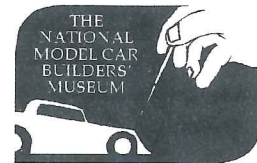


# The Builder



Volume 3, Issue 1

**The Quarterly Newsletter of the National Model Car Builders' Museum**

## Welcome to The Builder

In an effort to make this Museum newsletter more interesting and useful to the modeling public, the Trustees of the National Model Car Builders' Museum have decided to give our quarterly newsletter, *The Builder*, a new look.

With Pat Covert as the new editor, this third year of the newsletter has an all new design, will feature informative articles on specific items in the Museum collection, will include the cartoons of the inimitable Ken Hamilton, a "restoration tips and tech" for those of you who may be interested in restoring models for the Museum, and will (by mid year) contain photographs of the Museum now that the renovation has finally been completed. Welcome aboard, and thanks for your support! Enjoy!

**-Mark S. Gustavson**

## And from the editor...

I hope you like the new look of this issue of *The Builder*. Actually, my taking over as the editor is a "trading places" of sorts for Mark Gustavson and myself. Mark was gracious enough to replace me as The AutoFile columnist for the *IPMS Journal* a few months back, a column I'd written for six years before deciding that it was time for some fresh ideas.

By the same token, I hope to bring some fresh ideas to *The Builder*. You can, too. Our new R&R column will feature restoration tips from museum members. Got a good one? Send it in and share it with us!

**-Pat Covert**

## THRU THE GLASS DARKLY *By Mark Gustavson*

With this first issue of the revamped Museum newsletter, this new column will focus each issue on a specific element of the collection to acquaint you with the history of our hobby. In this way, we can all enjoy the colorful and wonderful diversity of the Museum.

In the late Fifties, A.M. "Oscar" Koveleski organized Auto World, a business that catered to the rapidly emerging model car hobby. Model car kits, supplies, paints and other items were offered to enthusiasts.

The now famous first catalog was published in 1958, with catalogs appearing every year after that for nearly thirty-five years.

As the Sixties dawned, Koveleski (with the help of Bob McLeod) started publishing *Car Model Magazine* that championed model car building and builders for many years. With modeling legend Dave Shuklis named as the Technical Editor, *Car Model*

(See *Darkly*, page 2)

## R&R

### -Tips for Restoration and Renovation-



Ken Hamilton

### You've polished out your paint job to a blazing shine...now what do you do to keep it that way?

There are two basic types of products available that work well for preserving gloss paint finishes. Wax-based products such as The Final Treatment are derivatives of waxes used on real autos and they are applied to models with a flannel cloth in much the same manner as for their large scale counterparts.

Many wax-based protectants contain a substance called "carnauba" which adds both gloss and protection to the finish.

Silicone-based protectants such as Novus #1 are becoming more and more popular among car modelers because they are easier to apply and do not tend to yellow over time. These are applied by spraying or adding a few drops of the liquid protectant to a flannel cloth, wiping it onto the painted finish and buffing it to a blazing shine.

Both wax and silicone based protectants impart gloss to the surface of the vehicle and add a certain level of protection to the finish. Both can be applied to the surface immediately after polishing using a soft flannel cloth. As regular maintenance it is a good idea to rejuvenate the finish from time to time with a reapplication of the protectant.

Which is best? It's the one that works for you, of course. Try them both and choose your weapon! Until next time...

(Darkly, continued from page 1)

took a lead in promoting the hobby. Soon, Robert A. "Smitty" Smith joined the effort and the model car hobby was changed forever! (As an aside, there is a lot of circumstantial evidence to suggest that Smitty was the builder of the famous *Car Model* magazine Crusader that I restored in 1995. Check out full coverage in issue #104 of *Model Car Journal*).

To appeal to the magazine's audience of custom car enthusiasts, the magazine went to Shuklis and Smitty and asked them to prepare special instructions for commercially-available kits, principally from AMT. These instructions were sold through the Auto World Custom Club News (a mimeographed hobby newsletter distributed to subscribers), and notice of these custom instructions also appeared in the Auto World catalogs.

In each case, hobbyists were given elementary instructions about how to build the models using only commonly available kits and parts.

**Some careful research\* has revealed that the following items were offered at one time or another:**

**#S8062 "BobTailed Cat"**

(Dave Shuklis, designer)

**#2232X "32 Deuce Pickup"**

(Smitty, designer)

**#277 "Kropp's Playboy"**

(Jerry Kropp, designer)

**#136 "The Hot Canary"**

(Smitty, designer)

**#2232 "The Wild One"**

(Dave Shuklis, designer)

**#149 "The Fordillac"**

(Dave Shuklis, designer)

**#2405 "'39 Ford Pickup"**

(Smitty, designer)

**#112D "T-Bird Monte Carlo"**

(Dave Shuklis, designer)

**\*REFERENCE SOURCE: 1961 and 1962 AUTO WORLD CATALOGS**

In late 1996, Norm Veber (the owner of Replicas & Miniatures Co. of Maryland) found and forwarded to the Museum an original instruction sheet for Smitty's '39 Ford Pickup. The instruction sheet, printed on a piece of white legal-size paper, lists the materials for the project (#240 AMT 1940 Ford Sedan, a sheet of 3"x 3"x 1/4" balsa, wood block 9/16" x 1" x 2-1/4", light cardboard 6" x 6", strip of wood 1/8" x 7", and a tube of airplane cement for the wood), identified 5 steps, and provided a template for the pick up box pattern.

The instruction sheet contained two lithographed photographs of the completed model (one shot from the front and the other from the rear) and specified advised hobbyists to read *Hot Rod* magazine. The materials may seem a bit quaint but remember: that's where our hobby started!

The Museum is greatly interested in securing copies for all of the remaining special Auto World kits. Please forward the original, or excellent photocopies, directly to the Museum. If we can get several of the instruction sheets, we will ask our volunteer builders to construct those models. Thanks for your help!

# Computer Update

.....by Mark Benton

Along with the general upgrading of the Museum decor, the computer system is undergoing an upgrade as well. Gone is the DOS-based 8088 PC and in its place is a Windows-based system. Ultimately, the entire Museum's inventory will be reentered and indexed so that research may be done more quickly. The old inventory was a HUGE Word Perfect file, which was then converted into a file compatible with a no-longer-supported shareware hyper text search program. (Museum funds have always been used to pay the rent and keep the place open, so software is a long way down the list.)

The Museum receives many donated items every week from supporters and the old method made it very difficult to keep the inventory listing current. The new system is a Windows database application, will make data entry quicker, and will make searching, sorting and printing specific information much easier. Additionally, it will be much easier for anybody to sit down and use it-- besides being easier to maintain.

Unfortunately, this will require that ALL of the items be reinput after a complete inventory is taken. Anyone who would be interested in doing some volunteer data entry work on their own computer, please contact me, Mark Benton C/O The National Model Car Builders' Museum, or by email at [mjbenton@xmission.com](mailto:mjbenton@xmission.com). The actual input won't begin until about June, but it would be helpful now to know how many Museum Supporters might be willing to help with this HUGE project. All those who help will be rewarded with a copy of the data file, as well as a printed, hard copy of the document. The inventory list will be available to Museum members at a cost of \$20.

The PC will also have a copy of the Museum Web Site, so anyone will be able to see what is offered there if they do not have internet access. Please visit the Museum Web Page at <http://www.xmission.com/~msgsl/nmcbm>. Be sure to fill out the Guest Register!

## Join the club!

When you join *The Builders' Club* you automatically become a member of **The National Model Car Builders Museum-- the only organization that is dedicated to the preservation of car modeling. Club members are entitled to special benefits including a one year subscription to The Builder newsletter, a club membership card and a chance to receive special promotional materials at a discount.**

**Membership in The Builders' Club is \$12.00 annually. All fees go directly to the funding of the Museum.**

**Join today by sending a check to:  
National Model Car Builders' Museum  
353 East 400 South  
Salt Lake City, UT 84104.**

# The Quest for Wood.....by Alan Rabb

I remember that fateful day all too well....I had just volunteered to supply new, custom designed display cabinets to the museum. I had this brainstorm for storing more models in less space. Hey, I'm an engineer, this is what I do for a living. And of course, Mark said "yes", so off to the drawing board I went.

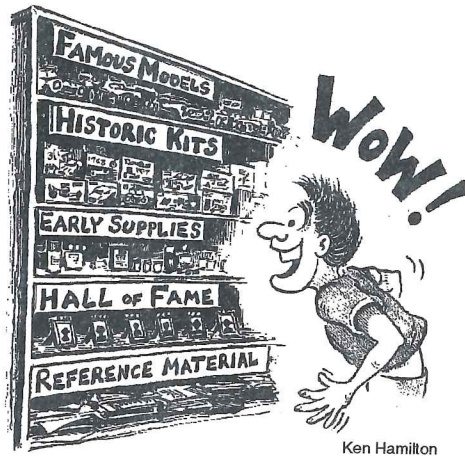
The basic plan was to have the cabinets mounted at a right angle to the walls so the models could be viewed from both sides. Further, there would also be glass shelves for bottom viewing as well.

A quick check on standard sizes of plexiglass for the side panels came up with a 32"x40" sheet as the easiest to obtain. A prototype cabinet was built and "tested" for strength, durability and viewing ease. The general consensus was it was too small as it only held about 25 models.

I priced out 48"x48" sheets of plexiglass and figured the extra cost was worth it for the increase in capacity. At that point I decided to go all out and ordered custom red oak for the main cabinet and I also increased the width a few inches.

Of course, this led to ordering custom cut glass shelves for the increased length and width. At this point I stopped keeping costs.

Hey, I know guys who spend more on machined parts for their models. After much poking and prodding of my "volunteer" cabinet maker (It's great to be your own boss), they were finally done. Now all I had to do was figure out how to pack them for shipment.



Meanwhile, Mark was talking with Joel Dirnberger about adding electricity to the cabinets so the recently acquired Shuklis models could be displayed with their working lites turned on. O.K., shift gears and ship the cases to Joel for wiring.

A full crate was finally designed and built to assure everything arrived in one piece. With one small problem-- it weighed 300lbs. No problem at this end, I just use my forklift, but what about Joel? Steroids? Spinach? After some reseach with various trucking companies, I found one with liftgate trailers just for occasions like this one.

Joel contacted Mark and I and said the cases arrived O.K. He then wired them up with great skill and as I write this they are on their way to the museum weightlifting team for unloading and mounting.

Many thanks to all fellow members involved : Bob, Lynn and Joe on this end ,Joel and company in the middle, and the usually gang of idiots in Salt Lake City. Get out to the museum and enjoy it !

## Hot 100 & Clone the Past Update

### May 1st is the deadline for Hot 100 ballots. Get'em in!

Readers of the last two issues of *The Builder* will remember that the Museum is attempting to list the top 100 models in the history of our hobby.

Last year, the Museum distributed to all subscribers and to over 100 model car clubs a chart asking hobbyists to list models, in several "eras," that met the criterion of excellent building techniques, innovative detailing or operational detail, unusual or significant subject matter and publication in a major magazine.

Many modelers have returned the forms, the latest being from John Mahaffey who handed his form to me at the legendary Birmingham Alabama NNL (listen, 'southern hospitality' is everything it is cracked up to be).

The goal of this program is not only to identify and list the models, but also to construct clones of them for display in the Museum. Already, a core group of dedicated hobbyists have volunteered to build clones of the Hot 100.

The Museum wishes to extend its appreciation to the following individuals: James Patt, Greg Cottrell, Jim Latham, Dave Best, Bill Taylor, Fred Doyle, Charles Hantraft, Tom Nolz, Mike Good, and Harold Perry. This is an illustrious group of builders where Bill Taylor and Harold Perry have already assisted in the restoration of several models for the Museum.

If you would like to be included in this program and you are a good modeler, please send the Museum a note indicating your interest. You have until May 1 to return your Hot 100/Clone the Past forms. Get those forms in to the Museum!

-Mark Gustavson

# The Museum wants to preserve our history...

The Museum wants to save the history of our hobby by acquiring it! To preserve the past, we first need to get it! Please help out with any of the following items.

## Section I- 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 Auto World items: Auto World advertised special instructions in its early-to-mid Sixties Catalogs for the following models: #S8062 "Bob Tailed 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" #2232 "The Wild One" and #112D "T-Bird Monte Carlo" Also need one of the Ed Roth Auto World T-Shirts. 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 "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 II- 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) and PT3 (Kandy Green).
2. We are also looking for vintage Pactra Spray "Namel: S23 (Candy Apple Red), S28 (Candy Apple Gold), S29 (Candy Parisian Green), S30 (Candy Oriental Purple), S31 (Candy Sapphire Blue), S32 (Candy Tahitian Orange) and S33 (Candy Gold 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 looking for small bottles of paint, particularly the very early, small rectangular Pactra and Testors paint from the Fifties (including original packaging). Additionally, we are searching for a complete set of the wonderful Ed Roth colors from the early Sixties.

## Section III- Parts Packs.

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

## Section IV- Vintage Upholstery Sets.

We are also looking for Monte Upholstery sets: Red with White Pearl, Pearl White with Red, Black with White Pearl, Pearl 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: G-G1 (Green), R1 (Red), Y1 (Yellow), B1 (Blue). And how about the "Weirdsville" upholstery sets? We are looking for all other upholstery kits including Revell packs.

## Section V- 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, 61-63 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: '55, '56 and '57 Chevies in first issue boxes.

## Section VI: Historic Models.

If you know of a model that ever appeared in any magazine, won any contest, or is representative of the work of any dedicated hobbyist, or otherwise noteworthy, please contact us. We want to acquire, by donation or loan, such pieces, and we offer full restoration services.

## Section VII: 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.