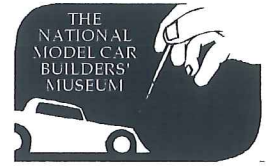


The Builder



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The Quarterly Newsletter of the National Model Car Builders' Museum

The past is here...again!

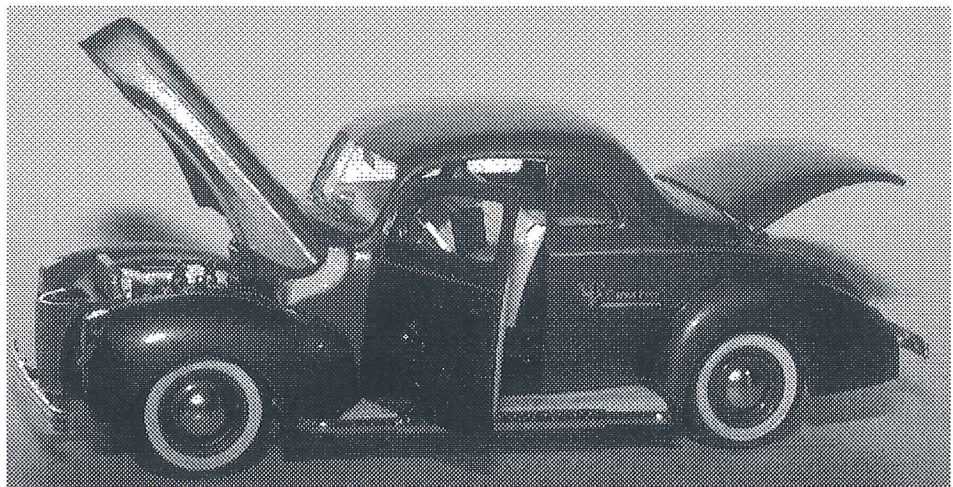
Many of us who grew up during the Sixties often refer to the decade as "The Golden Era" of car modeling. Heck, I can remember looking forward to the new annual kits with just as much anxiousness as I had for the real cars. It was that exciting. The 1960's had it all from 3 'n 1 kits to Parts Packs to all sorts of different paints geared to the modeler, including lacquers.

Don't look now, but the past is here again! Model car building is exploding all over again and we are entering a stage that rivals anything the Sixties had to offer. Five years ago we were getting some pretty neat stuff but the offerings were somewhat limited (remember the shock you felt when you heard AMT/Ertl was releasing a '62 Chevy Bel Air?).

Soon you'll be hearing the news from the 1997 RCHTA Show and I do believe you will be happy. Revellogram continues to break new ground, Lindberg (despite their recent sale) looks to be going full steam and AMT/Ertl plans on celebrating their 50th anniversary in 1998 by showering us car modelers with a bunch of new kits.

If the manufacturers keep this up I may just forget all about the Sixties. Just kidding on that one, but it sure is nice to see that all of our efforts, diligence and downright enthusiasm over the last 15 years (since the resurgence of the hobby) has paid off. That's right, folks. We have ourselves to thank for this boom because each of us has helped keep the hobby alive. Let's all celebrate by popping the wrapper on a brand new kit!

-Pat Covert, Ed.



Jim Keeler's Carnation won the 1961 Winternationals model car contest. The model was restored in 1996-97 by Harold Perry. Though the Carnation only needed partial repainting, Harold labored many months to return the model to its glory. It's now a permanent part of the Museum's collection.

Hot 100/Clone the Past list near complete.

Since the inception of the Museum, one of our chief goals has been to identify and either locate or replicate the models that have most influenced the development of our hobby. As the Museum has developed and especially now with the Alan Raab-donated wall display cabinets in place, the plans to preserve and acquire the history of our hobby have grown to include the *Hot 100/Clone the Past* program that will, when finished, chronologically present the history of our hobby through the presentation of the most influential models in model car history.

The first task is to identify the most important models in the history of our hobby - a task harder than it might seem at first blush. The definition of an historically-significant model is crucial to this Museum program: the model has to have appeared in a major publication

(or its "influence" may be very limited, by definition), must have pioneered a new technique/style of building and must have exhibited very high standards of craftsmanship (adjusted for the time the model was constructed). Many models leap to mind easily: Budd Anderson's '56 Ford that appeared in the November 1956 issue of *Rod and Custom* magazine. Or how about Jim Keeler's MCS-XI that enjoyed a two-part "how-to" in the August and September 1963 issues of *Model Car Science*? What about the replica of Bill Neumann's channeled '32 Ford roadster that Don Emmons constructed in the pages of *Rod and Custom Models*? These, and about 190 other models, representing the period from 1956 through 1994, have been nominated by 45 modelers who have completed the nomi-
see Hot 100, next page

nation forms (no models newer than 1994 are being considered because the influence of models built recently probably cannot be measured yet). Many nomination forms were very thoughtful and insightful; collectively, they have suggested that we will easily exceed the original target of 100 models. In fact, there may be as many as 150 models that will be eventually listed!

Once the list is compiled, it will be turned over to a team of hobbyists who will review the list so that we can be sure that the appearance of any model on the list is appropriate and we want to eliminate any regional biases that might appear in the list. The "review team" consists of Dennis Doty, Tim Boyd, Bob Paeth, me, Gary Schmidt, Museum Research Director Randy Vandraiss, Bruce Pearce, Bob Wick, Pat Covert and Rick Hanmore.

With that list reviewed and compiled in final form, we will publish that list as an insert in Volume 3 #4 of *The Builder* that should be mailed around December 20. After that, Museum Research Director Vandraiss (with the assistance of Research Assistants Rex Barden and Bill Harrison) and I will start on two more facets of this program: try to locate the builders of the models named on the list and then see if the models still exist and, if so, can be loaned to or acquired by the Museum. That will be a task because it is pretty clear that we will only be able to locate only the smallest fraction of the models on our list. Therefore, we will turn to the 14 intrepid modelers who have signed up to clone (replicate) a model on the list.

This will prove to be an exciting project -- one that will allow us to create a visual narrative of the history of our hobby. If you are interested in helping us by volunteering to clone a famous model, please send a letter to the Museum (be sure to enclose a couple of unattached stamps to help us out) and indicate your interest.



The famous Crusader was built in 1962 and featured in very early issues of *Car Model* magazine. The Crusader was the first major 'how-to' project that was treated to a multi-issue build up in a magazine. After its early appearance in the magazine, it disappeared for many years. In 1989, Dennis Doty contacted Mark Gustavson and asked if he would be interested in receiving the Crusader model. Thereafter, the model was treated to an extensive, four-year restoration by Mark. The model is now a permanent part of the Museum's collection.

Museum Update..... by Mark S. Gustavson

How We Did It Then. You may remember that Mike Barlow and I have been working on doing an article on building the venerable AMT '61 Ranchero Styline kit using building materials and supplies from 1962 or earlier. So far, vintage Revell glue has been used to attach the front and rear custom fascias. When the glue had dried (remember waiting days for the thick solvent to set up?), some old Pactra putty was used to fill in the gaps – the putty was usable but just barely: We wanted to use the old AMT putty but no good putty could be found. Modern sandpaper has been used (no vintage paper could be found); when the second coat of putty has dried, AMT's lacquer primer (#PS-6) will be used to smooth the surface. After the primer has been carefully sanded, a couple of coats of AMT lacquer Metallic Green (#PM-3) will be applied after which AMT's lacquer Kandy Green (#PT-3) (with the "by Barris" notation on the can). Monte and Ulrich upholstery kits will be used to detail the interior. So far, Mike has taken a few dozen photos; when the article is done, it will be submitted in several different forms to *Model Car Journal*, *Scale Auto Enthusiast*, the *Journal of the MCCA* and *Scale Wheels*. This has been a wonderful experience!

The GSL Book. Though we had intended to have the book ready by early October, we are still about 3 months from getting the book on the market. The delay has been occasioned by my decision to include a large research section on two famed contests in the history of our hobby for the purpose of placing the GSL Championship series in an historical context. After some research on my part, I turned to Museum Research Director Randy Vandraiss for more help in looking into the history of

the famed Revell-Pactra and, later, the Revell-Testor contest series. With the generous assistance of Rex Barden and Bill Harrison (now both named as Assistant Research Directors), a vast amount of historical information has been developed and will be included as a separate appendix in the book. Also, I asked Tim Boyd to assemble a record of the MPC Contest series; with help from Chuck Helppie, Tim has generously offered to author another appendix on the MPC series. As you can see, the extra work on these two projects has delayed the project until the first part of 1998.

This book will be worth waiting for! This book will include dozens of black and white photos as well as a center color section featuring the Best of Show winners for the first sixteen years of the Championship; additionally, lots of "inside" information about the show is included! And all the net proceeds will be deposited into the Museum checking account! A pre-order form will be included in the next issue of *The Builder* for the book so that you could pre-order your copy.

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.

General Announcements From The Museum Staff

Museum Tours. Please note that the Museum is only open to tours if an appointment is made. Unfortunately, we don't have the staff to keep the Museum open all the time. Also, please note that the Museum is not wheelchair accessible. Appointments for Monday through Saturday (no Sunday tours) can be made by calling Mark Benton (801-534-1231) or Mark Gustavson (801-523-3683) during regular business hours. Please call several days in advance.

Research Directors Appointed. Rex Barden and Bill Harrison have been appointed Assistants to Museum Research Director Randy Vandraiss. Rex and Bill have recently distinguished themselves as they have worked extraordinarily hard in assisting Randy compile the incredibly rich and varied history of the Revell-Pactra and Revell-Testor contests in the Sixties. The dedication and help of Rex and Bill has been invaluable and their assistance will greatly aid the Museum.

Corrections! In the last issue of *The Builder*, we mistakenly noted that we had a Thom Taylor model. In fact, the builder of the phantom '33 Ford C-400 was Jack Davis. Additionally, we failed to note that Al Gonick (who arranged for the loan of the Davis model) also had donated a large quantity of vintage paints to the Museum. We apologize for these errors and regret any offense taken.

Rick Harris located! Model car historians may remember that Rick Harris was the Paint Winner in Region 6 of the Revell-Pactra #1 contest in 1962. His full custom '40 Ford coupe was one of the best customs of that era. Rick is still building models and he is presently restoring his winning '40 Ford to its 1962 splendor. When finished, Rick has decided to donate this famous model to the Museum! We are delighted to have located Rick who is now also a Member of the Museum!

In Memory of John Slivosky

The model car hobby recently lost one of its lead advocates and most dedicated builders and educators. John died suddenly on September 25 and, with his passing, left a big hole in our hobby. One of the founders of the Tri-State Scale Model Car Club and the East Coast NNL, he could always be counted upon for advice and leadership. I recently enjoyed a typical conversation with John and Ken Walkley who joined up to point how I could improve my Dream Truck II: it was a wonderful discussion John and Ken were laughing, and I was laughing and learning a lot. John followed up on his critique by suggesting where some great parts could be located. It was a classic "Slivoski" moment. John also had an incredible memory and could be called upon to identify parts from long out of production kits, and was always ready to recommend the source of parts from kits. I will miss John's cheerful phone calls and the Museum will sorely miss John's enthusiastic support. As with other model car hobbyists that have passed on, the Museum will feature some of John's work. The condolences of the hobby are sincerely extended to John's widow, Donna.

R&R

-Tips for Restoration and Renovation-



Ken Hamilton

Often, old paint can be brought back to life with a little care and the right supplies. First, carefully wash the finish with an old soft toothbrush laden with dishwashing soap. Next, using an old diaper, rub down the surface with a liberal application of Meguiar's No. 3 polish. (You should expect some residue on the rag). When a general shine has returned buff the paint with Meguiar's No. 7. While a restored old finish probably will not shine as much as freshly applied paint, you can rescue old paint using this method and that can be particularly important if you are preserving model car history!

You can help The Museum 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, 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 any other related items!

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 paks.

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 Rancho, 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 '58 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.