



"STICKY FINGERS"

Magazine.

Peters Pratting

Next month – November 2006

Is 1st and last model night. The idea is that you bring in the earliest model you made that you still posses and also the latest model you have made. Should be an interesting comparison.

Talk/Visit By Kevin Nunn (Brigade Models)

I don't know about anyone else but I thought the information given by Kevin was most interesting. Thanks to Bob Plumridge for making the arrangements with Kevin.

Southern Expo 2007 is Cancelled

We'll it looks like I spoke too soon last month. Robin and I were planning to go forward with running Southern Expo next year, however as ever the local council have quashed our plans. When I phoned to book the hall there was a sort of silence at the other end for a brief moment, they then went on to explain that the gym areas around the hall are due to be refurbishment starting in January and they couldn't guarantee finishing before mid/late March when we were planning to hold Expo.

We would have had to take the risk of holding the show in a building site with no catering (not a great loss for many but for those travelling from afar is still welcome). After discussing with Robin and then Wally we've come to the decision to not run the show in 2007 but try again in 2008. I'm personally disappointed as I was really looking forward to getting stuck in.

We shall be writing to all the traders and clubs who attended this year just to let them know and I'll be announcing the lack of a show on the Internet after these go out. We also have a flyer to take along to the Nationals. Speaking of which I would still hope for some volunteers to stay behind the stand for some time during the weekend to give Robin and myself a break, we will still need to try and get around with Wally to see some of the traders.

Forthcoming Shows in 2006

Shows with highlight have been booked for us to attend. If you wish to attend any of the shows with the club stand please let me know so I can attempt to book space for the club.

18 th & 19 th November (Saturday and Sunday)	Scale Modelworld – IPMS Nationals. The club IPMS branch return has been sent in to the Branch Liaison Officer so in theory we should have space booked for the show.
2007	
4 th February (Sunday)	ModelKraft 2007, Milton Keynes show – I've requested space for this one.

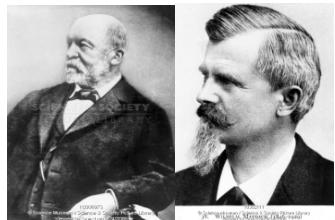
That's all for now, so happy modelling.

Peter

The 100 Years of Grand Prix

As we are in a very memorable year in the history of Grand Prix racing I thought it apt to take a look back to the beginning of this great and at sometimes exciting sport, together with the retirement of one of its greatest drivers, Michael Schumacher. Whether if you like him or hate him he has broken a few records in his time and at the same time was instrumental in saving one of the greatest racing marques from extinction.

So what was the Grand Prix scene like in those early days? Well these two fellows



Daimler and Maybach

In 1885 Gottlieb Daimler (1834-1900), together with Wilhelm Maybach (1846-1929), patented one of the first successful high-speed internal-combustion engines and also developed a carburettor that made possible the use of petrol as fuel. Their early petrol engines were restricted to bicycle use (resulting in possibly the first motorcycle in the world) and within four years they had designed their first four-wheeled automobile. In 1899 they built the first Mercedes motor car.

Not long after this, a certain Mr. James Gordon Bennett came on the scene, the history behind this man is as follows James Gordon Bennett Jr. was born in 1841, the son of well-to-do parents; his father was editor of the New York Herald. James was an avid sportsman, interested not only in motor racing. In 1886, he initiated the first transatlantic yacht race between Sandy Hook, New Jersey/USA and the Isle of Wight. Gordon Bennett moved to Paris to represent the New York Herald in France. What's more, he proved to be an innovator: he introduced wireless telegraphy for the transmission of news as well as daily weather reports in his newspaper. Above all, however, he had an extraordinary feel for attractive newspaper topics. The colloquial expression "Gordon Bennett!" goes back to him, meaning "Good Lord!" and expressing surprise and astonishment, for instance when one opens the newspaper and reads yet another almost unbelievable story. Ironically, he never drove a car himself and never attended any of the events he sponsored. He died in 1918.



Staged for the first time on June 14, 1900, from Paris to Lyon it was won by Fernand Charron driving a Panhard. It was the world's first major automotive competition – and always a most exciting event.

One of the rules was that the winning car's country of origin was to be the venue for the next race one year later. So the following year it returned to France this time from Paris to Bordeaux and again won by a Frenchman, Leonce Giradot driving another Panhard

It then fell to Selwyn Edge, an Australian business man to enter the name of Napier into the history books, with his win in 1902, although he was subsequently disqualified for receiving assistance from onlookers who threw buckets of water over the tyres to cool them, he had also been disqualified in 1901 for using tyres of a foreign make.

The next year, 1903 the race was held in Ireland and it is said that out of respect for their hosts the Napier was painted green, maybe the first instance of the use of British Racing Green. Camille Jenatzy not only clinched a superior victory at the wheel of a 60 hp Mercedes in 1903 but also brought the race to Germany where it provided the go-ahead for motor sport activities in Germany.



Baron Pierre de Caters in his 90 hp Mercedes, 1904.

The race was staged on June 17, 1904, and the German emperor had personally decreed that it was to take place in the Taunus hills. The race was started in Bad Homburg and, as was customary at the time, public roads were selected for the 141-kilometer route via Saalburg, Usingen, Grävenwiesbach, Weilburg, Limburg, Idstein, Esch and Königstein back to Bad Homburg.

The participants had to complete four laps on this route, covering a total distance of 564 km. It was a winding route with altitudes between 105 and 550 metres above sea level. This meant that it provided "ample opportunity to test not only the speed of the cars but also, and above all, their resistance and easy manoeuvrability – in short, the robustness of their design," it said in a contemporary report which continued to explain that "an incredibly heated battle will be fought because the French are feverishly working on their cars, determined to snatch the trophy from the Germans."



Camille Jenatzy at the wheel of a 90 hp Mercedes racing car

It should be added that the Gordon Bennett trophy was awarded by the Automobile Club de France (ACF). It had been donated in 1899 by the American James Gordon Bennett, a founding member of the ACF.

Some 20 cars from seven countries lined up at the start. Germany had to defend the trophy against the United Kingdom, France, Austria, Belgium, Italy and Switzerland. Each country was allowed to enter up to three cars. The German contingent competed in 90 hp Mercedes models, driven by the Belgian Camille Jenatzy, his compatriot Baron de Caters and John Warden. The four-cylinder engine with a displacement of 8.7 liters and modern magneto ignition drove the rear wheels via chains, and it was combined with a four-speed transmission. Despite its front-end design, high and angular by today's standards, the car reached a top speed around 160 km/h. Additional Mercedes cars competed outside the official rankings.

Jenatzy was considered the favourite, having acquired the reputation of being a fast and successful driver in numerous races. However, things developed other than expected. Frenchman Léon Théry who had started from fifth place, drove his Richard-Brasier to third place on the first lap. Jenatzy continued racing out in the lead until he was struck by bad luck on the third lap, just outside Usingen: he ran out of fuel and had to go very slowly to reach the finish on the reserve quantity. After 5:50:11 hours, Théry was the first to cross the finishing

line, past the German emperor watching from his box. Despite his mishap, Jenatzy arrived only 11 minutes later, after a total driving time of 6:01:28 hours and having reached an average speed of 93.6 km/h. The driver in third place, Henri Rougier, was far behind. It took him 6:46:31 hours to complete the race at the wheel of a Turcat-Méry.



Camille Jenatzy at the wheel of a 90 hp Mercedes.
He finished in second place.

Jenatzy was rewarded for second place with a 40 hp Mercedes by Daimler-Motoren-Gesellschaft; victory would have earned him "a free car at his choice". Incidentally, Baron de Caters had had his own piece of bad luck, but unlike Jenatzy, he had had too much gasoline in the engine, causing a short circuit and preventing him from finishing in the top rankings. He nevertheless managed to cross the finishing line in fourth place.

Théry received the trophy for the winner; an automobile crafted from solid silver and steered by the genius of progress with a torch in his hand, ready to receive the palm from the goddess of victory. It was the challenge trophy for "awakening and promoting interest in automotive racing," as its donator had phrased it.

The Gordon Bennett race was an international competition with clearly defined rules: participation was open to national automobile clubs, and the cars they entered had to be entirely produced in the country concerned. A club having won the trophy challenged the other clubs to compete in the next race the following year. The race had to be staged between May 15 and August 15 on a route that had to be between 550 and 650 km long.

National colours for the cars were recommended but were not used before the race in Ireland in 1903: white for Germany, red for America, yellow for Belgium, blue for France and green for the United Kingdom. Only two-seater cars were allowed, and both seats had to be occupied during the entire race. Drivers and mechanics had to weigh at least 70 kilograms each; if anyone remained below this limit, the difference had to be made up by ballast weight. The cars' unladen weight had to be at least 400 kilograms and not more than 1,000 kilograms. The competition assumed outstanding importance for the motor manufacturers: in the early days of motoring, victory in the Gordon Bennett race had an extraordinary advertising effect and boosted sales. Jenatzy's superior victory at the wheel of a Mercedes in 1903 had indeed caused the sale of Daimler vehicles to skyrocket.



The race in Bad Homburg was the scene for yet another historical moment. The clubs assembled there founded the predecessor of today's Fédération Internationale de l'Automobile (FIA) which is still the official racing authority today.

It was not given to the Gordon Bennett race to enjoy a long history. It was discontinued as early as 1906 by the ACF in favour of the French club's own Grand Prix. The donator, however, gave his name to a balloon race he had initiated, the Coupe Aéronautique Gordon Bennett, which is still being staged today.

So it was that in 1906, we come to staging of the first Grand Prix. The Automobile Club de France were peeved that the French entry was hampered by the fact that each country could only enter three cars and given that the French motor industry at that time was one of the largest it felt that an entry based on the size of that industry would be more appropriate.

Ha! Ha!



Ethel and Stanley's first computer

funny.bla-bla.com

The Irishman and the Almost Affair

A married Irishman went into the confessional and said to his priest, "I almost had an affair with another woman."

The priest said, "What do you mean, ALMOST?"

The Irishman said, "Well, we got undressed and rubbed together, but then I stopped."

The priest said, "Rubbing together is the same as putting it in. You are not to see that woman again. For your penance, say 5 Hail Mary's and put \$50 in the poor box."

He paused by the poor box for a moment and then started to leave.

The priest, who was watching, quickly ran over to him saying, "I saw that. You didn't put any money in the poor box!"

The Irishman replied, "Yeah, but I rubbed the \$50 on the box, and according to you that's the same as putting it in."

How To Make Your Own Decals Using Fingernail Polish

What You Need:

- Pictures of things you want to make decals out of
- Clear Nail Polish
- Tacky Glue
- **How to**
- Cut the picture you want to make into a decal to the correct size and lay it on wax paper.
- Coat the picture with 6-7 coats of clear fingernail polish. Let dry between coats.
- Once the picture is completely dry, soak in water until the paper backing slides away.
- Apply the decal to your miniature item using tacky glue or mod podge.

Tips:

1. Make sure you use CLEAR nail polish!

I personally do not know if this works as I have not tried it yet. The pictures in question are from glossy type magazines not comic type paper.