



The Builder

NEWSLETTER OF THE INTERNATIONAL MODEL CAR BUILDERS' MUSEUM

THE VIEW FROM HERE

MARK S. GUSTAVSON

As we approach the end of 2003, the Trustees and I recently met to talk about the state of the Museum and future plans for it. This annual Trustees' meeting, required under Utah law, focused all of us on the various aspects of the Museum—it programs, funding, the facility and how to best publicize the Museum.

A major part of that discussion was a review of recent activities and accomplishments: We've redone the exhibits in the Museum, we've been blessed with even more generous hobbyists joining our scanning team, we presented the wildly successful nineteenth GSL International Model Car Championship, leading historic modelers (Paul Sable, Ira Dahm, Bruce Owen, Robert and Tom Yonts, and others) have joined the Museum, we are pursuing the possibility of official participation and endorsement by Revell in our forthcoming book on the Revell-Pacta/Testor contests, Pat Covert has created beautiful new Museum advertisements which are being regularly published in *Model Cars* (thanks, Gregg!), and we've launched a new model-restoration program at the Museum (thanks, Mike Swan!).

All of this work comes with a personal cost, and the Trustees discovered that we couldn't take on more projects, or work harder for the Museum, without additional help. So, to aid with the increasing work load at the Museum, two new Trustees have been appointed. Please welcome Richard Engar and Mark Brown, both of whom have undertaken major projects at the Museum. Dick now handles the Scan the Past program and Mark Brown is looking after the preservation of our growing and remarkable vintage document collection. Both Dick and Mark have articles in this issue. Great to have you on the team!

Other changes are also underway here, too: Trustee Mike Swan has undertaken the task of creating our new Restore the Past program which will focus on restoring models already in the Museum. Mike has inventoried

the first models that need to be repaired, and presents a project outline in this issue as well as an article on the Luce Ferrari that he has just restored. John Dino, another Trustee, has formally assumed the duties of Librarian and he presents his first in a series of articles in this issue.

A substantial part of our annual Trustees' Meeting focused on the financial status of the Museum, with a particular emphasis on how to best and most responsibly spend the heart-felt donations from hobbyists, associations, and aftermarket companies. The funding problems are straightforward: our financial support base is relatively small (but greatly appreciated!), Members' dues are a very small part of the overall funding sources, and our expenses (though carefully monitored) continue to grow modestly and will grow in 2004 with our plans to reach out to the hobby, and we really need to

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expand our base of support to a wider audience to insulate the Museum from the effect of possibly losing any one of our “major” funding sources. In short, we’re running on too small a margin (to import commercial imagery) and we need to fix that. The Trustees’ are now working on preparing the text and other information necessary to submit applications to seek Federal government funding for this effort. There’s another reality here that is becoming a concern: we have just about outgrown our present space, and it won’t be long until we need to find another facility to host our rapidly growing collection. Our goal is to purchase some land and build a facility that will be large enough to accommodate almost any growth—and we can only do that with the influx of substantial funding. Therefore, a select committee of the Trustees and I have undertaken to prepare some applications for government grants. Until then, we request your continuing financial support—please see my fund raising plea later in this newsletter.

Amid all of the celebration, we understand that there are a few areas where we can do better. We’ve not done a good job at getting the word out about the Museum. I recently plied both the Model Car List and Hobby Heaven’s discussion board with offers of a free membership (I wrote out a check for each new membership) for anyone willing to volunteer to help with Museum programs; that offer generated a large handful of great builders and hobbyists who have enthusiastically volunteered. Out of the ten new members, I was genuinely surprised to see that *all but three* had never heard about the Museum. *Can you imagine that?*

That told me that we’ve done a grossly inadequate job of generally publicizing the Museum. That discovery supported two decisions made at the recent Trustees’ meeting: First, we’ll be charging more for Museum memberships: If the member wants to receive a mailed hard-copy of the newsletter, he’ll pay \$24 a year. We’ll maintain the current \$15 if he will accept the newsletter over the Net. Second, we will be widely distributing *The Builder*, electronically, one month after the initial publication date. Museum members will get an early distribution of the newsletter after which it will be distributed for no cost to the entire hobby in the hope of securing additional members and other donors and, almost as importantly, finding more individuals who are willing to help us with our many significant projects.

The point of all of this is to make clear that those of us charged with the responsibility of protecting this remarkable collection and working on behalf of the hobby take our roles very seriously and plead with you for your *active help*. We’re passionate about our roles in the Museum and put in long hours—not one bit

of which is compensated from any source—because we are deeply committed to this great purpose. We request your monetary support *and* your “sweat equity.” Please volunteer to restore a model in the collection, please offer to clone an historic model, or volunteer to scan a vintage magazine. And please make a monetary donation, no matter how modest. We need *your* help. Really.

We extend our best wishes to all of you, as we collectively work to preserve and protect this wonderful hobby of ours!

GSL-XIX COVERAGE

MUSEUM STAFF

Those of you attending GSL-XIX might have noticed that a couple of guys (Chad Benton and Andrew Barlow), working for Tanker Productions, were digitally recording every seminar and other events at the International Championship. Those recordings were made for the purpose of archiving this important event in the Museum, and also to produce edited coverage for anyone interested in enjoying the Championship again, or for the first time!

The first presentation will be an overall presentation of the entire event. You can buy this coverage in either DVD or VHS tape format; each venue is available for \$12.95 which includes book-rate postage (overseas shipping will require a shipping premium). This recording (on a DVD or VHS tape—your choice) is the first of several; it was ready for shipping on January 15. We’ll eventually cover each seminar, the two evening meetings, the auction, and the Awards Banquet, not to mention an overview of the contest hall. If you want the first presentation, just send a check or money order to: GSL-XIX Coverage, International Model Car Builders’ Museum, 10271 South 1300 East, PMB #131, Sandy, UT 84094. Make out the check/money order to “Model Car Museum.”

Thanks to Tanker Productions for this great effort!

DONATION CORNER

MUSEUM STAFF

The following individuals have made these contributions to the Museum:

TOM DANIEL. Video tape, autographed artwork of restyled Lil Coffin, Artwork cards.

BLAINE DICKSON. Enormous collection of vintage model

car/slot racing items plus printed ephemera and unbuilt kits.

DON GRAHAM. Budd Anderson memorial award, Auto World Display case, other items.

DALE HORNER. Array of Vintage AMT spray lacquers.

JOHN MAYDAK. Monte upholstery kits, old built models.

BOB PAETH. Large quantity of vintage Revell documents.

ALAN RAAB. Rare Premier kit, old issues of *Model Maker*.

Shown here and throughout this issue are photos of some of these donations.



The visit from Mary and Blaine Dickson was great! The nicest people, they carried in all of these donated items to the Museum. Blaine was an early Sixties winner in the AutoWorld model contests, built through the Sixties and Seventies, and was a major winner in concours-style slot car races in Japan when he was stationed there with US Armed Forces.



Check out this terrific box lid! Just imagine: four models in one box!

BITS AND PIECES

MUSEUM STAFF

- **GSL-XIX Best of Show winner Bruce Owen** has donated a large three-ring binder of information on the MPC Contest series in which he, and additional hobby luminaries, played a major part. Hundreds of pages of copied articles and other paper ephemera are bolstered by a CD full of digital images. When we get around to doing a book on the MPC series, we'll use this information as well as recollections from other sources.

- The Museum has just acquired a very rare Richard Carroll tire set. You may remember these huge steam-roller tires that Richard pioneered in the early Seventies. Can you name the other aftermarket kit, which bore the name of the builder (there's just one from about the same era)?

- Have you seen the new Revell 1/32 slot car of the Cobra Daytona? From just 12 inches away, it is exceptionally difficult to tell it from a high-effort "stock box" model. More slot cars of this level of detail are in the offing, we're told. Congrats, Ed and Roger and your staffs at Revell! (See the later story on recent changes at Revell-Monogram).

- The Museum is pleased to announce that we have inducted two new Trustees. Richard Engar and Mark Brown have joined other Trustees to help out with the quickly-growing work load at the Museum. Dick has accepted the responsibility for the *Scan the Past* program (as well as joining the GSL Trustee group as our statistician), and Mark Brown is in charge of preserving the many historic—and decaying—kit plans and other vintage documents that have been donated to the Museum. We express our appreciation and gratitude to Mark and Richard for their wonderful assistance!

- John "Doc" Maydak sent in a wonderful narrative of his early years modeling and we've archived this great piece in his file. This note accompanied his donation of five sets of vintage seat fabric kits and four old built-up models. Thanks, Doc!

- Dave Mikrut has just finished scanning the December 1964 issue of *Rod & Custom Models*. Dave's a leading participant in our *Scan the Past* program. Thanks, Dave! Check out Dave's story, later in this newsletter, and read about Bob Dudek's generous donation.

- David Lee and Dean Eubanks have just signed up to scan vintage magazines for our *Scan the Past* program. Thanks, guys!

- Ex-Revell luminary and Museum Hall of Famer Bob Paeth continues to donate rare Revell documents,

historic test shots, and other items. The information contained in these documents will keep us busy at the Museum for a few years as we analyze it and integrate that information into other known bits of hobby history. Thanks, Bob, for all you've done for our great hobby and for the Museum!

- Next issue, we'll present the Museum Store. You'll be able to purchase a CD tour of the Museum, or the really cool GSL-labeled mugs (that sold very well at GSL-XIX this year), left over premiums from GSL-XIX (Scale Equipment Ltd.'s figure casting) and a nicely-edited DVD or VHS tape summarizing GSL-XIX (produced by Tanker Productions).



This kit came complete with four models. No one had ever seen this exceptionally rare kit before!



Check out these five issue of Model Maker! All from the Fifties, these magazines were multi-disciplinary with lots of historic model-making information and techniques.

RESTORATION CORNER

MICHAEL SWAN

Editor's Note: Recently, the Museum has started to restore the hundreds of donated models that sit in the back room of the Museum. About the same time, Trustee Mike Swan started to restore a couple of models (see his article on one restoration, elsewhere in this issue), and several leading hobbyists approached us (after I posted a note on the Hobby Heaven discussion board) about restoring a model. We turned to Trustee Swan to develop some protocols and policies on how the Museum should undertake to organize and restore the models in our collection. What follows is Trustee Swan's introduction of this new program. Thanks, Mike!

In the back room of the Museum is a workbench that has lots of great stuff surrounding it. This collection supports the purpose of the Museum: to preserve and display the history of the hobby. From bench to ceiling are shelves with hundreds of model cars and trucks of all description in various states of perfection. They languish, gathering dust, with parts askew or detached—historic relics of an age gone by just waiting for someone to take care of them and make them ready for display.

To what extent is it appropriate to make these models “perfect” for display? When I first started working in the Museum I recall thinking, “most of this stuff is not ‘Museum quality’, why do we even keep it?” Well, shame on me. As I have spent time with these old built models, I became increasingly aware of the fact that these are not just miniature cars; they are the results of individual effort, skill, and artistry. I felt badly for my hasty judgment and have tried to mend my ways. In my mind, I thought I would take a particular example and rebuild it to my exacting (even if my skill does not match) standards. I believe (now) that this was incorrect thinking.

We have selected a number of built models from our shelves that are in need of repair prior to being put on display. Most only require a simple cleaning and regluing of fallen-off parts. Besides the fact that a repaired model looks better than all of their scattered pieces, it makes it much easier to move them around while creating display areas for them—two problems solved!

Here is another opportunity for you to volunteer your skills to directly help the Museum's efforts at preserving the hobby. We have 19 models cataloged and photographed that need loving care and attention to detail to clean and repair them for display. We are going to post them soon on the Museum Web site for your review. You let us know what you would like to do

and we will figure out how to get the model to you for your help.

An extra bonus for doing this work is seeing how other model builders have tackled certain problems. You will see some very clever design elements, and interesting and sometimes innovative approaches to building. This can only make us better builders. If you are interested, are a clean builder, and picky about the work you do, please let us know; we would greatly appreciate the help. You can email me at swanniemd@yahoo.com



These models have been restored and are in a secure location in the Museum awaiting permanent display.



An overall shot of the 20 models selected for the first wave of restoration.

RAMBLINGS FROM THE LIBRARY

JOHN DINO

Greetings Fellow Modelers,

Please allow me to introduce myself: My name is John Dino, and I am a Trustee of the International Model Car Builders' Museum, as well as its Librarian. I was asked by Mark S. Gustavson to write about the Museum's Library for this newsletter, so here goes. Please note that this is the first in a series of articles about the library which will appear in future editions of *The Builder*.

The Library is indeed fortunate to have benefitted over the years from the generous donations of many fine modeling-related pieces, both books and magazines. We have arguably the finest collection of such holdings in the world today. These include *Car Model* magazines

from 1962 to 1971, *Model Car Science* from 1963 to 1972, and a wide range of club newsletters from around the U.S. Our books include the *Model Car Building* series by Dennis Doty, *Hot Rod Model Kits* by Terry Jessee, and the *Stock Car Model Kit Encyclopedia* by Bill Coulter. We receive donations all the time from generous modelers around the world, who want to be assured that their treasured modeling books and magazines are preserved for future generations of builders. This brings up two important points: 1) If you have something to contribute, please contact me using the information included at the end of this article, and 2) If you wish to do research in the Library, this can be arranged on a case-by-case basis. Please contact me (jdino@myriad.com) or Mark S. Gustavson (msgsl@xmission.com).

When Mark asked me to write this article, he suggested that I focus on one or two of our holdings for each issue of the newsletter. At first thought this seemed impossible, given the number of excellent references we now hold. But upon further consideration, I have decided to write about three books in our collection, *The Complete Car Modeler* (1979), *The Complete Car Modeler 2* (1991), and *The Model Cars of Gerald Wingrove* (1979), all by Gerald A. Wingrove. These books stand out because they epitomize the mission of the Library, and indeed the Museum itself, which is to preserve our hobby, but just as importantly to promote improvement in our building skills. As such, one need look no further than Wingrove's books for inspiration.

Many of you are probably already aware of Gerald Wingrove and his work. He was for many years arguably the finest scale modeler in the world (he is now retired). His work has inspired many, most notably Tom Kirn, winner of Best In Show at GSL-XIX in 2001 for his incredible 1/15th scale Duesenberg. The relationship between Tom and Gerald (and how it occurred) would make a great story in itself!

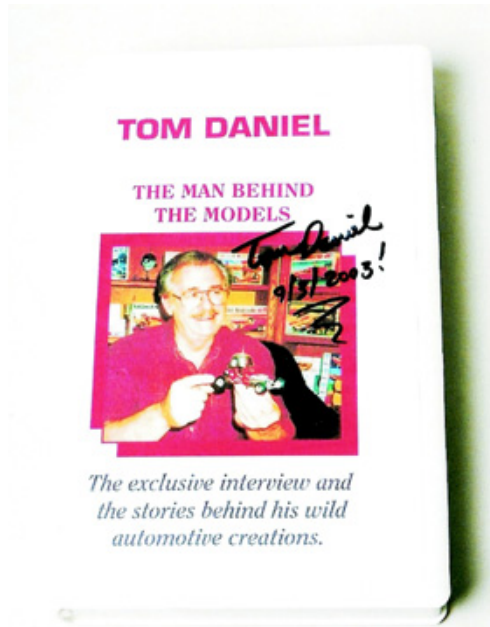
Anyway, back to our Wingrove holdings. They are probably the most comprehensive books ever written on how to construct a scale model. They include chapters on brass work (machining), soldering, wheel and tire (tyre) construction, simulation of materials such as leather, and bodywork/finishing. Gerald wrote the books using his own projects (such as a gorgeous 'J' Duesenberg) as examples of the various techniques used to produce them. The detailed photographs (plates) are as well done as the writing.

I love the way these books are written, with their typically understated British style. Personally, I consider Gerald's work to be the epitome of model building, and would love to be able to do even a small part of what he has accomplished, yet he makes even these extraordinary

techniques seem achievable to anyone with the courage and persistence to try them. I have been inspired to push my own limits by trying my hand at brass work and machining in no small part because of these books.

I would heartily recommend that you try to get copies of these books for your own collection (they are all out of print). However, a quick search of Amazon.com recently turned up both *Complete Car Modeler* titles available used; they are also often available on eBay. These books represent the pinnacle of effort in our hobby, and whether we are able to build at this level or not, they should serve as an inspiration to us all.

The Museum would like to thank Paul Anagnostopoulos for the contribution of *The Complete Car Modeler* and *The Complete Car Modeler 2*, and Museum Trustee Mark Brown for *The Models of Gerald Wingrove*.

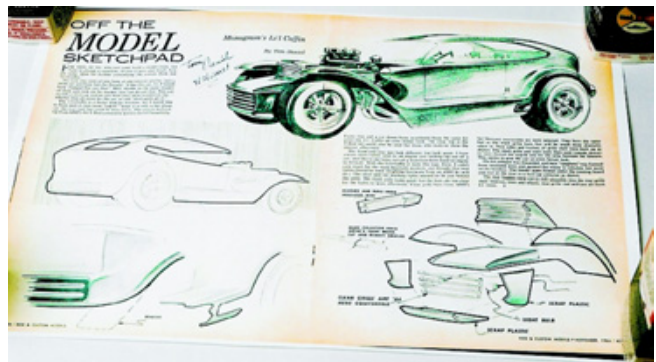


This is a great tape of Tom's remarkable career in the hobby. You can order this and other items from Tom's Web site at www.tomdaniel.com

THANKS TO CAROL CANNEY

PAUL ANAGNOSTOPOULOS

The Museum gratefully acknowledges the generous offer by Carol Canney (wife of modeler Paul Canney) to transcribe the many interview tapes of Mark S. Gustavson's discussions with noted historic figures of our hobby. Carol will transcribe those tapes and email the text to Mark, who will use excerpts in his pending books on historic model car contests. We may also feature her transcriptions in this newsletter or at our Web site. Thanks, Carol: we're really grateful for your gracious help!



Tom also had this large printout made of his illustration and text printed in the November 1964 issue of Rod & Custom magazine. And Tom signed it! We'll have this framed.



We acquired this old, ultra-rare Auto World T-Shirt from Oscar Koveleski's family. Older modelers will remember Oscar's Custom Club for builders in the early Sixties. This shirt is mint, never worn, and will be featured in Mark S. Gustavson's book on pre-Revell/Pactra contests.

PLEASE MAKE A MONETARY DONATION!

MARK S. GUSTAVSON

As you know, the Museum exists only because generous individuals, clubs, and businesses donate funds to help us pay the rent and other expenses associated with keeping our doors open and maintaining the Web site.

These funds are carefully managed (excess funds are routed to a savings account from which we draw each month to pay expenses) and are greatly respected because they represent heart-felt contributions from dedicated individuals, clubs, and other groups.

In the interest of candor, let me lay out the facts: We have funds on hand to carry us through January 2004. After that, we're out of funds. *We need your help.* Can you make even a modest donation? If 100 people contributed just \$30 each, we'd have rent for six months. Remember,

all financial donations are deductible if you itemize on your tax return (but consult with your tax professional for your specific circumstances).

We're taking steps to make some permanent improvement to our financial situation. Selected Trustees and I are starting work on some government grant applications that we hope, years hence, will lead to a substantial grant that will allow us to buy our own building large enough to house our growing collection. But, until then, we need your help—now, and in the future.

The other Trustees and I, along with our off-site workers, greatly enjoy our work on Museum projects. We are committed to this work, but we need your continuing financial assistance. *It's just that simple.* Please donate whatever you can comfortably spare. Thank you for support and shared vision.

ARCHIVAL STORAGE OF PAPER-BASED ITEMS

MARK BROWN

Editor's Note: This inaugural note by new Museum Trustee Mark Brown is the first of a series of articles that will feature historic kit illustrations and other similar items (recently acquired by the Museum from Bob Paeth and other donors) that have helped shape our hobby. We're grateful to Mark Brown for his passion and expertise.

The Museum has always been about trying to preserve the history of model car building, which includes companies, models, builders and associated documents.

Along with models, parts, and paints, we have been receiving numerous donations of paper items such as original letters, artwork, drawings of unreleased models and photos. Many of the most recent donations have come from Bob Paeth.

Careless handling can cause irreparable physical damage like tears, and creases. Oil and dirt from hands cannot be removed without extensive work. Even *looking* at them can cause deterioration from light, air and dust.

The Museum cannot afford to have these items damaged, so we have started a program to ensure these valuable documents will be preserved for future generations and can be safely viewed by visitors.

All of these items will be stored in archival quality sleeves and boxes similar to those used by large museums. The photos will be inserted into sleeves with a backing board and then placed in boxes or special binders for viewing. The artwork, drawings and other large items will be stored in poster size sleeves with a foam core backing, and placed in a portable flat file. Some drawings

will be photographed for use in future newsletters and stored on CD or DVD. Existing documents and other items such as model boxes, clothing, instructions, and catalogs, will be stored similar conditions when needed.

As a new Trustee, I am proud to be a part of the program to preserve this very important part of model car building history.

PLEASE ACCEPT AN ELECTRONIC VERSION OF THIS NEWSLETTER

PAUL ANAGNOSTOPOULOS

Here's a place where you can really help the Museum: Please send your email address to Mark S. Gustavson (msgsl@xmission.com) or to me (paul@windfall.com) and indicate that you'll agree to receive the newsletter over the Net. You'll be able to download two versions of each newsletter: a high resolution version and a low-resolution version. Of course, keep us up-to-date if your email address changes. If virtually every member and donor would do this, we'd save about \$900 per year. That's about the cost of two months' rent.

Please help us save some money!



With monies supplied by an anonymous donor, the Museum was also able to acquire this 99% mint 1962 Auto World catalog. This "collector's edition" is almost unheard of; to find one in this condition is unprecedented.

RESTORATION PROJECT: TAMIYA 1/12 SCALE FERRARI 312T4 FORMULA ONE

MICHAEL SWAN

A few months back, we received from the estate of John Luce (a noted builder whose work appears in the H.H. Franklin Museum in Tucson) a 1/12th scale Tamiya Ferrari 312T4. The model was donated to us and was shipped in a suitably-sized box and arrived in decent condition. Upon opening the bag that contained all the parts, it was noticed that both front and rear wings were broken at their supports, the wheels/tires were not mounted properly, and the model was quite dirty—most likely from not being stored inside a case.

Now, here was my dilemma for “restoring” this type of project: I have personally built several of these 1/12th scale kits from Tamiya and know of their high quality and fidelity to detail and since I really like these cars, I could have duplicated the decals, stripped them from the body, disassembled the entire car, applied a great paint job and new decals, and reassembled the project. Voila, a nearly new museum quality model! While this is a tempting proposition and an opportunity to build different models the way we want to build them, we must consider the reason for the cars on display at the Museum. We will repair and preserve these models in basically the same form in which they were built; thus preserving the history of the hobby.

While there were no instructions, the repairs were straightforward and relatively easy—only requiring a good cleaning and some basic repair to parts that had broken off, or just needed to be glued back together. There were only two repair areas for this project. Both front and rear wings had been broken off, the front wing support piece had broken in two and the rear wing had just broken off its support at the transmission. A careful removal of the old glue and a judicious application of instant adhesive and accelerator (making certain that everything was straight and level) quickly repaired these areas.

In order to clean the model, I put a small amount of window cleaner into a cup and carefully washed the parts with Q-tips until they were clean. The tires were very dirty, so I removed them from their rims and washed them in a solution of warm, soapy water using a soft old toothbrush. The difference between the as-received tires and the clean tires is remarkable. Chrome parts can also be cleaned with window cleaner, just dry the parts

with a very soft, clean cloth to avoid scratches. Then, carefully reassemble the parts and our car is ready for display.

Now we have a great model, built by a skilled builder that looks most likely like it did the day it was completed. It is a priceless feeling to have been involved! Please, volunteer for this new program: Restore the Past! You can email me about this program at swanniemd@yahoo.com



The Ferrari 312T4 as it was delivered to the Museum. All bagged up and complete.



A comparison of the as-received tires and the clean tires. What a difference!



Some of the tools used to clean this project: cotton swab and window cleaner; camera lens brush, and small pliers for those hard to remove pieces. Good lighting is essential, too!



The completed project: Tamiya's Ferrari 312T4 in 1/12 scale looking just like it did when it was first completed!

HISTORIC DONATION!

MARK S. GUSTAVSON

Good friend, long-time supporter, and Museum Hall of Famer Bob Paeth has just made another major donation to the Museum. In his donation, the second for 2003, Bob has passed along a significant and wild array of items. For instance, there is an "internal" 1967 Revell market analysis of its product line and how it stacks up against the competition; interestingly, the "parts paks" still played a roll at that time.

In addition to back issues of the *LAAM Bulletin*, *Scale Wheels*, *Plastic Fanatic*, a Roth t-shirt catalog from the mid-Sixties and other items, two other items really stood out. The first was a beautiful pencil drawing of a Duesenberg Model J (single cowl, supercharged, phaeton) with a date of June 8, 1954! Think about that date: about a

decade before Monogram's 1/24 phaeton (different body, by the way), and it was clearly intended for production. However, Bob and I have decided this model was never issued by Revell in any scale (if any reader knows otherwise, please let us know). The original drawing (though folded decades ago and accompanied by some large-size blueprint reproductions) will be turned to new Museum Trustee/document restoration expert Mark Brown who will flatten the document between special archival papers and then place it in our architect's flat file.

Another fascinating article is a large 33-1/3 rpm vinyl record, produced by Revell, celebrating their slot car line. Titled "The GO Sound of the Slots" (subtitled: "The REVELLS The Sound, Music and Language of Slot Car Racing—America's Newest Hobby"), ten songs are listed on this Reprise label Mono album. A fanciful slot car glossary sits on the back cover, along with a heavily self-promotional text on the back of the album that advises the reader with the derisory sentence: "Models cars aren't only a hobby for the sit-at-homes now." This album still has the plastic cover on it and appears either never to have been played, or only played rarely. I have an old MacIntosh stereo/turntable system and the record put up a bit of "resistance" as I slipped it over the spindle. Using a new needle, I played just a few cuts ("The Restless Rookie," "My Ferrari GTO," and "My Baby Digs Slot Car Races") and couldn't detect any static at all. Public reproduction rights are covered by BMI, and the songs were produced by Jimmy Bowen, with cover photography by Revell Art Director Ed Thrasher (If there is any interest in having copies of these songs copied and distributed as a fund raiser for the Museum, I'll approach BMI and see what can be worked out). I have carefully cleaned the album with special preservative chemicals, placed it in a clear plastic slipcover, and then placed it back into the album cover. I'll talk with Chad Benton (who understands all things electronic) and see how we can transfer the songs to a CD for permanent storage. Also, Bob sent along another physically smaller record entitled "27 hours to La Paz."

As we sort through this latest donation, as well as coming to a better understanding of the previous donation that Bob sent (which revealed, in part, that the original array of Revell parts paks was fewer in number than originally anticipated and advocated by Jim Keeler), we'll pass along what we've learned to you!

Thanks, Bob, for these wonderful donations. Be assured that they'll be protected forever in the Museum! Next issue, we'll show some of these items.

A WINDOW TO OUR PAST: IRA DAHM

MUSEUM STAFF

Editor's Note: This article inaugurates a new newsletter feature in which we will present the work of historic modelers who have contributed to the state of the model car hobby. This feature will appear intermittently.

If you are acquainted with *Car Model* magazine from the early Seventies, you could not have missed the work of Ira Dahm. As part of that era, Ira's work was exceptionally creative and often absolutely wild in design. The exhaustive "how-to" character of his work picked up on a presentation mode first pioneered by Jim Keeler, and elevated to art by Ira.

Ira's work was ubiquitous in *Car Model*, ran from the May 1971 issue, and appeared in virtually every issue after that, through the time the magazine folded when its second publisher, located in Arizona, ceased printing the title in July 1974.

The Museum became acquainted with Ira earlier this year, and he has since become a Museum member. As time permits, we'll interview Ira and archive those interview tapes in the Museum. Until then, please enjoy the photos Ira sent to us. Check out Ira's letter to the Museum that appears below.

By February of 2004, the Museum's Web site will feature a full bibliographic list of the prolific Mr. Dahm. Welcome aboard, Ira!



Letter to the Editor:

I am honored to be involved with the Museum. This is a very special thing that you have done; you have created a place where current and future generations will be able to see the roots of our great hobby. Without the Museum, I'm afraid much of history of model cars would have been lost. Even the people that aren't able to visit the Museum in person can visit the wonderful Web site. It's a pleasure having a new friend like you.

Best regards,
Ira

DONATIONS ARE WHERE WE FIND THEM

DAVE MIKRUT

Editor's Note: Dave is one of our highly-valued Scanners, and has also donated a wonderful replica of one Don Emmons' greatest models (Dave wrote a great article in the first 2003 issue of The Builder, starting on page 12 of that issue). Dave continues to support the Museum in other ways, too. Recently, Dave offered for sale one of his great models on eBay. Unfortunately, the bids didn't reach his reserve, but another wonderful Museum member, Bob Dudek (a hobby machinist of considerable talent), donated his bid amount of \$100 to the Museum. We express our deepest appreciation to Dave and Bob for their continuing support of the Museum. Please enjoy the article on Dave's model and take a look his model.

Over the last few years I have made many friends on the internet. To my amazement one day Mark S. Gustavson contacted me and told me he really liked a model that I had built as a tribute to my modeling hero Don Emmons, that he saw at my Web site. A Fiat Rail Dragster that Don had given step by step photos and descriptions of how to build in *Rod & Custom Models* magazine. Mark asked me to donate it to the International Model Car Builders' Museum in Sandy Utah. It now resides there and I really have special feelings about that! Every year I have tried to do something to help out the museum financially and I also am scanning some old magazines

for the museum's "Scan the Past" project, to immortalize the old magazines on CD's by electronic files. This is fun and I enjoy donating my spare time to help out. It dawned on me, why not put this model I just built on Ebay, in an online auction and donate the selling price to the Museum? A fellow Modelcarlist member, Bob Dudek, later asked me what the reserve price was and generously donated \$100 to the museum. Someday I hope to visit there, from what I've seen on their Web site, it is like stepping back in time to a time where our hobby began and also displays models of my other heroes like Dave Shuklis. I am happy to say I was 10 years old in 1962 and right away began to buy up all the *Car Model* and car magazines I could afford with my allowance money, after buying a model and a can of spray paint of course!

I started with the fender assembly from the Revell Beach Boys Little Deuce Coupe, using the front axle assembly, but decided to use the older style rear axle assembly from the Revell Amigo Pack roadster, which by the way is virtually the same kit and where I got the roadster body, too. I adapted a set of wheels and tires from the old Monogram Orange Hauler. You can find a very similar set in the more recently released Monogram Predicta kit.

The front and rear suspensions were sprayed with Plasticote Fine Silver Metallic. My Rat Rod is already not looking very ratty, but more like a custom made by a guy in the 50/60's that was perpetually saving for that expensive paint job, but daily driving his hot rod and touching up the dings with flat black hot rod primer. I really like the Krylon Ultra Flat Black for this, a gentle buffing with a sock makes it look very realistic.

I went digging deep into the bottom of my old parts box and found louvers from old Johan kits. I gently bent them and glued them to the trunk/rumbleseat lid with liquid model cement. No hot rod is complete without a whole slew of louvers. The Beach Boys kit is red plastic so I shot a little clear lacquer on the interior piece and the only modification is a dice shifter from an old AMT 40 Ford and a gauge decal I make on my inkjet printer. The old black rubber 3 spoke 3 hole custom steering wheels were the rage and could be ordered from the J.C Whitney catalog

Custom taillights, car club plate and a tubular style bumper finish off the rear of the car. A fuel block was molded on the firewall so I used wire insulation to simulate black rubber hose to feed the carbs. For a nice contrast a diamond shape was painted in red on the grille. The exhaust pipes were made from parts I had and aluminum tubing was added to the ends to imitate those old Cal Custom exhaust tips that you could buy to add to your pipes.

The body from the Amigo kit has some nice detail that is not present on any of the other roadsters for detailing the drop top support bars. Late into assembling this model I decided to use the ragtop. I chopped 1/8" from the windshield frame and removed the same amount from the back of the convertible top and was careful to shape it to fit the body contours. A piece of chrome sprue was added in the front between the frame rails and quad headlights were added for a custom touch.



SCAN THE PAST UPDATE

DICK ENGAR

The Scan the Past project is alive and well as part of the Museum's effort to preserve the written word. We realize that historically significant magazines will slowly disintegrate over time and the volunteer effort to scan these paper items and burn the data onto CDs to be stored digitally is gratifying.

Progress continues to be made as several scanners have completed projects since our last edition of this newsletter. We are also happy to welcome Dean Eubanks and David Lee as our newest scanners.

Dean and Dave volunteered after a plea that Mark S. Gustavson posted on Hobby Heaven's discussion board as well as the Model Car List. Dave and Dean join already saddled-up Bertil Berggren, Elmore Craig, Claes Ericsson, Mike Harmyk, Mark Holland, Paul Leiba, Dave Mikrut, Ron Norman, Jim Olson, Lindley Ruddick, John Sharisky, Mike Swan, Floyd K. Wever, and Roger Yu.

We want to express our thanks to Dave Mikrut who just sent us the scanned December '64 issue of *Rod & Custom Models*. Dave got this work done even when afflicted with a fairly serious health issue. Dave's feeling much better, we're happy to say.

Many of you have or know people with vast collections of magazines and other publications relevant to the

history of car models and modeling. If you have a good scanner and the capacity to burn CDs and are willing to interrupt your modeling time for a few minutes you are welcome to join us in this endeavor. Please email me at pieutab@wasatchnet.net or rcedds@wasatchnet.net and we will add you to the list.

ISLAND CLASSIC MODEL CAR SHOW

PHIL DAUPHINEE

Editor's Note: This is another in a series of reports of model car club functions from around the world. When received, we'll continue to publicize the activities of clubs around the globe.

On September 7, 2003, the Scale Plastic Automotive Modelers (SPAM) of southern Vancouver Island put on their first full blown Island Classic Model Car Show. This event was held in conjunction with the TorqueMasters' Car Club annual "Auto extravaganza" show and shine on the streets of Sidney British Columbia Canada. The incentive for this show was the cancellation of the yearly local "all-subjects" model contest. In order to keep things as simple as possible for the organisers, a show or display format was agreed upon rather than a judged competition. Great support was received in advance from many sponsors, which resulted in costs being recovered for the production of the show and providing for fourteen awards. Trophies for the show were unique graphics mounted in tabletop metal picture frames. The top four award winners also received 3-D laser images in plexiglass on lighted bases. In addition to the three hundred plus models on display there was a huge raffle of kits donated by the modelers themselves and the local hobby shop. Attendees were treated to all aspects of the car-modeling hobby. Bil Attridge who had been chosen as being a master Modeler at the April 2003 TamiyaCon in California displayed the best of ultra detailing with a retrospective of his model building career. The diversity of the after market was highlighted by the wide range of products on the racingresin.com tables. The public also got a taste for model kit collecting by checking out and maybe making a purchase at a table that featured vintage kits for sale. A large contingent of mainland modelers collectively known as the "Plastic Pistons" made the trip over from the mainland for the show. Not only did they bring four visitor pick trophies of their own and sponsor one of the show awards but they went home with about half the presentations.

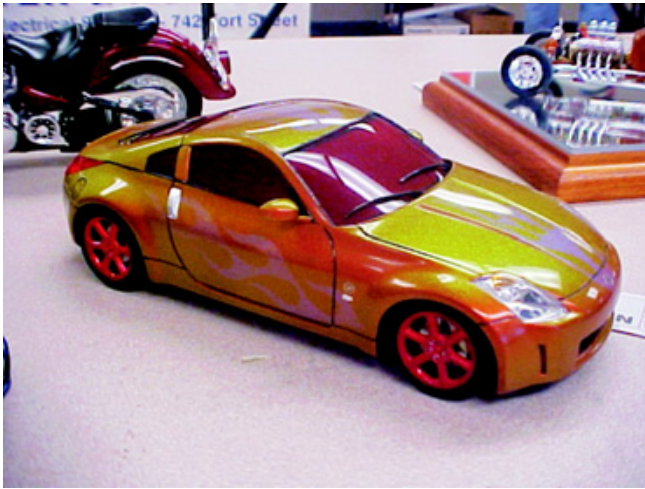
Awards were given out for People's Choice, Best of Show-Senior, Best of Show-Junior, Best Street Legal, Best Interior, Best Engine, Best LeMans Racer, Best Retro Rod or Kustom, Best Traditional Custom, Best Hot Rod, Best Decal Application, Best Paint, Most Eye-Catching. Leading up to the show we were unsure if we would even break even. As it turned out the show was extremely successful which has allowed the Scale Plastic Automotive Modelers of Southern Vancouver Island to make a donation of \$100CDN to the International Model Car Builders' Museum.



The top trophies for the Island Classic Model Show were these gorgeous laser-etched plexiglass lighted pieces.



The Island Classic Model Show "People's Choice" Award winner.



The Island Classic Model Show “Most Eye-Catching” Award winner.

LARGE DOLLAR DONATIONS

PAUL ANAGNOSTOPOULOS

The following people and organizations made recent financial contributions to the Museum:

CLASSIC PLASTIC MODEL CLUB. \$500

BLAINE DICKSON. \$50

BOB DUDEK. \$100

JOHN AND JOAN MAHAFFEY. \$200

SCALE PLASTIC AUTOMOTIVE MODELERS (SPAM). \$100
Canadian

ROGER YU. \$100

BUDD “THE KAT” ANDERSON MEMORIAL STORY

DON GRAHAM

Editor’s Note: Noted model car hobbyist Don Graham has admired Budd “The Kat” Anderson for more than four decades. That respect and dedication prompted Don to create the phenomenal Anderson memorial presentation. Don recently loaned this tribute when he and his wife, Vicki, passed through Salt Lake City. In his own words, here’s Don’s article on Budd and the award.

Budd would wake up in the morning, and say “another day in Paradise.” The nice thing now is that we know he truly is in “Paradise,” Bruce Pearce of Ohio said. He was ending his eulogy for Budd “The Kat” Anderson’s at Budd’s memorial service at West Coast Kustom’s Cruisin’ Nationals car show at the Merced County

fairgrounds in Los Banos. As I was videotaping the memorial service, I realized that this was history. The Kat was gone forever. The hero to many youngsters of the early 60’s was gone, and wouldn’t be returning.

Model builders who had not attended the memorial service were mainly the younger ones that didn’t know Budd, or were too interested in retaining their place in line for entering the model show. The older guys like me, and many full size car people like *Hot Rod* magazine’s former photographer Eric Rickman, Jerry Weesner (*Custom Rodder* magazine’s Editor at the time), West Coast Kustoms officials, and many regular gearhead car builders and owners, had attended the service which ran long because people like me wanted to say a few words in memory of Budd.

At this NNL show, I started the first-ever Budd “The Kat” Anderson Memorial Award and Budd “The Kat” Anderson Memorial Model Car Contest (for youthful modelers only). The Memorial Award was given to the model that Budd would have likely chosen as his favorite, going by what we knew of his personal model standards. The show ended successfully, and Budd’s remains were on their way to his final resting place. Finally, there was closure to Budd’s passing, or so I thought at the time.

My respect for Budd appeared years before his funeral: One time when Budd visited my home, he noticed I had a Budd Anderson corner in one display case. He really liked it, and said he felt honored. Instead, I felt like the honored one, possibly as Dave Shuklis may have felt when Budd went to visit him back in the Sixties. Budd was, after all, the childhood hero of many young people back then. Little did I know that he would someday visit me.

Budd did celebrity appearances at our NNL model shows. I told him that I wanted to bill him as being Budd “The Kat” Anderson. He responded that due to prior legal actions, he could not use that nickname. I pointed out that the nickname he could no longer use was “The Kat from AMT.” From that time on, he used the title “The Kat.” He no longer needed the reference to AMT.

One time when Budd and I were visiting, we discovered he and I had a couple of things in common. My own nickname is Bud (one “d”), and we were both originally from Minneapolis, Minnesota. I told him of my being in Minneapolis about 1962–63, reading the newspaper, and noting that “The Kat from AMT” was going to be at a local supermarket opening that day! I was so excited, but was ultimately severely disappointed when I discovered the newspaper I was reading was from the day before!

A few weeks after the memorial service, I thought it might be nice to take the video of the memorial service,

and add comments from local modelers about Budd, video of Budd's models, and any video cuts I had from other shows where I had taped him. I started this project with the idea of making it into somewhat of an amateur documentary. I put a lot of work into it, and in spite of it's amateurishness and not being of commercial quality, I was pleased that it came out as well as it did, as a tribute to Budd. Some of it was 3rd and 4th generation copies, as I had no editing equipment, or facilities for professional quality work. You can only do so much with a video camera and a standard (not even hi-fi) VCR? Later, I was lamenting the fact that where Budd's ashes were scattered, there was no marker, and could not be one. It seems closure to Budd's death was not complete.

I had the thought that it might be neat to build a small mobile plastic display in honor of Budd with his dates of birth and death, and locations, to take to model shows. Perhaps large enough to display a few of the models that Budd had built himself? I had acquired a few of them from him before his death, and felt very fortunate to have them. After pondering the idea, I passed the idea by some other local YAMCA (Yosemite Area Model Car Association) modeler friends who also agreed it would be a nice tribute idea to Budd.

Like any model project, there is a lot of planning that can go into it. Size, material, and shape? I must have drawn dozens of ideas trying to find one suitable that I liked and would be appropriate. Plastic seemed to be the appropriate material. I was thinking a tabletop size, maybe about 24" long, and 8 inches tall.

I mentioned the idea to fellow YAMCA club member Bob Karoll. Bob told me that since it was in tribute to Budd, he would provide all labor 'gratis', if I would design it and pay for the materials. Bob is a true artisan and craftsman, not only when it comes to building models, but the display cases he builds are known all over the west coast. I quickly accepted Bob's offer. When I told him my idea of the imagined size, he thought it was way too small, and would be willing to build a much larger one, suitable to Budd's stature as a pioneer in the hobby. So much for an easy project?

I labored tremendously over the design. Nothing seemed right. Finally, I settled on an art deco motif. I talked to Bob about my ideas, and asked him for an estimate of material costs. In the meanwhile, I haunted trophy shops for estimates of accouterments for the project and other costs. When we combined very rough estimates, I discovered it was going to be quite an expensive project. What was I to do? How could this tribute to Budd be completed? Plus, I encountered a small amount of negativism from a few sources, which

made me wonder if this was a doable project, after all. Was I biting off more than I could chew?

I have always enjoyed organizing group projects, and decided to widen the appeal, by making it more of an effort by some of Budd's other friends, who liked the idea of such a tribute. As such, I started taking some donations to help this project reach an eventual culmination.

Donations were much less than what was needed, so I gave some donors a copy of my home-brewed video, *A Tribute to Budd "The Kat" Anderson*. To supplement large donors, I had some collectible souvenir items made up on a very limited scale. Most of these larger donors had expected nothing in return, and were truly appreciative. Smaller donors were happier to donate because they got 'something' in return. As an added incentive, donors names would be put on a plate on the memorial, which was also a popular incentive. Still, fund-raising was an uphill battle, and took a lot of my energy and time which I could no longer devote to my hobby of model building.

Returning to the design stage, I finally settled on a specific art deco design. One problem was it involved the likelihood of a photo collage of Budd. This didn't work out right, so I tried different designs of my own artwork and came up with appropriate things to include in the picture, but I could not achieve the professional quality that Budd deserved.

I approached my pinstriper friend, Von Franco Costanza, at the West Coast Kustoms car show in Paso Robles, California, about doing artwork for it, using my ideas as a guide, and he said he would be honored to do it. The air brushed painting that he delivered to me at the next West coast kustoms car show was super, even better than I had hoped for! *Custom Rodder* magazine coverage of the show included a photo of Von Franco presenting the painting to me for the memorial project.

I had delivered my design to Bob Karoll, who started drafting plans for a 1/4 scale prototype memorial right away. As soon as his plans were completed, including engineering a modular assembly, he started right in on the actual construction, using black acrylic plastic sheets, including laminating for thickness. The prototype looked kool (even minus the artwork), and I gave Bob the go-ahead on starting the full scale memorial. It was going to also need a base, in order to have the plates with all the names of the contributors to the project. After months of designing, and tossing out the ideas, I happened upon a table in a furniture store which looked like it was made for the the memorial.

Bob kept the prototype for awhile, and offered limited edition 1/4 scale Memorials to Budd fans on a limited basis, but at that time there were no takers.

The original 1/4 scale Memorial eventually ended up in the collection of “Von Zipper.”

Other people donated items for fund-raising and the display, like Chris Chapman’s Model Kat, Andy Southard, Jr’s, photos, a West Coast Kustoms plaque (Budd was an honored member), “Kat” decals, and other items. Bob Woolley and Dennis Doty donated a large lot of “Kat’s Wheels” T-shirts and MCJ copies with “The Kat’s Wheels” on the cover. *Model Car Journal* was highly supportive in this project, also model clubs like the Maryland Auto Modelers Association, and several others.

The project was growing beyond my wildest imagination, in spite of numerous problems. It grew from a small local personal project to a national one. It became quite apparent to me, that its debut, when it was completed, would need to be a public event of some sort. I never really had aspirations for displaying it at the world famous Oakland Roadster Show, but that developed into the target event. What bigger honor could it be for Budd?

The Budd the Kat Anderson Memorial made it to the 1995 Oakland Roadster Show, slightly more than a year after its original conception! It was originally arranged with John D’Agostino to be displayed with his 57 Lincoln, the Royal Emperor, but the 6 foot + height of the Memorial made that impractical, as other car owners were going to object that it cut off the view of their own car(s). The Roadster Show management had me move it to the room where the Oakland Roadster Show model car contest was held. It did have its own display space, in with the pedal cars and motorcycles, etc.

I took the Memorial to various other car shows and model shows, but it was often impractical due to windy conditions outside, limited size of transportation and setup time, or time restraints due to needing to run the West Coast Kustoms model shows.

In June of 2003, I placed the Budd “The Kat” Anderson Memorial on temporary loan, in the International Model Car Builders Museum in Salt Lake City to allow modelers from around the country and world, to share in the tribute to this pioneer of our hobby.

I would like to again thank all the contributors that helped with this project, especially my wife Vicki. Without her cooperation, there would have been no Memorial. I am sure that Budd would have appreciated the thoughtfulness and consideration of all involved in the project.

And most of all, thank you, Budd, for all that you did for our hobby, and for providing us with inspiration in our youthful years.



Vicki and Doni Graham dropped off the multipiece Anderson award. It sits in the main room of the Museum.

REPORT FROM WESTERN CANADA

SEYMOUR DOUGLASS

Editor’s Note: What follows is another of our reports from clubs outside the United States. Seymour is the Canadian correspondent to the Museum.

The summer weather on the West Coast of Canada was beautiful this year, and many model car builders spent most of their time away from the hobby room. However, diehard styrene junkies could still scratch their itch, so to speak, by taking in the model car activities at the Royal City Show & Shine. The City of New Westminster, a suburb of Vancouver (host of the 2010 Winter Olympics), holds a full-size car show in July.

The Automotive Model Builders Club of Vancouver (A.M.B.) hosts a weekend of model car activities in conjunction with this show. On Saturday, club members set up a display of primed and in-progress models inside the arena where the full-size car owners were registering for the Sunday show. The model car display attracts a steady crowd, as it seems that almost every gearhead is also a modeler, or used to be one. I am certain that the club display rekindled a few fires and lots of these guys went away to find a model car project to complement their full-size projects.

The other activity on Saturday is the Hot Wheels drag racing tournament hosted by a few A.M.B. members

at the busy New Westminster public market. This popular event is aimed at kids, but it's amazing how many of the racers have full beards and beer bellies! The great thing about the Hot Wheels racing is that a 4-year-old has just as much chance of winning as the more mature "kids" . . . and they usually do. The whole idea is to get the youngsters interested in cars and hopefully this will springboard them into our model car hobby down the road. Sometimes, a few snap kits are built with the kids to further spark their interest. Some headache pills may be consumed at the end of the day, but the kids always have a great time.

On Sunday, the streets of the historic downtown core are lined with 600 specialty full-size vehicles, along with vendors and entertainment stages. The A.M.B. members are back to work hosting a model car contest in a storefront window that is right in the middle of the show. The crowd is estimated at 50,000 people and hundreds of them stop by to admire the model cars gleaming behind the glass. Every effort is made to ensure that all the contest entrants receive either a trophy award or a sponsorship prize for participating in the event.

All the weekend events are an ideal way to promote our hobby, especially to a crowd that would not usually get the opportunity to see model cars. The A.M.B. club would encourage other model car clubs to participate at full-size car shows. Establishing a relationship with a car show is beneficial to both parties. The car show gets to feature model cars at its event, while the club gets to present our hobby to an appreciative crowd.



1940 Ford Sedan Delivery by Rico Firmino, the recent winner of the Club Choice award at Model Car Expo in Seattle, Wash.



1966 Toyota GT2000 by Seymour Douglass, the recent winner of Best Foreign Classic at the SPAM model car show in Victoria, British Columbia.

MUSEUM PUBLICITY

MARK S. GUSTAVSON

In order to better disseminate information about the Museum, *The Builder* is going to be used as a promotional tool rather than being restricted as a source of information for our Members and our generous donors. All members will receive either a printed copy (at the new higher rate of \$24 per year) or the standard rate (\$15) for electronic distribution of both a high- and low-resolution color version over the Net. Within just one month of the publication date, we'll be uploading the newsletter to the Museum's Web site (the first two 2003 newsletters are already on the site), and email a note to the many clubs so that they can download the newsletter, too. The current program of the newsletter distribution is too limited and expensive. Practically speaking, the newsletter and the Web site are the only ways of dispensing information about the collection and Museum programs since the vast majority of hobbyists



1951 Chevy Fleetline by Seymour Douglass, the recent winner of Best Vehicle at the IPMS Vancouver show.

will never visit the Museum. By universally distributing the newsletter (which will emphasize the features of our Web site), we hope that we can entice more and more hobbyists to get involved in Museum programs and, hopefully, to contribute additional funds to the Museum.

We hope that our paying Members will understand that Museum membership has always been a lot more than just receiving a newsletter. Most donors (at whatever level) readily appreciate that donating the annual \$15 membership fee or donating more substantial amounts (please see our recent donors list elsewhere in this newsletter) is all about contributing toward the cost of paying for Museum rent and utilities, mailing costs, the expenses associated with the preservation of our library and associated documents, and like expenses. It is our hope that Museum members will continue to support the Museum even if the newsletter isn't distributed *just to them*. We're at a cross roads and we need to break through to a more general level of appreciation and support.

Our many thanks for your support and generous donations. It's been said before, but not more strongly than this: Without your help, we could have never grown to where we are today, and we would have closed down years ago. Without your further help and support, the future of the Museum is in jeopardy. Thanks for your support!

PRESS RELEASE

REVELL-MONOGRAM

Editor's Note: This recent press release is presented here full length. Along with other details, one interesting aspect of the press release is the R-M President's reference to the traditional R-M product lines as "boy's toys."

REVELL-MONOGRAM TO MOVE;
MANUFACTURING GOES TO CHINA

Plastic model maker Revell-Monogram, Morton Grove, Ill., is moving to nearby Northbrook by Jan. 1. In addition, its domestic manufacturing operations are to be phased out first quarter of 2004 and relocated to China, meaning it becomes the last major plastic model maker to move manufacturing overseas.

"Our current-line tooling will move overseas," said Melissa Palmquist, the company's manager of licensing and communications, and its acting national sales manager. In addition, about 150 tools will be moved to a manufacturing facility near Hong Kong, where the company also has an office. Tooling that is not being used will be stored at the company's new Northbrook facility. "We're not selling it," she said.

In Northbrook, Revell-Monogram will occupy a 200,000 square foot facility that was formerly the headquarters for Crate & Barrel. Its main offices and distribution will be located there, as the building has 26 shipping wells. Distribution, which began in Northbrook on Oct. 1, had previously been handled by Alpha International, a former owner of Revell-Monogram that sold the company in November 2002.

"It's a new chapter in our life," said Palmquist, adding the company had been based in Morton Grove since 1961, when it was known as Monogram Models. It bought Revell in 1988. "I think to a certain degree, it's the diversification of business. The modelers are changing, the industry is changing. In order to continue to provide kits for our enthusiasts, we've had to re-evaluate our business."

That's not to suggest the company is in trouble, she was quick to add. "No, not at all," she said. "Sales have been solid and we're excited about 2004, with all the business plans we have."

Part of that includes the launching of a craft line, called Style Studios, in late October. It will feature primarily girls' crafts, including jewelry, candles, crayons, paints and art.

"We're really looking forward to Style Studios, because we've been a boys' toys company for years," said Jim Foster, Revell-Monogram president and COO. "We need the diversification. Hobbies and crafts are almost synonymous. Males do one and females do another. When a male does something with his hands, it's a hobby. When a woman does something with her hands, it's a craft. We're trying to broaden our base."

Marcia Greinier, who formerly owned her own craft company, will head up product development for the Style Studios line, Foster said. The new crafts will not affect the model line, Foster said. "That's our core base. That's a whole different ball game."

The company also is expanding its slot-car line with Tiger slot-car accessories, a Monogram line from the 1960s. Tiger will debut next March and will feature sets of driver, crew and officials figures.

New plastic and diecast body kits also are on tap for 2004, including several new tools. In plastics, that will include a 1:25 2004 Corvette Coupe, and a 1:25 2004 Chevy Impala police car, both in the Wheels of Fire series, and 1:25 2005 Mustang GT and 2005 Corvette C6 kits.

In diecast body kits, new tools include a 1:25 Tomb Raider Jeep Rubicon, 1:25 Smokey and the Bandit Pontiac Firebird and 1:25 CSI: Miami Hummer H2.

The company's new contact information: 725 Landwehr, Northbrook, IL 60062-2349; new phone and fax numbers will be announced later in November.

On behalf of the Museum's Trustees, we want to express our deepest appreciation for your great support for the Museum. Without your financial and other help, the Museum couldn't exist. We hope to expand our services to the model car hobby and involve more and more hobbyists in our projects.
—Mark S. Gustavson

NEXT TIME

Recently, the Museum benefitted from a great package from Bruce Stollard, Jr., a builder of no mean talent from Des Moines, Wash. Bruce's work is well known in the Northwest. Bruce suffers from degenerative neuropathy, a problem so serious that he must use a Closed Circuit Television camera, with 25× magnification, hooked up to a computer monitor to actually see what he is modeling. We'll take a look at his work.

Baring another disaster in my shop, we'll take a look at the Styline Valiant model. I hope it will look okay after it's checkered history!


We hope to feature interviews with model car luminaries Robert and Tom Yonts! These guys literally reshaped the hobby landscape with their incredible work.

We will also enjoy part one of a two-part, scholarly article from Trustee John Dino who has taken a careful look at Jim Keeler's Dodge Fever models. John has examined the many issues of *Car Model* magazine in which Keeler's works were featured, and we'll punctuate his great article with photos of the models, and possibly interview Greg Struhar who built a replica of the first (yellow) Dodge Fever for Jim. The *magnum opus* will be the first of several in-depth articles we'll be doing on noted modelers, based upon the incredible magazine collection in the Museum. This two-part article will mark the first of a series of Dino articles on historic builders whose work is featured in magazines in our Museum!

Keep this in mind: 2004 marks our tenth year of publishing *The Builder*. Can you believe that? We have some great surprises in store as we expand the focus and scope of this newsletter. We think you'll be excited!

Editor's Note: We want to extend a special thanks to Museum Trustee Mike Swan, who scanned many of the images that appear in this newsletter.

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!

Sign me up! I am enclosing \$ _____ for a one year membership.
Adult \$21 Junior \$9 Canada/Mexico \$25 Other foreign \$28

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Do not send cash. Make check or money order payable to:



IPMS/USA
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website www.ipmsusa.org

The Museum and its Trustees wholeheartedly endorse the IPMS and encourage all Museum members to join the Society. Thanks to Editor David Von Almen for carrying Museum advertisements in the IPMS Journal.

ADOPT THE MUSEUM FOR A MONTH!

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.

October: Tri-State Scale Model Car Club

November: Classic Plastic Model Club

December: Blaine Dickson, Bob Dudek, John & Joan Mahaffey, Scale Plastic Automotive Modelers, Roger Yu

INTERNATIONAL CORRESPONDENTS

The Museum has enlisted the aid of modelers outside the United States to act as our international 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. Use this number to request a Museum tour. You can also email us at msg@theModelCarMuseum.org

If you have materials for the Museum, send them to the address in the box below.

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 USA

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

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Editor: Paul Anagnostopoulos, paul@windfall.com

Webmaster: Mark Benton, mjbenton@xmission.com

Museum Trustees: Paul Anagnostopoulos, Rex Barden, Mike Barlow, Mark Benton, Mark Brown, Pat Covert, Brian Dees, John Dino, Dick Engar, Mark S. Gustavson, Bill Helm, Alan Raab, Mike Swan, Randy Vandraiss, Bob Wick

Research Assistants: Rex Barden, Russ Harding, Bill Harrison, Randy Vandraiss

Museum logo designed by Russ Schwenkler

International Model Car Builders' Museum

10271 South 1300 East

PMB #131

Sandy, UT 84094 USA

(mailing address only)