

The Builder



The Quarterly Newsletter of the National Model Car Builders' Museum

Plans for The Future

MARK S. GUSTAVSON

As we start a new year for the Museum (our eighth since we were established and opened to the public in 1991), we've been reviewing and evaluating our collection and progress. We have been amazingly successful to date. After all, we have a good (if small) space to display the thousands of items burgeoning in our collection (including the legendary Dave Shuklis models); we have been granted tax deductible [501(c)(3)] status; we have been granted the loyalty of hundreds of thoughtful people in the hobby; we have been featured in *AutoWeek*; we are looked upon favorably by the hobby press; and we have established the Museum as the recognized repository of the rare and valuable artifacts from the history of our hobby. Frankly, I would not have thought any of this was possible a few years ago.

We face even greater challenges to ensure the future and growth of the Museum. I have been thinking a great deal recently about what we need to accomplish, individually and collectively, and share the following short- and long-term goals with you.

Short Term Goals

1. **Protect the magazine collection.** Even though the Museum is in a great environment (low

humidity, air conditioned in the summer), the magazines are starting to deteriorate. We need to enclose each magazine in plastic sleeves that, I am told, are available impregnated with chemicals to stop photochemical deterioration. We have approximately 3,400 magazines, meaning we need that many sleeves (one size for all would work since the small magazines could be placed into larger sleeves). We have ceased the previous practice of letting visitors thumb through these magazines once we noticed deterioration of the magazines, especially the older volumes.

Is there anyone who can find a supplier and provide this many sleeves?

Closely related is the long-standing goal of digitizing the magazines in the collection. Here's the proposal: in the next newsletter, we will publish a list of the rarest, most significant magazines (probably early issues of *Car Model*, *Model Car Science*, and specialty, one-off magazines). Then, we'll ask interested hobbyists, whether individuals or under the auspices of a club, to scan each of these issues and drop the data (in TIFF format) onto a CD (preferably) or, alternatively, on a Zip disk or Ditto tape; each of these people would only need a moderately powerful computer (the faster the better) and an



The West Coast Model Expo presented a donation for \$4,000 to the National Model Car Builders' Museum at the NNL West show held the weekend of 13-14 February 1999 in San Mateo, California. "This donation—the largest one ever received—will greatly aid the Museum's long-term plans. It will be deposited into the Museum's Development Fund," said Museum founder Mark S. Gustavson when he accepted the check on behalf of the Museum. It will not be used to pay for day-to-day operations. "This unbelievably generous bequest is powerful evidence that the Museum's goal of preserving, for the future, the history of the model car hobby is shared by many."

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inexpensive scanner. This project will require a few dozen dedicated individuals to donate some time to help preserve this important part of the hobby.

Frankly, this task can't be done on this end: there is neither the manpower nor the time to get it done. By "democratizing" this aspect of the Museum's goal (that would not require anyone to give up their precious magazines), many more people can have a real part in the Museum. We will solve the copyright issue on this end so that there are no legal or ethical difficulties encountered in this effort. Please think about how you could help out with this most important project.

2. Organize the club newsletters.

The Museum is on the mailing lists of more than forty-eight leading clubs around the United States. Each sends us a copy of their regular (usually, monthly) publications. Those newsletters are now filling in our filing cabinets and there are almost too many to continue to store in this fashion. Consequently, our idea is to purchase some large three-ring binders and store these newsletters chronologically.

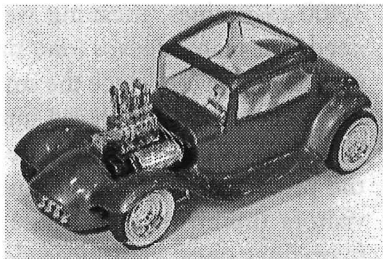
Is there a group or club in the Museum family that could take on the task of punching holes in the newsletters, placing them in the binders, and returning the binders to the Museum? We will attempt to get each club to fund the acquisition of suitable binders for their newsletters, at approximately \$15 each (we need to preserve scarce Museum funds).

3. Organize the hundreds of photos in photo albums.

Some time ago, Randy Vandraiss and Rex Barden went through our enormous hobby photo collec-

tion and placed them in rough order in a dozen or so large envelopes. They didn't have the time, then, to place them in regular photo albums (for both prints and slides) or to closely identify which events, modelers, and models were pictured.

Is there a group or club in the Museum family that could organize, catalog, and file the hundreds of historic model car event photos we have? This would include contacting modelers around the country for assistance in identifying modelers, models, and events. This task must include a provision for labor and materials.



1st place, Junior Custom. [Editor's Note: The photos in this issue show models entered a contest presented by the American Model Car Association as part of the Tridents International Autorama and Boat Show held 18-23 April 1961 at the Los Angeles Memorial Sports Arena. This contest was one of the several contests preceding the Revell-Pactra contest series in 1961. More in a future issue.]

4. Hot 150/Clone the Past project.

We have been publicizing this effort for more than a year as a way to honor and trace the history of our hobby through the most influential models constructed since the late Fifties. To date, the level of participation has been modest. We need help, frankly, to get this program moving forward. There are models on the list to satisfy virtually any area of interest.

Can you select an historic model and replicate it for the

Museum? If you need another copy of our list, please send a double-stamped SASE to the Museum.

5. Restore or complete historic models.

As you know, we have historic models from Jim Keeler and Bob Barnett on hand that need to be either restored or finished. Though several modelers made promises early on to take care of a number of these projects, many have returned the models untouched or with only partial work completed.

Can you help out? If you are interested, please send a double-stamped SASE for further information.

6. Computer indexing of the Museum collection.

When we are able to get everything inventoried, we need someone to do the data entry. We'll send you the hard copy list and ask that you key it into a program that we will supply. The goal here is to make the list of all items that we have in the collection should be available to anyone on the Net and for anyone visiting the Museum. The goal of permitting model car historians to do research is one that can be accomplished with some effort on our part.

Is there someone, highly-skilled in computer use with suitable equipment, who could take on this task?

Long Term Goals

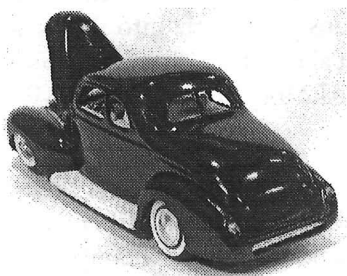
1. Acquire our own building.

We can't go on renting forever. Monies are not being used to their best advantage and we need much more space than we can presently rent. With the help of Trustees Mark Benton, Brian Dees, and my father, who is an architect, we have "programmed" a suitable building that would have

a separate library and video theater, a model and diorama viewing room, a glass-walled restoration facility for the restoration or cloning of famous models, and a small lobby/restroom arrangement where the public could be greeted and introduced to a tour. This building would have a foot print of roughly 3,000 square feet.

Obviously, we will need to raise a lot of money to achieve this goal. We are starting to work on this project presently and it will (obviously) require substantial fund raising. We will be approaching major corporate sponsors for donations. The plan is for the Museum to be open to the public during regular hours.

2. **Ensure the legal survival of the Museum.** I am working on this to guarantee that the Museum does not depend upon the life of any single individual. Presently, the legal structure of the Museum is too dependent upon the cadre of largely local Trustees. I will take the necessary legal steps to change this so that, upon the demise of any individual, the Museum—that we are all laboring so hard to bring to life—will survive.



AMCA Contest 1961: Paul Harris, 2nd place, Junior Custom

These tasks, as outlined, absolutely require your assistance. It isn't enough for any of us to just contribute money, as crucially important as that task is. Each of us

must lengthen our stride to achieve the goals of the Museum. Please volunteer to help out on any of the projects listed above. Remember, this work will get done only with your help.

Upcoming Museum Publications for 1999

MUSEUM STAFF

The Museum will offer the following publications to interested hobbyists:

1. *The Revell-Pactra and Revell-Testor Contest History* by Mark S. Gustavson, Randy Vandraiss, and Rex Barden. This pamphlet will discuss and reveal a remarkably complete record of this epochal contest. Museum researchers have assembled an extensive record of the contest and, with the help of Davis Lauer and Augie Hiscano, we have a rather full record of the documents and photographs from this contest. This booklet will be available for a donation later this year.
2. *The Saga of Spencer Murray's Dream Truck* by Mark S. Gustavson and Bill Aitchison. This booklet, containing more than 80 photos (many of which have never been published before), chronicles the entire history of the *Dream Truck* and has been prepared with the cooperation of Spence Murray and current owner Kurt McCormick. This booklet should be available by June of this year for a donation.

Donation Corner

MUSEUM STAFF

Since September, the Museum has received a wide array of significant donations. We have made substan-

tial progress in acquiring, archiving, and preserving the important artifacts of our great hobby so that future generations can understand and appreciate all that model car hobbyists of our generation, and preceding ones, have accomplished. Here's a brief run down:

PAUL ANAGNOSTOPOULOS. *Scale Auto Enthusiast* domestic Kits of the Year for 1993-97, unbuilt.

ART ANDERSON (ALL AMERICAN MODELS). Original Monogram '58 Thunderbird kit; vintage, soft tube of AMT putty.

DAVID BASSETT. ENORMOUS collection of box lids, old parts paks, and Auto World Motorsport Catalogs.

DAVID DALE. Spring 1963 issue of *Models and Modeler's World*.

KEVIN FENTEN (IRELAND). Small tube, grey version, AMT putty; GSL-15 Commemorative Kit, Revell Parts Paks: Dragmaster Frame, Bubble tops/taillights, '32 Bantam Roadster body, Aurora 427 engine kit, '55 Monogram Chevy (original issue, red), AMT spray lacquer, two issues of the *Blueprinter, How to Build, Customize and Design Model Cars, The Car Modeler Handbook, How to Go Car Modeling*, 2 Canadian model catalogues, models, and other items.

STEVE GIBSON. Revell Parts Pak, Aurora Custom Grille pak, *Building Plastic Models, Hints and Tips for Plastic Models*.

DAVIS LAUER. Donated some Revell-Pactra I contest documents, including the exceedingly rare documents that were handed out by hobby shops to interested potential contestants.

TONY LISIEWICZ. Mint 1962 Auto World License Plate Set.

HAROLD PERRY. AMT 1932 roadster kit box, various vintage instruction sheets, AMT Turnpike Cruiser

promo sheet, 1960 Monogram kit catalog, AMT Kandy Kolor promo sheet, spare parts to restore Keeler's *Turbine Tub*.

BILL RAY. Highway Pioneers kit.

BOB SHELTON. 1958 AMT Chevy kit box, huge array of old decals.

JIM SONTER (AUSTRALIA). Book on history of model car advertisements, in memory of John Slivoski.

JOHN STRICK. Old decal sheets, instruction sheets, other modelabilia.

WALTER URBAN. Testors paint and vintage Testors glue.

Magazines Needed

MUSEUM STAFF

The Museum needs the following issues to complete its collection of certain magazines and journals. Can you donate originals or good photocopies of them?

- ♦ *Car Modeler*: March 1992; Nov 1996.
- ♦ *International Association of Automotive Modelers Bulletins*: all 1951 except July; all 1952; all 1953; all 1954; Nov/Dec 1958; all 1960 except Jan/Feb and May/June; May/June and Sep/Oct 1961; Nov/Dec 1962; Vol. 23 Nos. 3, 5, 6; Vol 24 Nos. 4, 5, 6.
- ♦ *Model Car Science*: July 1970; Aug/Dec 1972.
- ♦ *Model Cars & Model Racing News* (Auto World): all 1967 except May and June; all 1968 through 1972.

Financial Support

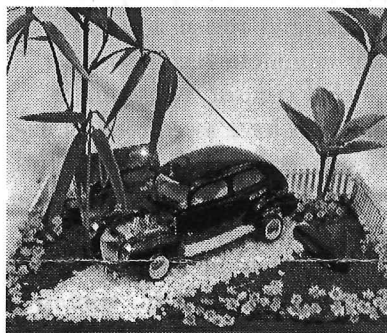
MUSEUM STAFF

In response to our plea for financial help in the last issue, many individuals and several clubs and organizations graced the Museum

with their financial help. Several of the donors preferred anonymity, but here are those who have helped out (It is the Museum's policy not to divulge the dollar amount of individual donations, but be assured that they were very generous):

- ♦ Dr. Constantine E. Anagnostopoulos
- ♦ Fred Grumke
- ♦ Jeffrey J. Schexnayder
- ♦ Bill Slayton
- ♦ two donors who wish to remain anonymous

The Museum expresses its profound gratitude to these individuals for their generosity!



AMCA Contest 1961: Junior Best Display

Time to Rejoin the Museum!

MUSEUM STAFF

With the start of 1999, it is that time for everyone to rejoin the Museum. Candidly, your membership fees (\$15 for 1999) provide almost a third of our annual budget. Here is the tentative publishing schedule of *The Builder*: March 1 (this one); May 20 (to accommodate GSL and the time it will take to organize the Championship); August 1; early December. We promise to provide four newsletters this year and hope to present at least one story per issue about some bit of history. Please fill out the accompanying

1999 membership application and be sure to sign up for a Museum task.

Self-Guided Tour

MUSEUM STAFF

By the time that the seventeenth GSL International Model Car Championship is held in April, visitors will be able to take a self-guided tour of the Museum. Each visitor will be given a pamphlet (also available for purchase) that will allow the individual to identify major elements in the exhibit, to learn about that item, and thereby better appreciate the hundreds of historic items in the exhibit. Each model vehicle and diorama, not incidentally, will be specifically identified and described. This will greatly assist those giving tours since it is impossible, at any given time, to remember everything that should be described.

The Museum Store

MUSEUM STAFF

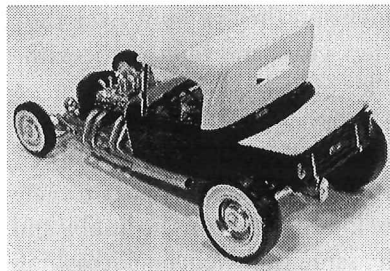
One of the best ways to help out the Museum is to purchase something from the Museum Store. By purchasing any of these items, your donations go directly into the treasury (make out all checks to the National Model Car Builders' Museum).

- ♦ A Museum Tour Video is available. There are still 38 copies ready for purchase. Though this is the last thing from a professional production, viewers do get to enjoy around 75 minutes of a square-foot by square-foot tour of the Museum. 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 sincere and the viewer will come away with a good idea of the extent and significance of the collection. Copies can be purchased for \$25 postpaid.

- ◆ Custom Car/Custom Hot Rod Research Bibliography is available. This constantly updated research bibliography, focusing on custom car and hot rods with custom body work, is huge. By mid-January, it had 1,815 lines, 13,780 words, and ran 36 pages! This list also provides research information on general, “generic” customizing techniques (e.g., headlight restyling, frenched antennas, scoops, rear fender styling, and so forth). This list (each an original printed on a laser printer) is available to anyone for a \$10 donation, postpaid. All net proceeds will be used in the *Hot 150/Clone the Past* program.
- ◆ Some Ed Roth articles are still available. Ed “Big Daddy” Roth autographed photocopies of an article from the November 17, 1997 issue of Salt Lake’s daily newspaper, *The Tribune*. As you might expect, the article chronicles Ed’s zany sense of humor as well as his intelligence, commitment to the car hobby, and religious disposition. We still have eight copies of the article left for a \$15 donation to the Museum, postpaid. Each copy will be sent flat in a large envelope—no folding. This is a rare opportunity and will not be repeated. Order now!
- ◆ *The GSL International Model Car Championship: A Tradition of Auto Modeling Excellence* by Mark S.

Gustavson. Now ready for shipment, this book chronicles the first 16 years of the GSL Championship. The book is 198 pages in length (with 67,824 words and 3,241 paragraphs), contains a full color insert of the Best of Show winners, and reveals many previously unknown stories about the history of our hobby from 1979 through 1997. Each book is numbered, signed, and can be purchased for \$30 postpaid. Make out checks to: “Championship Publishing, LLC” and send to the Museum. *All* net proceeds are divided between the Museum and GSL.



AMCA Contest 1961: Don Darrow, 2nd place, Senior Custom

Down the Road in 1999: The Outlook for the Upcoming Year

PAT COVERT

As both a model car builder and kit collector, I take great interest in reading the annual RCHTA hobby report every year because it’s a darn good indicator of whether our corner of the hobby is healthy or not. It is also a good barometer of where the manufacturers see their future profits coming from over the next year or so—something that shouldn’t go unnoticed by concerned members of the hobby like ourselves.

Ever since I’ve gotten deeply involved in the journalistic end of

the hobby, I’ve spent more time following the annual RCHTA event and it has been interesting to see how certain kits pan out over the years and how the wheels fall off of others. Remember how badly we all wanted a ’66 Chevy Nova kit and how happy we all were to finally get one when AMT/Ertl hunkered up to the trough with both replica stock and street machine versions? A funny thing happened to this kit on the way to modelers’ work benches. The replica stock ’66 Nova was discontinued after barely a year on the shelf while the street machine stayed on as a current release for several years. Who’d have thought it? Not me. Same thing happened to the ’67 Chevelle. An example of a somewhat austere kit that just never seems to go away is the Sting Ray III. This kit was released over a half a decade ago and just keeps coming up for air year after year. There must be a bunch of modelers like me who just like this kit for whatever quirky reason!

Judging from the 1999 RCHTA show announcements this looks like another banner year for model car releases. The first thing that pops out is that there are a bunch of *new* releases. This speaks to the overall health of the hobby and I think we can safely assume it’s good. Secondly, there is extreme diversity in the new announcements. This reinforces the health issue because it indicates that the range in modeling is broad. No one area of the hobby seems to have been ignored, be it replica stock, racing, custom, or lowrider. There are some excellent new releases of older vehicles (such as the Revell-Monogram ’40 Ford and the AMT/Ertl ’58 Edsel) as well as the usual bevy of current cars and trucks. NASCAR. Check. Vintage and modern drag vehicles. Check. Street machines and rods. Check. And the manufacturers continue

to throw in a concept car here and there for good measure. In essence, the gang's all here and it looks like party time.

While it's near impossible to determine which kits will have legs or, to the contrary, which will do a belly flop, there are some kits that look like long-term winners here. The first kit that pops out as a perennial favorite to me is the Revell-Monogram '40 Ford. Of course, AMT has already proven this model to be a crowd pleaser for decades, so a prediction here for an even better, more modern version is a no-brainer. Add to that the success Revell-Monogram has had with the '32 Fords and their ability to punch out variants of a basic platform and I think it's safe to say we'll see this guy hang around for quite some time.

A handful of releases announced last year but released in 1999 merit mentioning here. The new Galaxie '49 Chevy kits will be interesting to watch. Ordinarily, retro annuals like these should fly for years, but at approximately \$25 a copy the price question comes into play. These kits, however, are stunning and feature some of the best engraving I've ever seen on a model of any type. This, along with the fact that fat-fendered Chevies are exclusive to Galaxie, could keep modelers coming back for more. Butting heads with the Galaxie offerings are the Revell-Monogram '48 Fords. Given a more judicious price tag and Revell-Monogram's mega distribution, these should see tremendous success for a while. Future variants loom large here as well.

An interesting kit to watch will be the AMT/Ertl '58 Edsel. Modelers have been screaming for an Edsel for years and we're finally getting one. Though it may not be the exact body style we were looking for, it's still got the classic Edsel maw for which the manufacturer is best known. This

model should sell like a house on fire for at least a year or so, but will it be able to generate substantial sales numbers over a period of time? Will be interesting to see.

The only company that seems to be bathed in uncertainty is Lindberg. There were few new announcements from this promising company. This most likely has to do with their recent change of hands. Often when companies are sold it takes time to evaluate the product line and formulate the direction the new ownership and management want to take. The next RCHTA show should be more indicative of where Lindberg is going. Hopefully, they will recognize the excellent momentum they've built over the last few years and build on it with new kit offerings.

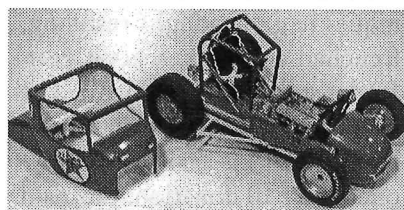
The large number of new snap kits of all ilk represents an effort on the manufacturers' parts to get more kids involved in the hobby and at the same time delivers kitbashing fodder for us serious types. Here again we see a wide variety of new snaps which only bodes well for the entire car modeling segment. Anyone for a Mako Shark? Si. Bet we'll buy a ton.

Have the Japanese kit manufacturers gotten serious about catering to the American modeler? Not really, but they sure make nice kits and offerings like the new VW Beetle—which we'll see this year in topless attire—prove that they can fill some nice holes in the market (as I'm sure F1 builders would agree).

The overwhelming number of new diecasts is a direct reflection of the excitement in the automotive industry as a whole. While diecast collectors cannot be singly classified as modelers, this is a good sign. As I've mentioned in my Tips & Tech column for *SAE*, diecasts do us all good because they are a stepping stone for many collectors to become

modelers and any crossover between the collector field and the model building hobby is always good. The craftsmanship on diecasts just gets better every year and this writer has picked up a couple of dozen over time just because they're nice to admire.

Finally, it's great to see companies like American SATCO expanding their lineup and Polar Lights going places where the big boys fear to tread. Add all of the above to a bristling aftermarket and 1999 looks to be a killer year. Now, if the manufacturers will just solve their pesky little delay problems we'll all be happy. Good wishes to all fellow Museum members in 1999, and the best of modeling to you!



AMCA Contest 1961: Alton Williams, Honorable Mention, Senior Competition

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The Museum Wants to Preserve the Past by Acquiring It; Please Search Your Collection

Introduction: The National Model Car Builders' Museum is interested in acquiring a wide array of historical items to chronicle the history of the model car hobby. Naturally, the Museum would like these items to be donated. In the past, dedicated hobbyists have substantially contributed to the permanent collection and we hope that will continue. This list will be updated in each future issue of *The Builder*; so please check your spare items.

Section One: Auto World Items

We are looking for some issues of *Auto World Custom Club News* (write for list of needed items; excellent photocopies are welcomed!) Additionally, we are looking for the following *Auto World* items: advertised special instructions in its early-to-mid '60s 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*. Also, we 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 the Autorama Turntable. We are also looking for the so-called "Show Off Display Platform Kit" found on page 66 of the 1963 *AW* catalog, the Auto Tape Customizing Kit, all *AutoWorld* Auto Tapes and whatever other *Auto World* items you might wish to donate!

Section Two: Vintage Paints, Glues, and Putties

We are desperately trying to complete our set of all versions of 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), PS9 (Gloss Clear), PT1 (Kandy Gold), PT2 (Kandy Red), PT3 (Kandy Green).

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), S33 (Candy Goldtone Undercoat).

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!

We are looking for the very early, small, rectangular Pactra and Testors paint from the '50s (including original packaging). Additionally, we are looking for a full set of the wonderful Ed Roth custom colors (bottle and spray, Testors brand) from the early '60s.

Section Three: Parts Packs

We are looking for a full set of the Aurora, AMT, and Revell parts packs (Revell '60s and '70s versions) for the Museum. These would include the upholstery, engine, chassis, and drag racing sets.

Section Four: Vintage Upholstery Sets

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

Section Five: 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 eventually to create a display of vintage parts. We are also interested in receiving large boxes of unattached parts or individual items.

Section Six: Historic Modelers

Can you help us locate the following individuals? Lon Stern, Jim and Ray Yonts, Mike Yamashita, Denny Johnson, Dennis Bryant, Charles Gibilterra, Carroll St. Aubin, Jerry Svitek, Carl Dunn, Bob Sifferd, Charles Jones. We want to find these guys and interview them to preserve their history!



I Want to Help the Museum Here's What I Can Do

- Please sign me up as a Member of the Museum.* I understand that I will receive four issues of *The Builder* in 1999, an official Membership Card, and the right to participate, preferentially, in all official Museum programs. All memberships commence on January 1 and end on December 31. (All persons joining midyear receive that year's publications and all premiums.) I enclose \$15. If you live outside the United States, please add \$5 for the extra postage.
- I would like to adopt the Museum for a month.* Enclosed please find a check for \$250 that I understand will be used only to pay one month's rent at the Museum.
- I would like to help with the restoration of models in the Museum's collection.* Please send to me further information. I have enclosed a resume of my modeling background.
- I would like to clone a famous model for the Museum.* Please send to me further information about the Museum's *Hot 150/Clone the Past* program. I have enclosed a resume of my modeling background.
- I would like to donate something to the Museum.* The item or items are listed below (see over for critical items; use an additional sheet if necessary).

- I would like to help do research for the Museum.* Please send me further information.

Name _____

Address _____

City/State/Zip _____

Country _____

Telephone (optional) _____

Please fill out this form and return it with two first-class stamps (or IRC) in the enclosed envelope.

National Model Car Builders' Museum
353 East 400 South
Salt Lake City, Utah 84111 USA

THANK YOU
