

The Builder



The Quarterly Newsletter of the National Model Car Builders' Museum

GSL XVII Promotes the Museum!

MARK S. GUSTAVSON

As expected, the seventeenth GSL International Model Car Championship, held April 22–25, 1999 in Salt Lake City, greatly promoted the Museum to the modeling public. In addition to the Saturday tour in which 140 made the trek to the Museum, the Museum benefit auction and a special seminar also acquainted eager attendees with one of the major projects of the Museum: the *Hot 150/Clone the Past* program (see article elsewhere).

The seminar, *Presentation of Restored and Cloned Historic Models for the National Model Car Builders' Museum*, allowed several builders to premier their Museum projects. First, Pat Covert presented the magnificent *Shamrock* by Dave Shuklis. Even better in person than could be imagined, in part due to Bob Downie's remarkable paint job, Pat's restorative efforts really brought life back into this history piece. Rik Hoving from Amsterdam described his work on an unfinished Bob Barnett '40 Mercury full custom. With the substantial major body and photo etching work finished, Rik turned the model back to the Museum for painting and completion. Next, GSL XI Best of Show winner Fred Grumke presented the breathtaking replica of

Johnny Zupan's custom '49 Mercury, started by Bob Barnett and completed through Fred's excellent work (see accompanying photo). After that, Rick Wright described his cloning of Paul Sable's full-custom 1949 Mercury model that appeared in *Car Model* magazine in 1966. Rick's model was the first cloned piece in the Museum. Next, Tim Pentecost, who cloned the *Frantic Nomad* that appeared in *Car Model* May 1966, talked about the unique challenges he encountered during his spot-on cloning of the famous drag racing Nomad model (see accompanying photo). Finally, Mark S. Gustavson showed and discussed the unusual issues that are arising out of the restoration of Jim Keeler's MCS X-100, not the least of which was removing at least three separate, and identical, candy red paint jobs! The audience of 51 enthusiastically embraced the Museum's cloning, restoration, and Bob Barnett custom-completion projects.

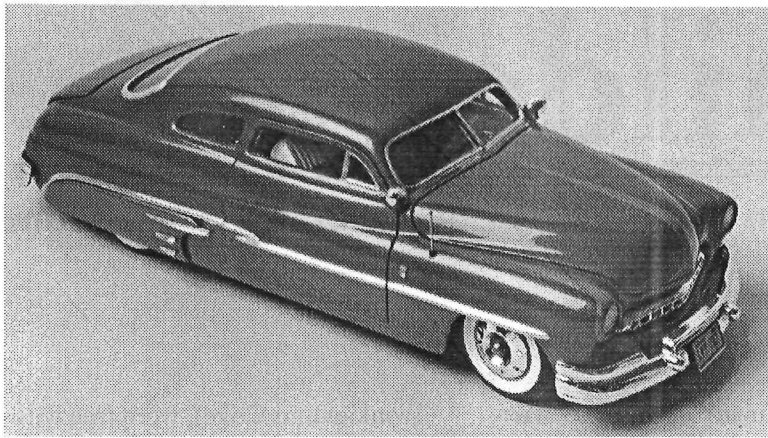
The next major event for the Museum was the auction held late Saturday afternoon. Under the capable and ever-humorous guidance of auctioneer Mike Carroll, more than 300 items (all donated by generous company and individual sponsors) netted just a bit more than \$3,200 for the Museum. Going on for nearly three hours, the audience (having been previously pumped up by the Museum tour and the seminar, and high on

Twinkies and Coke), were free with their cash, bidding several items well over the \$200 limit. This was the largest amount ever raised and will be used to fund the Museum's Special Projects Division, most particularly the pending digitizing and inventorying project. Thanks to the many generous buyers, donors, and Mike Carroll and his intrepid team!

Also, famed modeler and model car diplomat Don Emmons visited the Museum to prepare for two articles in *Rod & Custom* magazine! Museum Research Directors Randy Vandraiss and Rex Barden assisted Don in the preparation of the articles that will undoubtedly continue

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Replica of the Zupan '49 Mercury by Bob Barnett and Fred Grumke.

to broadcast to the automotive public the existence and importance of the Museum. Additionally, Steve Elliot, the editor of *Scale Auto Modeler*, a new British model car magazine, also visited the Museum and took plenty of photos for a pending article in SAM.

The Museum has obtained a copy of the December 1998 issue of *Rod & Custom* autographed by Don Emmons on the cover and on his first article. We are accepting bids on this magazine; all the proceeds will go to the Special Projects Division. Please submit a bid to Mark S. Gustavson via fax (801 553-8908) or email (msgsl@xmission.com) on or before 1 August 1999. The magazine will be sent, postpaid, to the highest bidder over \$15.

Tri-State Model Car Club Makes Substantial Donation

MUSEUM STAFF

The Tri-State Model Car Club recently made a combined 1998 and 1999 donation to the Museum in the amount of \$1,220. The Tri-State club was one of the earliest cash supporters of the Museum, and continues that great tradition into

the last months of the Twentieth Century. The generous donation will be used in the Museum's Special Projects Division. Thanks!

Hot 150/Clone the Past: We Need Your Help!

PAUL ANAGNOSTOPOULOS

An essential part of the Museum's mission is to acquire and preserve the famous models in the history of our hobby. Where the original models can't be found or acquired (which is most of the time), then we need to enlist the help of qualified builders to clone those important models. The goal here is to present the history of our hobby as exemplified by a series of models chronologically displayed in a dedicated display cabinet. In the past, we have identified, by consensus, the most significant models in our hobby through 1968. But, we need your help: if you are qualified, how about taking on one of these projects? Hard work and fame are yours for the asking!

Here is a run down of recent developments and the status of this program:

The following models have been picked up by members of our Museum: The so-called *Indy Car Model*

by Wayne Thomas is underway in the workshop of David Lumen. The *Nervous Nomad* by Paul Sable has been completed by Tim Pentecost, Bill Taylor and Rick Wright are both working on their individual versions of the famous *Dixie Bee* that appeared in *Car Model* magazine. Mark S. Gustavson will soon start on Lonio Stern's *Astrodam*. Already, Jim Keeler's MCS-XI is ready for primer in Mark's workshop. Paul Sable's custom Mercury has been cloned by Rick Wright. Of course, the *Shamrock* and the *Crusader* have already been restored.

Richard Dunn is working on a replica of Jolley's '29 Ford Pickup. Richard has been in and out of the hospital recently and the Museum staff wishes him and his family all the best. He'd appreciate a card at: Box 882, Kemp, TX 75143.

We need *your* help. Please consult the enclosed *Hot 150* list, choose a subject, make a photocopy of the form on the last page of this issue, fill it out, and return it to the Museum. There is a subject for every interest. Only with your help can this critical program be successful. Please help out!

Special Projects Division

MUSEUM STAFF

In order to organize the many activities of the Museum that are not directly related to the task of paying the rent and handling other mundane activities, we have decided to create the Special Projects Division. The Division will help the Museum's administrators and donors as well because donors can now decide to allocate their contributions to the payment of rent (under the Adopt the Museum for a Month program) or to one of the several efforts in the Special Projects Division. This will

also help in our financial bookkeeping. Here's a report on the SPD:

1. Protect the magazine collection. Last time, we spoke about the problem of the deteriorating magazine collection: even though the Museum is in a great environment (low humidity, air conditioned in the summer), the magazines are starting to deteriorate.

Trustee Alan Raab quickly responded by acquiring thousands of archive-quality clear sleeves (intended to preserve magazines printed on acid paper). These slip covers are three hole punched and meant to be collected in ring binders. So, Alan also made a financial donation significant enough to purchase, in bulk, the binders. Now, just to find the time to sleeve the magazines, and place them in binders!

Our great appreciation to Alan is extended once again.

2. Digitize the Magazines. With the magazines carefully protected in their clear sleeves, it is even less likely that visitors and researchers will be permitted to casually look at the magazines. Yet, the information and historical perspectives in those many decades-old magazines must be preserved and made available. In our last issue, we talked about digitalizing the magazines in the collection. The best way to do so is to scan each page of each target issue, and then drop the digital images into a preset format on a Photo CD-ROM. This is a time-consuming process, and must be carried out by highly-trained individuals with plenty of computer experience.

We'll start with these issues: *Model Car Science*, 1963 through 1966; *Car Model*, 1962 through 1966, and *Model Champions*.

In response to this note in the last issue, Roger Yu (Hawaii) and

Bob Heselton (California), both sophisticated in computer technology, offered to start the magazine scanning this summer. Because both of these Museum Members have their own substantial magazine collections, they will be able to scan the excellent copies in their personal collections. Mark Benton, the Museum's webmaster, is working with Bob and Roger to set the scanning parameters. When finished, selected parts of the scanned texts will be available on the Museum's web page. Cuyler Ota has also contributed to this program. The collective appreciation of the Museum and its members is extended to Roger, Bob, and Cuyler.

However, more help is needed. If you have a high resolution scanner, and if you know your way around current scanning programs, and can donate some time, *please* contact the Museum.

3. Organize the club newsletters. In response to our plea in the last issue for someone or a club to organize the many club newsletters into three-ring binders, there was a response from a club, but we can't remember who it was! If you were that individual or association, please write to the Museum. It would be best, though not necessary, if you can bear the cost of purchasing the three-ring binders. The Museum

will bear the postage cost. Please help out or remind us who you are!

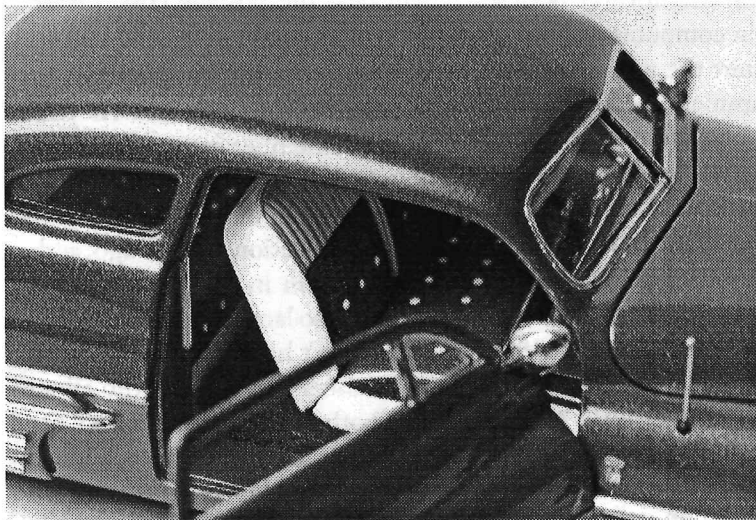
4. Organize the hundreds of photos into photo albums. As you might remember from the last issue, Randy Vandraiss and Rex Barden went through our enormous hobby photo collection a year ago and placed them in rough order in a dozen or so large envelopes. Because they didn't have the time, then, to place them in regular photo albums (for both prints and slides), we need a club to take on this project. Ideally, the club should have members who would recognize individual modelers from the Midwest—we have many mid-seventies photos from the middle part of the United States that need to be identified by name and event. Hopefully, one of our supporting clubs in Ohio or Wisconsin could take on this project.

5. Clone the Past, restoration of historic models, completion of models. As discussed elsewhere in this issue, we need help from individuals who can clone a famous model, or finish up a Barnett custom, or restore Jim Keeler's *Turbine Tub*. Please write to the Museum if you are interested.

6. Computer indexing of the Museum collection. Sometime in the future, once we have been able to make a list of everything in



Clone of the Frantic Nomad by Tim Pentecost.



Interior of the Zupan '49 Mercury by Bob Barnett and Fred Grumke.

the collection, we need someone to do the data entry to create a retrievable/searchable list that can be accessed on the on-site computer or through the Museum's web page. Again, this will require someone with time and access to a computer.

Donation Corner

MUSEUM STAFF

Since March, the Museum continues to receive a diverse set of donated items. Great appreciation is extended to the donors. Please, everyone, continue to search your spare historic items and donate them to the Museum. Here's a brief run down of items received in the last three months:

ERIC JACOBS (WITH THE HELP OF TEX OUDERKIRK) Soft tube of AMT putty.

JIM SONTER (AUSTRALIA) A copy of his new book, *Old Model Car Kit Adverts*. Contains probably the most complete assembly of vintage model car ads anywhere.

ART ANDERSON Monogram '58 T-Bird kit; soft tube of AMT putty.

JAMES OWENS Back issue of *Motor Racing Replica News*.

MARTIN MALPAS Buttera's '26 T Sedan kit.

JUHA AIRIO Early model photos, magazines, narrative of Finnish model car activities

CUYLER OTA Fisher Body Guild newsletter Vol. 10, #4; '65 Auto World catalog; Revell-Pactra I flyer.

DON HOLTHAUS *Model Car Science*, July 1970.

DON STRONG Historic GSL documents, AMS National Convention documents, NAMCC documents, Hot Rod "Nationals" documents.

TIM POWERS *Car Modeler*, November '96.

JIM SOTTILE PS-4 AMT blue lacquer, PM-6 AMT gray metallic lacquer, AMT body putty/spreader, Plastic sanding block/sandpaper from AMT kit

BILL COOK AutoWorld Model Car Lettering Kit.

ERIC JACOBS Soft tube of AMT putty from original AMT '57 Ford kit.

JOEL BLOCK Large collection of

vintage Revell/Monogram parts paks.

ESTATE OF TOM AUGUSTYN Example of contest winning dragster.

GEOFFREY BRASLOW (WITH THE HELP OF FRED BELL) Four vintage French 1/64 scale kits.

JERRY SHOGER Custom chopped 1949 Ford for the Oakland Diorama.

TOM ANDERSON Two contest-winning dragster models.

TRI-STATE SCALE MODEL CAR CLUB NNL-East Video; two T-shirts; paper ephemera; \$1,220.

BILL SLAYTON \$200.

AUTOMOTIVE MODELERS' GROUP \$45.

REPLICAS AND MINIATURES CO. OF MARYLAND \$162.

PRYOR PASSARINO \$104. (Pryor challenges modelers everywhere to donate \$2 for each year of their age, every year).

JOHN MAHAFFEY \$250.

TERRY JESSEE *Wild Dream/King T* combo kit; *Orange Hauler*; Vintage scratchbuilt.

MARK FLYS Copy set of *Alternative Autos*; *Model Car Fanzine*, an "underground" British model car magazine.



Steve Catron, Pat Covert, and Rick Hanmore enjoy a lighter moment at GSL XVII.

There's No Place like Salt Lake City in the Spring

PAT COVERT

If you want to enjoy the full spectrum of the car modeling hobby, there is no better place and time than during the GSL International Model Car Championships. By attending the GSL and visiting the Museum in the same weekend you can see the history of the hobby—and see history being made.

No other contest in the U.S. pulls cutting edge modelers from such a broad geographic expanse—indeed internationally—as does the GSL. It is truly the most prestigious event in the country for the car modeler. The 1999 GSL was no exception and indeed eclipsed the overall number of entries of years past. The quality level was at an all-time high as well with exceptional competition in all classes. I had the honor of judging the event. The arduous task of judging the event—undertaken by the honorables Mark S. Gustavson, Bob Wick, and the not-so-honorable yours truly—took eight hours, a testament to the incredible amount of fine work that had to be reviewed. All of the GSL staff and local club members deserve a ton of kudos for putting on such an event.

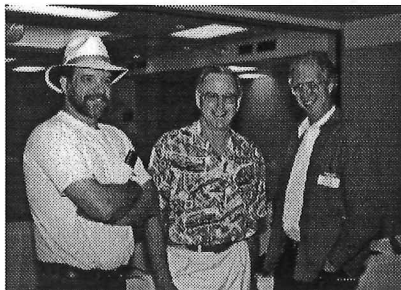
The GSL is unlike most contests in that the atmosphere is more like a noncompetitive NNL event. There is an enthusiasm and looseness among attendees that is simply not found at the overwhelming majority of judged events. It is common to see cutting edge modelers like Augie Hiscano spending hours divulging his innermost modeling secrets to eager learners. Then there's a weekend full of an incredible array of seminars on all facets of car modeling. Nowhere else can a modeler learn so much in such

a short period of time than at the GSL.

As if the contest and seminars weren't enough, the National Model Car Builders' Museum adds the icing on the cake for a weekend of car modeling euphoria. If you're a baby boomer who grew up during the Sixties, the burgeoning display of past showpieces will send you into retro-shock. All the big names in golden era modeling are represented by their most famous works. Dave Shuklis, Don Emmons, Bob Paeth, Jim Keeler, . . . the list just goes on and on. And the Museum library is by far the most comprehensive resource center in the world for the history of car modeling.

The one downside to the GSL is that it only takes place biennially. Once you've been there, you'll understand. The effort that goes into putting on the event is staggering and the logistics mind-blowing, but if there's only one event that you can attend every two years, take the advice of anyone who's been there. There's nothing like Salt Lake City in the spring!

[*Editor's Note:* This was my first GSL. Stupendous!]



Tim Pentecost (left) ponders the latest story from Don Emmons (center) while Bob Wick enjoys the company at GSL XVII.

Museum Store

MUSEUM STAFF

One of the best ways to help out the Museum is to purchase some-

thing 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). Please note also that the proceeds from the GSL book will be shared equally between GSL and the Museum. In addition, all proceeds from the new book *Custom Car Modeling* by Mark S. Gustavson, available June 1 from Kalmbach Publishing, will be donated to the Museum.

♦ *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 sixteen years of the GSL Championship. The book is 196 pages in length, contains a full color insert of the Best of Show winners, and reveals many previously unknown stories about the history of our hobby and about the period between 1979 and 1997. Each book is numbered, signed, and can be purchased for \$30, postpaid. Write a check to "Championship Publishing, LLC" and send it to the Museum. Please allow three weeks for delivery.

♦ *Custom Car Modeling*, the brand-new book on model car customizing by Mark S. Gustavson, is now available from Kalmbach Publishing (PO Box 1612, Waukesha, WI 53187; order desk: 800-533-6644). It costs \$17.95 plus shipping. Or you can order an autographed copy of the book directly from the Museum for \$30, US Priority Mail postpaid. The Museum has 30 copies available on a first-come, first-sold basis. All revenue from these books go to the Museum. Autographed copies can only be obtained by purchasing a copy through the Museum. Please remember that all royalties from this book are donated to the Museum!

♦ Museum T-shirts available. Beau-

tiful, buff-colored T-shirts with the Museum logo silk-screened in blue on the front, a big hit at GSL XVII, are available right now for purchase. Each shirt is \$18 postpaid, and right now, we have these sizes available for immediate shipment: XXL (1); XL (8) and L (11). Of course, other sizes (excepting XXXL) can be supplied, though there would be about a three-week delay in shipping. As with other items for the Museum, all proceeds go directly into the Museum's bank account. Thanks to Mark Benton for making up these shirts.

♦ **GSL XVII T-Shirt Available.** We have a few leftover GSL XVII T-Shirts available from the Museum. "GSL XVII" is printed on the left front of the shirt, and the GSL XVII logo designed by Bob Wick is printed extra large on the back. The shirts are a deep burgundy color with the logos in silver—elegant looking. We have a very limited supply of these shirts, at "close out" pricing: XL (9) and L (4). Each shirt is \$16, including Priority Mail shipment. Make out the check/money order to "GSL" and send your order to the Museum. Remember, there are only 14 left and there won't be more produced. Thanks to Mark Benton for making up these shirts.

♦ **Museum tour video is available.** There are still 26 copies for purchase. Though this is the last thing from a professional production, viewers do get to enjoy almost 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 very sincere and

the viewer will come away with a good idea of the extent and significance of the collection. Copies can be purchased for \$20 postpaid.



Don Emmons (left) shares some vintage memories with Bob Paeth at GSL XVII.

♦ **GSL XVII White Paper.** One of the many remarkable seminars at GSL XVII, *Thinking About Your Next Diorama*, was presented by famed dioramist Roger Yu. In addition to his superb seminar, Roger also prepared the official GSL XVII White Paper, now available for a donation to the Museum. The 8-page, professionally-presented document, *Thinking About Your Next Diorama*, is available for a \$5 donation, postpaid.

♦ **Custom Car/Custom Hot Rod research bibliography is available!** This constantly updated research bibliography, focusing on specific custom car and hot rods with custom body work, is huge: there are 1,815 lines, 13,780 words and it runs 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 for a \$10 donation, postpaid. This list is updated approximately every two weeks. All net proceeds will be used in the *Hot 150/Clone the Past Program*.

♦ **A few Ed Roth articles are still available!** Ed "Bid Daddy" Roth autographed photocopies of articles

from the 17 November 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 six 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 Revell-Pactra and Revell-Testor Contest History* by Mark S. Gustavson, Randy Vandraiss, and Rex Barden. This pamphlet will be available late this Fall and 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, at a price to be determined then.

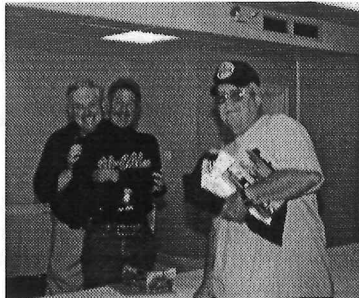
Museum goes Worldwide Looking for Foreign Correspondents!

MUSEUM STAFF

As the Museum expands its scope and influence beyond the United States, it has inaugurated a "foreign correspondents" program that will identify specific individuals worldwide who will submit quarterly reports to the Museum, so that Members can be made aware of model car activities in those countries. Already, the Museum has benefitted from a donation of items about model car activities in Finland (thanks to Juha Airio, a member). Discussions are underway with individuals in Sweden, Finland, Ireland, Great Britain,

Canada, and South Africa. More on this in the next issue.

It is interesting to note here that the Museum has been contacted through our Web page by modelers in India, South Africa, Zimbabwe, Spain, and Malaysia. Watch for the next issue about a special program with the Fundacion Manuel Olive Sans. We'll let you stew over that one until the next issue!



Bill Coulter (left) harasses Pryor "Eyeball Engineering" Passarino (center) while John Mahaffey just cannot believe the friendliness at GSL XVII.

Media Watch

MUSEUM STAFF

♦ *Auto Week*: The Museum was mentioned in "Places to See" in the 26 April 1999 issue of *AutoWeek*. One of only two automotive places of interest mentioned in Utah, the Museum is the only one of its kind in the United States. In response, Mark S. Gustavson wrote this letter to the *AutoWeek* editor:

May 16, 1999

Dear Editor, *AutoWeek*:

On behalf of the National Model Car Builders' Museum, may I express my pleasure and delight in seeing the Museum noted in your "AutoWeek Place, 1999" article in the April 26, 1999 issue, pages 48-50. Though our Museum is modest, it does chronicle and preserve many of the most significant model automobiles fashioned in this country

over the last 45 years. Along with thousands of other items associated with the model collection, we alone are preserving the history of the scale model car hobby for the future.

Your feature on the Museum in November 1997, and now your further notation in the April 26 issue have, frankly, done much to enhance our reputation and credibility. We are grateful for your assistance.

You are welcome at the Museum at any time!

Cordially,
Mark S. Gustavson
Founder, National Model Car Builders' Museum

♦ *Street Rodder magazine*: In its June 1999 issue, the article "The Grand National Roadster Show, Part 3" appeared with an old photo of Mark S. Gustavson standing in front of the Oakland Roadster Show Diorama. Anxious to correct the impression that he had built the diorama, Mark wrote to Editor Brian Brennan who agreed to publish an "under construction" photo of the diorama in Ken Hamilton's shop. Of course, Ken was the actual builder. Mr. Brennan's courtesy in permitting a correction to the record is greatly appreciated. And the Museum receives two mentions! Wow!

♦ *Toy Update*: This magazine will be doing a piece on the Museum at some point in the future.

Museum Photoetch Set

PAUL ANAGNOSTOPOULOS

Thanks to the generosity of both Bob Kuronow at the Model Car Garage and Rik Hoving of Rik Hoving Kustoms, please find enclosed a special Museum photoetch set! These are the same items passed out to Museum members in 1997—we

just found another supply. This is a one-time kit, so be sure to say thanks to Bob Korunow and Rik Hoving. Thanks, guys!

Museum Tours

MUSEUM STAFF

Museum tours can be scheduled only by appointment, Monday through Friday late afternoon and Saturday morning. Please call *at least a week in advance* so arrangements can be made. Call Mark S. Gustavson (801 523-3683) or Mark Benton (801 534-1231), 9 AM to 5 PM, Monday through Friday. Museum members can take a tour for free; non-members are asked for a \$5 donation.

The Builder Vol. 5, No. 2

The Builder is a quarterly publication of the National Model Car Builders' Museum. Please visit our web site www.xmission.com/~msgsl/nmcbm

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Salt Lake City, Utah 84111

CLONE THE PAST SIGN-UP SHEET

Dear Museum Member:

Well, here it is! After more than a year of polling, debate, review, debate, revisions, soul-searching and *more* debate, we have identified the most influential model cars from the first two Ages of our hobby! This has been a lot of work on the part of the team of Bob Bergedick, Tim Boyd, Pat Covert, Dennis Doty, Mark S. Gustavson and Randy Vandraiss who relied, in part, upon dozens of nomination sheets from Members of the Museum.

Now, it's your turn! Please look over this list, and select a model to clone! Remember, each model must be built to the standards at the time it was *originally* constructed -- no upgrades, no aftermarket parts, no contemporary touches. We are interested in cloning a model from a particular point in time, not the construction of an up-to-date, contest-worthy model. See the newsletter for further details.

Here's the plan: 1) Select the model that you want to clone, fill in the form below, and then return the form to the Museum. If one or more Museum members want to build a particular model, the earliest postmark governs! 2). By return mail, you will receive a check for \$20.00 to offset some of your expenses, and a photocopy set of the indicated article(s). You will be responsible for acquiring the kit(s) and the parts necessary to construct the famous model you want to clone, and pay for all expenses associated with the cloning of your selected model. 3). Please make as thorough a photo record of your project as you can, since the Museum will want to get those photographs to archive and include in our Web page and possible future articles. Please also have a picture taken of you with the completed model! **Color 35mm slides ONLY, please.** 4). Let's discuss the completion date of your selected model so that we can plan on the appearance of your model.

Finally, remember this, please: don't sign up unless you are *very serious* about your selected project. We don't want any 'wannabe' builders in this important program. You will be expected to ship the model to the Museum when you say you will have it finished. Be sure to fill in the form and return it; if you don't sign up with the Museum, your selected model may be allocated to another builder.

Thank you for your interest and help with this important program that will graphically display the history and growth of our hobby at the National Model Car Builders' Museum! All completed models will be featured on the Museum Web page and may end up in an article in *Scale Auto Enthusiast*!

Fill in this form; please print. Detach and mail to Museum.

Hey, Museum! I want to clone a model from the *Hot 150* List!
Here's the information you require. Send me the money, the articles and let's get going!

Your name: _____ Model Selected: _____
Your address: _____ Original Builder: _____
City/State/Zip: _____ Finish Date: _____
Your Phone: _____
Your Email: _____

Return this form to:

National Model Car Builders' Museum
353 East 400 South, Salt Lake City, UT 84111
Email: msgsl@xmission.com