



The Builder

THE NEWSLETTER OF THE NATIONAL MODEL CAR BUILDERS' MUSEUM

THE VIEW FROM HERE

MARK S. GUSTAVSON

As Museum Trustees, members, and interested hobbyists continue to labor to preserve the past and advocate for the future of our great hobby, things continue to change.

Historically, we have been concerned principally with acquiring and preserving the history of our hobby. We were remarkably successful early on, but it became clear after a few years that we needed to expand our scope to encompass contemporary hobby activities. In response, a few years ago the Museum moved to sponsor current contests and several NNL events by offering one-year memberships to Best of Show winners or top models. The Museum also became the sole sponsor of the Best of Show award at the Goodguys model car contests. We have written and distributed almost 500 copies of a modeling "how-to" booklet (thanks to the generosity of Dr. Anagnostopoulos); that publication will be updated and reprinted in mid-year 2003. We have also reached out to the general modeling public (as you'll learn about later in this issue) to involve a greater number of people in Museum programs. These efforts to date have paid off handsomely with public-spirited hobbyists signing up to scan our magazines, clone vintage models, and help us identify significant models for the hobby. Our efforts to make this newsletter more useful to builders, (so far limited to my fitful reports on the "How We Used To Do It" articles), will also change soon. Still, we need to focus and expand our goals to best exploit the stated mission of the Museum and its role in the hobby.

To better serve the hobby and expand the role of the Museum as the central source for information about the past and present of the hobby, and advocacy for its future, many changes will be occurring, starting at the end of this year.

First, we'll be changing the name of the Museum to more accurately reflect the expanded support of

the Museum from members from outside the United States. Starting with the final 2002 issue of *The Builder*, the name will change to The International Model Car Builders' Museum. This change will eliminate the perception that the Museum is concerned only with domestic modeling: with active builders and representatives in seven countries, we *must* broaden our scope. The changeover work will start soon and require redoing stationery, amending legal documents, recrafting the Museum logo, and refashioning other artifacts through which the Museum is promoted to the public.

The next change will be the effort to present, in each issue of this newsletter, a short but comprehensive how-to article that will pass along information on how to accomplish a particular modeling technique, or how

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to restore a vintage model, or some other *builder-related* task. With a focus on building models, it's high-time the Museum advocates and encourages constructing model cars. I'll be calling on leading hobbyists, with a known track record of article writing, to pen some of those articles and I'll write a few others. (Ironically, my work on the vintage AMT Styline Valiant has been delayed because of Museum and GSL work: watch next issue for an update.) We'll also be presenting features on key models in the Museum's collection to better educate our audience on our great collection, and in particular those that might never be able to actually visit the Museum.

Third, we will start to copy, and offer for sale, a selected series of the video tapes taken at past GSL Championships. We have nearly five dozen video tapes on which some of the most instructional and memorable building seminars are recorded. Also, if we can negotiate and secure a copyright release, we also intend to sell copies of the CDs of the scanned magazines (see the article later on our Scan the Past program). Both of these efforts will help raise much-needed funds to keep the Museum open, as well as disseminating key instructional and historic information. As you may know, it's usually a footrace each month to pay the rent on time.

Fourth, we'll entertain and print interesting letters to the Museum as a way of better interacting with our membership and the hobby at large. If you have something important and useful to say, whether by way of a suggestion or a positive critique, or if you want to offer to help us with any program, please drop us a line. We want to encourage an active interchange with Museum members and the public. All of this will mean that the newsletter and the Museum will continue to grow. With the help of our intrepid editor, Paul Anagnostopoulos, and the photo scanning services of Chad Benton, we can manage the growth, I think.

Finally, and wherever possible, the Museum will continue to sponsor leading contests and NNL events across the country, as well as being the sponsoring organization for the famed GSL International Model Car Championship. A new Museum ad campaign designed by Trustee Pat Covert will present a more vigorous and forward-looking image of the Museum.

There are several ways in which you, as a Member or other supporter of the Museum, can play an active part. First, please donate funds to help us pay the rent and utilities, and to meet the expenses of our other programs; we depend *exclusively* upon the generous contributions from donors and members alike, so please think of us often. Plainly said, without adequate financial help, the Museum will simply cease to exist. Second, you can volunteer to scan a magazine or

clone an historic model. Or you could take on the task of organizing the hundreds of photos of model cars from the Seventies. We also need experienced builders to write how-to articles for this newsletter. How about just taking the time to thoughtfully consider a nomination for the *Hot 150* list for Ages Five, Six and Seven? And we need a gregarious person to handle the Museum's interface with clubs. Check out the article on volunteering later on in this newsletter.

You are invited to join with us in the preserving, and advocating the future of, this great hobby. *Volunteer to do something!* We need your help, and you need to give something back to the hobby that has helped you. Write and offer your services. Okay?

See you next issue, in mid-December!

TWO IMPORTANT MUSEUM PROGRAMS

MARK S. GUSTAVSON

One of the missions of the Museum is to acquire or replicate, and preserve, the most influential models in the history of our hobby. In a special display case, we will trace the development of modeling techniques and detailing through the sequential presentation of these influential models. Therefore, the Museum has inaugurated two programs to accomplish this goal—the *Hot 150* and the *Clone the Past* projects.

HOT 150

This effort undertakes to identify and name the most influential models in the history of our hobby. Models on this list are characterized by having pioneered a new building technique, or style, or level of craftsmanship matched with publicity so that the model could have influenced other builders. Typically, these models were high profile (but not always), but each model led to subsequent technical developments in the hobby or pioneered the use of new materials or procedures, or introduced a new building style.

To simplify the "naming" process, we have identified six "Ages" of our hobby through 1998: Age One: Through 1961; Age Two: 1962 through 1968; Age Three: 1969 through 1978; Age Four: 1979 through 1988; and Age Five: 1989 through 1998. We've decided not to include more recent models because it's too early at this time to assess the significance of models built since 1998. So far, through the efforts of Museum Members, we have named those models through 1968 (balloting is going on for later years) that have sig-

nificantly influenced the development and progress of model car building. In fact, the initially-prepared list has just been amended to correct an earlier oversight: now, Donald Katz' "Off Beat Beauty" (featured in *Car Model*, February 1964, pages 22, 27 and the cover); The "Way Out GT Custom," featured in *Car Model*, March 1964, pp. 28–32, by R.A. Smith and Mike Baltes (both of Auto World); the various passenger car custom pickups by Budd "The Kat" Andersson (check out *Car Model*, February 1965); and Tom Davison's chartreuse metalflake Corvette that won the top paint award in the Revell-Pactra I contest (see *Model Champions* for an article) have all been nominated and appear on the *Hot 150* list.

The next step in the *Hot 150* project is to select the next set of models to represent the interval between 1969 and 1998 ("Ages" Three through Five). There are a wide array of terrific, hobby-changing models in this era that meet our threshold requirements of having been published in a way that could have affected other modelers, thereby influencing the development of modeling technology and finishing techniques. Models from this 29-year interval are probably still around, and many might be available for loan to the Museum. Therefore, it is not quite as likely that we'll be cloning models now from this age, although an original builder might not want to participate by loaning his model(s) to the Museum for the special display.

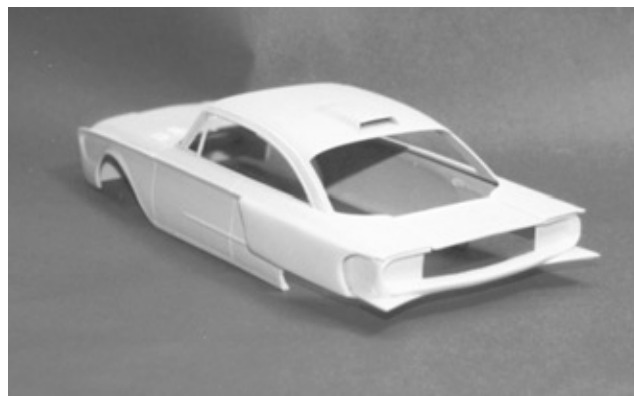
Already, a large number of models have been nominated for Ages Three through Six by a selected group of hobbyists, though only a few nominations from museum members have been made. If you want to have a say on which models are included on the next updated to the *Hot 150* list, please review your old issues of *Scale Auto*, *Car Modeler*, *Model Car Journal* and *Plastic Fanatic*, or other publications, and nominate your favorite models for these "Ages": 1969 through 1978, 1979 through 1988, and 1989 through 1998. Be sure to give us your ideas why the model(s) you nominated should be included. All nominations will be juried by the special Museum team and announced in the first 2003 issue of *The Builder* and on our Web page. Please use the enclosed nomination form (use one for each model nominated) and send the same to the Museum by November 15, 2002.

Because we understand that not every model on the *Hot 150* list will be either located or cloned, the Museum will create a large, special display board on which each of these epochal models will be featured in a photograph with an accompanying text that explains the importance of that model. Photos may be contemporary or taken from vintage publications. However

derived, this display board will portray and honor these influential and incredible models.

CLONE THE PAST

This program is obviously related to the *Hot 150* "naming" effort but is more tangible. This effort initially seeks to either acquire (by donation or loan) or, if the model isn't available, to replicate as many of these models on the list as possible.



Long-time Museum member and donor John Mahaffey is replicating Donna Schuld's wild custom '60 Starliner. John has worked with only scant information to construct this Hot 150 model—the only one built by a woman (so far)! Refer to Custom Car Models by Barris, 1962, p. 11 (Spotlite book #S-508) or Car Craft June 1961, p. 52, for information on this model.

Many of the models on the list, through 1968, have enticed a great group of builders to replicate them: The "Nervous Nomad" by Paul Sable has been completed by Tim Pentecost, and Pryor Passarino is replicating Carl Dunn's famed Revell-Pactra winning two-Allison-engined dragster (with the incredible support of Norm Veber—thanks a lot, Norm!) as well as Tony Broer's 1/32 '32 Ford. Bill Taylor (God rest his soul) finished his replica of the famous *Car Model* magazine "Dixie Bee" more than a year ago, and Nick Whitlow is crafting the Al Gaby's "Golden Rod" that appeared in *Car Model* magazine. Mark S. Gustavson has started work on Lonny Stern's "Astrorod" and is working with Pat Bibeau who has undertaken to replicate Don Emmons' 1/8 scale channeled '32 Ford roadster that appeared in *Rod & Custom Models*. Rick Hanmore is working on his replica of Bill Neumann's '60 Ford Starliner, and John Mahaffey has selected Donna Schuld's '60 Ford to replicate (check out the photo of John's project, so far, at the end of this article). Already, Paul Sable's custom Mercury has been cloned by Rick Wright. Marc Havican is working to duplicate a Jim Yonts dragster, and Bob Paeth is working hard to finish cloning Jack Herndon's radical custom '29 Ford roadster in time for GSL-XIX.

Check out the cloning chart for further information on each of these models (visit the Museum's Web site at www.themodelcarmuseum.org/Projects/Clone/Hot_150/hot_150.htm).

Please participate in these very important projects by either nominating one or more models or by offering to clone one of the models on the list. *We could use your help.*

THE REVELL-PACTRA AND REVELL-TESTOR CONTEST BOOK

MARK S. GUSTAVSON

As we've mentioned before, a major Museum project is a book on the famed Revell-Pactra I and II and the Revell-Testor I and II contests, as well as those precursor events leading to these great contests. I have been working for several years to gather information from leading early hobby figures based on the hard work by Museum member Russ Harding. Russ has located several of the builders and I have been busy interviewing them. So far, I've talked with Lonnn Stern, Jerry Svitek, Augie Hiscano, Rick Harris, and Richard Johnson. Russ just found Rich Morgan whom I'll interview shortly. And Dick Carroll just found *us!* Other efforts have been underway to learn about—and acquire wherever possible—artifacts from these builders and contests.

The sheer scope of this project has convinced me to divide the book into two parts: the first about the events and contests that preceded the Revell-Pactra I contest, and the second focused on the contests themselves. Just the information on the AMT Custom Caravan and the Winternationals contests justify a separate book. And the incredible breadth of the Revell-Pactra and Revell-Testor contests could easily fill several volumes. Therefore, we hope to publish the first volume (model car events 1962 and earlier, roughly speaking) in late 2003.

To make the book as thorough as possible, please contact me if you have an artifact from any contest through 1966, especially before Revell-Pactra I. We have plenty of the Revell trophies, but we are interested in hobby shop stuff, 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 at my office during regular hours: 801 523-3683, or by fax: 801 553-8908. Many heartfelt thanks to Museum researchers Rex Barden

and Randy Van Draiss, and Russ Harding, for their hard work in locating people and double-checking facts, information, sources and references.



One of the principal artifacts from the Revell-Pactra One contest is the 6-foot trophy that Rick Harris won for his winning Paint Award '40 Ford Coupe that was featured previously in The Builder. The trophy is in superb condition, and is now part of our permanent collection. Thanks, Rick!

IN MEMORIAM

MARK S. GUSTAVSON

It is our sad duty to report that four valued members of our hobby have died recently. The Museum wishes to acknowledge their passing, and extend our heartfelt condolences to their families and modeling friends. We are all diminished by the death of every model car builder. In keeping and presenting this list, we do not pretend that we have chronicled every model car builder who has passed on. If our list is incomplete, please forgive the omission and promptly advise us.

So far this year, these highly-valued members of our community have died:

MIKE HESTER. February 2002

TONY "SLICE 'N DICE" DELVECCHIO. May 2002

BILL TAYLOR. June 2002

RICK SOMERLOT. October 2002

Without emphasizing the passing of one hobbyist over others, the Museum expressed its sadness to the mother of Bill Taylor, who worked for so many years to repair vintage models. Bill also cloned the *Car Model* magazine Dixie Bee (the story is at www.themodelcarmuseum.org/Projects/Clone/Dixie_Bee/dixie_bee.html)

Just a short time after Bill's passing, I wrote this letter to his mother:

Dear Mrs. Taylor:

It was with both shock and sadness that I recently learned of the passing of your son, Bill. A mutual friend—Bill Maunder—sent me the obituary. I had no idea that Bill had been ill.

I am deeply saddened by Bill's death and offer my heartfelt condolences for your loss. Bill was a passionate supporter of the National Model Car Builders' Museum and his restoration activities significantly contributed to the success and reputation of the Museum.

Your son's name has been added to the "In Memoriam" list that is on our Web site and will be read at the upcoming, and all future, GSL International Model Car Championships here in Salt Lake City.

We would be honored to receive one or several of Bill's model for perpetual presentation in the Museum's display.

Again, on behalf of the Museum, the hobby in general and myself, our deepest sympathies for your loss.

Very truly yours,

Mark S. Gustavson

Since Bill's passing, Museum member Bill Maunder visited with Mrs. Taylor and received several of Bill's models for permanent display. Bill ably handled the restoration of one of Dave Shuklis' models. Bill was also a significant participant in my Custom Clinic photo contest and once won the top award. You may want to search a subsection of the Museum's Custom Clinic page to see Bill's top model: Thanks to Bill Maunder for helping out with this sad, but necessary, effort.

Just as we went to press, we learned from Vince Putt that Rick Somerlot had passed away. Rick had suffered from a particularly aggressive cancer for a few years but always maintained his good humor and courage to the end. Vince generously spearheaded an effort to help pay for Rick's medical bills, and was a close friend of Rick's right up to the end. Vince's effort was supported by dozens of good-hearted hobbyists.



Bill Taylor, holding the Shuklis '30 Ford coupe that he restored, will be sorely missed by the hobby. Bill handled more than a dozen restoration projects, and one cloning effort, for the Museum. Bill also competed regularly at GSL and once ran his own photo model car contest.

Rick was an early Trustee of the GSL Board of Directors and worked with me for several years to present the Championship. In 1985, at GSL-VI, Rick won the Best of Show award for a subtly-styled '39 Chevy roadster into which he merged Corvette styling cues and equipment from various years. Its dark pearl/metallic paint job, coupled with expert and breathtaking detailing, pulled this model ahead of its very able competition.

Rick is the second GSL Best of Show winner to leave us; Bob Barnett, who won the Fifth Championship with his replica of Barris' Kopper Kart, passed in 1994. The Museum hopes to acquire and place on display as many of Rick's great models as possible; we already have three: a full custom '40 Ford sedan, a T-Bird drag car, and a Prostock '64 Fairlane. We have been told that the Museum will receive Rick's GSL-VI Best of Show model thanks to the hard work of Vince Putt. Rick's model will join five other GSL Best of Show winners in a special display.

Rick was one of those guys who make this hobby the wonderful experience that it is. Rick's passing reminds us all that one of the principal objectives of the Museum is to chronicle and honor the contributions that so many have made to this great hobby.

The Museum will be honored to be the home for many of Rick's models. We are all the poorer for Rick's passing.

SCAN THE PAST: GREAT RESPONSE!

MARK S. GUSTAVSON

As you know, the Museum has an extensive magazine collection, starting with publications from the early Fifties. Never printed on quality paper in the vast majority of cases, our splendid collection is starting to deteriorate even in the very hospitable environment of Salt Lake City (exceptionally low humidity). Of particular concern have been the *Car Model* and *Model Car Science* collections which appear to have been printed on marginal paper. These, and selected other magazines, have started to crack and fissure as they are handled. Since GSL-XVIII, we have now restricted visitors from handling *any* magazine published before 1970.

Still, hobbyists need access to the terrific information and historic perspectives that these magazines provide. Contemporary, and future, researchers and historians will want to learn about the information in those magazines and they won't be able to do so if the magazines are just dust in plastic sleeves.

In late June, I posted a note on the Hobby Heaven discussion board and Paul Anagnostopoulos posted the same message on the Model Car List. In response, we are delighted to report that our plea for help in scanning vintage magazines has been warmly received by 13 guys who have generously donated their time and equipment. The Museum expresses its great appreciation to the following individuals who have vigorously jumped into the project: John Antczak, Paul Canney, C. Elmore Craig, Claes Ericsson, Mike Harnyk, Mark Holland, Dave Mikrut, Ron Norman, Jim Olson, Lindley Ruddick, John Sharisky, Floyd K. Wever, and Roger Yu. Very recently, Steve Larson (Klik's Photography Company) and Charles Fox volunteered to scan historic magazine photos of nominated model for presentation in this newsletter, on the Museum's Web site, and on a special display board that will hang in the Museum. Thanks, Steve and Charles!

Each magazine is scanned at 300 DPI according to a procedure designed by Trustee Mark J. Benton, with each magazine page as a separate entry on the disk. So far, nearly a dozen disks have been filled and sent to the Museum. Many more additional magazines are now being scanned as this is being written, with many more scheduled by the end of the year. Check out the accompanying photo of just a few of the labeled disks that our scanners have produced.

If you want to help, please e-mail me at ms-

gsl@xmission.com and I'll e-mail the specification protocol, as well as a list of magazines that need to be scanned. Though scanning each magazine takes a bit of time, this program will mean that we can save—while we can—the history of our hobby.

Thanks to our current scanners for their great help! Well, can you help? Write or email for details!



Note the neat and informative covers that our scanners have created. Each disk is now archived, first by title and then chronologically. As technology progresses in the years ahead, the digital images will be transferred to updated storage media.

NEWS OF THE HOBBY

PAUL ANAGNOSTOPOULOS

Congratulations to Tony Mazzola for his seven years of hard work on behalf of MASSCAR. Tony worked hard for his club, and pioneered the now-famous contest presented each spring. Museum member Tex Ouderkirck has been elected the new president of MASSCAR. Best wishes for the continued success of MASSCAR!

The Ohio NNL gang—the original guys who started the whole trend of non-competitive events that reshaped the face of our hobby—have copyrighted the “Original N.N.L. Nationals” name to distinguish it from other NNL events which followed on their pioneering effort. By the time this newsletter reaches you, they will have presented the 23rd event with a “Rat Rods” theme for this year. Congratulations to the Nameless National Luminaries! The Museum has just presented to the Ohio NNL group a special plaque recognizing and honoring their tremendous contribution to our hobby.

MEMBER NOTES

MUSEUM MEMBERS

Editor's Note: *The Builder* is interested in receiving any letters on a topic of positive interest to the hobby or the Museum. Please write with your ideas or suggestions.

Letter to the Editor:

Please find enclosed my check for renewing my membership. I enjoy the new focus of the newsletter. How about raising Museum funds through the sale of GSL videotapes? I believe tapes of car modeling informational seminars would help the car modeling community enjoy the hobby better minus the frustrations. How about it? —Paul Thomas Bloomer

Hi Paul:

Thanks for the note. We've thought about duplicating selected GSL videotapes to raise money for the Museum. We have almost five dozen tapes covering instructional seminars at GSL Championships going back a decade. We'll add this task to those for next year. —Mark S. Gustavson

GOODGUYS WINNERS

MUSEUM STAFF

As we've noted before, the Museum is the exclusive sponsor of the Best of Show award at the many Goodguys model shows. Museum Member Mike Carroll introduced the Museum to Goodguys. Thanks, Mike, for making this arrangement for the Museum!

Each Best of Show winner receives a one-year Museum membership and other prizes including having their model pictured here (if they supply a picture). Each of the model contest administrators are also presented with Museum memberships.

KEVIN WRIGHT. Watsonville, CA

STANLEY ULRICH. Oregon City, OR

Congratulations to Kevin and Stanley (this is Stan's second top win in the same number of years!) for their great work. We hope to present photos of their work in future issues. Hope to see you at GSL!

REPORT FROM WESTERN CANADA

SEYMOUR DOUGLASS

Model car enthusiasts on the West Coast of Canada gathered together in Surrey, British Columbia (a suburb of the more-well-known Vancouver) for the 19th annual

Auto Modelrama in March 2002. Canadian builders from all over the Pacific Northwest region, and a few of our American neighbors, entered 275 models in the contest. Over 350 people viewed the terrific variety of models on display and hunted for bargains at the swap meet tables. The Automotive Model Builders club hosts the show, while participants included members of other regional clubs such as the Merritt Model Car Club, Victoria Scale Plastic Automotive Modelers, I.P.M.S. Kelowna and Performance Modeling Club (Washington state).

Activities included a swap meet, giant raffle, demonstrations, videos, music and a photography session. Each entrant under the age of 13 is given a free model car kit to encourage their continuation in the hobby. Lots of trophies and ribbons are awarded based on ballots cast by the contest entrants. A unique feature at the show is the host club's fund raising efforts for the Museum. A "junk box" is brought to the club's monthly meetings for the members to fill with their unwanted kits, parts, pieces, magazines, etc. The "junk box" is full by the end of the year, when its contents are sold at a swap meet table at the show. All proceeds are used for the club's annual donation to the Museum. People don't mind paying a premium for their "junk" when they realize that their purchase is supporting the Museum. This also raises the profile of the Museum, as many people learn of its existence through the "junk box" sales. Other clubs should give this a try at their next event.

Summer will be a busy season, as model car enthusiasts are invited to participate at local car shows with displays and contests. A wrap-up of the summertime activities in Western Canada will be provided in the next report. By the way, it gets warm enough up here in August to melt our igloos.

Editor's Note: Seymour is President of the Automotive Model Builders of Vancouver

REPORT FROM SWEDEN

ANDERS ERICSON

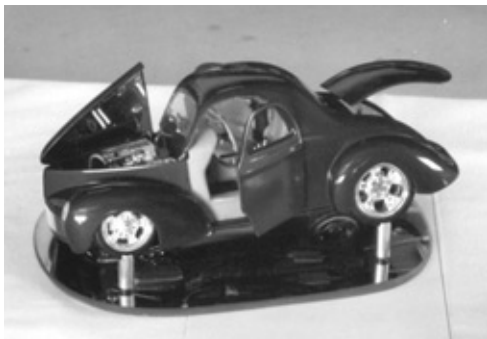
I have been visiting most of the important contests this year, including of course the "Grevens Glue Galor" where I have been cooperating with Claes Beck-Friis. Our contests seem to be slightly increasing with both older and new younger modelers. It's difficult to get a hold of new kits here from the USA because of problems with local hobby shops and the agents of American model car companies that aren't as cooperative as they should be. The only chance is therefore to order kits

directly from abroad. Something that is really good is the interest from IPMS the last years to visit our contests. They have been very eager to get a contact for the future so that the car builders will be a part of the IPMS. At last, take care and don't ever hesitate to ask me if you need any help!

Here are some great photos of some superb models entered in Swedish contests:



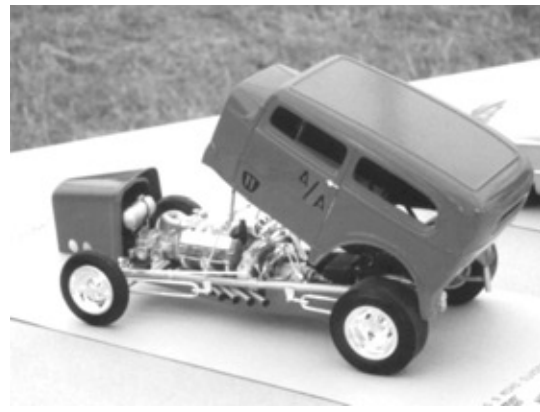
This magnificent model is as '88 Audi 80/90 that Juha converted from a four-door to a two-door sedan. It was at the eighteenth GSL Championship where it gained a lot of attention.



Anders' friend, Eric Bjerkerud, from Nykoping, built this fantastic Willys coupe. This model has been the winner of street rod classes in every class entered.



This "sleeper" '40 Ford street rod was built by Bjorn Sundstrom. Though modest when initially viewed, the model is a deep well of subtle and expert detailing.



Anders' own model, this Orange Hauler drag car was built right out of the box and benefits from excellent paint.

Editor's Note: It is the policy of the Museum to endorse and cooperate with the IPMS. See the advertisement elsewhere in this issue.

REPORT FROM CROATIA

ZELJKO SEGIN, ZELJKO.SEGIN@OS.TEL.HR

It's nice to hear that Museum will be International.

I will be glad to send you report from my country. But I'm afraid that it will be little about car modeling in my country. Most modelers are here aviation and military modelers. October 5th is Croatian Nationals and after that I will try to write something about cars from it and send some photos.

But I will try to send report about my activities in car modeling. Recently I opened Web pages which are dedicated to car models only. I work on it with my great friend Rinus Middelarr from Netherlands. If you are interested, visit our site: makete.jware.hr/bmom/

BARNETT '51 MERCURY CONVERTIBLE

JOE PRESTIA & PAUL ANAGNOSTOPOULOS

One of the key missions of the Museum is to finish up with important models in our collection, and to restore vintage models completed decades ago. One recent effort has been the first-rate work of

Joe Prestia who, with the help of master painter Lance Norman, undertook the task of completing one of Bob Barnett's unfinished customs, a '51 Mercury convertible. While the unfinished model was in good shape, and had benefitted from some previous work by "Uncle Bill" Aitchison, it still needed a lot of careful

work. Joe has finished up this piece, so let's let him describe the project in his own words!

BODY REPAIR

The resin trunk supplied did not fit well at all. I had to hunt down a plastic original trunk to fit. Only minimal re-sizing was necessary. The complete body was sanded down with 400 grit. Old loose body filler was removed from the windshield area. The hood was rounded off. There were cut marks in the door jam areas which were filed down. A styrene strip was added to the windshield roof line. There was old tape adhesive that needed to be removed off the body. I also had to rework the left body line over the rear wheel well. There was a low spot in the upper rear quarter driver side that needed to be repaired. Also, the front headlight housings area and the front roll pan needed to be finished so I added filler and plastic to complete. Door jams were made with a sheet of styrene cut to size. Hinges were taken from an old '55 Chevy plastic kit. I used metal tubing to hold the hinges in place. This worked, but not as well as I had hoped. They have a little play which makes the doors hang down when opened.

TAIL LIGHTS

I had a hard time locating a good set that would fit well. The ones that were supplied did not fit at all. At this point, I was determined to make a pair. I took a red transparent toothbrush, cut two pieces off then filed them down with a jeweler's file to fit. I then used fine grit sand paper to smooth them down. The tail lights were set aside until the paint was done. They were installed by using a clear nail polish (compliments of my wife's nail polish collection). The hardest part of the tail light making was trying to hold the part while filing it. It seemed to have a mind of its own and pop out of my grasp many times to uncharted areas under my work desk.

PAINTING

I sent the body out for paint. A good friend of mine, Lance Norman, has an incredible talent when it comes to painting.

INTERIOR

The interior was given a tuck and roll feature by adding a strip half round styrene, cut to size and glued in one by one. Once completed, it was painted semi-flat white.

Chrome trim was added and the dash was detailed with bare metal foil and after-market gauges.

MISCELLANEOUS

The top was repaired and painted flat white. Although it was a slight bend to it, I tried to straighten it out the best I could.

The inner tub needed much attention. Plastic was added and filled in, then painted. After the paint dried, blue flocking was used for the rug and trunk areas.

The suspension was basic, simple low-rider style. The bumper was hand made. It started with a resin one, cut it in for parts and then added plastic and filler until the right look was achieved. Many hours went into fine fit and sanding before the chrome was added.

The glass for the windshield did not fit well. I had to cut it down and polish out the fine scratches it received in the box over the years. I used toothpaste and then a fine compound and car polish for a smooth finish.

ASSEMBLY

The complete car was ready. A Cadillac motor was used. The wheels and tires were fit. The interior was then added and the body. I used an after-market banjo style steering wheel because it is cool for that era.

The Museum expresses its great appreciation to Joe and Lance for their top shelf work. We hope they'll team up again to finish—or restore—another model in the Museum's collection!



The Merc convertible exhibits both good design and excellent painting and assembly skills. Check out the smooth bodywork. Dark pearl blue paint by Lance Norman is a nice contrast to the bone white top and interior.



The great looking, and carefully fitted, taillights were carved from a clear red toothbrush handle.



Joe exquisitely detailed the dash, steering wheel, and applied a matte-finish white to the interior to offset the dark blue carpet.

OTHER MODELS

Of course, other models are being completed also. One of the most interesting is Bob Barnett's replica of Bill Cushenbery's *El Matador*. Earlier this year, Rick Harris took on the project of completing this model. You may remember Rick's recent restoration of his Revell-Pactra I Southwest Regional Paint winner '40 Ford featured in a previous issue of *The Builder* and at the Museum's Web site. The *El Matador* is a difficult piece because the original car was highly detailed, and will require considerable work to complete.

Since Rick enthusiastically embraced this project, he has been talking with three other builders (Cody Grayland, Bob Wick and Mark S. Gustavson) about how to finish the model. The four builders will cooperate to produce an array of custom-made photoetched and chrome-plated machined parts, for this model. When completed, it will be displayed in the Oakland Roadster Show Diorama. We've decided to retain the services of master machinist Cody Grayland and artist Bob Wick to produce the following machined and photo etched parts:

- ♦ Four wheels (machined by Grayland, and then chrome plated by Mark S. Gustavson).
- ♦ Front and rear bumpers (To be cast in brass, plated by Gustavson).
- ♦ Front grille surround, (Harris to make pattern, Gustavson to hammer from brass and chrome plate. Wick to do photo etch insert).
- ♦ Headlight surround and inset screen (Harris makes

pattern then reproduced by Grayland, photo etched insert by Wick).

- ♦ Cibie headlight buckets, lenses and inserts (buckets and lenses will be machined by Grayland; buckets plated by Gustavson).
- ♦ Windshield surround (Harris makes a pattern, Gustavson reproduces in brass and then chrome plates).
- ♦ Backlight surround (Harris makes a pattern, Gustavson reproduces and chrome plates).
- ♦ Steering column (Machined by Grayland, plated by Gustavson).
- ♦ Dash bezels in front of driver and passenger (Grayland to machine, Gustavson to plate).
- ♦ Speedometer in center of console (machined by Grayland, plated by Gustavson).
- ♦ Taillight lenses (machined from clear red plexy by Grayland) to fit into brass taillight insert "tubes."

HOBBY LEADER RECENTLY LOCATED

MARK S. GUSTAVSON

The Museum is pleased to announce that Dick Carroll recently contacted us. We responded eagerly to his call and membership, and will be featuring some photos on his great historic models (as well as new 1:16 scratchbuilt model underway), in the next issue of *The Builder*. Dick is building full-size street rods these days. Great to have you on board, Richard!

DONATION CORNER

MUSEUM STAFF

As you know, the Museum exists only because of the great generosity of those who believe in, and support, our goals. We are grateful for the following great donations.

MONETARY DONATIONS

TIM BOYD. Michigan, \$250

STEVE CATRON. New Mexico, \$75

CINCINNATI AUTO REPLICAS & JACE JORDAN. Ohio, \$100

RANDY DERR. Ohio, \$250

BILL LINDIG. Minnesota, \$35

MARYLAND AUTOMOTIVE MODELERS ASSOCIATION & MATT GUILFOYLE. \$250

PERFORMANCE MODELING CLUB & CLIFF RUSSELL.
Washington, \$50

RONALD WALTERS. Utah, \$25

ROGER YU. Hawaii, \$100

DONATED ITEMS

JOHN ANTCZAK. large set of photocopied adverts: The double-image presentation on card stock is especially appreciated.

CHUCK CADY. Dozens of vintage instruction sheets, auto magazines

SEAN CUTHILL. CARtoons magazine, Ertl "Dollar."

JOHN HANSON. Scratchbuilt professional model: tractor, lowboy, and Cat

DAVE HERMANSON. 2 MINT sets of AW license plates

RICHARD JARMUSIK. copy of book, Mickey Thompson items, model kit, many boxes of restoration parts, miscellaneous printed items

ANDY KALLEN. three historic GSL-winning models

ED LENCE, JOHN DINO, BRIAN DEES. Roth-autographed Surfite kit box

CUYLER OTA. *Model Car Science*, April '63; *Car Model*, January 1965

PERFORMANCE MODELING CLUB. Video tape and contest winners list.

DAVID TOYSA. Vintage bottle hobby paints



Mike Barlow (right) thanks John Hanson for the scratchbuilt tractor, lowboy, and Cat. This model is a magnificent study in aggressive scratchbuilding.

TOM VOGT VISITS MUSEUM

MUSEUM STAFF

In August, the Museum was pleased to welcome Tom Vogt to the Museum. Very active in the early Sixties in modeling, and recently re-activated in the hobby, Tom visited the Museum and enjoyed the many exhibits. Tom signed up as a Member, and visited the Museum again during the Region 10 IPMS show which was held in Ogden, Utah on September 27.



Tom took special delight looking at the large-scale items in the collection. Here, Tom is gazing at the 1:10 Revell bucks of the Tony Nancy Dragster, as well as other large models.

PUBLICATIONS NEEDED

MUSEUM STAFF

As part of our effort to sleeve the thousands of magazines that we have in the Museum, Trustee John Dino has personally examined each one of the thousands of magazines in the Museum. John has determined that the Museum needs to acquire missing issues and upgrade others for suitable scanning (we need to digitalize only the best-available copies, after all). Please look through your collection and see if you can donate any one of the following magazines.

♦ *Car Model*: 1963: December; 1964: April, July; 1965: January, April; 1967: July, September; 1968: March, April, May, September, November; 1969: July, August, September, October, November; 1970: February, March, June, September, October, November; 1972: March, June through December; 1973: March (Volume 11, #8), May through August; 1974: August through end of publication

- ♦ *LAAM Bulletins*: February 1955; March/April 1956; September/October 1958; November/December 1958; March/April 1960; July/August 1960; September/October 1960; November/December 1960; January/February 1961; March/April 1961; May/June 1961; September/October 1961; March/April 1963; May/June 1963; September/October 1963; November/December 1963
- ♦ *International Modeler*: 1973: All; 1974. January through March, Aug, Sept., Dec; 1975. October
- ♦ *Meccano*: All but April 1968
- ♦ *Miniature Truck News*: Volume 3, #4 to end of publication
- ♦ *Model Car Science*: 1963: April; 1964: May; 1965: September; 1966: January, February, May, July, September; 1967: September; 1968: January, February, March, August, October

GSL INTERNATIONAL MODEL CAR CHAMPIONSHIP

MARK S. GUSTAVSON

As many of you know, the Museum is the lead sponsor of the famed GSL International Model Car Championship. After the GSL-XVIII awards presentation concluded, GSL Trustees met to discuss GSL-XIX, which will be presented April 24 through April 27, 2003 at the Wyndham Hotel in downtown Salt Lake City (new location). In our ongoing effort to keep the Championship responsive to its audience, and to continue GSL's leading commitment to encouraging high-quality modeling, fair competition, and cheerful friendship, the Nineteenth International Championship will include a few changes for the benefit of the entrants and attendees.

The Championship has moved to the new hotel to accommodate the growing number of competitors and attendees. The Contest Hall grows by nearly half, and the seminar rooms are also better. Though the event and attendee room charges will go up a bit, we'll have a lot more room, and we'll be able to include the presentation of contest models, projects, and past winners in one large room. We specifically encourage the exhibition of in-process future GSL entries, as well as special projects. A strong effort will be made to present an array of past GSL award-winning models. Also, look for an old *Car Modeler* magazine project—now redesigned and rebuilt—to be on display.

The Museum will sponsor and host, on Thursday

and Friday afternoons, builder-oriented how-to seminars (these events will focus on both fundamental and advanced model building techniques), as well as the now-regular combined State of the Hobby discussion and reception on Thursday evening. The GSL Seminar Series will also include seminars on Friday morning and afternoon and on Saturday morning. Please visit the newly-updated Web site at for further information as it develops.



The Utah Miniature Automotive Guild, a Region 10 IPMS/USA Chapter, is pleased to present

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 GSL-XIX • 10271 South 1300 East, PMB 131 • Sandy, UT 84094, USA
 OR CHECK THE WEB AT www.GSLChampionship.org • e-mail: MSG@GSLChampionship.org
DON'T MISS IT!

The Common Kit will be the AMT/Ertl '62 Thunderbird convertible/roadster kit (30061-1HD). The Common Kit entries will be judged by the GSL judges along with the other regular GSL Classes. The Group '03 kit (built with materials, supplies and techniques in use no later than 1973) will be any version of the AMT '40 Willys coupe or pickup (whether the original kit or any reissue). Remember that the winners in the Group '03 Class will be selected by popular vote.

The Championship will open to on-site registration Friday morning, April 25, 2002 at 8:00 a.m. and continue through Saturday at 4:00 p.m. Of course, preregistration will be accepted by mail as in the past, before the Championship opens, but only *after* the GSL Championship Manual is distributed in January 2003.

Tours to the National Model Car Builders' Museum will be presented on Friday and Saturday to permit modelers to better enjoy the collection. This enhanced schedule will give a greater number of modelers the opportunity to visit and fully enjoy the Museum. Museum proctors will be on site.

Check out the newly-revised GSL Web site found at www.GSLChampionship.org for further details. By mid-November, venerated GSL and Museum Webmaster Mark J. Benton will also present historic GSL photos and information for the Championships through GSL-XVIII. Thanks for your hard work, Mark!

LEADING AFTERMARKET COMPANIES PROMOTE THE MUSEUM

MUSEUM STAFF

We are pleased to tell you that our arrangement with leading aftermarket companies to promote the Museum has been *very* successful. We have picked up about a dozen new Museum members through the effort of our sponsors who include a copy of our newly-revised Museum brochure with each order. This kind of support is greatly appreciated, and will help to get the word out about our efforts, and gain new members. We are pleased to add Championship Publishing as our newest participant in this great program. Patronize these terrific sponsors!

The Museum expresses its gratitude to these companies. Buy from them often! Black Gold, Championship Publishing, Little Motor Kar Company, MCW Automotive Finishes. Model Car Garage, The Modelhaus, Nitro Models, Replicas and Miniatures Company of Maryland, R&D Unique, Scale Motorsport.



SCALE MOTORSPORT'S "ONE PERCENT FOR THE MUSEUM"

The Museum is delighted to report that Matthew Wells, proprietor of Scale Motorsport, will again run his "One Percent for the Museum" drive. Matt will donate to the Museum 1% of his gross (not net) Web sales from January 1, 2003 until April 1. Matt will present the check to Mark S. Gustavson, on behalf of the Museum, during the awards banquet at GSL-XIX, which will be held in Salt Lake City on April 24-27, 2003. The Museum wishes to express its profound appreciation to

Matt for his forward-thinking generosity on behalf of the Museum. Hopefully, other aftermarket companies will join Scale Motorsport in this great program!

Visit www.scalemotorsport.com or email scalemotor@aol.com

NEXT TIME

Car Model magazine contributor Paul Sable—now a college professor—called the Museum in late September and offered to make a significant donation of his famous models from the early days of the hobby. More news on this major story in the next issue.

We'll also present some images of the brilliant modeling career of Richard Carroll (two of his models appear on the Hot 150 list). The AMT Styline Valiant will appear in the next issue, and in-progress photos of cloned models will be presented. We'll also have a feature on one of the key models in the great collection we've amassed.

Yes, IPMS is for Car Modelers!



"I've been a member for over 10 years. I like the fact that IPMS promotes strong fundamentals in modeling, and I've seen many a modeler improve as a result of the fellowship the society has to offer."

Pat Covert- columnist & author

"IPMS has been a strong supporter of the National Model Car Builders' Museum and the GSL Championship for many years. I'm a member for life!"

Mark S. Gustavson- writer & author


IPMS/USA is the world's largest modeling organization, with chapters located throughout the USA. As a member, you'll receive 6 issues of the IPMS/USA Journal per year-- each packed with articles and updates covering modeling of all types. Join today!

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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 have contributed rent since our last newsletter. The Museum expresses its profound appreciation to all those individuals and associations who contribute funds to pay the rent and related expenses.

June. Tri-State Scale Model Car Club

July. Tri-State Scale Model Car Club

August. Tim Boyd, Maryland Automotive Modelers Association

September. Cincinnati Auto Replicas, Steve Catron, Randy Derr, Roger Yu

October. Bill Lindig, Performance Modeling Club, Ronald Walters, savings account

FOREIGN CORRESPONDENTS

The Museum has enlisted the aid of modelers outside the United States to act as our "foreign correspondents." We hope these modelers will continue to 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

RICHARD BOROZDIN. Australia

ANDERS ERICSON. Sweden

KEVIN FENTEN. Ireland

MARK FLYS. Great Britain

RIK HOVING. The Netherlands

K. S. RAMAN. India

FRANCISCO RUPP. Brasil

JOAN OLIVE SANS. Spain

ZELJKO SEGIN. Croatia

DOUGLASS SEYMOUR. Western Canada

HOW TO CONTACT US

You can leave a message for Museum staff by calling 801 576-6478 and pressing 3. All calls will be returned collect.

If you have a carton of materials for the Museum, send it to the address in the box below. If you would like to arrange a tour, please call Mark S. Gustavson or Mark Benton, in advance, to select a time. Their work numbers are 801 523-3683 and 801 860-2829, respectively.

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

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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