

The Builder



The Quarterly Newsletter of the National Model Car Builders' Museum

Changing It Up!

PAT COVERT

In this issue you'll see some marked changes in *The Builder* brought on by an interesting chain of events that occurred "over the Web." A couple of months ago, I got an e-mail from a modeler named Paul Anagnostopoulos who had just gotten back into the hobby after one of the typical layoffs that most of us have experienced at one time or another. Paul had a ton of questions (and quite rightfully so after so many years of absence) and so we e-mailed back and forth and I tried my best to bring Paul up to speed on some of the new developments in the hobby over the past ten or so years.

One day, out of the blue, Paul drops me an e-mail volunteering his services to the Museum. I came to find out that Paul is a graphic designer and typesetting expert (not to mention software wiz) with his own company, Windfall Software, located in Carlisle, MA. As you well know, I had been laying out *The Builder* for a tad over a year and, to be quite honest with you, I felt a bit like a fish out of water. I much prefer writing and photographing model cars to newsletter layout and design, so you can imagine how interested I was in Paul's offer.

To make a long story short, I forwarded Paul's e-mail on to Mark

and we began to chat about the possibilities. The results you see here are the outcome of those conversations via the wonderful world of the Internet. I think you'll automatically conclude that Paul's rendition of *The Builder* is much easier to read and flows better than my maniacal attempt at design and layout.

The downside to all of this is that I have now been freed up to write more miscellaneous ramblings for *The Builder*, so you will be seeing more on this front from me than you have before. To some, this is akin to a tax hike on groceries. I do, however, have some interesting stuff planned, including a continuing series of "resto" tips and a NMCBM exclusive update on the restoration of perhaps one of the most significant car models ever, the Shuklis "Shamrock," replete with photos taken during the restoration process.

The torture begins next issue. In the meantime, enjoy the new professionally done, easy-to-read version of *The Builder*!

Publisher's Note

MARK S. GUSTAVSON

On behalf of the Trustees, we are excited to welcome Paul on board as the new editor. As Pat has explained, the change of editors will permit Pat

to assist me in publicity and long-term planning tasks where Pat's substantial talents can best be used. I want to express my gratitude for Pat's enormous contributions to this newsletter and for his guidance on how we advertise the Museum.

At this point, we hope to get back on a regular publishing schedule. Frankly, the erratic schedule for this newsletter has been my responsibility; now that my history book for GSL is out of my hands and on to Mark Benton for layout, I have the time to prepare the text on a more regular basis. This issue, the second one for this year, will be followed by the third one in about five weeks (remarkably, the text for that issue is almost finished!). Finally, the fourth issue for this year will be published around Thanksgiving, and it will be a large one—a special issue that will inaugurate a new tradition for the Museum.

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Another major change under-way is the standardization of the newsletter. Starting with this issue, and accelerating in the next, we will have an established set of columns that, in each issue, will deal with specific discoveries about the history of our hobby, new Museum acquisitions, a feature on a model in the collection, and other aspects of our effort. That should help “get the word out” on the collection since only a relative few will actually be able to visit the Museum in person.

Once again, thanks to Pat and Paul for their great work for the Museum. It is an honor to be associated with these guys!

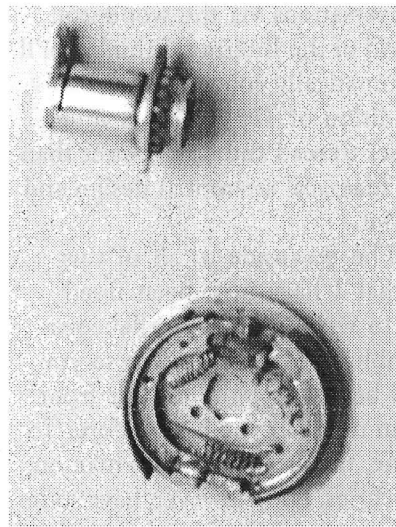
Donation Corner

MARK S. GUSTAVSON

As we have mentioned before, the Museum receives an amazing array and number of items each month. In fact, we receive, on average, 240 different items per month, all items considered. This new column in *The Builder* will only highlight the items that are donated, because we can't possibly mention every one. The illustrations throughout this issue show off some of the exciting donations described here.

AUGIE HISCANO. He has donated an envelope full of old magazines, including a publication never seen before at the Museum: *Models and Modelers World*. This magazine, briefly mentioned in the last issue of *The Builder*, triggered Chris Whalley to make his donation (see below). Additionally, Augie donated an absolutely mint copy of the December 1964 issue of *Rod and Custom Models*, as well as mint copy of May 1964 issue of *Car Model* magazine and some recent copies of *Scale Auto Enthusiast*. The

greatest contribution that Augie made was a bunch of parts that he scratchbuilt for a stillborn project in 1964. Check out the May 1964 issue of *Car Model*, p. 49, for the drum brake parts (including shoes, springs and adjusters), a master cylinder (with operating brake plunger), a generator, a piston with an attached connecting rod, and an adjustable tie rod end. These parts are unbelievable and served as an almost unobtainable benchmark for many of us in the Sixties.



These parts, all scratchbuilt and mostly nickel plated, were originally intended for a 1/25 scale truck that was never finished. The quality of the workmanship is stunning; the fact that these parts are still in mint condition is a testament to the quality of Augie's craftsmanship.

ANDERS ERICSON. Anders has donated several back issues of *Alltom Hobby*, Sweden's leading general hobby magazine, featuring articles by Anders on model car building. Anders appears to be a highly-skilled builder and is a new member of the Museum.

TEX OUDERKIRK. A new member and generous financial supporter of the Museum, Tex has offered his substantial collection of vintage custom parts to our Hot 150/Clone the Past program!

DOUG ARNOLD. The President of the Treasure Coast Scale Auto Society, Doug sent along a copy of the Ala Kart poster in the 1968 T-254 issue of the '29 Ford kit that contained some of the old Ala Kart parts.

CHRIS WHALLEY. Chris really sent us a treasure trove of historic items. He sent in complete photocopies of *Models and Modelers World* (Fall 1963), *Models* (Winter 1963), *Models and Modelers World* (Spring 1964). These three magazines discuss all aspects of modeling, from scale static autos, through slot racing, to science experimentation kits, to plans and ships, model rockets and so forth. Both titles were published by Rajo Publications, Inc., Minneapolis, with the editorial aspects being handled in New York. Don McGovern was the editor of M&MW while R. J. Buragas was editor of M. Our issue of *Models* (Augie donated a mint original version) claims it was the 91st issue, while the Spring 1964 issue of M&MW says it was the 96th issue; this latter issue indicated that Rajo Publications had moved to New York. Ordinarily, we might assume that these are really the same publication (reflecting a change of title, perhaps) but the title M&MW straddles the issue of M.

Chris also donated a few more items: A photocopy of the instruction sheet for Dave Shuklis's "Hot Canary" '36 Ford Custom, an instruction sheet for the Auto World "Fibreglas, Plastic Casting, Rubber Molding" kit, and an instruction sheet for the Auto World's "Dave's lighting instruction" kit (presumably a reference to Dave Shuklis). All of these items were new for the Museum.

BOB MCKEE. A newcomer to the Museum family, Bob donated a handful of back issues (several in

excellent condition) of the very rare *Model Cars Illustrated*, some old issues of *Auto World Custom Club News* (one copy that we didn't have and the other issue a better copy than we already have), old vintage decals from several manufacturers spanning a decade (all sandwiched between acid free paper to preserve them), a full advert sheet promoting the First National Open Revell-Pactra model car contest with contest rules on the back of the document (a first in the Museum), a color folder on the early Sixties AMT Authentic Model Turnpike slot racing set, the technical "customizing" booklet that Monogram included in the 1/8 scale Chevy V8 engine kit, and surplus copies of *Car Modeler* and the AMT *Blueprinter*.



It is hard to believe that these parts were made in 1964 until you know that Augie built them. His model building philosophy is best summarized in the final autobiographical paragraph: "In closing, I'll leave you with this thought: A good judge can always tell at a glance if your car took a day or a month to build, and you can be sure it will influence his opinions."

Historical Corrections and New Revelations

MUSEUM STAFF

Oscar Koveleski has told Dennis Doty, former editor of *Model Car Journal*, that he (not Dave Shuklis, as previously thought) built the '49 Ford convertible that appeared on the cover of the March/April 1962 issue of *Car Model* magazine. The lack of attribution for articles was common in the early years of CM, as evidenced by the fact that there was no credit given for the construction of the Crusader (though it is widely believed that Robert "Smitty" Smith built the model). A copy of the signed cover page for the magazine is in the possession of the Museum. This explains why the Shuklis collection that the Museum now possesses never included that model. Thanks to Dennis Doty and Oscar Koveleski!

Restoration Corner

MUSEUM STAFF

Faithful Museum restoration expert Bill Taylor (Butte, Montana) is busily at work assembling a vintage Big Deuce for the Museum. Garnered from many sources, this model will join the yellow Deuce donated earlier by Pete Bave. The current reissue of the Big Deuce kit (in a faux box, reminiscent of 1963) produced the parts necessary for this reconstruction. Bill is also at work on an early Sixties vintage '40 Ford custom that Tommy May (President, Magic City Car Modelers) gave to Mark Gustavson when Mark attended the Birmingham show in March 1997 (a great show, by the way). Tommy picked up the model at a swap meet in the South in the last few years. This '40 Ford just reeks of the early Sixties:

chopped top, heavily molded fenders, opened but inoperable doors and trunk, funny fur, and other vintage details. Bill reports that he will not repaint the model, opting instead for a thorough clean up and reassembly. A photo will be published later this year.

The Museum still needs accomplished and highly motivated builders to take on a series of vintage model restoration projects. There is no pay, and only a little glory, but you can play a role in preserving the past by tackling one of our many old modeling projects. Please write to the Museum if you can help out.

Adoption Corner

MUSEUM STAFF

The Museum is pleased to announce that we have again been "adopted" by the Detroit Area Auto Modelers Association (Salvatore W. Carrato, President; William W. Bozgan, Treasurer), or DAAM, as they are affectionately known. They have made a series of significant donations to the Museum over the years, including the donation of one of the very rare black-painted Chrysler Turbine Car promos that DAAM commissioned a few years ago.

Thanks to DAAM and the others who, by adopting the Museum, have helped pay the rent: Albuquerque Model Car Club, New Mexico; Constantine E. Anagnostopoulos, Missouri; Paul C. Anagnostopoulos, Massachusetts; Central Pennsylvania Model Car Club; Mark S. Gustavson, Utah; IPMS/USA; Long Island Auto Replica Society, New York; Magic City Car Modelers, Alabama; John Mahaffey, Tennessee; Maryland Automotive Modeler's Association;

Metroplex Car Modelers' Association, Texas; NNL Western Nationals, California; Alan Raab, Tri State Model Car Club, New York; Replicas and Miniatures Company of Maryland; Scale Auto Builders' Association, Washington; Bill Slayton, California; Town of Newburgh Society of Model Engineers; Utah Miniature Automotive Guild, LC, Utah; Utah Model Car Association, Utah; Wichita Miniature Vehicle Association; Rick Wright, New Mexico; and two other individuals who prefer to remain anonymous.

Can You Donate Some Old Magazines?

MUSEUM STAFF

Here is a list of some desperately needed magazines for the Museum. Can you help out? Excellent photocopies would be gladly accepted. Please help us complete our collection of these titles:

- ♦ *IAAM Bulletins*. 1951: all but July; 1952: all; 1953: all; 1954: all; 1958: Nov/Dec; 1960: all but Jan/Feb and May/June; 1961: all but Jan/Feb, March/April, July/Aug, Nov/Dec; 1962: Nov/Dec 1962; Vol 23: numbers 3, 5, 6; Vol 24: numbers 4, 5, 6.
- ♦ *Model Car Science*. 1963: Jan, Feb, March, July; 1968: February through August, October; 1970: July; 1972: August through December.
- ♦ *Car Modeler*. 1995: March, September, November; 1996: March, May, July, September, November; 1997: January, March; 1998: January.
- ♦ *AMT Blueprinter*. 1989: March, September, November; 1996: March, May, July, Septem-

ber, November; 1997: January, March; 1998: January.

- ♦ *Motor Racing Replica News*. 1994: May/June, September/October; 1951: #29 (May/June?).



These magazines are among the rarest items in the Museum. We would like to secure copies of other issues of Models and Models and Modelers World. Photocopies would be great! Can you help?

Hot 150/Clone the Past Program

MARK S. GUSTAVSON

Thanks to the more than one dozen Museum members who carefully reviewed the first two sections of the Hot 150 list that was published in the last issue of *The Builder*. Those sections of the list are now complete and work continues on the next two "ages" of the most famous and influential models in the history of our hobby.

Now, we need some help from you to clone the models on the first two ages of our list. Please review the enclosed list. 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 will need to submit a note describing your

modeling talents and achievements. If selected, you will receive a stipend of \$20 to cover your materials, but you will need to absorb 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!

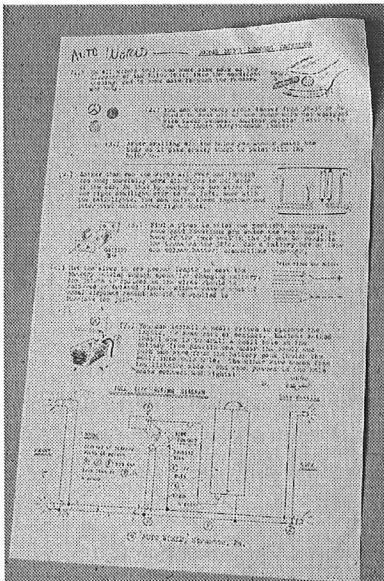
Fundraising

MARK S. GUSTAVSON

The only difficult thing about administering the Museum is the task of fund-raising. Presently, we have projected a 1998 budget of \$4,985 that includes rent, postage, newsletter production and distribution costs, web page fees, and incidental expenses (that figure does not contemplate any capital improvements or the like). Membership revenue does not cover the majority of our budget, meaning that the Museum must raise funds from other sources. Generous individuals and groups (please see the article above) have donated one month's rent over the past four or more years; without their help, the Museum would not have done nearly as well as it has. But the donation of a month's rent is sporadic, as I'm sure you understand, because of the significant amount of money involved. Therefore, additional funds have been needed. Historically, I have donated the revenue from my articles in *Car Modeler* magazine (Mike Barlow and I have contributed our time and revenue since 1993). Let's face it: the Museum is a grass-roots operation supported by the dedication and devotion of those who support it. We get no corporate funds and repeated entreaties to the

major kit manufacturers have not been successful.

We are now facing a problem: Kalmbach has announced that *Car Modeler* magazine will cease as a bimonthly publication in favor of a once-a-year magazine. While I will continue to donate my writer's fee to the Museum, we are facing a sudden \$2,250 projected revenue shortfall throughout the rest of this year. We need to make up that deficit in the short run, and then devise long-term plans to replace that revenue. The other Trustees and I will solve the long-term problem, but we need your help in the short run. Candidly, we need to raise \$1,250 over the next five months to pay the rent for September through the end of the year.



This 11 x 17 instruction sheet instructs the interested builder on how to hook up and use the *Auto World* lighting kit. These instructions are remarkably sophisticated for the time.

If you can, please purchase a Museum tour video, a custom car bibliography, or one of our photocopied articles on Ed Roth, autographed by the "Big Daddy" himself (see articles below). Or please make a one-time "extra

contribution" to the Museum. We apologize for this blatant fund raising appeal. If you can help, our heart-felt thanks to you. If you are unable to help at this time, we understand—your past and future support are *greatly appreciated*.

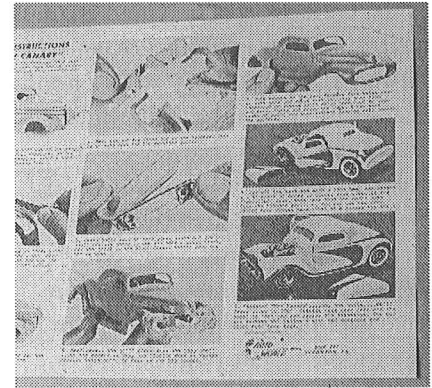
Custom Car/Custom Hot Rod Bibliography is Available

MUSEUM STAFF

When preparing material for his forthcoming Kalmbach book on custom model car building, Mark S. Gustavson spent almost a year making a list of magazine references for famous custom cars and historic street rods that featured significant body work. This list is comprehensive: 30 pages in length. The list will provide research information for every major custom vehicle constructed since 1952 and also contains a large section on general, "generic" customizing techniques (e.g., headlight restyling, frenched antennas, scoops, rear fender styling, and the like).

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 also generate some additional publicity for the Museum (all purchasers will receive a special Museum promotional document).

This photocopied list is available to you for a \$10 donation, postpaid. Send your check made out to the "National Model Car Builders' Museum." Send your donation to the Museum today!



This instruction sheet was one of a half dozen that were specially published by *Auto World*. Dave Shuklis and "Smitty" Smith designed the custom models and authored the text. The *Hot Canary* (a red-scalloped pearl-yellow custom '36 Ford) is the best known of these models that *Auto World* probably created to sell more kits. Anyone want to clone this model for the Museum?

Museum Tour Video is Available

MUSEUM STAFF

Just when you thought we would never do it, the long-promised "Official" Museum Tour Video is now available! In fact, there are nearly 60 copies ready for purchase. Everyone and every group that has contributed at least one month's rent in the past have already received their Tour Video, as have eight purchasers following a note in the last issue of *The Builder*.

Don't be fooled: this is *not* a professional production by Spielberg. There are no computer graphics or titles, no background music, no special actors reading a scripted narrative. Far from it. This is a "walk through" video, shot by Mark S. Gustavson and Mark J. 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 other items

in the collection. The video is a bit bumpy but it is very sincere, and the viewer will come away with a good idea of the extent and significance of the collection. Nearly 75 minutes of video should satisfy almost everyone interested in the Museum.

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—it is already in the mail. Others can obtain a copy for \$25 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." We will send out your video immediately, by priority mail. If you have ever paid a month's rent and do not have your copy by the time you receive this newsletter, please write to the Museum.

Ed Roth Article is Available

MUSEUM STAFF

On November 17, 1997, the *Salt Lake Tribune* published an article on Ed "Big Daddy" Roth. This article talks in depth about Ed's wonderful and unique contributions to the car hobby, as well as his significant impact on modern art. This 5-column article, complete with a current picture of the Big Daddy and a reproduction of his 1990 drawing of Rat Fink driving a '40 Ford Sedan, is a genuinely interesting piece about one of the real characters of the late Twentieth Century. Well, because Ed is a big supporter of the Museum (and has been almost since we started), he has personally autographed 21 copies of this article. Twenty copies are available as a fundraiser for

a donation of \$15 postpaid (one copy will be kept in the Museum archives). Each copy will be shipped flat in a large envelope, no folding! Frankly, these won't last long, and each purchaser can only buy *one*. The first 20 lucky purchasers will be selected on the basis of postmarks. This is a rare opportunity, so please order your genuine Roth-autographed piece!

Comments From Around the Workbench

MUSEUM VISITORS

These comments have been gathered from individuals who have visited the Museum's web site at www.xmission.com/~msgsl/nmcbm, or who have written to the Museum:

- ◆ William L. Smith, Secretary/Treasurer of Ohio Valley Scale Modelers: "Enjoyed the Cyber Tour. My personal collection may be able to produce some of the items you are looking for. I will report on the cyber tour in our newsletter. Good luck and keep the faith in the Museum!"
- ◆ Marty from Australia: "Thanks for keeping a great hobby alive. In Australia we don't see many "real cars" but it's improving. A great web site and good to see modeling gaining popularity world-wide and I'm hoping to see the Museum for real in a couple of years."
- ◆ Jarkko Antikainen, Finland: "Restoring the models of the past is very great thing! I'm 28 years old. Been modeler for 20 years, it's very interesting to see how modeling was back then. Thank you for your great work!"
- ◆ Stefan Elsaesser, Waldenbuch,

Germany: "Keep up your good work!"

- ◆ Francois Spenard, LaSalle, Canada: "Hip, hip, hooray! You have saved two of Joe Cavorley's models! He left us so fast . . ."
- ◆ Fred Grumke, USA: "*The Builder* is my favorite source of information!"
- ◆ Michael S. Hemp, USA: "Excellent job, Mark and Pat. Keep up the great work!"
- ◆ Robert Goodwin, USA: "No need to apologize for lateness of newsletter. I enjoy it, but the Museum's needs are more important. I'd make my \$12 donation without a newsletter!"

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