

# The Builder

December 1996

Vol2, #4

## It Has Been An Incredible Year and 1997 Promises Additional Expansion and Programs!

**T**he work of the Museum is increasing at an incredible rate. In 1996, we have gained the trust and support of the IPMS/USA who endowed the Museum with money. Every major hobby magazine has carried a series of wonderful display advertisements created by Pat Covert. We have benefitted from a virtual explosion of contributions from donors across the United States, Canada and England.

Additionally, many historic models have been restored. An extensive restoration of Jim Keeler's 1961 Winternationals winning "Carnation" has just been completed, and many of Dave Shuklis' models have also been finished, along with a couple of the unfinished Bob Barnett customs.

Also, we have established a WEB page to disseminate information on the Museum to many thousands of people who cannot make an annual trip to the Museum. With Russ Schwenkler's help (graphics), Museum WEB master and Trustee Mark Benton has spent many hours uploading over 3 dozen photos of historic models and text. By mid-December, over 460 people had visited starting on November 15.

And, we are now a tax deductible organization so far as the Internal Revenue Service (see story elsewhere).

With help from the IPMS endowment and other donated monies, we have also renovated the Museum by repainting the entire facility, installing carpet for the first time, and placing our nearly 140 historic models in beautiful wall-mounted display cases designed, built and donated by Trustee Alan Raab. Additionally, the contents of our two filing cabinets have been entirely re-organized and inventoried on the "new" (used) Museum computer. We have a new desk for the computer at which visitors, researchers and historians can sit and  
*(continued on the next column)*

### Special Kit Enclosed!

Through the generosity of *Rik Hoving Customs* and *Bob Korunow's Model Car Garage*, each subscriber to *The Builder* gets the enclosed specially-issued photo-etch/photoreduced Museum detailing kit!. This "premium" is available **ONLY** from the Museum. Thanks to Rik and Bob!

*Please rejoin as a Member so that the work of Museum can continue!*

gain access to the nearly 6,000 item collection.

Through hard work and the incredible donations of the many individuals and clubs that have contributed to the Museum, we have been able to secure and more clearly establish the goal of the Museum to preserve the past for the future.

So, where do we go from here? Of course, there is a lot to do as there will always be. We need to complete the restoration of the remaining Shuklis and Barnett customs, the three Keeler models as well as the Phil Jensen pieces.

Everyone should fill out and return the *Hot 100* ballot so that we can reach out to qualified builders across the United States and foreign countries to clone key elements of our past.

One big element of news for 1997 is that this newsletter will be produced by Pat Covert in Birmingham. Though it will be still published and distributed by the Museum, the newsletter will take  
*(continued on the next column)*

on a new look and will include photos of important pieces in the collection as well as photos of the new-ly renovated facility.

We have a noble task here, all of us. We can, for future generations of our hobby, chronicle the history of our avocation for all time. Please join us by renewing your membership, and offering your labor! Thanks to everyone!

### Remember: The Museum has a WEB page. Visit Us Soon!

Since the last issue of *The Builder*, the Museum's WEB page has taken on an entirely look thanks to the incredible graphics of Russ Schwenkler and the tireless efforts of Webmaster Mark Benton. We now have an extensive section on the Shuklis restoration project, including photos of those who restored those models, some neat photos of the *Carnation* restoration, a photo feature combined with a long historical article on the the old *Car Model* magazine *Crusader*! There is also an article on our effort to complete many of the unfinished customs of Bob Barnett. We also have an article on the new Museum status as a tax deductible organization.

In a two-week period starting on Thanksgiving, 460 people checked in with us from Germany, Finland, England, Brazil, Australia, France and from about a third of the States! This is great news since not everyone can visit us!

If you can, please join us on the Museum WEB page soon! Please visit us at:  
<http://www.xmission.com/~msgsl/nmcbm>

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## Pages of History: The 1961 American Model Car Association

One of the most interesting bits of history archived in the Museum is materials concerning the little-known American Model Car Association which existed for a very short time in Southern California in the early Sixties. Though short-lived, the AMCA was the template for other model car associations that appeared later.

The Museum possesses two of the flyers distributed by Jim Keeler (who then lived in San Diego) and his associate Ronnie Miller (San Marino) which were distributed at various car shows throughout California. At about the same time, a promo piece was printed in the show program for the Tridents International Autorama & Boat Show held April 18-23, 1961 in the Los Angeles Memorial Sports Arena.

That announcement disclosed that over "... 7000 hobby shops and distributors" created participation from 48 of the States, Canada, Puerto Rico and Mexico." Interested modelers were invited to join the AMCA (for the then-princely sum of \$5.00!) by filling out a small entry form and sending it to the office of the AMCA in Suite 438 at the U.S. Grant Hotel in San Diego.

In return for the money, members would receive monthly issues of the "Model Car Builder Newsheet" (apparently a publication that the Museum does not have), a model car custom interior kit, "tips and suggestions on building your models," free counseling service for model car building questions, official judging sheets to promote, Keeler and Miller said "...uniform judging in all AMCA sanctioned shows." and so forth." That was a lot to receive for \$5.00.

The American Model Car Association was on the scene for only a short period of time. In an interview with Jim Keeler on December 12 of this year, he told the Museum that he and Ronnie started to work on the AMCA in September of 1960 (at a show at Balboa Park) following a discussion with a major car show promoter. The association with the Tridents, apparently, led to the large mail-in contest held at the 1961 Los Angeles show. This was the second mail in show (the first was conducted by *Rod and Custom* magazine in the late Fifties) ever, and some think that the AMCA contest at the Tridents show was the template for the Revell-Pactra (and later Revell-Testors) shows starting in 1963. Though the AMCA ceased to exist in 1962, the influence of this early club influenced the next thirty years of our hobby. Thanks, Jim and Ronnie!

## Tax Deduction Status at Last!

One of the major problems facing any institution like the Museum is the need to raise money and get donations from supporters. It is difficult, after all, for people to make contributions in "after tax" dollars for which no deduction is offered!

With those problems in mind, the Museum was incorporated as a Utah Non-Profit corporation in 1991 which meant that all monies taken in by the Museum would not be taxed by the State of Utah. That non-profit status also meant that the IRS could not assess taxes on donations or proceeds of sale. The lack of taxation meant, effectively, that we had more actual money to use for Museum purposes.

There was another objective, though. With properly drafted Non-Profit Corporation documents, we could approach the Internal Revenue Service to qualify under Section 501(c)(3) so that the reasonable value of all donations could be deducted by the donors if they itemized deductions on their annual tax filing.

It took a lot of work to qualify with the Service. Estimated budgets for the next two years had to be prepared, long narratives of the purposes of the Museum were drafted, and a long series of letters and documents were exchanged between Museum attorney Mark Gustavson and the Internal Revenue service for a protracted

period of time. It was a lot of work!

Now that we have tax-deductible status, everyone who has donated anything to the Museum since June 1, 1996 may deduct the reasonable value of their donations. In the case of a monetary contribution, the calculation is easy. In the case of "in-kind" donations, only the *reasonable value* of those items can be donated. Therefore, all donors should seek an independent opinion of the value of their contribution; in the case of a model or item that they purchased and then donated, the value of the donation would be the price they paid. All Museum donors are urged to use high standards of honesty when deducting their contributions. A copy of the IRS determination is available if a dollar and 3 unattached stamps are sent to the Museum. We hope this new status will encourage people to contribute to the Museum!

### NEW LOOK FOR FOR 1997!

Starting with Volume 3 #1, *The Builder* will have an entirely new look. Pat Covert will become the editor and he has a lot of plans for the upcoming years. First, Pat promises a more "breezy" look which will emphasize hot graphics and photographs of the Museum. We will also feature photos of key items in the collection to better acquaint everyone with the Museum. Pat will also include a "modeling tips and techniques" section aimed specifically at those who are restoring or cloning models for the Museum. Lots of great things for next year! Stay tune and renew!

## Nominate the Hot 100 Models of All Time!

One of the chief purposes of the National Model Car Builders' Museum is to acquire, where possible, and to clone, where necessary, the greatest model cars of all time. It is one of the goals of the Museum to display a chronological presentation of historic models so that visitors and historians can see, understand and appreciate the progress of model car modeling that has defined our hobby.

A number of key individuals and clubs have offered to clone historic models that are unavailable to us so that a combination of cloned and original models can be presented to chronicle the history of our hobby!

The Museum has been asking for help from interested hobbyists all over the world. Press Releases have already been distributed to all subscribers of this newsletter and to nearly 60 major clubs and all media. The major hobby magazines will be printing our press release in early 1997. The Museum extends its thanks to *Car Modeler*, *Model Car Journal*, the *IPMS Journal*, the *Journal of the MCCA*, and *Scale Auto Enthusiast* for their support!

Already, some responses have come in, the first from Art Anderson (All American Models). Other have followed, though we don't yet have anything close to an adequate sampling. Hopefully by April 1997, we will have a good cross-section of nominees after which an independent panel of model car historians will meet to "jury" and tally the responses. The resulting list will be published in an upcoming issue of *The Builder* after which the Museum will turn to skilled craftsmen to help us re-create a selection of those historic models that we are unable to locate and display in the Museum. Please take the time and dig up the old magazine sand fill out the forms mailed in the last issue of this newsletter. The

Museum needs your help! **Please respond!**

# The Museum Wants to Save the Past by Acquiring It!

**Introduction:** Recent efforts to solicit donations of vintage model car memorabilia for the Museum have been successful, especially concerning the AutoWorld lighting kits and both kinds of hinge kits. We also enjoy a decent selection of vintage bottle paint. However, there is still a lot to gather together. . Please check out the list below for those items that we still need to present a good outline of our hobby. Naturally, the Museum would like these items to be donated. Frankly, there is no money to pay for these items; in the past, dedicated hobbyists have substantially contributed to the permanent collection. and we hope that could continue.

## ***Section One. Auto-World related items.***

We are looking for *AW Custom Club News* issues (write for list of needed items and excellent photocopies are welcomed!) Additionally, we are looking for the following *AW* items: *Auto World* advertised special instructions in its early-to-mid Sixties Catalogs for the following models: #S8062 "BobTailed Cat", #2232X "32 Deuce Pickup", #277 "Kropp's Playboy", #136 "The Hot Canary", #2232 "The Wild One", #149 "The Fordillac" and #2405 Smitty's "'39 Ford Pickup." Also need one of the Ed Roth Auto World T-Shirts, and samples of the Ed Roth-designed decal for *Auto World*. MISCELLANEOUS: "Original Monte decals found on page 86 of 1968-1/2 Auto World Catalog, Book "Plastic Model Cars" by Cecil Gibson, Car Club Plates, Pactra Aero Gloss Wax and Smitty's Special Gloss Rubbing Compound. Also: "Roth's Million \$\$\$ Show Car Display" and the "Autorama Turntable." We are also looking for the so-called "Show Off Display Platform Kit" found on page 66 of the 1963 *AW* catalog, all original decals by Monte, and Auto Tape Customizing Kit, All AutoWorld Auto Tapes, and the all other items also needed!

## ***Section Two: Vintage Paints, Glues and Putties.***

1. We are desperately looking for a complete set of all versions of the vintage AMT spray lacquers. Particularly, we are looking for the following: PM2 (Met. Red, PM4 (Met. Blue), PM5 (Met. Bronze), PM6 (Met. Grey), PS2 (Red), PS4 (Blue), PS6(Primer), PS7(Yellow), PS8(Gloss Black), PS-9(Gloss Clear), PT1(Kandy Gold), PT2(Kandy Red), PT3(Kandy Green).
2. We are also looking for vintage Pactra Spray "Name!: S23 (Candy Apple Red), S28(Candy Apple Gold), S29(Candy Parisian Green), S30 (Candy Oriental Purple), S31(Candy Sapphire Blue), S32(Candy Tahitian Orange), S33 (Candy Goldtone Undercoat)
3. We are also looking for mint original tubes of vintage AMT Body Putty, Contour Body Putty and Pactra Body Putty . Tubes must be unused, with mint markings. It would be *great* to find a still-soft tube of AMT putty for a pending building project!
4. We are searching for small bottles of paint, particularly the very early, small rectangular Pactra and Testors paint from the Fifties (including original packaging). Additionally, we are looking for a full set of the wonderful Ed Roth colors from the early Sixties.

## ***Section Three Parts Packs.***

We are looking for a full set of the Aurora, AMT, Ulrich, Monte and Revell (both the Sixties and Seventies versions) for the Museum. These would include the upholstery, engine, chassis, and drag racing. Packs should be complete in original packing.

## ***Section Four: Vintage Upholstery Sets.***

We are also looking for Monte Upholstery sets: Red with White Pearl, Pearl White with Red, Black with White Pearl, Pearl White with black, Green and White Pearl, Pearl White and Green, Blue with Pearl White, Pearl White with Blue, Gold with White Pearl, Pearl White with Gold, Tangerine with Pearl White, Pearl White with Tangerine. We are also looking for Ulrich Upholstery Sets: G1 Green), R1 (Red), Y1(Yellow), B1(Blue). And how about the "Weirdsville" upholstery sets? Additionally, we are looking for all other upholstery kits including Revell paks.

## ***Section Five. Unbuilt Kits.***

These models will be built using only vintage supplies and techniques and placed on display as a tribute to vintage building styles.

Good boxes are desired, but complete kits are essential: We will do articles on building these models (see article in this issue).

**AMT:** Styline Kits (S-121 Ford Galaxie, S1031 Ranchero, S-221 Thunderbird, S-8022 Valiant, S-7052 Corvair, "The "Man From UNCLE", "Fireball 500", Sonny & Cher Mustangs, XR-7, Surf Woody, original issue Dodge Deora, original issue Ala-Kart, 1961-63 Lincoln Continental.

**MONOGRAM:** PC-108 Starbird's "Futurista", PC- 89 '58 T-Bird (with Starbird customizing parts only), Original '55 Chevy (with Starbird customizing parts only), original *Predicta* with pearl red/metallic plastic

**MPC:** Turbo Shark, Astro Vette, Charger III, Daytona Transport Truck, Cosma Ray, Mannix Roadster, the *Californian* (Harry Bradley - designed model),

**REVELL:** Original '55, '56 and '57 Chevies in first issue boxes.

**Section Six: Spare Parts.** Odd as it might sound, we are also looking for spare stock , custom, hot rod and competition parts left over from kits that modelers have completed in the last 40 years. . We desperately need these parts to restore Museum cars and to eventually create a display of vintage parts. We are also interested in receiving large boxes of unattached parts or individual items.

**PLEASE SEARCH YOUR COLLECTION TO SEE IF YOU CAN HELP THE MUSEUM ACHIEVE ITS GOAL OF ACQUIRING A FULL ARRAY OF HISTORIC ITEMS FOR THE COLLECTION!**

## Media Coverage on Museum Expands in '97!

As mentioned elsewhere in this issue of *The Builder*, several major hobby publications have indicated an interest in carrying articles on the collection in the Museum. Commencing early in 1997, *Model Car Journal* will carry a regular feature on an interesting element in the collection, and *Scale Auto Enthusiast* will carry a major article on the acquisition and restoration of the Shuklis collection, as well as a full "how-to" article on the restoration of the Shamrock.

These articles are part of a larger awareness on the part of the hobby media to recognize and promote the efforts and goals of the Museum. Since the first article on the Museum in 1989, carried in *Scale Auto Enthusiast*, the Museum has appeared in articles in *Model Car Journal*, *Wheels* (a Swedish publication), *Drive*, *The Journal of the MCCA*, the *IPMS Journal*, *Scale Wheels and Car Modeler*. Additionally, *Plastic Fanatic* and the *Journal of the MCCA*, and the *IPMS Journal*, have all carried press releases, articles, photos or favorable commentary. The Museum thanks to all these publications!

## The past is about to be recreated!: A vintage AMT kit will be built using 35-year old supplies and paint!

One of the goals of the Museum is to enjoy the past, in part, through the acquisition of historic models and building supplies. Though delayed a bit, Mark S. Gustavson (builder) and Mike Barlow (photographer) will start to prepare an article on the construction of a vintage '61 Ranchero 3-in-1 kit by mid year 1997! This model will be constructed ONLY using actual building materials used in available through 1962. Through the generosity of many supporters of the Museum, we have been able to acquire a remarkably wide array of historic building materials, duplicates of which will be put to good use next year. For example, the Museum acquired two mint, SOFT tubes of AMT putty from Randy Vandraiss as well as over two dozen duplicate cans some vintage AMT lacquers (courtesy of long-time Canadian Museum supporter Dick Groenheide, but not all colors, sadly). Additionally, we have several mint tubes of vintage Revell tube glue, as well as an array of Pactra bottle paints dating from the Fifties.

This article will be produced in highly detailed step-by-step format, and will include a critique of the old materials and techniques. The article—which will be offered to any interested magazines—will attempt to trace the development of our hobby from the early Sixties through today. With the decision to avoid modern instant adhesives and polyester resin filler putties, we will be able to see what it was like to be a modeler in the early days!

This should be quite a visit into the past as we literally revisit the early days of our hobby.

## More Information?

For further information, or to arrange a tour of the Museum, or to contribute an article to the newsletter, or to donate a model or money, please write to: National Model Car Builders' Museum, 353 East 400 South, Salt Lake City, Utah 84103

### Trustees:

Mark S. Gustavson, Founder  
Mike Barlow, Trustee  
Mark Benton, Trustee  
Pat Covert, Trustee  
Bill Helm, Trustee  
Alan Raab, Trustee  
Randy Vandraiss, Research Director  
Stephen E. Gustavson, Editor, *The Builder*

## What it all Means

The Museum recently received a note from Bobby Barnett, Bob's son. With his permission, portions of the note are published here: "I just wanted to drop you a note and say thank you. Mom and I were talking about things, and we decided to visit the Museum WEB page. There are times when dealing with the loss of a parent seems almost impossible, but then you find out how much they touched the lives of their friends. His work lives on in the work of the Museum. Thanks for what you have done and said in the memory of Dad." No more eloquent statement could be made about the Museum. We are here to preserve memories and models of hobbyists every-where.

*Please help out!*

## WE NEED HELP FROM MODELERS!

The Museum needs assistance from skilled craftsman who are willing to restore models in the collection, or clone a model (when the *Hot 100* list is compiled) or do any one or more of the many tasks that need to be done. For example, Museum Research Director Randy Vandraiss accepted the task of inventorying the hundreds of historic photos that the Museum has acquired over the years.

With the help of fellow Californian Rex Barden, that task will be done well and quickly. Trustee Alan Raab, for another example, has accepted the enormous task of organizing, laminating and cataloguing the several thousand kit instructions and decal sheets (including the outpouring of vintage Auto World decals from donors) into large three-ring, research-friendly formats.

But there are more tasks that need to be done. Please indicate your willingness to help on the enclosed form. Sign up!

## Time to Rejoin!

This issue ends the subscription of *all* individuals, clubs and businesses that, in the last two years, have subscribed to this newsletter. Your donations have been used to pay the expenses of the Museum and have greatly assisted in funding the renovation of the Museum which has occurred since May of this year.

However, the coffers are now empty and your help is greatly needed to help us meet our expenses. We need money for rent, for postage, for printing expenses, to pay for the web site, to work with clubs and individuals as they assist the Museum to acquire and restore the historic models from the history of our hobby. Though we have some skilled craftsmen who help with the actual work of the Museum, we literally can't generate enough money locally to keep the doors open.

The ONLY way that the Museum can continue to operate — *to exist* — is through your help. From the individual subscriber to the many clubs and individuals who have "adopted" the Museum, your help is desperately needed. This Museum exists for the sole reason that all of you have assisted us in the past with monetary help. *Please remember to do that again! Use the enclosed form!*

# \* *Late Breaking News* \*

by Mark S. Gustavson

Here are some notes that occurred too late to be included in the December 1996 issue of *The Builder*:

1). **Another Premium for Renewal to *The Builder*!** In addition to the special photoetch kit already included in this issue from Rik Hoving Kustoms and Model Car Garage, Detail Master has just announced that it will offer **six FREE** custom-made, computer-generated 1/25 scale license plates to each individual, club or association that renews its Membership in the National Model Car Builders' Museum. As perhaps many of you have, I have examined samples of this product and it is truly amazing! Accurate scale license plates are available for all 50 states and provinces of Canada, and you can order custom-made plates too! With every renewal received by the Museum, a special certificate from Detail Master will be returned with the first 1997 issue of *The Builder*, and then you can order the plates directly from Detail Master! Our sincere thanks to the generosity of Dirk Johnson/Detail Master; he has been a leader in supporting the Museum. Check out the listing for the Museum in his Model Car Directory!

2). **The GSL Book will be published in April 1997!** The National Model Car Builders' Museum is pleased to announce that Championship Publishing, LC, Salt Lake City, Utah will be publishing a special book on the GSL International Model Car Championship just in time for the 1997 GSL Reunion Championship (April 18-20, 1997). Titled "*The GSL International Model Car Championship, Fifteen Years of Automotive Modeling Excellence*," the book is written by me and takes an honest, sometimes hardhitting, look at the successes and problems which occurred during the first 15 years of the GSL International Model Car Championship. There are lots of pictures, an informative text, exhaustive footnotes (including lists of winners and lots of historic information) and a selection of quotations from key GSL participants. While no price has been established, it may retail for around \$18.00 plus postage. One great aspect of this book is that all of the net proceeds (after expenses) will be donated 100% to the National Model Car Builders' Museum. Everyone associated with the book (me, Bob Wick/editing and layout, Gary Schmidt/layout-editorial, Mark Benton/computer services and others) have graciously surrendered their royalties to the Museum. The books can be ordered by March 30 for delivery at the GSL Reunion Championship or by shipment about May 1. *No orders* will be taken before March 30, but you can get your name on the mailing list for the announcement of the shipping date and price by sending an unattached .32 stamp to the Museum with a note indicating your interest.

). **Renewals are Needed!** Whether you have been a regular Member or have adopted the Museum for a month's rent (or more, in the case of a few of you), please renew your membership immediately. We are facing the obligation to pay the rent throughout 1997 and to pay for other activities of the Museum. The future of the Museum is literally in your hands. We hope that you will continue to support the Museum with your checkbook, your donations, your offers to clone historic models or restore models already in our collection, or do something else. Please use the form on the reverse side and return it very soon!

*Thanks for your incredible support for the Museum. We will  
succeed in preserving our past for the Future!*

# I WANT TO HELP THE MUSEUM. HERE'S HOW!

( ) Please sign me up as a Renewing Member of the Museum. I understand that I will receive four issues of *The Builder* in 1997, an official Membership Card, six (6) free license plates from Detail Master plus other premiums that may be offered during 1997. I enclose \$12.00;

( ) I would like to help with the restoration of models in the Museum's collection. Please send to me further information. I have enclosed a resume of my modeling background. I have included a double stamped business size envelope.

( ) I would like to *again Adopt the Museum for a Month*. Please find enclosed \$250.00 which I understand will be used only to pay one month's rent at the Museum. I understand that I will receive a lifetime subscription to *The Builder*, and receive a Museum "Adoption" Certificate, a set of the Museum photo etched license plates. I have included a double-stamped SASE.

( ) I would like to CLONE a famous model for the Museum as the Hot 100/Clone the Past program is completed. Please send to me further information about suggested models. I have enclosed a resume of my modeling background. I have included a double-stamped business-size envelope.

( ) I would like to donate something to the Museum. That item/those items are listed below:

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( ) I would like to help in research for the Museum. Please send me further information. I have included a double-stamped long business-size envelope.

NAME:

ADDRESS:

CITY/STATE/ZIP:

PHONE (optional):

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Return this form to:

**National Model Car Builders' Museum  
353 East 400 South  
Salt Lake City, Utah 84111**