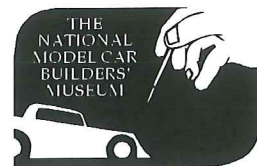


The Builder



Volume 3, Issue 2

The Quarterly Newsletter of the National Model Car Builders' Museum

A Tribute To Members.

The '97 GSL Reunion was my first trip to the famed event and I couldn't have picked a better one. It was by far the most successful GSL in the history of the legendary event.

One of the highlights of my visit was meeting Don Emmons and Jim Keeler. Both of these gentlemen were a genuine delight to talk to and I am amazed at how well they've kept up with the hobby all these years.

These two guys had a tremendous impact on my building back during the 60's and early 70's and I never even dreamed back then that I'd ever talk plastic with them.

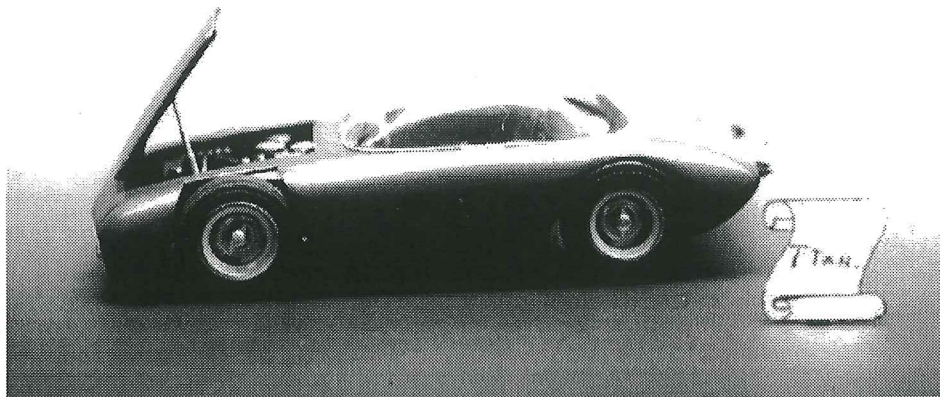
In retrospect, meeting these legenday modelers made me realize that this is what the Museum is all about: Good people enjoying a wonderful hobby that has managed to endure for over forty years now.

There are a lot of hobbies that have died over the past four decades. One close to home to many of us- slot car racing- never has quite made the comeback that our hobby has despite the concerted efforts of old time enthusiasts. (Gee, you don't see a lot of hoola hoops floating around these days either.)

We're lucky. Not only are we the fastest growing segment of the plastic kit hobby, we have manufacturers vying for our kit dollars with great new releases, plus four very nice magazines to keep us informed.

And we've also got something that no other segment of the hobby has... a self-supporting museum that houses the rich history of car modeling. And it's all made possible thanks to you-- the members of The National Model Car Builders' Museum. A big thanks to each and every one of you for making it happen!

-Pat Covert, Ed.



Ron Parker's "Titan" (Best of Show winner of 1963 Winternationals) joins Jim Keeler's "Carnation" (Best of Show winner, 1961 Winternationals) in the Museum.

GSL Auction a Great Success! *By Mark Gustavson*

As has been the tradition at every GSL Championship starting in 1991, the Museum-benefit auction at the GSL Reunion Championship was a fantastic success. Auctioneer Mike Carroll regaled the audience with his humor as he auctioned off over 350 items which ranged from a Johnny Rutherford-signed vintage AMT box art rendering, to two Augie-Hiscano brass casting "trees" to sealed kits, and finally including a specially produced resin kit of Carl Casper's Undertaker and a detailing kit for the

new Revell '32 Ford kit provided by Replicas and Miniatures Company of Maryland. The audience was in a great mood, and they cheerfully separated themselves from a lot of money. By the time the nearly three-hour, laughter-filled event was over, almost \$2,500 was raised! That money will be used for capital improvements at the Museum and for the *Hot 100/Clone the Past* program (see details elsewhere in this issue). Thanks to everyone associated with the GSL Museum-benefit auction.

GSL History Book To Be Published Soon *Staff Report*

Long promised and anticipated, "THE GSL INTERNATIONAL MODEL CAR CHAMPIONSHIP, Sixteen Years of Auto Modeling Excellence", authored by GSL founder Mark Gustavson, is being finalized now. With the phenomenal success of the GSL Reunion Championship, Gustavson has decided to add another chapter on the Reunion along with photos of the Reunion provided by Gregg Hutchings, new owner of *Plastic Fanatic* and *Scale Auto Enthusiast* (photos of other years come from the GSL Archives and Gary Schmidt).

GSL History, Cont'd Page 2

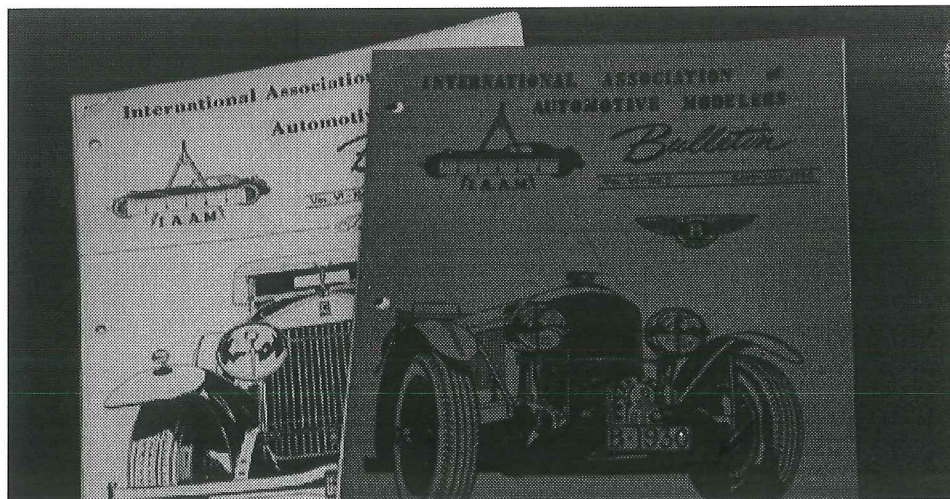
The book will feature around 150 photos (about 40 of which will be in color) and contain around 120 pages, lists of all winners and sponsors, quotes from historic GSL participants, an extensive footnote section, photos of GSL memorabilia, and other items of historic interest. The book will probably be available in early late October of 1997. Published by the newly formed Championship Publishing, LLC, in Salt Lake City, all net proceeds from the book will be donated to the Museum. The expected price will be around \$25.00 plus shipping. Interested readers can send two unattached .32 cent stamps to the Museum and ask to be placed on the GSL Book mailing list. Please buy the book to support the Museum!

Museum Web Site to be Upgraded Soon! *Staff Report*

Museum computer specialist Mark Benton is working to prepare new text and photos to be uploaded to the Museum web page, located at (<http://www.xmission.com/~msgsl/nmcbm>). Photos of new models in the collection (Cavorley models, Ron Barker's *Titan*, more models from the Shuklis collection, and the pending Keeler and Barnett model projects) will soon appear as will the text for the newly-revised booklet "How to Build Better Scale Model Vehicles/Model Construction Guidelines when Building Championship Caliber Models."

We will also offer a full-color photographic "tour" of the Museum to permit a greater number of people to see what Museum Trustees and members have been working on for 7 years now. In the future we may even be able to add video to the site!

Over 6,100 people have visited the Museum's web page since January 1, 1997! This project by the Museum -- thanks to the incredible work by Museum computer specialist and Trustee Mark Benton -- is one of the principal ways that we communicate with the public who don't have immediate access to the Museum. Be sure to tell your friends about the Museum web site!



Lee Baker donated dozens of issues of the International Association of Automotive Modelers' Bulletin." Published for nearly a quarter century, the Bulletin reflects the Association's passion for scratch building and high-quality work.

Dozens of Historical Items donated to Museum!

Many dedicated hobbyists have been donating items before they were lost forever. Some of those items were received during the GSL Reunion Championship in late April. Others arrived at different times. One set of vintage AMT lacquers even arrived anonymously. Though not every donor can be recognized here in our limited space (and, frankly, sometimes we misplace donors' names -- sorry for the oversight!), here are some of them:

- + John Schmidt: donated his GSL-winning models -- Mack I, Mack II, Formula "A," Salt "T"
- + Rex Barden: lots of paints, old AMT glue
- + Bob Zetterman and Tim Pentecost: paints
- + Detroit Area Automotive Modelers: Special -issue Chrysler Turbine Car promo
- + Norm Veber -- original "Smitty" '39 Ford Pickup instructions available through AutoWorld
- + Al Superczynski donated some Aerogloss wax
- + David Lindsay located, acquired and donated the Trophy presented to the First Place Intermediate Division of the Second Revell-Pactra contest in 1964.
- + Cody Grayland also found two such trophies in an Oregon hobby store, purchased both of them, and donated one 1964 Revell-Pactra trophy to the Museum.
- + Someone donated an old jar of AutoWorld Aerogloss rubbing compound. A rare item!
- + Ed Wolsfeld has donated some vintage Simms' Kar Kases -- these are 60's clear plastic display cases marketed through AutoWorld and other hobby outlets. More on the history of the pioneering Kar Kases in a future issue.
- + Chris Stames: many dioramas

The Museum has also acquired, or has on loan, four very significant models:

1) Thanks to the efforts of Evan Hermel and Norm Veber, the Museum acquired two models from the estate of Joe Cavorley who died early this year. Joe's legendary '32 Ford Show Truck w/chassis and '46 Ford Sportsman convertible are now on permanent display.

2) Noted automotive article Thom Taylor has loaned his phantom '33 Ford C-400 Phaeton that appeared on the April 1991 cover of *Scale Auto Enthusiast*.

3) Ron Parker has donated *The Titan* that won the 1963 Winternationals, hosted by Revell-Pactra-AMT model car contest. That contest was held in conjunction with the "full size" rod and custom show held at the Great Western Livestock Exhibit Hall on Atlantic Boulevard in the City of Commerce (a suburb of Los Angeles). The model was originally built in 1962, when it was painted a gold color, and it was entered in the 1962 Winternationals Model Car Contest. Unfortunately, it was damaged in shipment en route to the show. When the model was returned to Ron, he rebuilt it adding the then fashionable "joystick central steering," and painted it a ruby red metallic candy color. The model was subsequently entered in the 1963 show where it won the Best of Show award. The model is in splendid condition, especially considering that it is 34 years old! This is a very important acquisition for the Museum; watch for photos and a feature article in the next issue of *The Builder*.

Update on Hot 100 & Clone the Past

You may be aware that the Museum launched the Hot 100/Clone the Past last year to identify the most influential scale vehicles since the late Fifties through 1994. Modelers everywhere -- including Members of the Museum -- have been invited to list the 100 models that have most influenced the development of our hobby by pioneering new building styles, or advancing more sophisticated building techniques and approaches or otherwise positively influencing the growth of car modeling. All such models had to be prominently featured in a magazine distributed nationwide.

The program also specifies that once we identify those models, we will try to find those models and then borrow them for display in the Museum. If that were unsuccessful, we would then try to replicate -- clone -- those models for display in one of our new display cases set aside specifically for those models. This presentation will trace the development of modeling through the display of models (both originals and clones) on the Museum's *Hot 100* list.

We are pleased to report that the *Hot 100/Clone the Past* program is moving forward very well. We have more than three dozen lists back at the Museum, with about 20 more expected by the July 15, 1997-deadline. When we compile all the lists in late July, that list will be reviewed by selected hobby leaders and historians including Dennis Doty, Tim Boyd, Augie Hiscano, Pat Covert, Research Director Randy Vandraiss, Mark S. Gustavson and others still to be selected. That process will carefully review the propriety of each model appearing on the list to be certain that the initially selected models clearly meet the criteria established.

Happily, about 16 modelers have stepped forward so far to indicate their willingness to help the Museum clone the models! We are still finalizing that list of builders; the list will be printed in the next issue along, hopefully, with the *Hot 100* list. If you are still interested in compiling a list, please send a SASE to the Museum and we will send out the form promptly. If you have Net access, go to the Museum WEB page and download the forms there. Similarly, if you want to be one of the Museum-approved builders, please download the application form from the WEB page, or send a SASE to the Museum, or simply send in your name/address/phone number, qualifications and when you might be available for the program. Please help the hobby by filling out a form and by volunteering to build a model!

-Mark Gustavson

Museum spearheads effort to assist Vietnam Vet.

In April the Museum received a letter from a Social Work Specialist at a Veterans Center in the South asking if the Museum could assist a disabled 'Nam veteran, interested in modeling, who particularly liked '58 Chevrolets.

Art Anderson of All American Models was contacted and very graciously agreed to help out the vet by providing a full resin kit of his '58 Chevy Sedan Delivery and an AMT '58 Chevy Impala kit. The Museum then purchased some adhesive,

paint, other detailing supplies, and also provided a complimentary one-year Membership to the Museum. The goodwill package was sent on June 10 to the veteran.

Unfortunately, the Museum can't respond to every such request that we receive, but this one was particularly important. The Museum extends its great appreciation to fellow member Art Anderson for his kindness and generosity and extends its best wishes to the Viet Veteran.

R&R

-Tips for Restoration and Renovation-



Ken Hamilton

Many old buildups from the Sixties have whitewalls that were painted on using white enamel that has yellowed due to both age and the inherent reaction between vinyl and enamel solvents. You can restore the whitewalls by removing the old paint (by peeling it off or stripping it) and then painting on new ones using waterbase acrylics. Tamiya and Gunze Sangyo both offer a flat white that work very well for this purpose. These paints adhere to tires quite well and their solvents will not bleed into the vinyl. They are excellent for lettering tire markings as well. Give it a try!

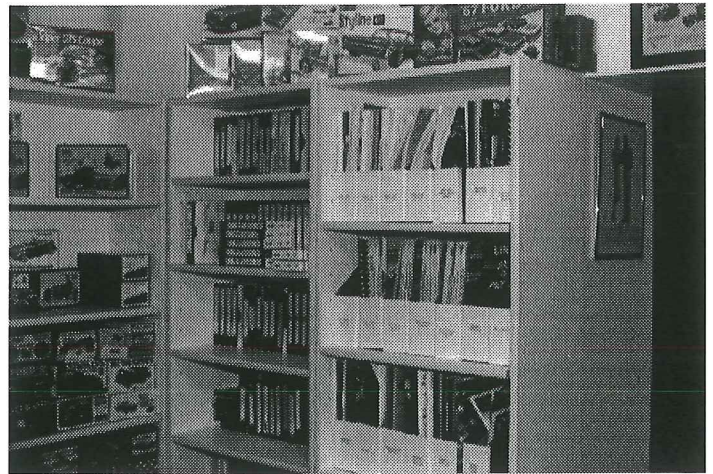
Join the club!

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 Museum has acquired nearly complete collections of more than 19 major magazine titles and many special "one-off" magazines. Some are rare while others are still being published.



Opposite the magazine bookcases are other cabinets which contain vintage kits, video tapes, catalogs, records of the Oakland Roadster Show Diorama, and a growing (and rare) book collection.



Newly installed oak display cabinets were donated by Trustee Alan Raab. The cabinets permit viewers to see both sides of each model. The fourth cabinet on the right is reserved for Hot 100/Clone the Past.



Seen here are some old Revell "masters" and cans of vintage AMT, Pactra and Testors paints, small brush paint bottles, Revell and Monte parts paks and a nearly full range of AutoWorld items.

Museum tour packed at The Reunion! *by Mark Benton*

As part of my involvement with the GSL Reunion I had the opportunity to host the tour of the National Model Car Builders' Museum (NMCBM). To say there was a great deal of interest in seeing the museum by the GSL attendees is a great understatement.

Because the Museum is rather small, we did not present the 1997 Hall of Fame award at the Museum, but simply opened the Museum for a couple of hours to accommodate impromptu tours. As it turned out, the Museum was filled to (beyond) capacity for the entire time. There was literally standing room only.

Being somewhat overwhelmed by the crowds, standing on a chair, I shouted a brief explanation of the Museum's goals to the modelers in attendance.

I think most visitors were impressed that the Museum is truly a legitimate focal point for the history of our hobby due to the huge involvement of many individuals around the country. Additionally, the IPMS has been extremely generous in its support of the Museum as have been many clubs and individuals throughout the world.

As I stood on the chair, explaining what the Museum represented, several people handed me boxes and bags of neat, old, significant items that we were very happy to receive. Regrettably, I cannot remember all of those, donors who contributed, but let me thank each and every one of you here. Thank you! A special thanks also to Alan Rabb for the beautiful new display cases!

We had many positive comments about

the improved "look" of the Museum. The renovation really helped. Just days before, we installed a DC power supply designed by Joel Dirnberger. These cases allow a greater number of models to be on display, and put them at a much better height for viewing.

We also had several comments that the Museum was too small, and while that was uncomfortably obvious with the large numbers of people trying to see the Museum, it is a fact that we don't have enough space to display all of the Museum's great items.

We hope that with the newly acquired tax exempt, non-profit status, that some generous Museum sympathizer will step forward and help us move to a larger space so that EVERY visitor will be able to enjoy this great piece of hobby history.