



The Builder

THE NEWSLETTER OF THE NATIONAL MODEL CAR BUILDERS' MUSEUM

MUSEUM EXPANDS ITS SCOPE AND SERVICES

MARK S. GUSTAVSON

When the Museum was conceived in 1985 and discussed that year with some hobby leaders at GSL-VI, I thought that the hobby needed a focal point to preserve the work of, and honor, those historic modelers who pioneered model car building techniques. Kit collecting wasn't very interesting and, besides, I became aware that many historic models were being lost while other collections were becoming available (including all of Jim Keeler's models). Forward to 2001: I was at the Museum recently (preparing for a visit from Bill Maunder), and I thumbed through the 1963 issues of *Model Car Science*. Almost every page had a how-to article planted alongside repeated celebrations of completed models (most of which were more enthusiastic than they were well done). It was an unexpectedly exhilarating experience.

After talking with the delightful Mr. Maunder, something also became clear to me: To better serve the Museum membership, and to carry the message of building to the hobby at large, the Museum needs to do a much better job than it has to promote model car building. The Museum is about recognizing and honoring builders after all, and this newsletter is titled for those hobbyists who construct models rather than collect kits and diecasts.

Therefore, *The Builder* will expand its scope and service. Each issue will contain a photo how-to article on a building technique, whether historic or contemporary. We're also going to start showing pictures of newly acquired items and some other elements from the incredible collection. Of course, we will continue to present news of the Museum and the hobby in general. It is our goal that *The Builder* will better distribute information about the Museum and promote the hobby of scale model car building.

We'll start this issue with a handful of photos out-

lining how I built the old AMT Styline '61 Falcon Ranchero using, almost exclusively, materials from the early Sixties. No kidding. Vintage AMT lacquer, old Pactra putty, vintage tube glue, and flocking were used, all drawn from spare supplies in the Museum. In the next issue of this newsletter, we'll have another how-to feature. The next model will be the AMT Styline Valiant kit, which will be presented next year.

Each future issue will also feature a specific historic model from the Museum. Understanding that only a few modelers can visit the Museum, we're going to better display the models that are in this remarkable collection. Of course, we'll always tell you what has been donated, what we need, and other news of the Museum.

Read through the rest of this issue, and help out wherever you can. The Museum can succeed *only* with your help.

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HELP PRESERVE OUR HOBBY'S HERITAGE

JOHN DINO

As scale automotive modelers, we can consider ourselves truly lucky. We are beneficiaries of two of scale modeling's greatest treasures: The National Model Car Builders' Museum and the Greater Salt Lake International Model Car Championship (GSL). The Museum is preeminent in its position as the repository for the history of our hobby. GSL has come to be known as the premier championship for competitive scale automotive builders. Both bring many benefits to our hobby, and both exist in part due to the generosity of their supporters.

The Museum and GSL are very labor-intensive operations and depend upon the experience and efforts of a few key people. Therefore, going forward, it is absolutely essential that both operations be protected and preserved so that they would be able to carry on, even in the absence of these people.

Because the Museum and GSL must survive into the next generation, and well past the lives of those who presently administer the organizations, the Trustees have met following GSL-XVIII and the incredible Museum tour, and made plans.

The plan for continuation of the Museum and GSL has several key parts, as follows:

First, we will appoint an archivist who will be responsible for gathering vital information about the Museum and GSL from the key people, and for keeping these records up-to-date. Also, this person would prepare and maintain Operating Manuals for both the Museum and GSL. These manuals will contain detailed lists of tasks essential to each entity, with associated time lines and relevant information, as well as key financial information. Those manuals will permit the continued operation of the Museum and GSL, even in the absence of those who currently administer them. Mark S. Gustavson has appointed me to be the archivist—a task that I enthusiastically accept.

Second, as discussed in previous editions of this newsletter, the Museum has grown rapidly in recent months, both in terms of space and the number of items held. This is a tremendous boon to our hobby, but it also presents a great challenge: there is an urgent need to catalog all of the thousands of items that the Museum currently holds. Several prime examples of items from the collection are shown in the photographs found in this issue. We must make a complete inventory of the Museum, and create the database which would allow

us to track the location of all items, including those on loan to us.

So, now we come to the good part: what can you do to help? There are several things that interested Museum supporter can do. If you have critical knowledge of GSL, the Museum, any NNL, significant contests, or other hobby events or personalities, please write down what you know and send it to us in any mainstream PC or Mac format (e.g., Word, WordPerfect). It is really important for everyone to gather information and photos and send them to the Museum while we can. We're going to inventory everything at the Museum, and we will be asking for volunteers: I have been working with fellow Museum Trustee Mark Benton and we've decided that it would be best to use the Excel spreadsheet program to catalog the thousands of items in the collection. We need volunteers, with a computer and the Excel program already loaded, to keyboard the handwritten lists that we'll be creating in the next few months. Please volunteer—this must be a joint project, and this is something you can do by "remote control," so to speak. We need a few dozen qualified typists to get this work done. Ultimately, this list will be available on the Museum's web site.

Preserving the heritage of our hobby benefits all of us, and perhaps, more importantly, will serve to keep it alive for future generations of modelers.

AS IT USED TO BE . . .

MARK S. GUSTAVSON

You know, we surely have a wide range of great model building supplies and products these days. From instant adhesives, to polyester putties, to catalyzed paint sealers, to photoetched and machined parts, we've got it easy now. Maybe *too* easy.

But what of the time 40 years ago when our hobby was being born? Old magazines show us the remarkable work of those earlier modeling pioneers as they blazed a trail and set trends that still reverberate today. But what was it like to *build* models then?

At the Museum we can come reasonably close to finding out. Because we have a wide array of original paints, putties, supplies, and vintage kits, we can go back in time—sort of—and try to recreate the experience of our pioneering forefathers. Thanks to the generosity of dozens of donors, including Dick Groenheide and Don Emmons, who have both donated a considerable collection of AMT spray lacquers, we have a good selection of hobby paints, Revell tube glue, Pactra putty, vintage flocking, and spare parts.

About five years ago, I acquired a full set of the old AMT 1961 Styline customizing kits (Valiant, Ranchero, '61 Ford, Corvair, Thunderbird) and donated them to the Museum. With Mike Barlow ready at the camera, I decided to build the Ranchero using only supplies and materials available to any hobbyist in 1961. It was a daunting task since I remember my awful experiences building really crude models in the early Sixties. Still, the challenge was intriguing, so I culled through the Museum supplies and pulled out a can of AMT metallic green (#PM-3) and spray primer (#PS-6), a tube of semi-soft Pactra putty, a tube of Revell glue, and some modern sandpaper (we had no vintage paper and using contemporary sandpaper didn't seem to violate the spirit of this effort too much). Bare Metal foil was used because Bob Paeth proved to me that an aftermarket adhesive foil product ("E-Z Trim") was available in the Sixties from Model Accessories Co., PO Box 42074, Portland, Oregon.

better record. Check out the following photos, and visit the Museum web site under "Projects," then "As It Used to Be," where about two dozen photos will be posted.



The Styline parts were attached using Revell glue. After being left to dry for about two weeks, old Pactra putty (we didn't have a usable tube of AMT putty) was forcibly spread on with a hobby knife.



The five AMT 1961 Styline customizing kits.

Unfortunately, many of the photos of the construction process were misplaced when we moved the Museum last summer, but enough survive to give you a flavor of what this experience was like. When I start the next project, the Styline Valiant, we'll keep a much



Once dry, the surprisingly hard putty was sanded using 150 grit sandpaper (no sanding sticks were used). A little bit of follow-up putty was applied where necessary.



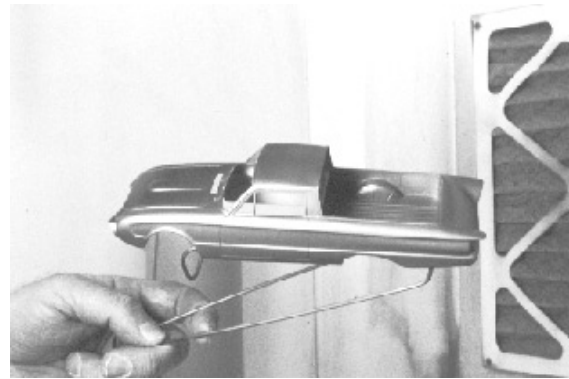
Once the surface was basically smooth, I drew on the forward hood line since I assumed that a quality builder in the early Sixties would have wanted a hood outline to be suggested. A hobby knife was then used to scribe the line.



The old spray cans still worked, but the pressure had dropped a lot. They were drained and reconstituted with fresh lacquer thinner, strained and dropped into these spray bottles.



After deciding that the customized areas were ready for paint, a thin coat of AMT lacquer primer was applied to the entire model, allowed to dry, and then the model was mounted on a coat hanger. The AMT metallic green was then applied, first to the recessed areas, and then along the bottom, along the sides, and then on horizontal surfaces.



Four thin coats of color were applied giving a remarkably even surface. No clear was used. The finish was rubbed out with Meguiar's #3—one of the few concessions to modernity because vintage waxes and polishes weren't available.



Just the front and back customized areas were treated to spray primer (ever notice how many of the details of early-era customs were obliterated by too-thick paint?). After drying (the cure time wasn't much different from modern acrylic lacquers), I sanded the surface using 400 grit sandpaper (again, no modern sanding sticks were used).



The suspension was built in its lowered position, the chassis was painted flat black (Floquil, which was available then), with some detail painting also. The interior and tonneau cover were painted flat white (Floquil again), with vintage green carpet flocking, and dash detail painting.



The exterior chrome trim, headlights, and other details were finished, and the model was assembled.



Well, there you have it: A relatively authentic look to the past of our great hobby. It was a really great time to be building! On to the Styline Valiant!

THE MUSEUM HAS A NEW BROCHURE

PAUL ANAGNOSTOPOULOS

To better promote the Museum, we have created a nifty six-panel brochure that succinctly describes the Museum and asks for support from the public. Already, we have passed out nearly 1,500 of these brochures to attendees at GSL-XVIII, to aftermarket companies, clubs, and interested individuals. If you are an aftermarket company, a contest/event organizer, or a club, and would like to promote the Museum, we'll send you any reasonable number of these brochures, without charge.

If you have email, send a message to Mark S. Gustavson at msgsl@xmission.com. If you prefer snail mail, drop him a note in care of the Museum. Don't forget to mention how many copies you need.

GOODGUYS' MODEL CAR CONTEST UPDATE

MUSEUM STAFF

As you know, the Museum has formed a great relationship with the Goodguys Association in which the

Museum is a major cosponsor of the award package for the Best of Show winners. As part of that association, the GSL International Model Car Championship now has a special award presented by Goodguys (thanks to Mike Carroll). We are pleased to note that John Russell placed best of show at the Goodguys 8th Summer Get Together. Welcome, John, as a Museum member! We hope to run a photo of his model and post the names of other winners in the next issue of *The Builder*.

THE AUTO WORLD COLLECTION

MARK J. BENTON

The Museum has been fortunate enough to gather, mostly through donations, a remarkable collection of artifacts from Auto World. Starting in this issue, we'll show a few of our hundreds of Auto World items. More next issue!



One of the most famous artifacts of the Auto World impact on the hobby are these water-slide decals. The decal in the middle is the original and oldest of the three. Ed "Big Daddy" Roth is the acknowledged artist.



As Auto World moved beyond its model car customizing roots, it created these decals perhaps to reflect the burgeoning interest in slot racing in the mid-Sixties. Founder Oscar Koveleski was also a well-known racing participant.



Another promotional item was this display card for models. Using a version of the Auto World decals, the instructions below the line read: "Cut out placard and fold bottom under to display with model."



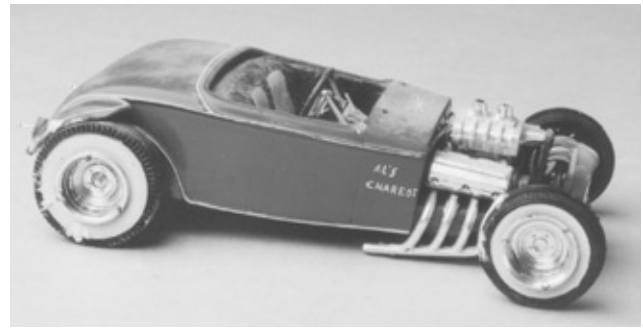
One of the most famous product lines was the rubbing compound and wax. Using the diminutive of Robert Smith's name, "Smitty's" line of paint products graced untold thousands of model car finishes.

MORE RESTORATION PROJECTS

MARK S. GUSTAVSON

In the last seven years, the Museum has been grateful to receive a diverse group of vintage models that genuinely represent an earlier time in our hobby. These models, though mostly lacking in the levels of craftsmanship and sophistication that characterize current modeling, are an important window to the everyday builders' enthusiasm in a time four decades ago.

The Museum has benefitted from the careful and tireless work of Bill Taylor. Bill has worked for years to restore vintage models to prime condition. Visit the Museum page under "Projects" and check out Bill's work on the '40 Ford and his cloning of the *Dixie Bee*.



The dirty 1932 Ford roadster.

Bill has just finished restoring a few more custom models from the early Sixties, which we will look at in the next issue. Since then, we've sent him an array of other models. One of the more interesting ones is this vintage roadster apparently built from the original issue of AMT's 1932 Ford roadster kit. Check out these two views of the model. Thanks, Bill, for your great work on behalf of the Museum.



Another shot of the 1932 Ford roadster.

ALPHA INTERNATIONAL BUYS REVELL-MONOGRAM AND REVELL AG

GREGG VOSS

Alpha International, the parent company of Gearbox Toys & Collectibles, announced it was buying plastic-model kit giant Revell-Monogram and sister company Revell AG hours into the annual Chicago Hobby Show.

The announcement ends a year and a half of

speculation about Morton Grove Ill.-based Revell Monogram's future. That firm, and Germany-based Revell AG, were previously owned by Binney & Smith, Easton, Pa.

In addition to owning Gearbox, Cedar Rapids, Iowa-based Alpha also owns Empire Toy & Metalcraft. Gearbox makes die-cast collectibles, pedal cars and action figures; Empire Toy counts Big Wheel and Grand Champions collectible horses under its product lines; Metalcraft produces stamped-steel collectibles.

"I'm very happy," says Jim Foster, who will remain president of Revell-Monogram, which will not change its name. "It's an excellent opportunity for Revell-Monogram to be purchased by a company that has a need for manufacturing and engineering in the United States." Foster says the deal will enable Revell-Monogram to acquire new tooling for plastic-model kits; production of the Big Wheel is expected to move to Morton Grove as well. That means new equipment and an increase in the 150-person workforce there could follow.

Alpha International Marketing Director Jody Keener says distribution of Revell-Monogram products will move to Cedar Rapids within 60 days. He also expects Revell AG to eventually distribute products from Alpha's various brands in Europe.

"We have 10,000 tools and no distribution in Europe," Keener says. "With this, we'll be able to take the distribution to Europe." "It will be business as usual" for Revell-Monogram, Keener adds.

THE REVELL-PACTRA AND REVELL-TESTOR CONTEST BOOK

MARK S. GUSTAVSON

The next official publication of the Museum will be a book on the famed Revell-Pactra I and II and the Revell-Testor I and II contests, as well as other contests held in the early Sixties. This book will exhaustively chronicle the history of those contests, events leading to them, and contain interviews with many of the original builders, and will be available next year. The work has been enormous: Museum research directors Rex Barden and Randy Vandraiss have been carefully double checking my text and bibliographic references, Museum enthusiast Russ Harding has been calling hundreds of people across the United States to find those vintage builders, and I have been lucky enough to interview Lonny Stern, Jerry Svitek, Augie

Hiscano, Rick Harris, and Richard Johnson. I'll be talking soon to Rich Morgan, Charles (Chuck) Jones, Charles Gibilterra, Abigail Capps (widow of Lewis Capps), Byron Cooper, and John M. Braun. Russ is now looking for Larry Elting, Bob Sifferd, Tom Smith, Mike Yamashita, and about a dozen others. There is a much larger list, of course. If you know where any of these guys are, please contact Russ Harding immediately at DedMod47@aol.com. Everything should go through Russ.



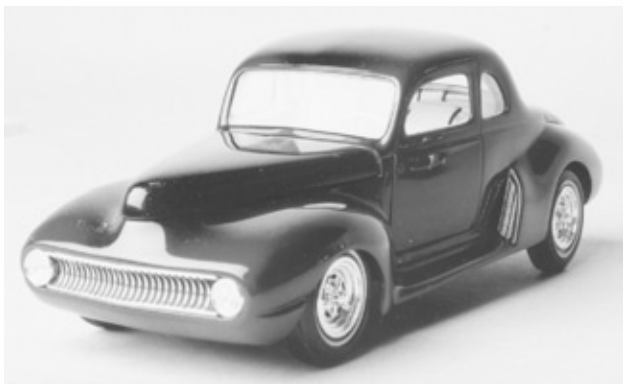
Rick Harris—then.

One success has been the great support and donations of noted custom car and model painter Rick Harris. Rick was the Southeast Regional Paint winner in the Revell-Pactra I contest with a well-styled '40 Ford coupe. For years, his incredible model sat in a box, damaged and unrestored. With the establishment of the Birmingham NNL show, and through the work of Pat Covert, Rick got back into the hobby, became a Museum member, and restored and donated his historic '40 Ford to the Museum. While many photos of Rick's model can be seen at the Web site, check out the accompanying photo of Rick with his restored model and the 1963 trophy, as well as the similar photo from the '60s. Rick also donated the incredible trophy to the Museum. The full story of Rick's model and his involvement in the hobby will be presented in our book. Thanks to *Model Cars* magazine and its editor, Gregg Hutchings, for a great feature article on Rick and his model in the October 2001 issue. Thanks, Rick, for your generosity and great contributions to the hobby. And thanks to Dale Horner of the Little Motor Kar Co. for donating the plating for this project.



Rick Harris—now.

Part of the work to make the book as complete as possible is the effort to acquire artifacts from these contests through eBay. We have been relatively successful, though the collection of items from both the Revell-Testor contests is woefully inadequate. If you have any artifacts from either of these contest series, the Museum would like to borrow them or (ideally) benefit from a donation. We have plenty of the trophies, but we are interested in hobby shop stuff, advertisements, letters, stationery, photos of models, and so forth. If you can help out (credit will be given in the book), please contact me at msgsl@xmission.com; in my office during regular hours at 801 523-3683; or by fax at 801 553-8908.



Rick Harris's gorgeous '40 Ford coupe.

MUSEUM TO REPAIR JAGUAR F-1

PAUL ANAGNOSTOPOULOS

The Museum has been engaged by Jaguar USA to repair a 1/4 scale Jaguar F-1 model that was damaged in transit

from Aspect Model Making in Great Britain to Jaguar Headquarters in Irvine, California. Deborah Sandford of Jaguar USA contacted John Noack at IPMS/USA and asked if he knew of any State-side company or group that could repair the model. John directed her to contact Mark S. Gustavson and a deal to repair the model was soon made. Aspect Model Making is supplying the new parts and the craftsmen at the Museum will repair the damage and install the new season's markings. Here is a photo of the model before it was damaged. We'll keep a highly-detailed photographic record of our work and of the completed model and present a report in the next issue of *The Builder*. You can check in at the Museum's web site for more current photographs!



Aspect Model Making's amazing Jaguar F-1.

VIDEO TAPES

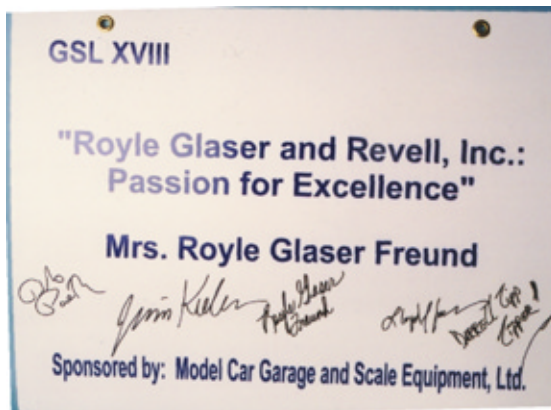
MUSEUM STAFF

You know, many in our hobby are getting older. While more than half of those at GSL-XVIII were younger than 40, a significant number were quite a bit older. To preserve the memories of the senior members of our hobby, the Museum will start video taping interviews that Mark S. Gustavson will conduct with visitors. These VHS tapes will eventually be converted to digital files but, for now, we can chronicle significant hobby figures as they visit the Museum.

Kurt Womack of Womack Productions has produced a professionally filmed and edited tape of the 18th GSL International Model Car Championship. Featuring interviews with many of the attendees, a sampling of the many seminars, the Museum tour, the Museum benefit

auction, and the Awards Brunch, this tape is a first-rate effort that chronicles the most recent presentation of this world-famous contest.

One of the featured events in the GSL-XVIII video tape was the evening seminar honoring Revell co-founder Royle Glaser Freund. She was joined on the stage by Bob Paeth, Jim Keeler, Lloyd Jones, and Darrell Zipp. Each of these industry leaders autographed the event sign which now hangs in the Museum.



The event sign.

This tape will be available October 30, 2001 for an \$18 donation, postpaid. Make out your check or money order to the National Model Car Builders' Museum, write "GSL-18 tape" on the memo line, and send it to: GSL-XVIII Tape, The National Model Car Builders' Museum, 10271 South 1300 East, PMB #131, Sandy, UT 84094. Except for the tape duplication, shipping, and handling costs, all monies will go directly into the Museum account. Thanks, Kurt, for your generosity and for the great work!

MUSEUM STORE

MUSEUM STAFF

The Museum has the following shirts for sale. Each shirt is \$12 postpaid. There will be no more GSL-XVII and GSL-XVIII shirts made in the future.

GSL-XVII (1999) T-SHIRTS

- ◆ 8 XL
- ◆ 1 L

GSL-XVIII (2001) T-SHIRTS

- ◆ 24 XXL
- ◆ 1 L

GSL-XVIII (2001) POLO SHIRTS

- ◆ 4 XXL

MUSEUM (BEIGE IN COLOR, WITH BLUE INK)

- ◆ 9 L

DONATION CORNER

PAUL ANAGNOSTOPOULOS

The following items have been received since our last newsletter. Thanks to all of the exceptionally generous donors!

ANONYMOUS. 100 instruction sheets.

ANONYMOUS. Monogram 1/8 scale *Big Tub*.

PAT BIBEAU. Photos of GSL-XVIII.

MARK BROWN. Four back issues of *Model Car Journal* and *Plastic Fanatic*. Miscellaneous parts and catalogs. On loan: copy of *Complete Car Modeler 2* by Gerald Wingrove.

CHUCK CADY (MCMA). Instruction sheets, contest sheets, printed materials.

JOHN ERSKINE. October 1969 *Car Model* signed by Jim Keeler (Dodge Fever II).

RUSS HARDING. Monogram "Hobby Kit Catalog," AMT Styline sales sheet (1961).

RICHARD JARUMUSIK. Built models and parts.

JOHN MAHAFFEY. Instruction sheets.

CUYLER OTA. Two Revell Parts Paks (Roadster frame and Roadster speed equipment).

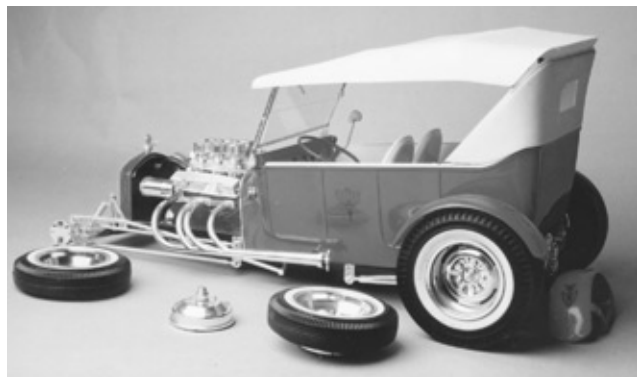
JIM SONTER. Book: Old Model Car Kit Advertisements (from Australia).

ROY URVALD. Photos of GSL-XVIII, old Revell tail-light set.

CHRISTOPHER WHALLEY. Copy of the Auto World instruction sheet for the *Hot Canary* (originally built by Dave Shuklis). These complement the Auto World special kit instructions previously donated by Bob Bergedick.

We have included a photo of the very rare and recently donated Monogram 1/8 scale *Big Tub*. The model was purchased in an eBay auction. Upon arrival at the Museum, it was discovered to be in remarkably good condition. The model was carefully assembled in the early Sixties, and the aged glue has simply let go in several areas, leading to spontaneous disassembly of some components. The Tub needs a general cleanup, including a plastic polish, and several of the parts

will need to be replated. Dale Horner of the Little Model Kar Co. generously donates plating for Museum projects. Call him at 610 779-1462 for all your plating needs.



The Monogram 1/8 scale Big Tub.

Here is the list of individuals and clubs that have donated \$50 or more in 2001. The Museum is profoundly appreciative of the terrific generosity of these people and groups.

DR. C. E. ANAGNOSTOPOULOS. \$1,000

PAUL ANAGNOSTOPOULOS. \$400

ANONYMOUS. \$250

ANONYMOUS. \$2,000 (for Augie Hiscano's model at GSL)

JOHN ANTCHAK. \$65

AUTO MODEL BUILDERS OF VANCOUVER. \$90

TOM BEAUCHAMP. \$50

PAT BIBEAU. \$75

MARK BROWN. \$500

TIM BOYD. \$300

RICHARD CARROLL. \$160

STEVE CATRON. \$60

JOHN DELLOSA. \$65

FRED DRUMMOND. \$60

ROYLE GLASER FREUND. \$250

FRED GRUMKE. \$115

RICK HANMORE. \$50

VALI & CHUCK HELPPIE. \$100

MODEL CAR LIST. \$200

JOAN & JOHN MAHAFFEY. \$500

ERIC NELSON. \$65

PERFORMANCE MODELING CLUB. \$50

BILL PRIOR. \$65

SAN DIEGO MODEL CAR CLUB. \$100

GREG STRUHAR. \$180

SCALE MOTORSPORT. \$121

SUPERIOR PAINT SUPPLY. \$600

TOWN OF NEWBURGH MODEL CAR CLUB. \$100

TRI-STATE SCALE MODEL CAR CLUB. \$1,413

KENNETH WILLAMAN. \$50

ROGER YU. \$100

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

October. two anonymous donors, John Antczak

November. Mark Brown, Steve Catron, John Dellosa, Model Car List, Eric Nelson

December. Bill Prior, Greg Struhar, Roger Yu

NEXT TIME

Bill Maunder visited the Museum recently. Check out the two-page cartoon in the October 1963 issue of *Model Car Science*—Bill will be lending us his contest-winning *Tall T* that is referenced in that magazine.

We'll continue with our feature on Auto World memorabilia.

We'll also feature the '40 Ford coupe that Augie Hiscano donated to the Museum benefit auction at GSL-XVIII. It is a remarkable piece of careful craftsmanship, now 40 years old. Thanks, Augie!

The next "As It Used to Be" feature article will be underway and we'll take a look at the AMT Valiant Styleline model.

Bill Taylor has just finished restoring a few more models. We'll take a look at them!

Joe Prestia has been working on the completion of a '51 Mercury convertible started by Bob Barnett. The model is really coming along!

A full story on the 1/4 scale Jaguar F-1 model that is being repaired by the Museum.

Finally, how about an article on another significant model from the Revell-Pactra I contest? Noted builder Ken Willaman has resurrected his winning model and donated it to the Museum. Wait 'till you see it!

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 801 860-2829, 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

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