



The Builder

THE NEWSLETTER OF THE NATIONAL MODEL CAR BUILDERS' MUSEUM

THE MUSEUM REOPENS TO THE PUBLIC

MARK S. GUSTAVSON

After nearly a year of really hard work, coupled with the generosity of dozens of modelers and sponsors across the United States and Canada, the Museum opened again to the public at the recently concluded eighteenth GSL International Model Car Championship. As little as two days before GSL opened, local trustees were still assembling parts of the display cases, vacuuming the floor, dusting models, and doing last minute cleanup. In particular, Dave Lindsay worked the weekend before GSL to create the great display cabinet signs that helped explain the Museum's exhibits.

Because the Museum is such a long distance from the Holiday Inn, we retained the services of a local bus company to provide a 47-passenger carriage to transport nearly 200 people to the Museum on four tours. Naturally, the first tour (that left the hotel at noon on Saturday) was full and met a dozen or so enthusiasts who had already driven to the Museum in private transportation. The front door was opened, and dozens of hobbyists streamed in to see five wall mounted display cases, six large free standing cabinets, a well-organized library, and a complete renovation facility in the back room.

Everyone enjoyed seeing thousands of items on display, and many expressed surprise at the hundreds of models, sitting on shelves in the back room, that need restoration. Most of these models previously sat in boxes at the old facility and only now are seen for the first time. GSL visitors could also see hundreds of empty boxes that chronicle forty years of model car history, which Mike Barlow and his son Andy had attached to the upper walls in the back room. Visitors also reveled in the great library organized by John Dino and his son Ben and daughter Jillian.

The models that had been presented to the hobby

during the Museum's Friday debut were also on display. Among others who visited the Museum, Royle Glaser Freund (co-founder and one-time president of Revell) indicated how delighted she was with the Museum.

More work still needs to be done. For instance, the old model inventory list needs to be updated to include newly-acquired items, and small numbered signs need to be made to place next to each model. This way, a visitor could take a self-guided tour and look up each model on the list. The exhibits in the free-standing display cases need to be refined, expanded, and accompanied by signs that describe and explain the exhibit. Other work will also follow.

Nevertheless, the Museum is open again for public visits. If you plan on being in Salt Lake City, please contact us for an appointment (last minute tours are *rarely* possible). Please contact me at msgsl@xmission.com or during office hours at 801 523-3683; or contact Trustee Mark Benton at mjbenton@xmission.com; or contact Trustee Mike Barlow during office hours at 801 568-0994 or call his cell phone at 801 557-0195.

On behalf of the Museum, I want to express my personal thanks to everyone who contributed to the Museum's move, and to all those who worked so many hundreds of hours to get the Museum ready for its debut. This is a wonderful place.

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GSL-XVIII: THE BEST YET!

MARK S. GUSTAVSON

The eighteenth GSL International Model Car Championship was held on April 26–29. This year we had the greatest number of contestants, the largest array of models and sponsored events, a tour of the new Museum, a wide range of seminars, and a spectacular Museum benefit auction. There were 410 models in competition from 147 contestants, with another 54 models on display throughout the event. Contestants travelled from four foreign countries (The Netherlands, Great Britain, Finland, and all provinces of Canada), as well as from 31 states, nine more states than ever before. One highlight were the great number of newcomers!

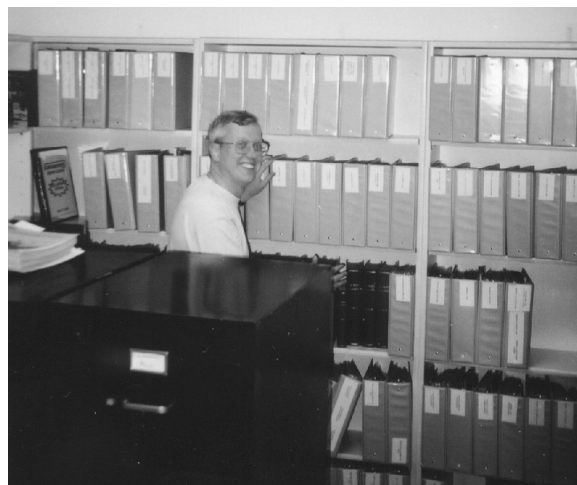
Speakers entertained those in attendance with a wide array of presentations, including Museum Reception *Round Table Discussion: The State of the Hobby; Aluminum Header and Pulley Fabrication*, by Augie Hiscano; *The Dream Truck Project: The Book and Model*, by Mark S. Gustavson and Spencer Murray; *The History of Revell: The “H-” Prefix Models*, by Tom Graham; *Presentation of Restored and Cloned Historic Models for the National Model Car Builders’ Museum*, by Mark S. Gustavson; *Custom Bodywork with a Woodburner*, by Bob Paeth; *Royle Glaser Freund and Revell: Passion for Excellence*, with panelists Jim Keeler, Bob Paeth, Bob Lloyd, and Darrell Zipp; *It’s the Little Things: Tricks and Tips to Help Build A Better Model*, by Greg Nichols and Jim Devine; *Solving Design and Mechanical Problems in Modeling: The Reconstruction of the Dream Truck²*, by Mark S. Gustavson and Bob Wick.



Matthew Wells (right) presents Mark S. Gustavson with the check from the 1% for the Museum drive at GSL-XVIII.

The Museum tour was a spectacular success, and almost too much of a good thing since the Museum was overwhelmed by enthusiastic visitors. With last minute signs printed by Dave Lindsay, visitors appreciated the many displays and hundreds of models. At GSL-

XIX, we’ll do a better job of monitoring the number of visitors at any given time (principally by expanding the visiting hours to Friday as well as Saturday), along with the presence of Museum staff to give the tours. Randy Vandraiss and Rex Barden will head up the effort to better serve the visitors. In the next issue of *The Builder*, we’ll give you a mini-tour of the new Museum that will presage a major article to appear in *Scale Auto Enthusiast* early next year.



Fred Drummond surveys the well-organized Museum library following GSL-XVIII.

GSL-XVIII marked the first year of the 1% for the Museum drive inaugurated by Matt Wells of Scale Motorsport. We received the terrific annual donation from the Tri-State Scale Model Car Club and NNL East, now under the auspices of their *Grow the Hobby Fund* (see announcement on page 5). We also received a donation from the Town Of Newburgh Model Car Club. The spectacular support of this business and these two organizations makes it clear that the Museum increasingly enjoys widespread support. Thanks to all for your great financial assistance.

The models in competition were breathtaking this year. Although space doesn’t permit a full list of class winners, three builders dominated the Master Awards: Juha Airio, Dave Cummins, and Tom Kirn.

Modelers’ Choice Award. Bugatti Coupe, David Cummins

Gerald Wingrove Scratchbuilding Award. 1931 Duesenberg Model J Fixed Top, Tom Kirn

Dave Shuklis Memorial Engineering Award. Bugatti Coupe, David Cummins

Best Detail. 1931 Duesenberg Model J, Tom Kirn

Best Interior. 1931 Duesenberg Model J, Tom Kirn

Best Paint/Finish. '76 Oldsmobile Delta 88, Juha Airio

Best of Show. 1931 Duesenberg Model J, Tom Kirn

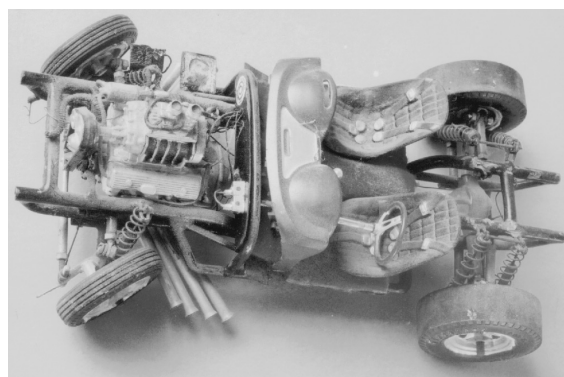
GSL-XVIII was a wonderful success. From the historic presentation by Royle Freund, to the State of the Hobby discussion on Thursday night, to the greatest number of models in competition ever, to the very successful Museum benefit auction, and to newly-established friendships, this year's Championship was first rate. Join us in 2003 (early May, next time) for the competition, fun, and information!

DARRELL ZIPP MODELS GET WORKED OVER

MUSEUM STAFF

As we noted in the last issue of *The Builder*, noted street rod builder and one-time model car builder Darrell Zipp has lent the Museum two historically significant models. The first is one from the Revell-Pactra I contest: a full custom Corvette that earned Darrell the Senior Winner status in Region 9 (Wisconsin, Minnesota, Iowa, Missouri). This model will be featured in the forthcoming Museum book on the Revell-Pactra and Revell-Testor contests (see article on page 6). The second is his winning entry in the "Dream Dragster" contest that *Model Car Science* and Monogram Models jointly sponsored in 1970. The prize for that contest was Darryl Starbird's *Predicta* show car! This seems shocking in these days of parsimonious hobby kit companies, but 1970 was a different era.

When received, both models had suffered from decades of benign neglect. Each was dirty, but in surprisingly good condition once the caked-on dust and debris was removed. Because Bill Taylor was busy restoring the frame of Zipp's *Dream Dragster*, the Corvette chassis was farmed out to Museum Trustee Mike Swan. He carefully cleaned the chassis with Q-Tips and a soapy solution. The body and interior were handed to Mark S. Gustavson who first scrubbed down the body to see how much of the original paint was still there. He discovered that the paint was all there, but that it was badly faded. The paint job was treated to a vigorous rub down with DuPont's Finesse-It compound which revealed some shine but also a lot of paint damage. After consulting with Darrell, we have tentatively decided not to repaint the model at this time, although that could change in the future.



Darrell Zipp's custom Corvette before restoration work began.

The *Dream Dragster* was in much better condition. Noted Museum restorer Bill Taylor took on the job of repairing and cleaning the chassis. After weeks of hard work, Bill returned the chassis to Mark S. Gustavson who had been working on the wild green metalflake body. The paint job, with its thick clear coat, really cleaned up and was dropped onto the equally over-the-top chassis.

Both models will be the subject of a full feature in *Scale Auto Enthusiast* early next year. In the meantime, take a quick advance look at the models (still, a bit more work is required on the Corvette before the article). Thanks to Mike, Bill, and Mark for their work! And many thanks to Darrell for entrusting the Museum with these rare and important pieces of model car history.



Terry Rossalini examines a display case at the GSL-XVIII Museum tour. [Dave Lindsay photo]

MODEL CAR ACTIVITIES IN FINLAND: BUSINESS AS USUAL

JUHA AIRIO

Basically, only one statement would be needed to sum up what has been happening during the past year in the model car building field in Finland: business as usual. What does this mean, then? Well, first, there are the usual major model car shows, four of them. Three of these are held in the capitol, Helsinki, and the fourth one in Tampere. Three of the shows are a vital part of a bigger happening (1:1 scale cars, other scale models) while the fourth is a model car show on its own. The number of entries in these shows seems to stay in the 100–200 range, built by about 50 modelers. It would be rather difficult to say anything definite about the most popular classes, as all the major styles are usually represented.

As in the few past years, the car modeling hobby in Finland is still gathered under a common organization: Finnish Car Modelers Association (FCMA). The number of members has reached a steady level (about 150 nationwide) and so have the basic activities. The main happening is the annual show, one of the major four mentioned above. The news in last year's show was the giveaway package, handed out to each competing entrant. It included a special FCMA 2000 license plate, along with a photoetched frame. While many top Finnish modelers have been using photoetched aftermarket accessories for years, it is likely that this gift from the Model Car Garage and Rik Hoving (who did the license plate artwork) was the first opportunity for several juniors to actually see a photoetched accessory. Most likely this will be an easy and fruitful introduction to the world of aftermarket accessories. FCMA would like express their gratitude to both Bob Korunow of MCG and Rik Hoving!



A few of the vintage paints donated to the Museum by Don Emmons.

One of the most memorable annual events for Finnish car modelers is the already traditional visit to Sweden, to the CCM Open model car show. As an organization FCMA can get boat tickets at a discount price and consequently offer them to its members. There were over 20 participants from Finland in the last CCM Open show. That many participants also means that Finns are bound to take home some trophies. It almost seems that a model car building battle between Finland and Sweden might evolve from these trips. All Swedes are more than welcome to any Finnish model car contest.

While Finland is not a big country, the distance from Finland's most northern part to its capitol, Helsinki, can be quite a long distance to travel just to enter or visit a model car show. Thus, it may be somewhat hard for certain Finnish car modelers to join the major model car events, as these are held either in the capitol area or in the southwestern part of the country. Thus, with gladness it can be stated that several new model car shows have been established around the country during the few past years. While the number and possibly even the quality of the entries might vary, such shows offer the opportunity for several modelers to meet local like-minded hobbyists and to show off their work. Also, getting a feeling about the quality of your own work at local shows before entering any major national event can be a good approach to the competing end of the hobby. Not to mention that local shows offer a good opportunity for making new modeling friends.



Terry Thormahlen and three modelers from Denver look at the Museum's display of kit boxes through the years. [Pat Bibeau photo]

While it can be argued whether slot car racing belongs to this type of report, it must be added that this side of the model car hobby is catching on in Finland. A national slot car drag racing cup has been established and the cup has already gained an official status under the Finnish Hot Rod Association's national 1:1 drag racing cup. At this writing, the first such cup race still

is ahead, but all the schedules for the annual races have already been announced. Many people have already expressed their interest in this type of modeling.

Well, that's about it for this time. Perhaps when the time comes for the next annual report there will be something new and unusual to write about.

GROW THE HOBBY FUND

TRI-STATE SCALE MODEL CAR CLUB

The Tri-State Scale Model Car Club is very pleased to announce a new program to benefit the model car hobby. With NNL East™ 15, we kick off the “Grow The Hobby Fund.”

A while back, our members had a philosophical conversation about the future of our hobby. At the time, it seemed that some of the older, established shows were falling by the wayside. This happens as club and personal circumstances change. Events will come and they will go. Then we came to the big question, “Where do the new shows and events come from?”

As the organizers of NNL East, we remember the days of establishing the show. There were tough times! A group of members put their own money on the line, hoping that the show would be successful enough to be repaid. As we speak to people around the country, we have found this to be the norm. As an established club, how could we ease this process? How could we help grow the hobby?

Our thoughts went further. What more is needed in the hobby? First, we feel that to know where we are going, we need to know where we are coming from. That is, recording and preserving the history of the model car hobby. The very cornerstone of our program had to be supporting the National Model Car Builders' Museum.

To preserve the hobby for future generations to enjoy, we saw a need to introduce our craft to youngsters of all ages. Remember, most of us started building model cars as kids. How can we foster growth in this area?

The Tri-State Scale Model Car Club has been very fortunate. We are the organizers of NNL East, which has developed into a very successful and important event for the hobby. Each year, no matter how closely we budget, there is a small surplus of funds derived from the show. We are a not-for-profit organization. We feel that it is only fair that we share this with our friends and associates, doing whatever good we can for hobbyists around the world.

With no further ado, The Tri-State Scale Model Car Club is pleased and proud to announce the “Grow

The Hobby Fund.” The fund will do the following for the hobby:

Support the National Model Car Builder's Museum. The TSSMCC hereby pledges that \$1 from every paid admission to NNL East will be donated to this organization. We have quietly supported the museum with such donations over the last several years. With this proclamation, we officially challenge *all* club-sponsored shows and events to match our effort. Our hope is to establish a year round income for the museum. If this challenge is met, the museum trustees can go about the very important work of preserving the history of our hobby with proper funding.



Tom Geiger announces the Grow the Hobby Fund at GSL-XVIII.

Support model car shows and grass root efforts. The TSSMCC feels that it's very important to support existing model car shows and to assist new shows that are just getting off the ground. We will provide sponsorship to all legitimate not-for-profit organizations in their efforts to host a hobby event. We will sponsor a class of trophies or a special award for any event that requests the same on their letterhead. We will offer further assistance, if requested, as approved by the Grow The Hobby committee. We will offer advice and share our experience with all who ask.

Support youth growth in the hobby. The TSSMCC has a successful youth program that we have run for several years. In conjunction with a local church, we host a model building day for a youth group. The event introduces the model car hobby to over 60 kids annually and is enthusiastically received. Each participant leaves with a model car they have built and a big smile. This event is sponsored by the fund.

At NNL East, each junior entrant will receive a model related gift from the TSSMCC at the conclusion of the awards ceremony. We do want to encourage their continued participation!

Please note that no organization, club, or show name that has benefited from the Grow The Hobby Fund will be used in any way to promote TSSMCC, NNL East or the Grow The Hobby Fund. This is just our special way of sharing the favor and good fortune that the hobby has bestowed on us to everyone, everywhere.

To learn more about the fund or to request sponsorships for your club sponsored event, please contact Tom Geiger: modlcitizn@aol.com



The Tri-State Scale Model Car Club, hosts of NNL East, present a challenge. In recognition of the important work of the National Model Car Builders' Museum, we hereby challenge model car shows everywhere to donate \$1 per paid admission from your event to this fine organization.

It's very simple. During your event planning, figure \$1 per attendee above your budget needs. Inform the show going public that \$1 of their ticket is dedicated to preserving the history of the hobby we all enjoy. It's a great opportunity to teach hobbyists about the Museum as well!

Our hope is that model car events around the world will rise to the occasion, providing the Museum with necessary funding year round, following the annual show schedule. If we all join together in this effort, the Museum will be able to preserve a record of our hobby for future generations to learn from and enjoy.

—Tom Geiger

THE REVELL-PACTRA AND REVELL-TESTOR CONTEST BOOK

MARK S. GUSTAVSON

As we've mentioned before, the newest Museum publication is a book I am writing on the famed Revell-Pactra I and II and the Revell-Testor I and II contests. The book has been in development for more than three years while Museum staff members have been chasing down historic builders. When found by dedicated Museum enthusiast Russ Harding, I have been busy interviewing those builders. So far, I've interviewed Lon

Stern, Jerry Svitek, Augie Hiscano, Rick Harris, and Richard Johnson. Russ just found Rich Morgan whom I'll interview shortly.

Museum research assistants Randy Vandraiss and Rex Barden are busily checking the historic record that we printed in one of the Appendices in the GSL book.



This gorgeous red Rick Harris model was a Revell-Pactra I Southwest Regional Paint winner. [Pat Covert photo]

Part of the work to make the book as complete as possible is the effort to acquire artifacts from these contests on eBay. Recently, Rick Testa donated a Revell-Testor II trophy, with the accompanying model, that he had won in a bidding war on eBay. We already have a good selection of Revell-Pactra II trophies because they are fairly easy to acquire. We have only one Revell-Testor trophy (from 1966), so another example from that series (with the event title attached) would be much appreciated. Of course, any trophy associated with a specific winning model (from the local contest, through the regionals, to the national contest) are highly desirable. Additionally, we are interested in acquiring flotsam from any of the four events.

To make the book as thorough as possible, please contact me if you have any artifacts from any of these contests. We have plenty of trophies, but we are interested in hobby shop items, advertisements, letters, stationery, photos of models, and so forth. Obviously, we are also looking for participants in these contests. If you can help out (credit will be given in the book), please contact me at msgsl@xmission.com, or during my regular office hours at 801 523-3683, or by fax at 801 553-8908.

REPORT FROM SWEDEN

ANDERS ERICSON

Hello to everyone that keeps the Museum going on!

Here's a short note about what's happening in Sweden at the moment. The modeling year has been

very good so far. It seems that interest is increasing after at least two years of stagnation. It's hard (as always) to get the time for building, but the 1:16 '31 Ford from Minicraft is finally completed on the workbench. The car will appear in a coming issue of *Allt om Hobby*. I will send a copy to the Museum as soon as it's released.

The summer is beginning to start slowly and Claes Beck-Friis and I are having a busy time preparing for the third year of Grevens Glue Galore! This year, more people have been in touch with us before the event than the previous ones. As usual, we are diving deep down in the plastic kit history. This year's theme will be Lindberg and we hoping to see a lot of old nice build-ups. (I can still remember the Goofy clock!) With themes like this, it seems that we have managed to catch the attention of the younger builders, both boys and girls. You will, of course, get a note about the contest later on.

After following the *Clone the Past* project, I have decided to write two articles about restoring old kits. I think it can be a interesting thing for the people who pick up the hobby again. For the newcomers, it will include plenty of hints about gluing, painting, and other things as well. As the saying goes, nothing should be easy! I got a reminder of that when Claes Beck-Friis gave me a object to restore. It was among the worst things I have ever seen. The only chance to keep him quiet is to do a great job with it.

So, things are going on really well over here. I send a big hug to everyone who is making the hobby what it is. Keep up the good work!

DONATION CORNER

PAUL ANAGNOSTOPOULOS

The Museum is delighted to acknowledge the following donations. These donors help us pay fixed expenses (rent, utilities, and so forth) as well as pursue Museum programs (*Clone the Past*, *Scan the Past*, etc.). Each donor receives a special certificate that acknowledges and honors their wonderful generosity.

DR. C. E. ANAGNOSTOPOULOS. \$1,000
AUTOMOTIVE MODEL BUILDERS. \$90
TIM BOYD. \$300
MARK BROWN. \$400
RICHARD CARROLL. \$160
FRED GRUMKE. \$100
RICK HANMORE. \$50
VALI & CHUCK HELPPIE. \$100
JOAN & JOHN MAHAFFEY. \$600
METROPLEX CAR MODELERS' ASSOCIATION. \$100

PERFORMANCE MODELING CLUB. \$50
SAN DIEGO MODEL CAR CLUB. \$100
SCALE MOTORSPORT. \$121 (1% for the Museum drive)
SUPERIOR PAINT SUPPLY. \$600
TOWN OF NEWBURGH MODEL CAR CLUB. \$100 (in recognition of Bill Dart's contributions to the hobby)
TRI-STATE SCALE MODEL CAR CLUB. \$1,413 (see the article on page 5)

We received these donated items:

CHUCK CADY. Dozens of vintage instruction sheets.
RICHARD CARROLL. April '63 issue of *Model Car Science*, copy of Dougerty's how-to booklet, AutoWorld instruction booklets/sheet.
DAVID DALE. Three mint tubes of Testors plastic cement.
DON EMMONS. This legendary builder/writer donated two large boxes of second generation AMT spray lacquers, as well as several cartons of the very rare AMT bottle paint. These paints will bolster our growing AMT collection, and the AMT boxes and related printed modelabilia are important additions to Museum archives. Thanks, Don! [see photo]
DON INMAN. 1955 Chevy Pickup, 1958 Chevy Cameo.
JACE JORDAN. Set of Revell's "Get It Together" publication, Auto World "Minilite" lighting kit, Auto World hinge kit.
JERRY JULIAN. Three tubes of glue, one tube of putty.
PERFORMANCE MODELING CLUB. Video tapes of two annual events.

During GSL, we also received a 1956 Ford Pickup, red with gold flames, from an unknown modeler. If anyone knows who donated this model, please contact us.



A bunch of GSL-XVIII attendees enjoy breakfast with the Pyes on Friday morning. [Dave Lindsay photo]

ADOPT THE MUSEUM FOR A MONTH!

MUSEUM STAFF

People and organizations often contribute more than just the \$15 annual membership fee. The Museum uses a portion of these generous donations to pay the rent, and acknowledges the individuals and organizations by sending a certificate of appreciation. The giving levels are as follows:

Supporter. \$65–149.

Friend. \$150–249.

Adopter. \$250–499.

Benefactor. \$500 or more.

The Adopter level was instituted years ago to acknowledge donations of one month's rent. Because the rent is now \$500 per month, we added the Benefactor level to recognize this extremely generous donation.

Here are those groups and individuals who so far have contributed rent for 2001. The Museum expresses its profound appreciation to all those individuals and associations who contribute funds to pay the rent.

January. Superior Paint Supply

February. Mark S. Gustavson

March. Mark Brown, Metroplex Car Modeler's Association

April. Dr. C. E. Anagnostopoulos

May. Tim Boyd, Vali & Chuck Helppie, Fred Grumke

June. Tri-State Scale Model Car Club & NNL East

July. Tri-State Scale Model Car Club & NNL East

August. Dr. C. E. Anagnostopoulos

September. Joan & John Mahaffey

FOREIGN CORRESPONDENTS

The Museum is enlisting the aid of modelers outside the United States to act as our "foreign correspondents." We hope these modelers will contribute articles about the state of the car model hobby in their countries. If you are interested in taking on this role for your country, please contact us.

JUHA AIRIO. Finland

ANDERS ERICSON. Sweden

MARK FLYS. Great Britain

RIK HOVING. The Netherlands

K. S. RAMAN. India

FRANCISCO RUPP. Brasil

JOAN OLIVE SANS. Spain

ZELJKO SEGIN. Croatia

HOW TO CONTACT US

If you need to send mail to the Museum that requires a signature or other personal handling by the staff, please send it directly to Mark S. Gustavson rather than to the Museum's mailing address.

Mark S. Gustavson
1348 Longdale Drive
Sandy, UT 84092

If you have a large box of materials for the Museum, please contact Mark S. Gustavson or Mark Benton to arrange for delivery. Their work numbers are 801 523-3683 and 801 534-1231, respectively.

Submissions to *The Builder* and questions about receiving it in the mail or via the Internet can be addressed to the Editor: Paul Anagnostopoulos, 978 371-2316, paul@windfall.com

Editor's Note: We are sorry that this first issue of 2001 is so late, but we were overwhelmed with GSL publishing tasks.

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