

# The Builder



The Quarterly Newsletter of the National Model Car Builders' Museum

## The Museum: On to the Future!

MARK S. GUSTAVSON

When I first conceived of the idea for this Museum about 14 years ago, it was just a gauzy dream without any sharp definition. I floated the idea by a few people starting at GSL-VIII, but most (including me, at times!) didn't really think that the notion of a gathering place for the history of the model car hobby was viable. After all, many reasoned, who would support such an effort, who would participate in doing all the work, and was there enough history to be worth saving? Still, some were encouraging and so work progressed.

Fast forward to the end of this century and the new millennium. The Museum now has about 10,000 items in it, we have published a newsletter for five years, we have a worldwide presence through a Web page and representatives in six foreign countries, we continue to enjoy coverage in major hobby and "large car" magazines, we benefit from the support of a passionate group of individuals and hobby groups who contribute money, we are scanning model car magazines to preserve them from the pending ravages of time, and on and on and on. It is hard to imagine that we have come so far so fast.

Though it is sometimes assumed that I am largely responsible for the success of the Museum, the truth is that the Museum only exists and succeeds because of the incredible help of its Trustees and others who have come to share the passion and important purpose of the Museum (check out the last page of this newsletter for a list of the Trustees and others associated with the Museum). I want to express my deep appreciation to everyone, from the single donor who once contributed \$5 to the individuals and institutions whose breathtaking generosity has underwritten the effort to preserve, for the future, the history of the model car hobby. When I make the deposits, answer the mail, and work late at night at the Museum, I sense the passion and work and dedication of the dozens of hobbyists whose work and dreams are found on the shelves at the Museum. I am mindful of the lives of our fellow modelers who have contributed to our enjoyment of this hobby. Thanks to all of you!

As we enter the new year, let's rededicate ourselves—*each of us*—to the Museum. Find something to do: clone a model, offer to do some research, catalog some club newsletters, or offer to restore one of our models. There are so many of you members, but we need more than your generous donations: we need your *actual participation*. Contribute

your time and passion and become a part of this grand experiment to honor and preserve the work of our friends and all those who have gone on before us.

Now, on to the future as we preserve the past!

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## Car Modeling in the Next Millennium

PAT COVERT

As we sit here staring a new millennium in the face, it is most interesting to ponder the future of car modeling and what changes we may see. Several years ago, when I first took over the Tips & Tech column for *Scale Auto Enthusiast*, I speculated that in the future we may be making our own kits using computers connected to some form of machine that could actually produce the kit. Such a machine now exists and, although it is quite basic and totally unaffordable for the average modeler, the technology is rolling.

Will kit technology be different? No question about it. The molding process that has been the norm for the last 40 years could be replaced by newer and more cost effective technology. What if, for instance, a synthetic liquid foam were used for casting kits, blasted into molds using air pressure. If air molecules were part of the plastic makeup there could be cost savings in the amount of plastic used in kits and we'd cut down on the demands of our natural resources in the process.

Paint and coating technology is already undergoing rapid changes, with manufacturers being pushed to create more environmentally friendly paints and solvents. While most of the emphasis has been placed on developing aqueous paints, there are other alternatives as well. I have speculated before in my SAE column that one day we may apply paint in sheets, like a skin, to the model and then use a hair dryer to cure the paint and add gloss. The only solvents needed for such a paint would be those necessary to keep the coating pliable until it is ready for curing. Imagine

never having to clean an airbrush or dispose of paint solvents again!

Tool technology is poised to change as well. A small laser might developed for gluing parts together with virtually no seams, totally eliminating the need for glue. Adjust a knob and the same tool might serve as a sprue cutter or razor saw. Such a laser might also be hooked up to a small CNC (computer numeric control) machine for cutting parts out of thin sheet metal similar to the photoetch ones we use today. There is also the possibility that we could see micro-lathes and mills available for making dimensional parts. These would be similar to the machining units modelers are using today, but they would be the size of a coffee cup!

Finally, thanks to the breakthrough proliferation of computers and advancements in software, graphics technology is coming down the pike at a rapid pace and will continue to do so. The advances in tampo printing in just the last few years have been incredible. The detail and accuracy of color printing using this process is unbelievable and we are already seeing kits with pre-applied graphics hitting the market. In addition, we now have the capability to produce our own decals using desktop computers. In the real printing world, precise ink-jet printing is already replacing some forms of lithography.

Much of the technology we see in our booming aftermarket today—resin casting, photoetch, dry transfer—has been a result of modelers bringing the tools and techniques of the workplace into the hobby. This should continue to inject fresh ideas and products into our miniature world. Add to this the advances the kit and paint manufacturers are bringing to the table and the future looks extremely exciting!

## Special Exhibits Program

MARK J. BENTON

In the last issue of *The Builder*, you read about the wonderful donation from Dr. Constantine Anagnostopoulos, in honor of his wife Maria, who instructed that the endowment be used to fund a series of annual projects or exhibits by the Museum that would contribute to the preservation of the history of our hobby or the fostering of its future.

The Trustees of the Museum have decided that the first special Museum project will be the publication of a booklet on the history of the Revell-Pacta and Revell Testors Model Car Championships in the Sixties. Using an appendix from *The GSL International Model Car Championship, A Tradition of Auto Modeling Excellence* by Mark S. Gustavson, we are moving ahead with this special project that will include a large booklet on these incredible contests, a special presentation on our Web page, and the gathering together of personal experiences and recollections of those contests by as many of the participants as we can find. We anticipate that the booklet will be published in September of 2000, with copies available for purchase by interested individuals.

Here's how you can help. If you were involved in any of those four contests in any way, or if you know of anyone who was involved, or if you have any memorabilia from that era (photos, models, whatever), please contact the Museum in writing or send email to Mark S Gustavson: msgsl@xmission.com. We want this book to be the *authoritative* recollection of that period of time. We will be using the services of Museum Research Assistants Randy Vandraiss, Rex Barden, and newcomer Russ Harding to help with the documentation and location of some of those

legendary builders. Others will be called upon, too: Augie Hiscano, who needs no introduction here; Rick Harris, a big winner in the first Revell-Pactra, has contributed some vintage photos of himself and his winning entry; Richard Mike Johnson (the *Pegasus*), newly-found participant Jerry Svitek, and others. Please see if you can help out!



*Remember the Revell-Pactra and Revell-Testor model car contests in the Sixties? Please help us put together a book on their history.*

## Museum Web Site

MUSEUM STAFF

Mark S. Gustavson and Museum Webmaster Mark J. Benton have recently worked hard to upgrade and expand the Museum's Web site. Check it out at its new address beginning on January 10, 2000: [www.themodelcarmuseum.org](http://www.themodelcarmuseum.org) The GSL Championship site, [www.gslchampionship.org](http://www.gslchampionship.org) and also the Custom Clinic site, [www.customclinic.com](http://www.customclinic.com) both have new addresses. Bookmark all of them!

## Scale Model Engine Exhibit

MUSEUM STAFF

Museum Trustee Pat Covert has suggested that we put together a

new exhibit for the Museum: scale model engines!

This exhibit would focus upon the best and most authentically detailed scale model engines that can be obtained. Pat Covert will donate the following items to launch this exhibit: Norm Veber's build-up of his V-12 engine kit (mounted in a clear case), two of Tom Anderson's Ross Gibson motors, and Kenny Reeves blown drag engine. Other engines will be added in the future as they qualify. The Museum is interested in acquiring, by donation, other exquisitely accurate and well-rendered engines in any scale. Engines will be accepted only after the Trustees review photographs and a detailed description from potential contributors. Send us information and photos of your best engine!

## Duesenberg Auction to Benefit Museum

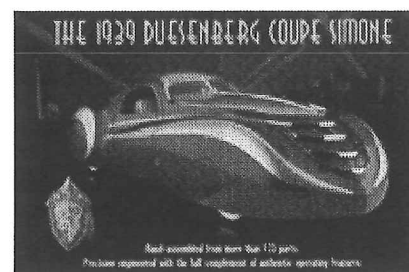
MUSEUM STAFF

As we mentioned in the last issue of *The Builder*, George Bojaciuk, Design Manager, Precision Models for The Franklin Mint, has generously donated the Duesenberg Coupe Simone from his personal collection. The fabled car and the mysterious story surrounding its creation and ultimate disappearance was created by Raffi Minasian and Roger Hardnock, good friends who have made a tremendous impact on the diecast industry. The exhibit was initially displayed at The Franklin Mint museum. The owners of the company were so captivated by the story that they decided to build a scale model of the infamous car. The story has been featured in numerous magazines and on the Speedvision network. This story is so incredible that many people have thought it to

be true. They are currently working toward publishing the Coupe Simone story as a novel. As a point of interest, the editor of *Street Rodder* magazine, Jerry Weesner, has a signed copy of this model on his desk!

This is a rare and highly-desirable piece that marks fresh territory for the Franklin Mint. Check out the accompanying images on this diecast that has been signed by Raffi Minasian and Roger Hardnock. Bids will start at a \$750 reserve, post-paid. Sealed bids will be accepted until January 31, 2000 at the Museum; in the case of duplicate bids, the earlier postmark will prevail. If the duplicate bids were sent on the same day, then the winning bidder will be selected by a blind "from the hat" drawing by Trustee Mark Benton. If no qualifying bids are accepted, the item will be sold on eBay.

Remember, the proceeds from George Bojaciuk's very generous donation will be deposited into the Museum account to fund activities. Thanks, George!

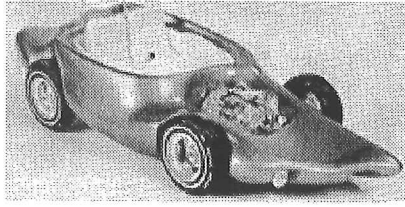


*A picture of the Duesenberg Coupe Simone from the Franklin Mint.*

## Special Projects Division

MARK S. GUSTAVSON

The Special Projects Division has been created to organize the many long-term projects and to separate them from the mundane tasks of



*A candidate for cloning: Lonn Stern's Astrorod. Car Model, July 1964, p. 18*

**Computer Indexing of the Museum collection.** Sometime in the future, once we have been able to make a list of everything in the collection, we need several modelers to do the data entry to create a retrievable/searchable database that can be accessed using the on-site computer, or through the Museum's Web page. Again, we need volunteers with the time and access to a Windows-based computer.

## In Memoriam

MARK S. GUSTAVSON

It is my sad duty to report that good friend and passionate Museum supporter Bill Slayton passed away on September 25, 1999 in North Hollywood, California. Born on October 3, 1928, Bill was a wonderful correspondent (going, occasionally, by the name of "Ole Fatz") and was highly dedicated to the hobby in general and the Museum in particular. Bill donated a lot of printed material to the Museum, and was also very generous with his financial support. Bill is survived by his wife, Mary L. Slayton. For those wishing to express condolences, Mary can be reached at 8908 Haddon, Sun Valley, CA 91352.

## Membership Renewal

MARK S. GUSTAVSON

Well, it's that time again. Museum memberships for 2000 are now due.

Would you please fill out the accompanying Membership Renewal Form and return it to the Museum with your payment. Also, would you please check at least one of the boxes indicating that you can help out with one of the important Museum projects. Finally, if you are willing to receive your Museum newsletter electronically, as an Adobe Acrobat file, please check that box and provide your email address (see next article).

Get on board again, and help us carry on the mission of preserving the past of the model car hobby. Into the future! Thanks for your support!

## Changes to the Newsletter

PAUL ANAGNOSTOPOULOS

After a lot of discussion among the Museum Trustees and consideration of the costs associated with publishing *The Builder*, the Trustees have decided to reduce the number of newsletters from four to three each year. Frankly, the workload on Paul, Mark, and Pat is just too great to publish a newsletter four times each year.

However, this change will actually mean a better newsletter. First, each newsletter will contain at least one article on the history of the hobby as was the case in the first two years of its publication (when the newsletter was 2-4 pages). Second, each newsletter will contain more pages, giving each Member the same number of pages per year. Third, in order to cut the substantial costs of publishing and mailing the newsletter, Museum Members will be able to receive their newsletters over the Internet.

You can receive Museum publications and regular updates via the Internet. In order for the Museum

to trim the cost of mailing its publications, we are hoping that you will accept all future Museum publications via the Web. Here's how it works: Whenever the Museum is ready to publish a document, you will be notified via email. You can then download the document in PDF format. To view a PDF document, you need the Adobe Acrobat Reader (version 4), which is a free application available from Adobe Systems. You can then download, read, and print the document whenever you please.

*Please,*

help us lower the significant cost of mailing Museum documents by participating in this new era of the e-Museum. If even half the Museum members agree to receive documents via the Internet, we will save hundreds of dollars each year. If you are willing to participate, please send email to Paul Anagnostopoulos: paul@windfall.com. Include your name, email address, and the fact that it pertains to the Museum.

Thanks to all!

*Editor's Note:* To obtain the Acrobat Reader, visit the Adobe Systems Web site: [www.adobe.com/products/acrobat/readstep.html](http://www.adobe.com/products/acrobat/readstep.html)

## Items Needed

MUSEUM STAFF

The Museum is interested in expanding its collection of Ed Roth paints. Because we are unaware of the full range of colors, the Museum needs all colors (spray and bottle) *other than the following:*

- ♦ Spray paints: Silver Underbase, White pearl and competition orange.
- ♦ Bottle paints: White Pearl (26R); Red (18R), Yellow (25R); Orange



paying the rent, cleaning the Museum, and so forth. This will also permit donors to select one or more of these special projects as the objects of their generosity. Here an update since our last issue.

***Protect the magazine collection.***

We need to protect the magazines from inevitable deterioration. Since then, Museum Trustee Alan Raab made a significant financial contribution to purchase three-ring binders to hold the magazines, and Alan also purchased the thousands of individual archival-quality clear covers. The binders have been received and are specially tailored to the magazines. Members of the Utah Miniature Automotive Guild will handle the actual work of slipping the magazines into the cover. We hope that this effort will help preserve the significant and extensive Museum collection. Our great appreciation to Alan is extended, once again!

***Scan the Past! (digitize the magazines).*** With the magazines carefully protected in their clear sleeves, it is unlikely that casual 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. Three Museum members (Bob Heselton, Ron Norman, and Roger Yu) have started the exhaustive (and exhausting!) process of scanning the hundreds of magazines in the Museum. Based on triage principles, a list of magazines has been identified and assigned to Bob, Ron, and Roger. As each magazine is scanned, the data will be downloaded to a CD for archiving. Starting hopefully sometime in March–April of next year, our Webmaster Mark J. Benton will upload, to the Web site, the entire text (including photos) of selected arti-

cles from each of the magazines. We are working now to get permission to republish these articles in this manner.

We have made a start on this project, but because of the scope of the project, additional help is needed. If you have some spare time, a high-quality scanner and application, and the interest in helping us Scan the Past, please contact the Museum.

***Organize the club newsletters.*** In response to our plea in the last issue, the Circle City Modelers contributed \$15 to purchase a binder to contain their club newsletters. As Museum Trustees thought about it, a piecemeal approach isn't going to work. Therefore, we are going to write to each club represented in our extensive club newsletter collection, and ask them to take the assignment of cataloging the issues, punching them, and supplying the binders.

***Organize the hundreds of photos into photo albums.*** Another major project is categorizing and archiving the hundreds upon hundreds of photographs that we have collected over the last decade. A couple of years ago, Randy Vandraiss and Rex Barden generally organized the enormous hobby photo collection but had not time to slip the photos (prints and slides) into clear protectors, and then place those, in turn, into binders. 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.

***Clone the Past/Restoration of Historic Models/Completion of Models.*** Previously discussed 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*, or take on one of the many other worthy projects in the Museum. Please write to the Museum if you are interested.

Last issue, we started to present photos of some of the models on our *Hot 150/Clone the Past* list. More are presented in this issue. Each Museum member, and other hobbyists, are invited to reproduce one of the most influential models in the history of our hobby. Recently, Bill Taylor reports that his clone of the *Dixie Bee* is about finished, and the model (and photos for the Web page) should be at the Museum by the end of the year. Bill has also been working on the repair and restoration of two of the six additional vintage custom model cars acquired at various swap meets and apparently from the early Sixties. The Museum expresses its appreciation to Bill for his great efforts: Bill regularly restores models for the Museum, including his restoration of an early Sixties '40 Ford that Tommy May gave to Mark S. Gustavson at the '97 Birmingham Classic. Check out the Museum Web page for Bill's great and literate story of his restoration!

Please be aware that Museum member Gordon Clark (156 Spring Street, Yankton, SD 57058-6709, 605 665-0442) has offered to search his magnificent personal parts collection to assist anyone cloning a model for the Museum. Just carefully describe the parts and he'll try to fill your "order." This service is *only* open to those who are restoring a Museum model or building one of the *Clone the Past* projects (specify your project). Thanks, Gordon!

(28R), Silver (21R), Primer (19R), Purple (17R), Gold (20R), Green (1R), Green (30R), Blue (15R), Blue (31R).

## Media Coverage of the Museum

MARK BENTON

The Museum continues to enjoy wonderful and unprecedented coverage in the media. Our thanks to Don Emmons for major article on the Museum in the December 1999 issue of *Rod & Custom* magazine. Don wrote two articles on the seventeenth GSL Championship in preceding issues of *Rod & Custom*, and then followed up with this blockbuster article. Don's leading role in our hobby continues many decades after he first burst on the scene in the early Sixties. Don is also a Museum/*Scale Auto Enthusiast* Hall of Fame Recipient. Thanks, Don!

The Museum was also the focus of a major article in the November 1999 issue of *Toy Update*.

## Museum in *Toy Update*

PAUL ANAGNOSTOPOULOS

The Museum was the focus of a major article in the November 1999 issue of *Toy Update*. Spearheaded by writer Ryan Thompson under the direction of editor Jeff Lohr, this two-page article, featuring three color photos, presents a basic history of the Museum and describes many of its programs and features. The Museum has five spare copies of this magazine that are available on a first-come, first-served basis to anyone who sends a 9 x 12 manila envelope with \$1 postage affixed. One to a customer, please. Thanks to Ryan and Jeff for this great article!

*Toy Update* can be reached at:  
4515 20th Avenue SW  
Cedar Rapids, IA 52404  
Email: toyupdate@mcleodusa.net

## Hall of Fame

PAUL ANAGNOSTOPOULOS

It is time for the annual Museum/*Scale Auto Enthusiast* Hall of Fame awards. The program is now split into two categories:

- ♦ builders and writers
- ♦ industry insiders and contributors

Three nominees for each of the two categories are identified by a panel composed of Kirk Bell, Tim Boyd, Pat Covert, and Mark S. Gustavson. These individuals debate and discuss who should be nominated, agree unanimously, and then research and write the biographies for the nominees. In the past, qualifying nominees were restricted to those who had either passed on or were no longer actively involved in the hobby. With this next set of nominations, current participants in the hobby can be nominated in either category. Qualifying nominees must have made significant contributions to the hobby of a nature that significantly affected the character of the hobby.

The year 2000 nominees will be presented in the March 2000 issue of *Scale Auto Enthusiast*. Interested Museum members are urged to use the SAE ballot to vote for the candidates of their choice.

## The Museum Goes Worldwide

MARK S. GUSTAVSON

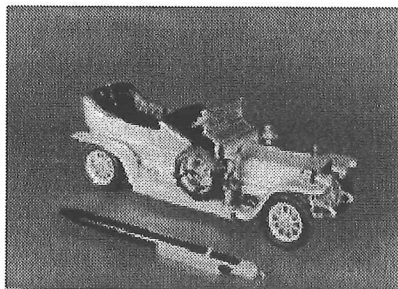
Recognizing that the Museum should expand its focus outside the United States and Canada, we have

instituted our Foreign Representatives Program. Leading hobbyists in many foreign countries have been selected to report to the Museum about their countries so that the Museum can become the clearinghouse and repository for model car activities throughout the world. Additionally, these individuals have agreed to represent the Museum in their countries and to assist with Museum programs.

The Museum wishes to express its grand appreciation to the following individuals:

JUHA AIRIO Finland  
ANDERS ERICSON Sweden  
MARK FLYS Great Britain  
RIK HOVING Amsterdam  
K. S. RAMAN India  
FRANCISCO RUPP Brasil  
JOAN OLIVÉ SANS Spain

Please look elsewhere in this newsletter for comments from some of these individuals as the Museum enters a new year, century, and millennium!



*K. S. Raman built this 1:24 model of the 1907 Rolls-Royce Silver Ghost. It has over 500 parts in its fully-detailed chassis, engine, running gear, and interior.*

## Correction!

MARK S. GUSTAVSON

Well, I really made a mistake. In the last issue of *The Builder*, an article discussed the pending proposal for the Museum to host the work

of Manuel Olivé Sans at some point in the future. I wrote about an individual, Joan Olivé Sans, whom I represented to be Manuel's daughter. Well, Joan is a man and the mistake occurred because I forgot my college Spanish and failed to recall that "Joan" in Spanish correlates to "John" in English. Mr. Sans kindly informed me of his gender and I profusely apologized. Sheessshhhh . . . I publicly apologize to Joan. Despite my stupidity, he agreed to represent the Museum in Spain. Thanks!

Please enjoy with us this letter recently received from Joan:

For those who don't know Olivé's name, let me present him to you: MOS (my father) was a scale model scratchbuilder, who used to start a new project spending a few days with the original car 1:1, taking hundreds of photos and making extensive measurements and detailed drawings to take back to his workshop in Barcelona, from which his job (considered work of art) emerged 12 months later. Among all his collection of models, which contained between 4-6,000 pieces, he didn't choose one, as he considered all of them as "his other sons." After a sad illness, which took him away from us in 1995, his admirers (who were also his friends) decided to start up a Foundation with his name, with the principal mission of remembering his work. By now, the Foundation is organizing the next activities: teaching scale modeling for advanced hobbyists; local exhibits of Olivé's models; showing MOS workshop in the Terrassa Science Museum; selling books of Olivé's best models; and many other future projects, as well as a presence on the Internet.

## Book Sale

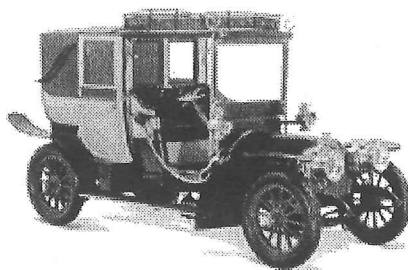
MARK S. GUSTAVSON

As the first collaboration between the Museum and the Fundacio Manuel Olivé Sans, created to perpetuate the work of the famed scratchbuilder and to train forth-

coming craftspeople, the Museum is the exclusive dealer in the United States for the book *Manuel Olivé Sans: Una imagen de perfección*, a book (in Spanish) that features incredible photographs of the master builder's work. Copies of the book can be obtained by sending \$90 to the Museum (payable in US dollars only). Following receipt, the book will be shipped from Spain for receipt in 2-4 weeks.

I have purchased a copy and the book is utterly remarkable! Please support this program, the net proceeds from which go directly to the Museum.

Thanks to Joan Olivé Sans for his great efforts!



1:12 Fiat 18-24 hp by Manuel Olivé Sans.

## Donation to the Museum

MUSEUM STAFF

We have recently received a large kit collection originating with Dave Niemann, who is gravely ill, and donated by his friend Mike Litzenberger. This collection is several hundred pieces, almost all of which will be auctioned off for the benefit of the Museum. Check out the next issue of *The Builder* for a complete list. Sealed bids will be accepted over the posted reserves for each kit. Only active members of the Museum will have first access to the collection. Kits that don't sell will be sold over eBay. Our appreciation is extended to Mike, and our heartfelt prayers are with Dave Nieman.

You can send cards to Dave in care of the Museum.

## 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 Museum account!

♦ *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 196 pages, 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 a check to "Championship Publishing, LLC" and send it to the Museum. Net proceeds are divided between the Museum and GSL. Please allow three weeks for delivery. If you are ordering from outside the US, please add US\$5 for the extra packaging and postage.

♦ *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, \$17.95 plus shipping. Or you can order an autographed copy of the book directly from the Museum for \$25 postpaid. The Museum has just 20 copies and they will be sold on a first-come, first-sold basis; all proceeds will go to the Museum! Each Museum copy is autographed.

♦ Museum T-Shirts are available. These beautiful, silk-screened (Mu-

seum logo in blue on the front), buff-colored T-Shirts are available right now for purchase! Each shirt is \$18, postpaid. Right now we have these sizes and quantities available for immediate shipment: XXL (1), XL (8), and L (11). Of course, other sizes (except XXXL) can be supplied, though there would be about a three-week delay in receipt. As with other items for the Museum, all proceeds go directly into the Museum's bank account!

♦ *GSL-XVII* T-Shirts are available. We have a few *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. We have a very limited supply of these shirts, at "close out" pricing: XL (9), L (4). Each shirt is \$16, including Priority Mail shipment. Make out your check or money order to "GSL" and send your order to the Museum.

♦ *Museum Tour Video* is available! There are still 22 copies ready 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. We need to move these remaining copies: copies can be acquired for \$15 postpaid.

♦ *GSL-XVII White Paper*. One of the many remarkable seminars at *GSL-XVII* was the one presented by famed dioramist Roger Yu: *Thinking About Your Next Diorama*. 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, *GSL-XVII White Paper*, "Thinking About Your Next Diorama," is available for a \$5 donation, postpaid.

♦ *Custom Car/Custom Hot Rod Research Bibliography* compiled by Mark S. Gustavson. This research bibliography focuses on custom car and hot rods with custom body work. The list provides research information on general, "generic" customizing techniques. There is a lot of information here: there are 2,001 lines, 15,034 words and it runs 39 pages! This list is available for a \$10 donation, postpaid. The list is updated approximately every two weeks. All net proceeds will be used for the *Hot 150/Clone the Past Program*.

## Millennium Remarks: The Future of the Museum and the Hobby

MUSEUM STAFF

We have asked leading hobbyists, Museum Trustees, and the Museum's foreign representatives to offer us a few words about their view of the Museum, its role in the hobby, or about the hobby in general. Please find below selected bits of text, the full version of which will appear in the Museum's Time Capsule (see article elsewhere).

ANDERS ERICSON                      Sweden  
For me, the museum is a valuable source for knowledge about the times before the start of my own efforts. Model car builders have also, with a good help from the museum, got a new status as artists in our interest. Let's hope that the 2000 century holds anew a continuing heyday for us and the manufacturers. In my opinion is the most crucial thing to get the kids to start with kit-building, with or without computers. A thing that worries me is the offensive from the big companies to produce diecasts. Therefore, as I mentioned before,

our main task will be to involve our children and youngsters in the hobby. My personal hope for the forthcoming years is that all of us will stay well from illnesses and that new kits still will be produced. See you all in the year 2000!

JAIRUS WATSON

As we approach the end of the century many will reflect on where we have been and wonder where we are heading. Myself I question not how we got here nor do I wish to know what is around the corner. I realize only one thing! That is that we are living in a wonderful time right here in the present. Never in the past have we had it so good in this wonderful hobby of building model cars. We have at our disposal the information and intelligence gleaned from the last half century of model building and automobile construction and design. We have only to enjoy the fruits of the present, while making sure that we leave something for the future historians to look back on and marvel at as we have!

MARK FLYS

England

As we approach the millennium with ever growing piles of unmade models, Mark has asked me to contribute a few thoughts on the future of the museum and modeling in general. I think you all do a great job documenting our hobby for the rest of us and everybody should be grateful that there is a body of people willing to put in the time, cash and effort to continue expanding the role and reach of the Museum.

K. S. RAMAN

India

The national car modelers' museum's aim in trying to acquire, restore, preserve and display models from various eras built by famous modelers is highly laudable. This museum would highlight the efforts



that have gone in the development of this great hobby for generations to come.

FRANCISCO RUPP                      Brazil  
One problem with this lack of hobby culture is that we have very few youngsters in the hobby. Most of the car modelers here are in their thirties, forties and fifties. Very few are in the twenties and almost none under 18! When we, old guys in the hobby, see the young boys interested in our hobby, we just do whatever we can to get their attention to our hobby, but it really is a tough thing to do here. The competition with the outdoor activities is almost a lose-lose situation. Given the chance we use to talk with their parents to see if they can do some incentive to their children, especially in the big cities where not all outdoor activities are that safe, especially for young age. I really hope that in the near future we can get more attention to the hobby, especially from the youngsters, but who knows? Only time will tell us!

NICK WHITLOW  
I believe that the model car hobby has made great contributions to the automotive industry a whole. You can bet that many of the major stylists, engineers, and automotive management started their careers by building model cars. Others, like myself, eventually graduated into working on real cars. Chances are I would not have felt comfortable working on a real car had I not built the plastic ones first. The satisfaction of hearing it run again was great, but I know I couldn't have done it without the groundwork that was first laid by building plastic model cars.

RUSS HARDING  
Having recently had the privilege to work with the Museum in the capacity of Research Assistant, I

have had the opportunity to locate members of the hobby that the Museum chose as luminaries of the past. Some of these people were easy to find, others I could not locate at all. It is the purpose of this letter to advise all of you out there to maintain contact with others who are connected to your hobby, and keep in touch with the Museum, not only to support this worthwhile cause but to also keep yourself visible within the hobby. Some day you may be surprised to find that the new directors of the Museum consider your work to be the cutting edge of the hobby!

DON GRAHAM AND DOANE YAWGER  
Thankfully, people in general and modelers in particular are coming to realize the value of preserving their heritage and there is no better example than the Model Car Builders Museum in Salt Lake City. The Museum represents a precious, irreplaceable treasure to show future generations the roots of our model car building hobby. And, with Internet capabilities, modelers across the country (and world) can share in the treasures that the Museum holds. Combine this with the growing number of entry level modeling possibilities, reissues of old nostalgic kits, the growing demand for Level 3 high-tech kits, and people like Mark Gustavson and others working to preserve our modeling history; it's clear to see our hobby is in good hands and will continue to be in the new millennium.

JUHA AIRIO                              Finland  
I think is that after seeing the hey day of the hobby in the Sixties as well as the dark age in the Seventies, I don't believe there will be any similar periods in the future. It is possible that the hobby will remain much as it is today, not as the major boys' hobby as it used to be, but as a special hobby among several

other hobbies, with about the same level of specializing, like for instance the present aftermarket companies, magazines, etc. I don't believe that in the next millenian the hobby will grow much, if at all, but the interest to build and customize model cars, be they replica stocks, traditional customs, or whatever future will bring, will always be there.

GEORGE BAJACIUK  
As a hobby we have gone from individual modelers in the early years to a tight-knit fraternity. In the early days, modeling was a solitary past-time. Today, we enjoy the company and friendship of others who share our individual passion for those little cardboard boxes with "plastic stuff" inside. Just think about this, we can take this box of plastic parts and turn it into a work of art—not many can lay claim to this feat of patience and talent! The future, however, will be bleak, if we do not provide the interest, the excitement and the challenge we experienced as modelers, to a new modeling generation, It's imperative that we help new modelers, share our secrets and skills so that the hobby can survive when we are all gone. As modelers, we recreate our past dreams and more often, fond memories of our individual experiences in plastic, for a smaller audience to enjoy. It's up to each and everyone of us to mentor a new modeler. If we do not, all of our efforts to elevate our hobby as an art form will have been in vain.

STEVE HINSON  
Is that Primer Grey in your hair? Like myself, most of the model builders I know are of the older generation. The passion is still there. The appreciation is still there. The incredible skill I see at every show is still there. I don't see this hobby retiring, to rest on its laurels. Every month, there's something new on

the market. Every month I see models in *Scale Auto Enthusiast* that drop my jaw! We have more ways to communicate our ideas with each other. What will the new Millennium be like for the hobby? A new Golden Age, of course! Manufacturers are getting better at producing the detail we want (and subject matter!). Aftermarket companies are booming with new, wonderful ideas and products. Although there seems to be a decline in shows, let us old geezers rest, and we might hop right back into the NNL fire (hint, hint). The only thing we need is new blood, getting younger people into the hobby.

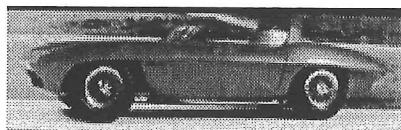
#### RICK SOMERLOT

Mark has asked me to write a few words on what the future means to me and our hobby. What I hope for most is that our hobby is still an outlet for our ideas and dreams. Each one of us, no matter how long our involvement in the hobby, feels great satisfaction when an idea becomes reality. It could be something as simple as a car that a friend owned in high school or the wildest custom you can dream of, each one of us has their own reason for being involved. I hope in the future our hobby is still an avenue for hands on creativity and to that spark that drives us all to enjoy what we do.

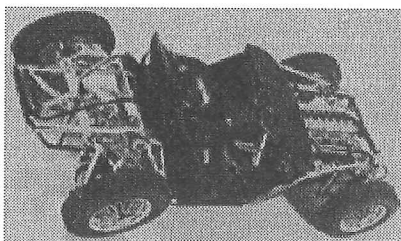
#### DENNIS DOTY

In the scheme of things, the model car building hobby is very young, even if many of those who enjoy it no longer. Our hobby really didn't take off until the early 1950s when Revell released the 1/32 scale Highway Pioneer kits. Plastic model car kits are what fueled the hobby, opening it up to a novice who could finally assemble a model car kit and have it look like a car. The hobby has embraced all who wanted to build, from the Augie Hiscanos to the

unknown 8 year old who just had a ball gluing the parts together, and then likely adding all the decals to decorate the unpainted model. It was a fun hobby then—and it still is today. However, the hobby is far from healthy. It is an aging hobby and in need of new blood to keep it going. The next 50 years of our hobby will be interesting and challenging. All the original builders from the golden age of the 1960s will be gone as the model car building hobby reaches its century mark. We can only hope others will take our place. It would be a shame to think the hobby we love so dearly has no future beyond us.



*A candidate for cloning: Dennis Bryant's Sting Ray XK-E. Car Model, January 1965, p. 26.*



*The interior is beautifully detailed.*

#### THE UNDERGROUND MODELER

When our friend the sagacious Swede asked me to comment to the direction of THE MUSEUM and THE HOBBY in general as we head into the next millennium, I was doubly amused. First, having made a career of prognostication, I long ago learned that most crystal balls are murky at best. Secondly, he wanted it 13 months early.

I certainly hope THE MUSEUM will continue to grow. Whether you are one of us gray-beard boomers who cut your model-

ing teeth admiring the earlier works of Budd "the Kat" Anderson and Don Emmons, or a more recent devotee of THE HOBBY, we'd all like to see a home for these significant build-ups. THE MUSEUM will continue to be that home, to our collective benefit.

THE HOBBY will also grow, but at a slower pace. We boomers will continue to act as a significant bulge in the demographic python, but as we age, we'll gradually lose our ability to do fine handwork. To grow the market, the model companies will have to do a better job of competing with cable TV, video games, as well as relatively short-lived (but expensive) fads such as Beanie Babies and Pokémon. Otherwise, fewer and fewer kids will discover the joys of automotive modeling as we did.

My bottom line? It's gonna fun, and it's gonna keep getting better!

#### SKIP SAMPLES

During my years in the hobby, I've seen the rise and fall of many great model companies like IMC, MPC, Aurora, and others, as well as the emergence of newer companies like Polar Lights and Galaxie. While we may look back on the 60's as the golden age of the hobby, (and I often do just that) the truth is that we're living in the Golden Age right now. We have access to more and diverse kits than ever before, along with a tremendous selection of aftermarket and cottage industry products and some of the highest quality hobby publications ever. We have heroes and legends, we have classics, we have controversies. We now even have our own museum in Salt Lake City. While some people may lament that things just aren't as good as they used to be, my feeling is that, to quote Carly Simon, "These are the good old days". Enjoy them while you can.

BILL HELM

To those who have only recently come to the knowledge of the National Model Car Builders' Museum and its mission, let me share with you a bit of the history of this institution. The fact that it exists at all is a testament to the damned stubbornness of Mark Gustavson and his zeal to preserve the history of the hobby. Those of us who assisted Mark in the early days of the Museum (and ultimately became the first Trustees thereof) were fortunate enough to be enlightened by his vision and able to catch the spirit of it. I'm sure all of us wondered how long the Museum would survive, and in fact it appeared early on that its existence was tenuous at best and just moments away from being snuffed out due to either lack of funds or lack of interest outside our small group. To the entire hobby's great fortune, quite the opposite has happened. The Museum is flourishing now in a manner we only dreamed about several years ago, widely recognized by an appreciative hobby population. As the new millennium dawns, it is my hope that the Museum's influence and popularity will also continue to grow and that we will never again have to be concerned about its very existence.

RON NORMAN

I do not believe our car model hobby has experienced many significant changes in its basic structure within the past 55 years; i.e., injection molded kits from which to build models. What has changed is that today manufacturers are using methods to produce kits of higher quality, more highly skilled hobbyists are actively building models, there is more printed material available of how-to subjects than ever before, and we have of late experienced a significant growth and maturity of the after market parts

industry. So today, we hobbyists have the information and means to build highly accurate and exquisitely detailed scale replicas of much of our favorite automobile subjects. In the next millennium, this art form should evolve even further. However, I believe we will also see a larger growth in a more simple form of the art in the future. That is model manufacturers will produce more highly detailed snap-together type kits. This product form is, initially, more acceptable to a younger generation and can entice many from a newer generation into the more advanced aspects of model car building. As this art form evolves I also think it is extremely important that we work hard in preserving a record of where we have come from in this hobby; hence, the importance of the National Model Car Museum. This Museum effort can preserve in print, pictures, and model subjects the history of our hobby and show a future generation how it has developed and who influenced its development.

BOB HESELTON

I see some exciting things with technology making a tremendous impact on the hobby. Who would have thought that one could make their own decals at home, but now with a scanner, computer, and printer one can design their own custom decals. Another coming product is the ability to scan three dimensional objects (although the price is high technology has a way of getting cheaper) so in the near future we might be scanning a kit part and redesigning it for future applications. Who knows what other new products might be able to enhance our hobby? There have been tremendous advances for the hobby in the last twenty years and I think that there are even more exciting times ahead.

BILL COULTER

It's been a long haul through a

short half-century. At first I began struggling with shaping balsa wood in those old Ace model car kits. That's when I first realized that maybe Leonardo DeVince could see a statue of David in a big chunk of granite but I was never going to see a '53 Packard in that hunk of wood!

Then plastic kits arrived and assembling them o-o-t-b was great fun . . . at least for a short while. Then I remember seeing Highway Pioneers built by a neighborhood boy that lived in town near my aunt. He had given her a few of them and she displayed them on her mantle above the fireplace. What was really fascinating about those models was that they looked so real! This kid (obviously much older than I) had actually painted the interiors and the wheels, etc. I was really impressed!

Living on a farm in rural Ohio didn't afford a budding hobbyist the best selection of tools and supplies. (It would be many years before I talked my dad into taking me nearly 30 miles to Dayton, Ohio, to find a hobby shop.)

So from the local hardware store I bought farm implement paint and model airplane dope. (Remember those HPs on the mantle) Now man, I was really ready to turn my plastic models into artwork! Did you ever get your paint brush firmly attached to the part you are painting. Little did I know that those types of paint weren't compatible with styrene plastic!

That was nearly 50 years ago! I'm truly amazed when I reflect on this journey and what this model building hobby has done for me and meant to me. My father, in his lifetime, had a circle of friends that may have had a radius of 200 or 300 miles from where he lived. This hobby that I struggled so hard to master (and I'm still wrestling with it!) has allowed me to befriend, influence, communicate with and entertain

ten of thousands of people most of whom I've never had the pleasure of meeting. What an impact this hobby has had on my life in 50 years.

I can only hope 50 years from now someone else can reflect back on the first half of the next century and bask in memories as precious as those I hold so dear. Thanks Mark for allowing me the opportunity to share some personal moments.

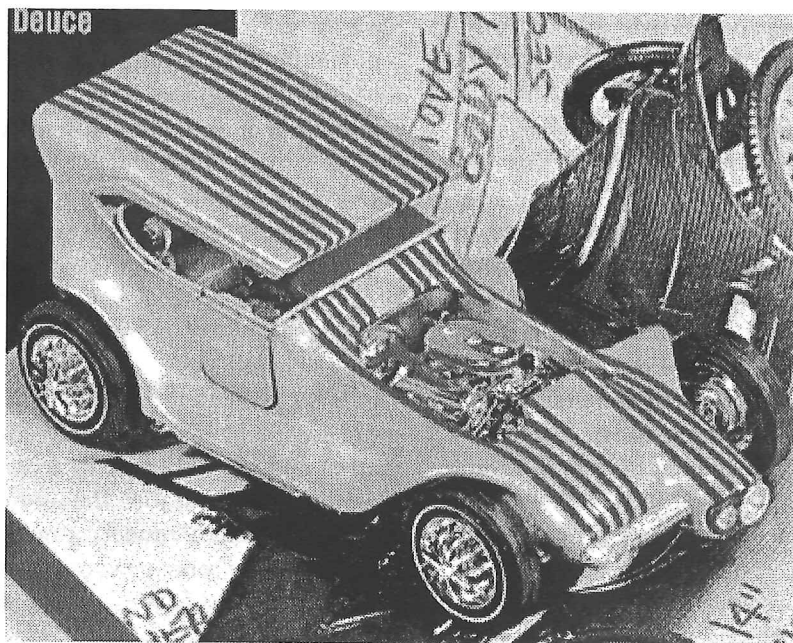
## Adopt the Museum for a Month!

### MUSEUM STAFF

In order to properly acknowledge and honor those individuals and clubs that contribute one month's rent to the Museum (\$250), the Museum will issue a special certificate to each donor and mention that donation in each issue of this newsletter. Up to this time, all funds contributed by donors have been deposited into a single account from which the rent checks have been cut.

Here are those groups and individuals who contributed rent for 1999. The Museum expresses its profound appreciation for all those individuals and associations who contributed funds to pay the rent.

January: Bill Slayton  
February: John and Joan Mahaffey  
March: Tri-State Model Car Club  
April: Tri-State Model Car Club  
May: GSL-XVII Auction  
June: GSL-XVII Auction  
July: GSL-XVII Auction  
August: Tri-State Model Car Club  
September: Dr. Constantine E. Anagnostopoulos  
October: Pryor-Passarino/Joel Dirnberger  
November: Paul Anagnostopoulos  
December: Magic City Car Modelers



*A candidate for cloning: Al Gaby's Golden Rod. Car Model, May 1964, p. 20.*

With 2000 upon us, the Museum is again asking for these individuals and groups to help pay the rent. Rent is stable at \$250 per month. Please think about the Museum and contribute generously again. Thanks to every person, couple, and association for their great help!

## Mail to the Museum

### MUSEUM STAFF

If you need to send mail to the Museum that requires a signature or other personal handling by the staff, please send it directly to Mark S. Gustavson rather than to the Museum's address. Mark's address is:  
Mark S. Gustavson  
1348 Longdale Drive  
Sandy, UT 84092

If you have a large box of materials for the Museum, please contact Mark S. Gustavson or Mark Benton to arrange for delivery. Their work numbers are 801 523-3683 and 801 534-1231, respectively.

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