, and scale drawings of the actual car to enable you to get started. To encourage you still further, we now include further photographs and details of a model made by Tim Mitchell for you to follow and elaborate upon if you so wish.

THE material chosen for the model was sycamore because it is close grained and virtually knot-free; this is important when making the smaller components, some of which were turned on the lathe.

Chassis

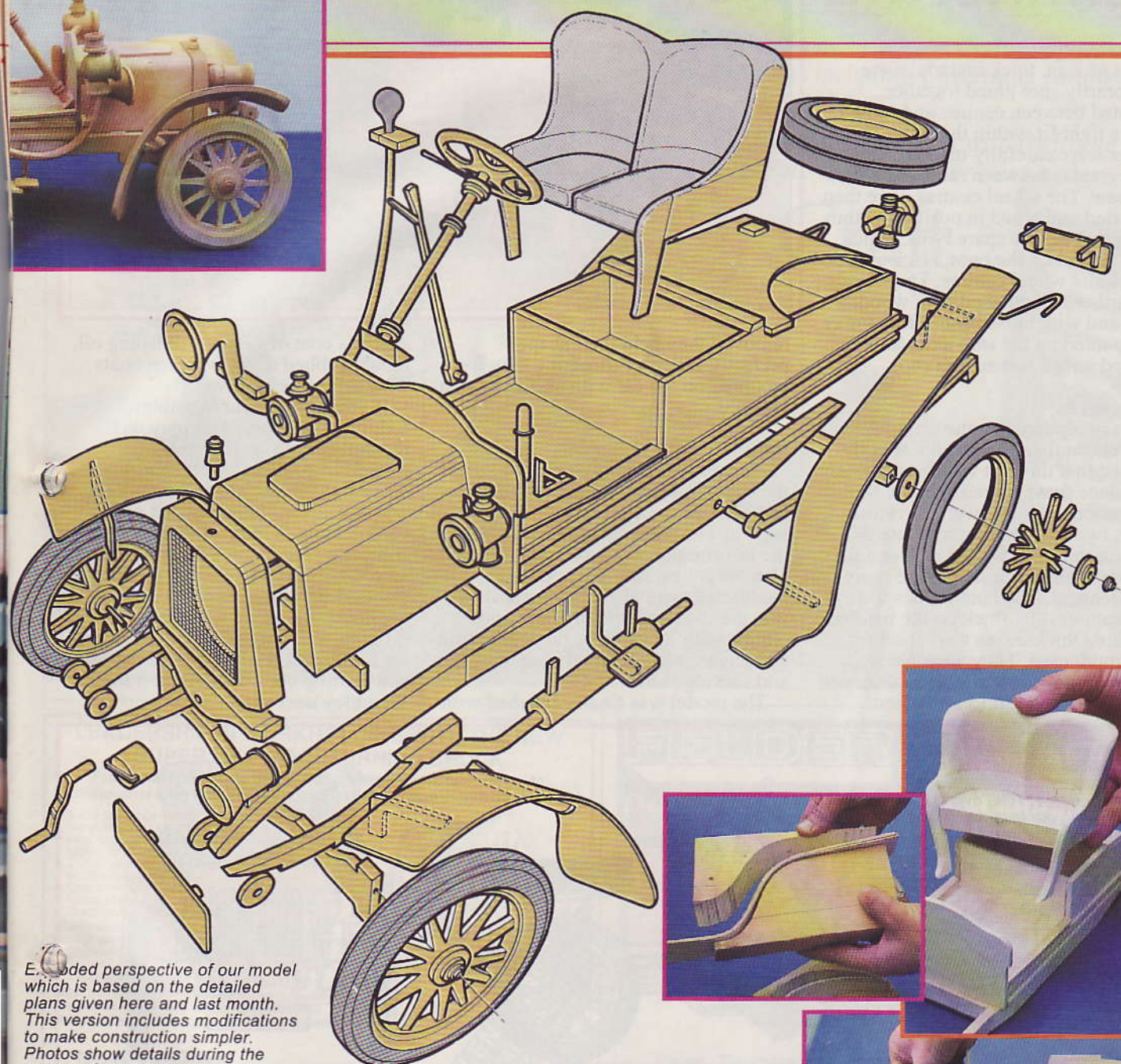
The chassis side members are the first components to make. These are double thickness aft of the bonnet to give the impression of tapering in. They are joined together by a box section cross piece, the top of which



forms the floor of the car. The bulkhead and boot assembly may now be cut to shape and fixed in position together with the two cross-members which support the bonnet.

The bonnet

The bonnet is made up of three pieces glued together to form a U-shape which is then cut to the correct angle and fixed in position between the chassis members. Whilst many of you may be tempted to make the bonnet open and even include an engine, this was not the case with our model and the hinged hatch plate was simply glued in position on top of the bonnet. The radiator was then shaped to fit the contours of the bonnet and a recess routed $\frac{3}{8}$ in. deep to accept a $\frac{1}{8}$ in. thick insert which was scribed to



Exploded perspective of our model which is based on the detailed plans given here and last month. This version includes modifications to make construction simpler. Photos show details during the course of construction.

represent the radiator core.

The seat

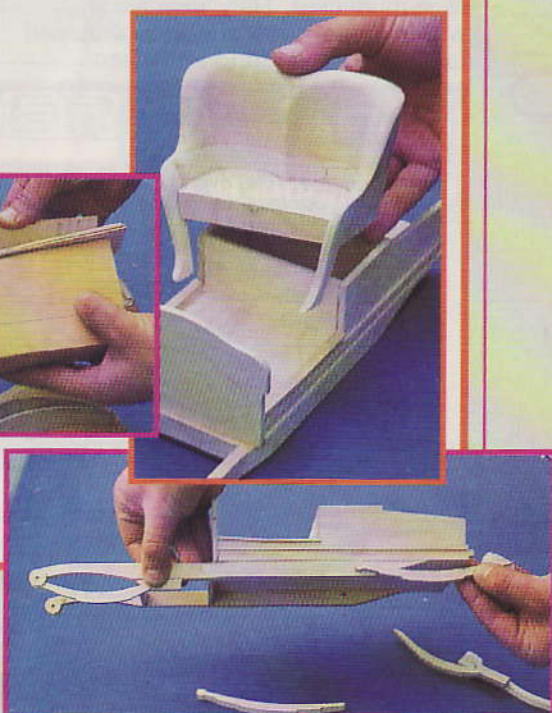
The seat back was carefully carved from a block of sycamore measuring 5 1/2 by 2 1/2 by 3 1/4 in. and the cushions and front pieces were made separately to fit. The whole assembly was then fixed in position on top of the boot.

Springs, axles and wheels

The springs were shaped from single pieces of wood, the front ones being positioned beneath the chassis side members and the rear ones located on the sides with spaces at the front to set them out, and blocks at the back to

accept the 1/8 in. diameter wire suspension component. The front axle was cut to shape and each end drilled to accept 1/8 in. diameter wire stub axles for the wheels; these were glued in with cyanoacrylate adhesive (superglue) and the assembly fixed in place on the springs. The rear axle was treated in a similar manner and fixed in position beneath the rear springs.

The wheels were made as follows. A 4 in. square by approximately 8 in. long piece of sycamore was mounted between centres on the lathe and turned down to 3 3/4 in. diameter. The tailstock was then withdrawn and the revolving centre replaced with a



Jacob's chuck in which was mounted a 2 1/2 in. diameter hole cutter. This was locked in position and, with the workpiece revolving on the lathe, the tailstock was wound in to cut to a depth of 1/2 in. The first wheel was then parted off and the process repeated until six wheels were obtained. These were then remounted individually on an expanding collet chuck and the rim and tyre details formed.

To make the wheel centres four

CONTINUED

MODEL MAKING

pieces of $\frac{3}{16}$ in. thick material were temporarily spot glued together mounted between centres and turned to be a tight fit within the rims. The spokes were carefully marked out and the segments between removed with a bandsaw. The wheel centres were then separated and glued in position within the rims. The two spare tyres, which are mounted on the boot, obviously do not require wheel centres. The wheels are further embellished with wooden discs and with brass bushes fitted may be mounted on the stub axles and secured with a turned hub cap.

Mudguards

The mudguards on the original car were elegantly curved and it was decided that the best way to accurately reproduce these shapes was by lamination. Formers were therefore made, two for the front mudguards, because they are handed, and one for the rear wheel. The shapes are more or less identical. The laminations were cut to about $\frac{1}{32}$ in. thick on the bandsaw and three thicknesses were used for each mudguard. They were placed within the formers, glued and cramped in position, and left to set. When

removed they held their shape perfectly and after trimming they were mounted on the car with small wooden brackets.

Details

Attention to details is important, and the steering wheel, lamps, radiator cap and exhaust were all fashioned on the lathe as fair representations of what the information available suggested. Numberplates, step ups and the handbrake were also made to scale as was the 'boa constrictor' bulb horn which, with its yards of flexible tubing and huge outlet, entailed both turning and carving skills.

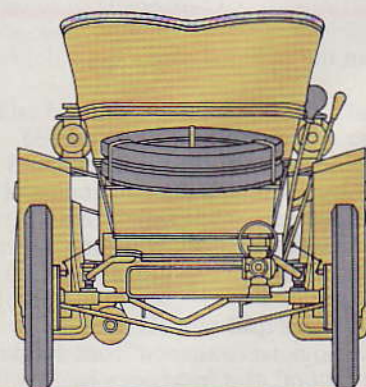
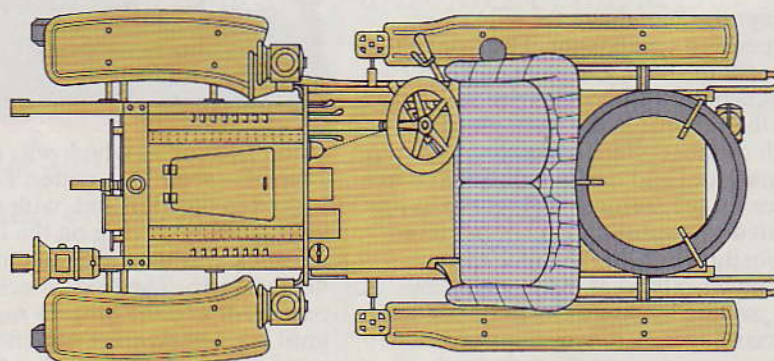
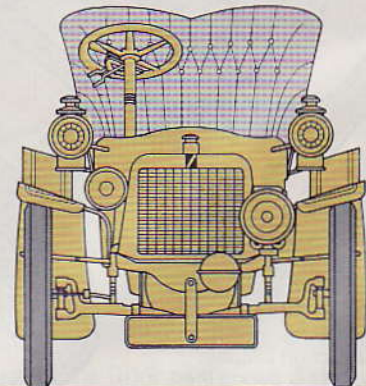
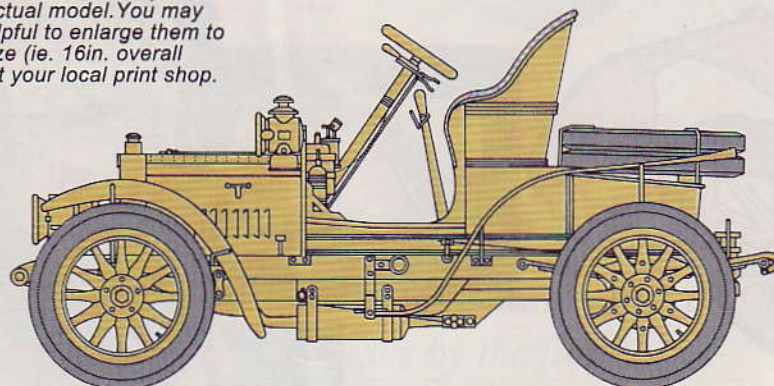
The model was finally finished with

several coats of Liberon finishing oil, lightly rubbed down between coats with extra fine steel wool.

If you came to our Wembley Exhibition last year you may well remember the superb display of models of Nigel Mansell's world-beating Williams Renault racing car which was the subject of last year's competition. Whilst 'Genevieve' is in complete contrast, we do hope many of you will decide to enter, perhaps elaborating on the model described, or even making a model of a completely different veteran car. In either event we look forward to seeing the models and starting our own Brighton Run at Wembley next year.



Drawings are shown at quarter size of actual model. You may find it helpful to enlarge them to actual size (ie. 16in. overall length) at your local print shop.



Still from the film
Genevieve by
courtesy of the Rank
Organisation plc

ON THE BRIGHTON RUN

FIRST PRIZE

£600

worth of Draper
tools and
machinery

SECOND PRIZE

£400

worth of Draper
tools and
machinery

THIRD PRIZE

£300

worth of Draper
tools and
machinery

FOURTH PRIZE

£200

worth of Draper
tools and
machinery

PLUS 20 runner-up

prizes of Draper
product(s) to the
value of
£25

Build the beautiful 1904 Darracq motor car which starred in the 1950s film 'Genevieve' along with Kenneth More, John Gregson, and the lovely Kay Kendall, with the chance to win tools from the enormous range featured in the Draper tools catalogue

ONCE again this year we're running a model vehicle competition with all the entries destined for display at the big International Practical Woodworking Exhibition at Wembley from 17th to 20th February 1994.

The competition is based on the design of the 1904 Darracq, but readers are invited to add individual period features or variations of their own choice to add a little more fun and originality if they wish. Drawings of the car are featured here and the working drawings will appear in next month's issue. There is no need to slavishly copy the published plans but models entered must be built to the same approximate scale suggested by them and must also of course be made predominantly of wood.

To widen the field a little further readers may also elect to build a model of a totally different veteran car of approximately the same period so long as it is based on an actual make of vehicle and again to the same approximate scale. A lot of fun can be had visiting museums and private collections to research the project and a great deal can be learnt into the bargain.

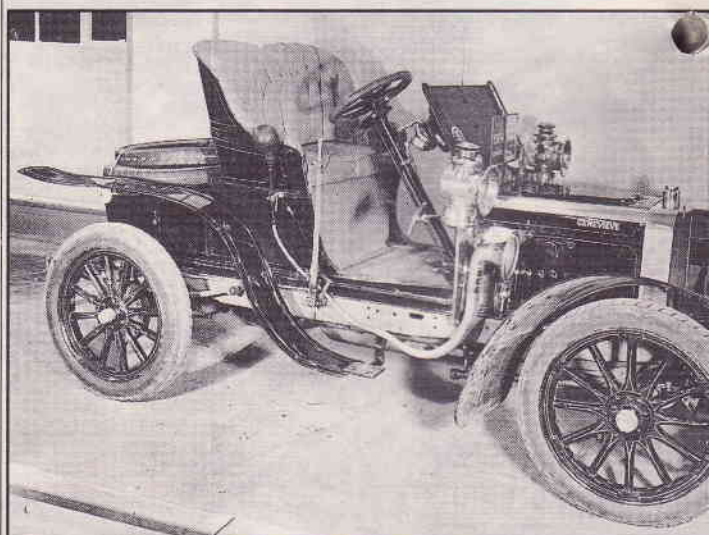
HOW TO ENTER

Having previously filled out your registration form and returned it by, and preferably well before the date shown, it's simply a matter of making your model and getting it to us along with your completed entry form. This you may do in any of the ways listed below.

1. Send it or take it to Practical Woodworking 'The Brighton Run Competition', MRM Promotional Services, Premier House, Farndon Road, Market Harborough, Leicester LE169NR. Phone 0858 410510. To arrive not later than February 8th 1994.
2. If you wish to deliver your model in person to the show venue at

Wembley phone the Practical Woodworking office to make prior arrangements. Please note all models must be at the venue by 15th February at the very latest. Phone 071 261 6602.

3. It is also possible that other arrangements can be made for delivery to the Practical Woodworking office in London, so if



you have any problems at all phone up for a chat and we will take it from there.

Please note, it is extremely important that all models are properly packed. In the past we have had problems with breakages which have occurred in transit and this is not only distressing for you but also for us. They should be packed in such a way as to withstand vigorous treatment from commercial carriers.

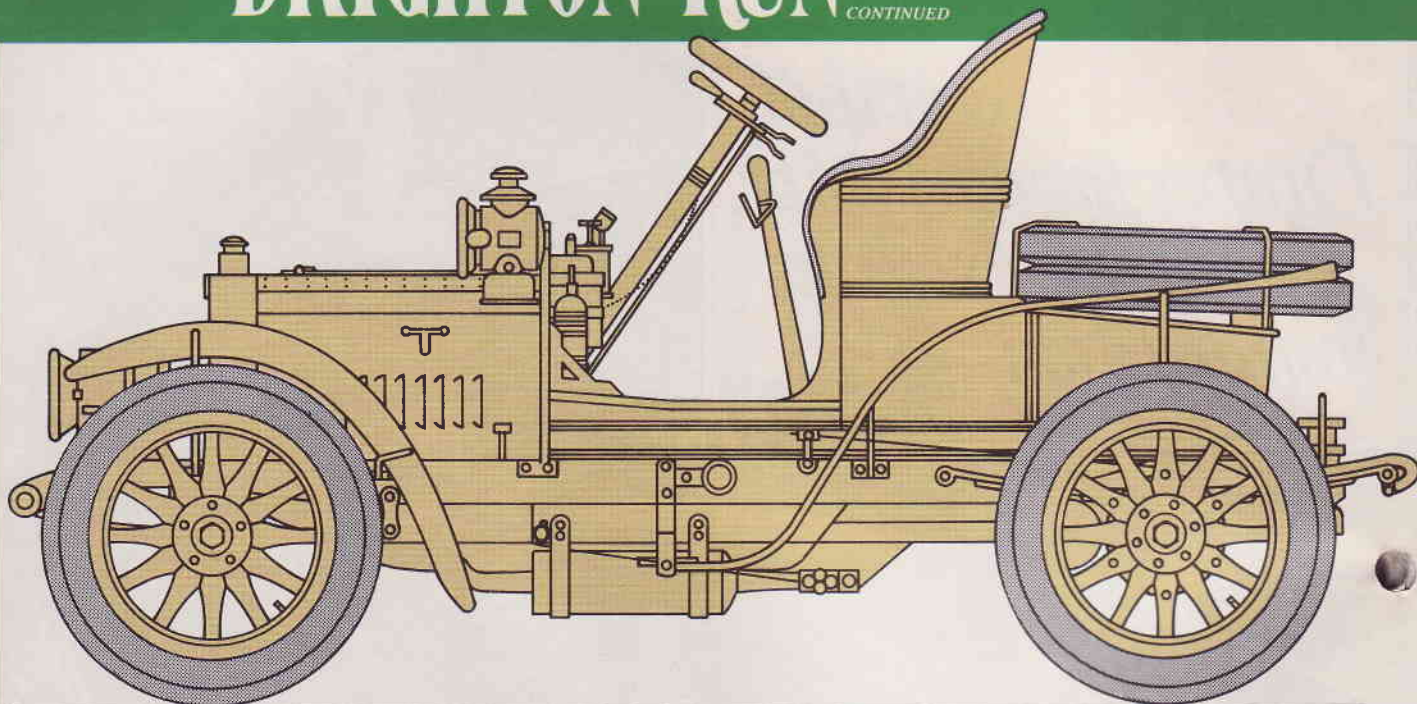
£2,000 worth of
*Draper products to be
won in this exciting
competition*



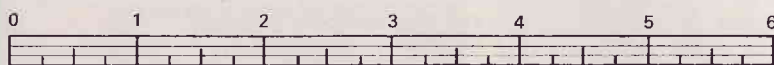
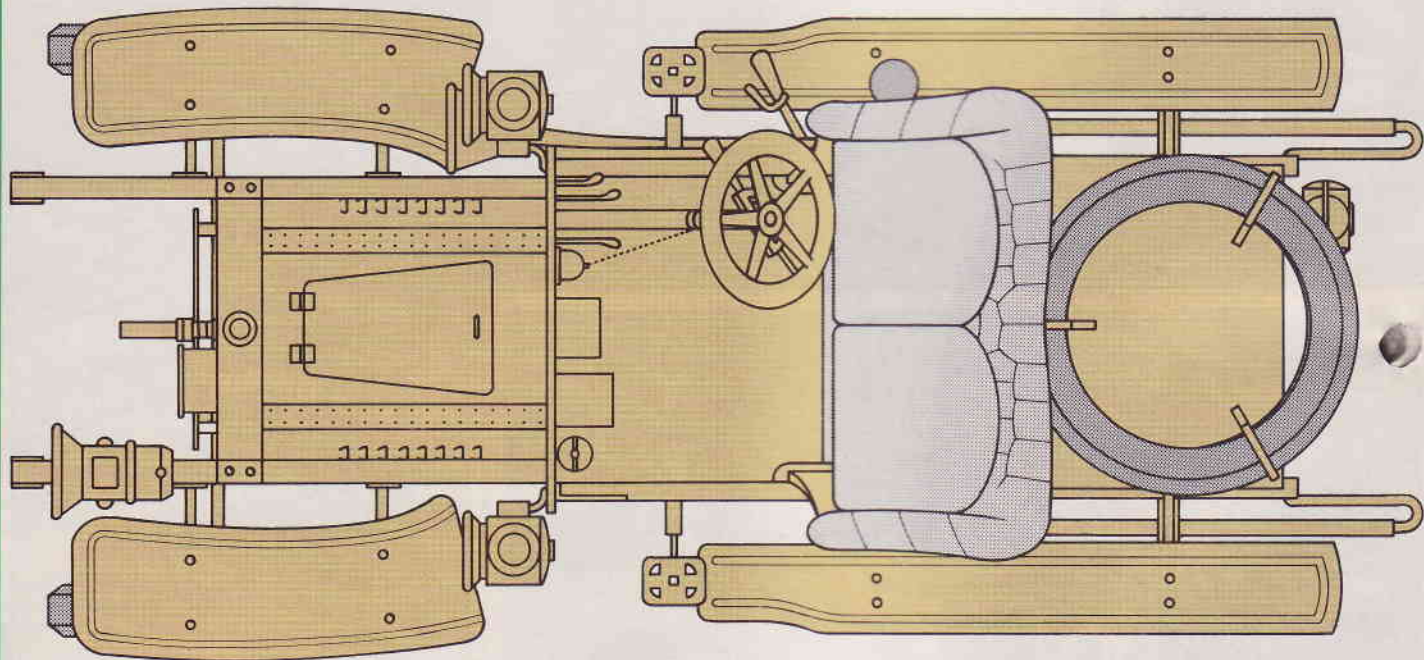
Examples of woodworking and automotive
tools from the Draper range.

ON THE BRIGHTON RUN

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The actual car is 12ft long and the model measures 16in. This gives a scale 9 to 1. It is important that models submitted are approximately to the same dimensions.



SCALE IN FEET

INITIAL REGISTRATION

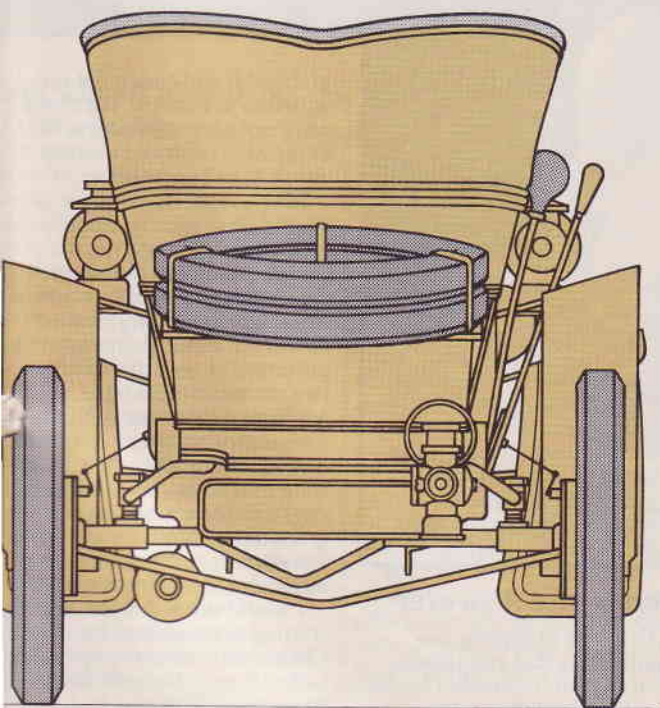
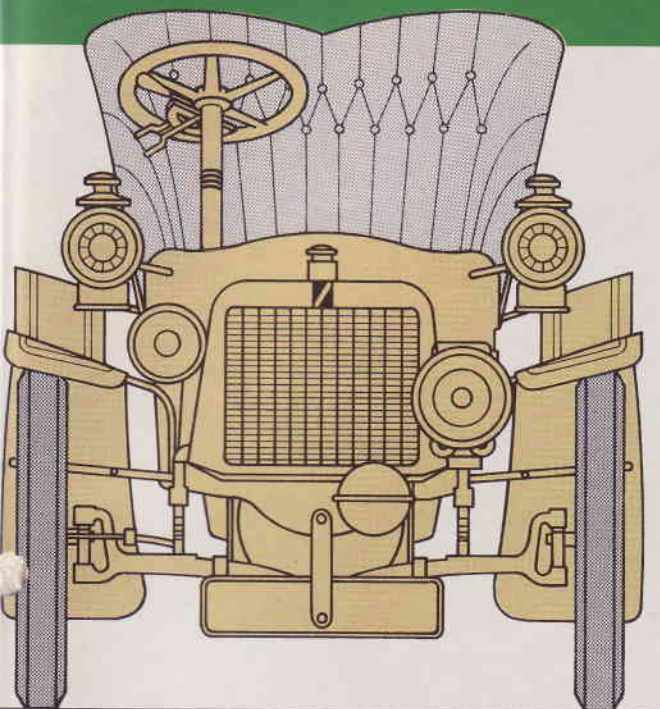
THIS year we are also asking you to complete a registration form which should be sent to the magazine prior to submitting any entries. Although this may seem unnecessarily bureaucratic it is in fact simply to allow us to label the entries and to produce graphics to describe each item fully in sufficient time before putting them on display for the public, and also to have the name and address of the entrants. All entrants will be given free entry to the show for the Sunday to enable them to attend the prize giving.

Rules

The competition is open to all readers resident in Great Britain, Northern Ireland and the Channel Islands, Eire, Isle of Man, other than employees (and members of their families) of IPC Magazines. Entries must be in the form of a model veteran car along the lines and to the scale suggested by the working drawings. All accepted entries will be examined, and the judges will assess them on craftsmanship in the execution of the model, choice and

use of materials, and overall finish. Consideration will be given to any innovations, modifications or detailing which improve the appearance or performance of the model vehicle. All the models should be predominantly made of wood and whilst painting of parts is not disallowed, the use of naturally coloured woods as well as stains and varnishes will be seen as having greater merit.

Entries received incomplete, not accompanied by an entry form cut from *Practical Woodworking* or not complying with the instructions and rules will be disqualified. No responsibility can be accepted for any entries lost, delayed or



damaged in the post or during transit. The judges' decision will be final as will those of the Editor in all other matters. No correspondence will be entered into, and entry implies acceptance of the rules as being final and legally binding. All entries will be displayed at The International Practical Woodworking Exhibition at Wembley (17-20th February 1994) where judging will take place. Winners will be announced at the Exhibition, and will be subsequently notified in writing. Results will also be published later in *Practical Woodworking*. In the event of there being

insufficient entries of a sufficiently high standard, the Editor reserves the right not to award all the prizes. No entrant may win more than one prize. Prizes must be accepted as offered. Entries may be collected from the Exhibition on the last day of the show (Sunday 20th February) after 5pm. All models remain the property of entrants and will be returned to them after the Exhibition has finished. However, *Practical Woodworking* and the sponsors of the competition reserve the right to publish details of the models in the magazine and for their own purposes.

1904 de Dion Bouton crossing Westminster Bridge. Photo courtesy of Autocar and Motor.



ENTRY COUPON

PRACTICAL WOODWORKING THE BRIGHTON RUN COMPETITION

This entry form must accompany any model submitted as an entry in the competition.

NAME

ADDRESS

Postcode

Daytime telephone number if any

REGISTRATION FORM

PLEASE NOTE THIS IS NOT AN ENTRY FORM

To be sent to:

'THE BRIGHTON RUN' Competition, c/o The Editor, Practical Woodworking IPC Magazines Ltd., King's Reach Tower, Stamford Street, London SE1 9LS.

NAME

ADDRESS

Postcode

Tel. No

Make of vehicle

Description of piece(s)

Wood(s) used

Date

Signature

Estimated value for insurance

This form should be completed and sent to the address shown above to arrive not later than 1st February 1994