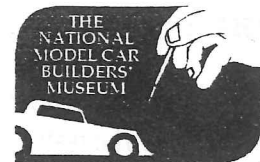


The Builder



Volume 4, Issue 1

The Quarterly Newsletter of the National Model Car Builders' Museum

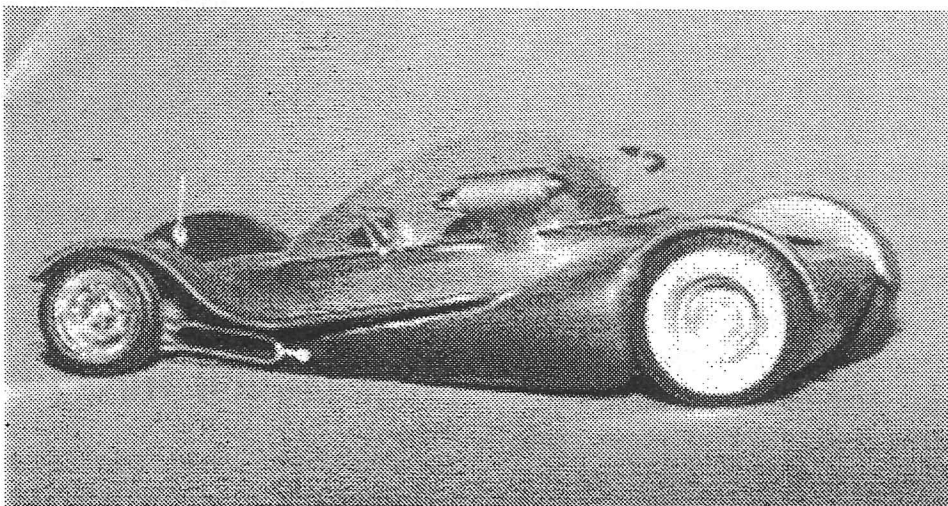
WELCOME TO 1998!

The mission of the Museum continues to expand! Our goals of acquiring and preserving historic models or cloning pivotal models in the history of our hobby and conserving bits of 'modelabilia' is being increasingly appreciated by hobbyists everywhere. Since the Museum web site (<http://www.xmission.com/~msgsl/nmcbm/index.html>) opened in November 1996, 22,668 individuals have visited it! It appears, also, that each issue of this newsletter is shared with additional hobbyists and that has helped spread the word.

Since we were last together, a lot has been going on: Alan Cozby, a chief participant in the early days of the International Car Modelers' Association (ICMA) and an early competitor at GSL, contacted the Museum and contributed a substantial amount of information on the ICMA and the stillborn First Invitational Model Car Championship in which Alan, Tim Boyd, Andy Martin and I were involved (more on that little-known debacle in the forthcoming GSL book!). The documents that Alan has donated are still being analyzed and a full report will be forthcoming in a latter issue of *The Builder*.

Rick Harris, who won the Paint Award for the Southeastern Division in Revell-Pactra I, called and said that he plans to restore his beautifully restyled 1940 Ford (back to its authentic 1962 condition) and will present it to the Museum when he attends the seventeenth GSL

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Bob's 'futuristic' bubbletop design is the quintessential early Sixties wild custom. The model appeared in the April 1964 issue of *Model Car Science* magazine as a major 'how-to' article. Bob says that the editors at *Model Car Science* chose the name (MCS-100, get it?) for the model and is a nominee for the *Hot 150/Clone the Past* program. The model is in excellent repair.

Hot 100/Clone the Past finally underway!

By Mark Gustavson

Almost since the first issue of *The Builder*, we have been discussing the Museum's effort to identify and then display, either by acquisition or 'cloning' the most influential models in the history of the model car hobby. The process is quite involved – first, the history of our hobby had to be broken down into 'ages' so that the models could be grouped, after the criteria was established, following which all Museum members were invited to list their nominees for the *Hot 150* list, then the list had to be compiled and then reviewed for completeness.

At this stage, model car historians Tim Boyd, Dennis Doty and Rick Hanmore have looked over the first draft of the list with me, and now it's your turn. If you are interested and if you have access to the old magazines to look at, please review the enclosed nominees for the First and Second Ages of the

hobby and let us know if you think any other models should be included on the list. Remember, to qualify, each model has to have been published and must have pioneered a new building technique, building style or advanced realistic model building or otherwise positively influenced the growth of the car modeling hobby.

The goal of this whole effort, after all, is to list the models that have most influenced our hobby. We have dedicated an entire display case to permit us to present the models that have defined our hobby. If we can't locate the original models, we'll clone them!

Please mark your comments on the form and return it to the Museum by June 1st. When your comments are tabulated, the models on the list for the first two Ages will be finalized. In the meantime, work will continue on nominees for the Third through Fifth Ages. *Thanks for your help!*

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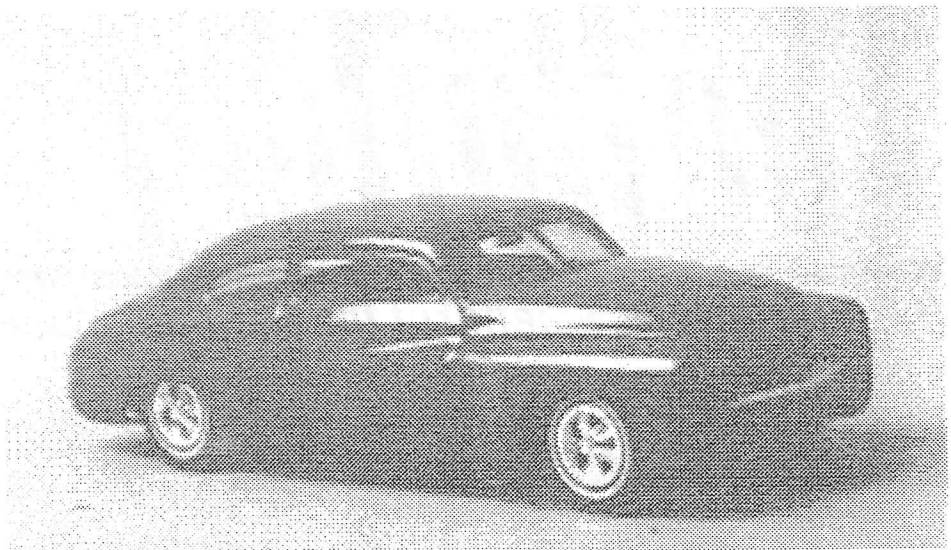
International Model Car Championship in April 1999. The restoration will be fully chronicled photographically; perhaps in the next issue of *The Builder*, we will be able to publish a 1962 issue of Rick holding his award-winning model. The Museum dipped into its modest parts supply and provided many of the small parts that Rick will need to restore this epochal model. This will be a major acquisition for the Museum and a big thanks to Rick for his generosity.

Similarly, Wayne "Squeek" Hodge has contacted the Museum. Like Rick Harris, Wayne was a featured builder in the *Car Model* "Model Champions" magazine and in the the monthly *Car Model* magazine. When Wayne visits his parents' home, he said that he will retrieve many of his old models and donate them to the Museum.

The Museum has formed an association with the West African NNL, through the efforts of Peter Thomas. A series of letters was exchanged in January, with our NNL friends in West Africa committed to distributing information about the Museum throughout their association (they claim is the "largest model car show in the southern hemisphere - and so far no one has challenged the claim!") The South African NNL group has been granted an honorary membership in the Museum. Additionally, Peter promised to shortly send to us some photographs and other written memorabilia from his group to the Museum.

As Peter remarked, "Once again, thank you for the recognition that you have given us. We may be on the other side of the world, but we are all car modelers at heart!" Yes, Peter, we agree: The Museum, through its web page and publications, literally spans the world. Check out the West African NNL site at: <http://www.kimberley.co.za/sanni/> and say hello from the Museum!

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Here is Rick's splendid clone of Paul Sable's chopped and sectioned '49 Merc custom from the May '66 issue of *Car Model* magazine. This is the first of we hope will be many clones. Get involved in the Program!

First Cloned Model Finished *by Museum Staff*

By good chance, the first cloned model has been constructed. In the process of identifying the models that should be listed on the Second Age, a long standing supporter of the Museum, Rick Wright, wrote to the Museum and asked if Paul Sable's "Back to Basics - Customizing" model would be appearing on the list. Well, Rick was told that Sable's work was on the list and Rick was off like a shot to build the model.

To get the Museum's *Hot 150/Clone the Past* program underway, Rick Wright has cloned one of the most famous custom model cars of all time. In the May 1966 issue of *Car Model* magazine, Paul Sable wrote an article with the intention of resurrecting the art of custom model car construction. This article was a step by step, 5-page article detailing how to chop and section a 1949 Mercury. The blue-painted model was also featured on the cover of this magazine. Paul said it best when he explained, "We here at Car Model firmly believe that customizing is on its way back, real strong . . . People are getting tired of [the sameness of most cars] - they want something different." And, with that, Paul and the staff at *Car Model* tried to restart model car customizing but, despite their efforts, customizing would not be reestablished to the degree it was in the early Sixties.

Fast forward to 1997. Rick Wright is a fine builder and heavily committed to scale model car customizing and fine craftsmanship. Rick told the Museum he decided to 'clone' Sable's model because the model ". . . came at an important time." In 1966, there was a shift to building drag race models. The model companies added fuel to the fire by making available a wide variety of famous (and not so famous) dragsters. Customizing models seemed to have taken a back seat to that new interest. The second reason is that ever since I saw the Merc, when I was a teenager, I wanted to build it!"

Rick did a masterful job - one better than the original model because he had the time to do a great job. Rick also discovered that the original article did not reveal all of the details of the construction (probably due to space limitations), forcing him to engineer the model so that it all went together.

Rick's effort is the first to clone of the most significant models in the history of our hobby. His splendid building effort sets the pace for future efforts. Many thanks to Rick for his hard work and dedication. Now, the rest of you, please review the *Hot 150* list and get your comments back to the Museum pronto!

Museum Tour Video is Now Available!

Just when you thought we would never do it, the long-awaited Museum Tour Video will be ready for purchase by May 30. The video had been delayed because of the need to renovate the space (new paint, carpet and additional book cases in late 1996, new wall display cases in 1997 and a new diorama/large scale model display cases just recently installed). Without those improvements to the Museum video, it wouldn't have been very interesting because the viewer couldn't have enjoyed all of the models that are presently on display.

Anyway, the video is about ready. Don't be fooled, however: this is NOT a professional production by Steven Spielberg. There are no computer graphics, titles or background music, no special actors reading a scripted narrative. Far from it. This is a 'walk through' video, shot by the Marks Brothers-- Gustavson and Benton-- and narrated by both. There is a lot of coverage of the magazine collection, the materials in the filing cabinet, the Oakland Roadster Show Diorama, the vintage model car memorabilia, the models in all the display cases and

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Our equally long-promised "Tour Video" is finished! See the article elsewhere.

And Augie Hiscano, long a supporter of the Museum, has donated a collection of old magazines, including a publication never seen before at the Museum: "Models and Modelers World." This is a significant find -- more on this next issue!

As you can see, the Museum is prospering and things are moving ahead. Thank you for your support and dedication.

Mark S. Gustavson

other items in the collection. The video is a bit bumpy but it is very sincere and the viewer will come away with a very good idea of the extent-- and significance-- of the collection.

How do you get your copy? Well, if you or your association have ever donated the equivalent of one month's rent (whether at one time or in the aggregate), you get one free. Others can obtain a copy for \$25.00 postpaid (all the net proceeds will be deposited into the Museum fund, of course).

Just send your check, made out to "The National Model Car Builders' Museum" and permit approximately three weeks for delivery. *It's a great way to enjoy the Museum in the comfort of your home!*

Help Needed! Clone a Model!

Okay, now you have the first lists to evaluate and you have seen a great example of a clone of a famous model. But, now comes the part where you can make a big difference. How about cloning one of the models on that list? All you will have to do is to replicate, part for part, your chosen model -- no better, no worse, than the original model. Your goal is to reproduce, in exact detail, the historic model.

Here's the plan: on a first-come, first-served basis, pick one of the models on the list and then send a letter to the Museum indicating your interest. You'll need to submit a note describing your modeling talent or achievements. If selected, you will receive a stipend of \$20.00 to help offset your materials costs but you will need to bear the rest of your expenses (a very generous Museum sponsor has donated some funds to help defray your expenses, but you will still need to cover most of the costs).

You can be a part of one of the most important programs in the history of our hobby. Please give it some thought and volunteer!

Custom Car/Rod Bibliography Now Offered through Museum!

When preparing the material for his new Custom Clinic web site, Mark S. Gustavson spent almost a year gathering together a list of magazine references for famous custom cars and historic street rods that featured significant body work. This list is comprehensive: 28 pages in length, and provides research information for most major custom vehicles constructed since 1952 and also contains a large section on common or 'generic' customizing techniques.

The major car publications have been offered the same thing: Mike Carroll (*Street Rodder*), Rick Hanmore (*Custom Rodder*) and Rich Rothermel (*Rod & Custom*) have received a press release indicating that this list is available to any of their readers for the specified donation. Hopefully, this will generate some additional publicity for the Museum. (Note: all purchasers will receive a special Museum promotional document).

This photocopied list is available to anyone for a \$10.00 donation, post paid. Proceeds will be used in the *Hot 150/Clone the Past* Program.

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 84101.**

Parts Pack: Bits and pieces assembled by the Museum staff.

Budd Andersen Mustang Resin Kit Fund Raiser from R&R Vacuum Craft.

Shortly before Budd Andersen's untimely death, Ray Parsons (of R&R Vacuum Craft) struck a deal with Budd "The Kat" Andersen to produce resin kits of the special custom 1965 Mustang fastbacks that Budd once produced in South Carolina.

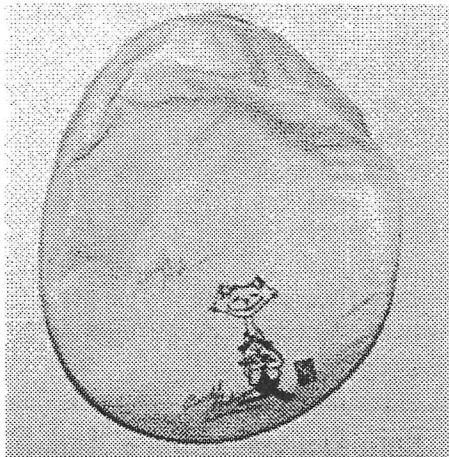
The history of this is very interesting: Ray used to talk often with Budd Andersen and they met for the first time at the first AMS convention in Chicago.

Ray saw Budd a year later at the Charlotte AMS convention when their friendship developed further. Budd and Ray even formed their own private club -- "SOOG, short for the "Society Of Old Geezers." Shortly after that, Budd contacted Ray about the possibility of having Ray produce some resin copies of a series of models that Budd was working on, each of a customized 'real' vehicle that Budd once designed and promoted. Ray eagerly agreed to cast up some resin kits from Budd's masters, the initial being of the first generation-Mustang fastback that was once produced in very low numbers (reportedly, only a couple of examples survive).

Fast forward to today. Ray has several handfuls of the resin castings still in his shop: earlier, a copy went to Budd, one to Bruce Pearce, one to Don Graham and another to me for the Museum. Ray has generously offered all of the remaining castings (believed to be 12 in number) to the Museum as a fundraiser. Details are still being worked out and will be presented in the next issue of The Builder. In short, these resin kits (the body and two hoods) will be available only to 1998 members of the Museum.

Do not write in now as no advance

orders or reservations will be accepted. Our many thanks to Ray Parsons (R&R Vacuum Craft, 8324 Calkins Road, Flint, Michigan 48532) for his great generosity! All proceeds will be deposited into the Museum account!



Special Budd Andersen baseball hats were created about two years before Budd's death. A year before his death, Budd signed two of them and donated them to the Museum. One was traded for a collection of Andersen memorabilia now in the Museum as part of our modest, but growing, Andersen collection.

A Crisis Situation: Many of Our Magazines are Crumbling to Pieces!

It was inevitable. The Museum's magazine collection is starting to split, separate, shatter and crumble. These publications were never printed on the best paper; meant to be quickly consumed and discarded, old issues of the *IAAM Bulletin*, *Car Model*, *Model Car Science*, *Rod & Custom Models* and others are deteriorating and quickly. Though Utah's climate is actually very hospitable, and in spite of the air-conditioned

atmosphere in the Museum, Trustees have noted some alarming changes in the magazines. Remember, these publications did not come from dark warehouses before they were acquired by the Museum...they came from the collections of hobbyists, so some examples are a lot better than others.

What can we do? Is the Museum resigned to simply stand by and watch the magazines crumble away? Not a chance.

Here's what we need to do: We need to scan each page of each magazine and then store that material on CD ROMs each of which could hold 3 issues of a magazine, with 4 CD ROMs covering an entire year. That means we need a new computer (a 233 MHz, Pentium-class computer with 3 gigabytes of hard drive memory and 32 mb of RAM), a scanner, and a CD writer. At current prices, new equipment would cost around \$2,000.00; in about a year, that equipment might be obtained for around \$1,200.00 (we have a really good monitor, already).

This means that we need to raise money to purchase used equipment in the future. If you can help, please send your tax-deductible donations to the Museum along with a note that the donations are to be used for the "Save the Old Magazines!" program. Your donations will be noted, and deposited into a savings account separate from the regular checking account.

Now, who can do the actual scanning? It takes about 1-2 minutes per page and a typical magazine from the Sixties has 96 pages including the covers. That's a little more than three hours per magazine! Clearly, this project will stretch over years, but we MUST do it before the magazines are gone forever. Please do what you can to help. *The future of the hobby is in our hands. It is up to us to preserve the past!*
