

# -GEARBOX-



**MARCH 2025**

**HUNTER MODEL AUTO CLUB INC.**

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**Bill Kenchington on Ph (02) 4945 4830 OR Andrew Vile on (02) 4933 5607 in business hours only.**

**7.00pm for 7.30pm at the Edgeworth Sport and Rec Club**

**\*\* NEXT MEETING TUESDAY 11<sup>th</sup> MARCH \*\***

**\*\* TOY FAIR SUNDAY 10<sup>th</sup> AUGUST 2025 \*\***

A few people asked me about the model I brought to the February competition. I went home and had a look and it is in 1:12 scale.



This is one of two 1:12 scale models Ertl released, the other being a 1964 Pontiac GTO Convertible. . The majority of their larger scale releases were 1:18 and 1:24 scale.

## HUNTER MODEL AUTO CLUB INCORPORATED

### Minutes of Club Meeting Held at Edgeworth Sport and Rec Club on 11 February 2025

**Meeting Opened:** 7.30 pm.

**Members Present:** 21      **Apologies:** 2      **Visitors:** 2

**Welcome to Members and Visitors:** President Andrew Vile welcomed the Club members and visitors Neil Davies and Peter Hill.

**Previous Minutes:** Moved: David White      Seconded: Mark Jenkins "That the November Club minutes be accepted".      Carried.

**Treasurer's Report:** The Treasurer reported that the Club funds stand at \$1,485.34 plus \$394.00 cash, totalling \$1,879.34. Moved: Paul Campbell      Seconded: Ben Wing "That the Treasurer's Report be accepted"      Carried.

#### **Correspondence:**

#### **OUTWARDS:**

- i) Members and Others – December 2024, January and February 2025 Gearboxes.
- ii) Members – December 2024, January and February 2025 Model Competition and Meeting Reminders.
- iii) Narelle Scott – Thank you for Vouchers and appreciation for Frontline Open Night.
- iv) Narelle Scott – Advice of passing of Brian Fairhurst.
- v) Members – Wessex Small Talk No. 242 Magazine.
- vi) Members – CTCS Magazines for December 2024 and January 2025.
- vii) Members – WAMCC January 2025 Showcase Magazine.
- viii) Neil Davies – Membership Application Form.
- ix) Neil Davies – Acknowledgement of membership application and invite to Club.
- x) Edgeworth Club – Advice of meeting dates for 2025 and request for current monthly charge of \$25 to remain.
- xi) Members - WAMCC November 2024 Showcase Magazine.
- xii) Members – Special Gearbox with results from the 2024 AGM.

#### **INWARDS:**

- i) West Aust Model Collector's Club (WAMCC) – January 2025 "Showcase".
  - ii) Des Barnes (CTCS) – December 2024 and January 2025 Club Magazines.
  - iii) Maz Wooley (CDMC) – Wheelspin Magazine No. 253.
  - iv) Barry Lloyd (Wessex) – Wessex Smalltalk No. 242.
  - v) Narelle Scott – Thankyou and looking forward to a good year.
  - vi) Jason Mitchell (South Hants) – Thankyou and appreciation for February Gearbox.
  - vii) Narelle Scott – Thankyou for advice of Brian's passing and appreciated the good work he did.
  - viii) David Rosser – Ad proposal for Gearbox.
  - ix) Edgeworth Club – Advice meeting dates for 2025 accepted and current monthly charge of \$25 remains.
  - x) Barry Lloyd (Wessex) – Thanks for and great work with the February Gearbox.
  - xi) WAMCC – November 2024 Showcase Magazine.
  - xii) Jason Mitchell (South Hants) – Congratulations to Terry after his long stint as the Gearbox Editor.
  - xiii) PH Cheah (SMAC) – Thanks for November and December 2024 Gearboxes.
  - xiv) Wayne Swanbrough – Letter of resignation from the Club.
- Moved: Matt Vile      Seconded: Trevor Palmer "That the Correspondence be accepted"  
Carried.

#### **Matters Arising:**

- i) Vintage Day (Nostalgia Festival) - Model display at Kurri Kurri Public School – Sunday 30 March 2025. The following members indicated that wish to display - Ben, Trevor, David S, Bill K, Mark, Matt V and Andrew V. Thomas the Tank Engine display to be invited with set up on

the stage. Selling will be permitted in the display table area with members to advise intentions first for confirmation of number of tables. Set up time yet to be confirmed with School.

ii) Hunter Toy and Hobby Fair for 2025 - The Sub-Committee to comprise Scott McC, Paul, David S, Ben, David R and Bill K. A Sunday date in August with 10.00 am opening time to be confirmed with the Edgy Sports Club. Nominations for the Toy Fair Charity are now being called with "Riding for the Disabled" and "Good Samaritan Donkey Sanctuary" nominations having been received to date.

iii) Club Visit to "Show Us Ya Slotz" at Lemon Tree Passage - The proposal for a Sunday in May 2025 is yet to be confirmed.

iv) Club Visit to "Catalina Plane Restoration Project" at Beresfield - It is proposed that this be on Sunday morning 15 June 2025 followed by lunch at Mortels at Thornton. Details to be confirmed.

v) Club Visit to "Fighter World" at Williamtown - Dates suggested for confirmation are Sunday 13 or 20 July 2025 (with lunch proposed at the onsite Café).

vi) Proposed Cruise on the Wangi Queen at Port Stephens - Dates suggested for confirmation are Sunday 14 or 21 September 2025.

vii) Club Visit to "Sydney Tramway Museum" at Loftus - With our Club diary quickly filling up it was proposed that this visit be looked at for later in the year, say in October.

### **General Business:**

i) Special Club Model in honour of Late Life Member Brian Fairhurst - Much discussion took place on this proposal. A number of ideas including a Club Model Competition trophy(s) are to be further investigated.

ii) Holden Museum Coffs Harbour - Trevor reported on his recent visit to this new Museum which houses a number of models from the former National Holden Museum at Echuca.

iii) Dinky Toys Rubber Tyres - Scott T reported that Ford Dealers have sold rubber rings as component parts which are ideal as replacements for old Dinky Toys tyres.

iv) Model Car Parts - Mark reported that Steve Flowers Model Supplies in Leicester UK are good for various model car parts for Dinky Toys, Corgi Toys, Matchbox and Spot-On.

v) Darwin Aviation Museum - It was reported that this Museum is a must on the "Things To Do" in Darwin. It has interesting stories about Darwin's aviation history and wartime experience with the Japanese bombings in WW2.

vi) Model Competition Frig Magnets - See Paul if you are yet to pick up your 2025 magnets.

### **Model Competitions:**

#### **Results for February:**

"Actual" Model Competition: "Open" - Any scale and up to five (5) models.

1<sup>st</sup>.....Andrew Vile.....Trucks and Trailers.....27 Points

2<sup>nd</sup>.....Ken McGregor.....US Cars.....22 Points

3<sup>rd</sup>.....Dave Rosser.....Aussie Cars.....21 Points

"Virtual" Model Competition: "Open" - Any scale and up to five (5) models but ONE PHOTO ONLY.

1<sup>st</sup>..... Ken McGregor.....Mack Truck.....34 Points

2<sup>nd</sup> .....Paul Campbell.....Scammell, Dragline & Crane.....19 Points

3<sup>rd</sup> .....Bill Kenchington.....USA Cars of 1950.....18 Points

**Next "Actual" Model Category - March:** "Muster of Utes" - Any scale and up to five (5) models.

**Next "Virtual" Model Category - March:** "Vehicle with a Hook" - Any scale up to three (3) models but ONE PHOTO ONLY.

**Meeting Closed:** 8.20 pm

*Placegetters for the February 2025 Actual model comp.*

\*\*\* **Category - 'OPEN'** \*\*\*

1<sup>st</sup> - Pickfords trucks and trailers



2<sup>nd</sup> - US cars



3<sup>rd</sup> - Aussie 1:18 cars



3rd

*----- Bertone's Elegant Jaguar XK150 -----*



Most who are interested in motorcars would have some knowledge of the Jaguar marque post WW2 and would be well aware of the so-called 'golden age' of the XK series that would end up with the iconic E-Type Jaguar in 1961. The popular British TV series 'Wheeler Dealers' polled 2000 British drivers by giving each a list of 100 iconic cars from which they were to choose the greatest ever in their opinion. The answer was the E-Type Jaguar. So the initial aura that surrounded the E-Type in its formative years, continues to be sustained amongst motoring aficionados even in modern times, and this also applies to Jaguars preceding XK range of sports cars.

The XK time line started in 1949 with the release of the new Jaguar XK120 Super Sport. In a previous Gearbox I wrote... *'With its sleek body, the XK 120 was powered by a new 160bhp [120kw] 3442cc twin-cam six cylinder engine with twin SU carbies and capable of a top speed of 120mph. [195kph] This motor would also power Jaguars in various capacities for the next forty years..... The XK 120 helped drive up the popularity of two-seater sports car that would see iconic American models such as the Chevrolet Corvette and Ford Thunderbird hit the showrooms.'*



***Corgi 1:43 scale diecast model of the Jaguar XK120.***

In 1954 the XK120 was replaced by the more powerful XK140, and that was succeeded by the final XK model in this series, the XK150. Each XK model was powered by Jaguar's twin overhead cam straight six cylinder 3,442cc engine. In standard form initially, it was fitted with dual SU carbies, producing 160 bhp (120kw) with a top speed of 120mph or a tad over 190 kph. The same engine would then be used with each successive XK model but with an increase in power and top speed each time.

Finally, the XK150, in hardtop coupe form and still using the dual carbie 3.4 litre engine, now produced 190 bhp (142kw) with a top speed of 123 mph or 193 kph for the coupe, though the later roadster models had a top speed of 130 mph or 209 kph. The XK150 had many changes over the previous model including a switch to four wheel disc brakes. The interior was modernised and the walnut trim on the dashboard and internal door tops was deleted and replaced by padded leather. Exterior wise, it had a more modern look over the preceding models, and now had a one piece curved windscreen on a wider body that gave more interior space. In 1959, the XK150 became available with the more powerful 3,781cc or 3.8 litre engine with both engines still having the dual carburettor set-up.

The 3.8 litre engine in standard form developed 220 bhp or 165kw but Jaguar also introduced the XK150'S' in both the 3.4 and 3.8 litre engines with triple carbies and a modified head. The power increase was massive with the 3.4 litre version now at 250 bhp (186kw) and the 3.8 litre engine putting out 265 bhp (198kw) with both engines giving the XK150S models a top speed up around the 130mph or 210 kph mark.



*Above - Oxford 1:43 scale diecast model of the XK150 coupe and below – their roadster version.*



Brilliant British engineering was recognised in the XK range over time, but there is another part to their story. The master craftsmanship of the Italian coachbuilders were often used by automakers in Britain to produce brilliant automotive works of art as a one off show car, or as limited editions for production. With the popularity and excellent reviews of the XK range, the temptation was there for the Italians to look at them as another way of showcasing prospective evolutions in body styling into the future. So over time, the best Italian coachbuilders would use Jaguar's XK range for this purpose with one of the more famous being the Ghia 'Supersonic' body fitted, not only to an Aston Martin chassis, but to three Jaguar XK120 model chassis. These 'Supersonic' models have been featured in a previous *Gearbox*. Pininfarina also produced a one-off model based on the XK120 in 1955 and Ghia turned out their own special show car based on the XK140.

*The lead-in pic* shows the only surviving example of the Carrozzeria Bertone collaboration with Jaguar in producing an elegant limited edition of three XK150 coupes designed by *Franco Scaglione* in Bertone's Turin studio. These are known as the *Jaguar XK150 Coupe Bertone*. Jaguar always knew that some potential customers would desire a more exclusive model in the XK range, so with the XK150 they decided to send eight chassis to a couple of the best Carrozzeria in Italy, including the three that went to Bertone. I did read one source stating it was nine chassis.

It is easy to see *Scaglione's* styling interpretations as you observe the exterior difference in design between the two coupes. Each body was all steel and hand made over a timber template by Bertone's superb craftsmen. The standout to me is the passenger cabin that seems to have a larger 'greenhouse' area, especially with the large wrap-around rear window. This would have given better vision all round. Next is the smaller grille, more chrome trims and the forward integration of the headlights into sportier front mudguards with that very Ferrari type egg crate grille behind the front wheels. There is also a small finned effect on each rear guard and it has fully wrap-around bumper bars at either end. The original XK150 was definitely handsome in appearance and very sporty for the time, but *Scaglione* has created an even more beautiful motoring work of art in the XK150 coupe Bertone. *Terry*.

*Placegetters for the February 2025 Virtual model comp.*

\*\*\* **Category - 'OPEN'** \*\*\*



**Entry E**

1st



**Entry D**

Scammell Low Loader & Dragline + Ruston Crane

2nd

**USA CARS OF 1950**

**Entry B**



Studebaker

Chevrolet

Mercury

Chrysler

Ford

3rd

## ---Lights, Camera, Action---

I remember going to the Powerhouse Museum in the early 1990s and taking photos of their Matchbox Collection. The cars were all in perspex cubes which made it quite difficult to photograph. Then you went to a camera store and got the film developed, and hoped you got a good shot. When I look at them nowadays the photos were very poor, and out of focus.

The change to digital photography meant a revolution in taking pictures. You could take as many photos you liked until you got it right. Also it lowered the cost, as the photos did not need to be printed. You could just store them on your computer.

### LIGHTS

Originally I just did my photos in the shade on a sunny day. But that was very dependent on what sort of ambient light you had. What you needed was a controlled environment where the lighting is always the same. So then I swapped to the setup shown below which gave you a consistency with the lighting. And yes that is a Hot Wheels play table underneath.



The triangular light tent is designed with the lighting shining through the left hand side and being diffused to give you a 'wall of light'. The right side has some reflective foil to send it back. So on the left is 200w of light shining through. Thus you don't get any direct light on the model car itself.

However, I quickly found it still wasn't bright enough. So there's another 200w shining in from the front. The trade-off is that you sometimes see the globes reflecting on the model. And also on the three-quarter shot you can see the shadows behind. But the model is shown in the photo the colour you see it in real life, and it never is lacking enough light to take a successful photo.

When the incandescent bulbs were being phased out I remember buying a whole lot of extra globes just in case. I know that new light tents are LED, so eventually I'll probably swap to one of them. But as Paul mentioned, when taking photos shadows are a real problem! That's why you see professional photographers using light meters. Then you can check that there is an identical amount of light from all directions.

## CAMERA

In 1996 Canon released their first consumer digital camera. So I purchased the Powershot 600 (below left) to see what it could achieve. It was very basic. There was no screen to preview your pictures (this used up power). But it did have a macro feature which was important for very close photography. There were two sets of cross hairs on the lens to help you out. One set of cross hairs was for standard photos, and one for the macro shots. They used compact flash cards, by default it was about 10 images. I remember upgrading the card size (for something like \$300) and got up to 30 pictures at a time. You then connected the camera to your computer (in a docking station) and could then see the picture that you had taken.



Eventually the technology had moved on. So in 2001 I purchased a Powershot G2. It took pictures at 2272x1704 which was a large size in those days. It still took compact flash cards, but it had a screen at the rear so you could preview your pictures as you went. It had a power supply, and also an external flash mounting point. This would allow a macro ring light to go on top. I didn't end up buying one as they were very expensive at that time. This camera was certainly quicker at processing the photos and you could get as close as 6cm to the object. This was the camera I used to take all the model car pictures until 2013. A word of warning, don't get your foot tangled in the power supply cable. It does not end well when the camera hits the ground.

So after that disaster I went and purchased a Powershot G15 (see above right). It was more of an incremental step. It's a similar style but it takes a photo in less than a second, and use the smaller SD cards. The macro function could get down to the 1cm. I take the photos at 2816x2112, which is the M1 setting. It's a balance between file size and detail.

I keep digital photos of all my model cars, I rarely print off anything now. All photos are archived onto an external drive and kept in a safe place. Thus if a disaster happened and I lost all the cars, I would still have pictures for my memories.

Nowadays you could use a phone to take some semi-professional photos. Most phones have a macro mode, but they are often missing other settings which help with getting better photographs. I often see pictures on ebay where the model is so out of focus it looks like they were running past at the time. Maybe they don't know how to select the macro lens. Or possibly I'm naïve, and they don't actually want a good photo so you can't see how bad the model really is. A model listed as 'excellent' should actually have all of its paint remaining. But that's a topic for another day.

### *Essentials to look for*

**Macro** - must have a macro lens to get in close. I think all cameras and phones have this now.

**Flash** - the ability to turn off the flash. If the flash activates then it will put way too much light into the photo. Professionals use a macro ring light which will give you enough light, without flooding the subject. I note that these have come down in price a lot.

**F-Stop** - the ability to change the F setting. I normally increase the F setting to 6.3. This means that when the car is on an angle more of it is focused. Otherwise if you use the default setting the rear of the car is quite blurred. The trade-off is the lens needs to stay open for longer, and so you need more light!

**White Balance** - I need to use this setting as I'm using the old style globes. The automatic setting does not give the correct colours.

**Tripod** - You'll need one!

## ACTION

For each model car I take a minimum of 14 photos. There is no way you could afford to print all these off. So I put 22 in plastic case and photograph it from above. This is photo I get printed off. And that's why my database (the January article) has a case and position number.

I put a piece of coloured cardboard that contrasts with the model underneath it. Then I select the AV setting on the camera, and then just point and shoot. If you have trouble with it being out of focus, then push the shoot button halfway down. Move the model until it comes into focus, move the model back to its original place, and take the photo.

When I originally purchase the model I first take some photos before it is removed from the blister pack. One photo overall of the card, and one focused in on the model in the blister. Ultimately the card is also scanned and kept for future reference.



Once I remove it from the blister I then take another 4 photos. Top/ bottom/ front angled/ rear angled.



The front angled photo (previous page) is the one I use for the reference pictures stored permanently on my computer. I reduce it down to 1186x852 to save on a bit of space. Even though I have documents about versions of models released, I have a picture as well. I can always go back to the original photo if I need some additional information. Often the photos show small writing that is not visible to the naked eye.

On the previous page you can see in the top of car photo, there is shadow above where the light is shining from the front right. Also note the difference in colour of the cardboard just flipping the car to the base. But this comes about because is a light coloured car and a dark base.

The base is often the hardest one to get a good photo of, as the writing on the base is not raised very far. It's especially hard when it's black in colour. But you see in my photo it is all in focus. The 'T25' is stamped on, and is the batch number the model came from.

With the camera firmly on the tripod I take a front and rear shot. This is where the F stop becomes important. Then 3 shots from the passenger side and 3 from the driver's side. As you can see it's really hard to get them lined up on the cardboard perfectly each time.



Sometimes I take additional pics, for example if the model has opening features. A 1:18 model will get a lot more photos showing the detail in engine bays and interiors.

These photos are then saved to my computer, and ultimately archived to an external hard drive. I don't even bother to trim the size to get rid of the excess space around them.

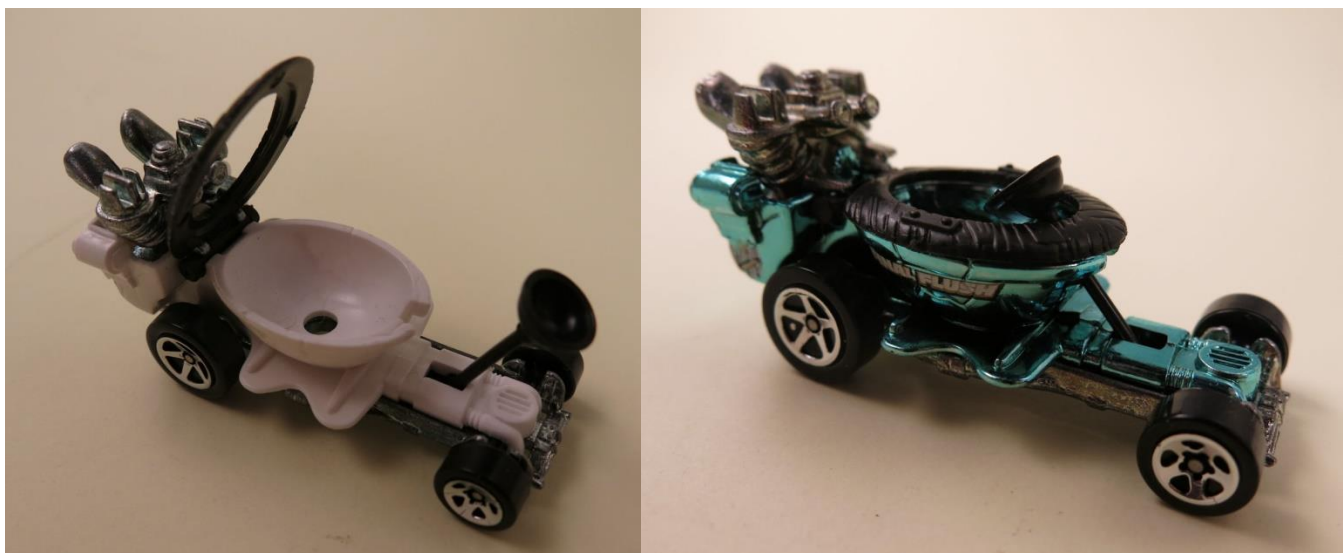
And my final suggestion, unless you want to go blind, wear a pair of sunglasses. *Dave S.*

---At Your Convenience---

Hot Wheels are known for doing a lot of fantasy models. Two of these releases have focused on the more mundane part of our life. Toilets!

Hot Seat

Great name for a model. It's called hot of the engine making it go faster, not for that bad curry you had last night. For this model the seat elevates, and the plunger moves. . Left is the 1998 First Editions release, showing the parts that move. On the right is the 2004 Final Run release. Retired in 2004, maybe the cost was too high with all those separate parts. But a great tampo in 2004 called 'final flush'



Gotta Go

Probably an even better name, and it is still being used. The model is a more traditional pickup shape. The seat moves up and down when the model is rolled around.

This casting features a variety of toilet-inspired design elements. Naturally it has the bowl and seat at the rear. The grille is shaped like a urinal, and the rear license plate holder is a roll of toilet paper.



Above is the 2018 Experimotors release, showing the seat slightly elevated by the pin on the wheels. *Dave S.*