

The Builder



The Quarterly Newsletter of the National Model Car Builders' Museum

Bill Taylor Clones the Dixie Bee

MARK S. GUSTAVSON

One of the key activities of the Museum is the *Clone the Past* program where interested builders replicate key historic models that have greatly influenced the development of building skills and styles in our hobby. When finished, those models will portray the development of our hobby in a special display in the Museum.

The recent cloning of the *Car Model* magazine *Dixie Bee* by Bill Taylor is a stunning addition to the program. Constructed over the

period of one year, Bill meticulously followed the original construction how-to article found in the October 1963 issue. Starting with the Monogram 1930 Phaeton kit, Bill sectioned the body, added the additional shapes from basswood (the original model used balsa) and modified the body using "eyeball engineering" since the original article didn't provide measurements. Because Bill didn't have many of the original parts (such as the Monte parts pak roof), he modified regular kit items and spare parts to fit the need (modeling buddies Brian Radford and Bruce Even donated parts to the project). Bill did have an old AMT Hot Rod frame and extended

the chassis just the way the original builder did. The reissued Revell 421 Pontiac engine was used and wired in just the way specified in the original article. Dale Horner (The Little Motor Kar Company) took care of the massive plating job for this cloning project: Dale is a major Museum supporter and donates all the plating for Museum projects. The interior was also largely scratch-built with scale white vinyl used for many of the upholstery tasks. The original model was painted Pactra Lime Green but since that color is



In this Issue

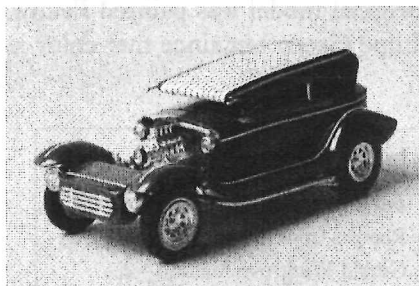
- Bill Taylor Clones the *Dixie Bee* 1
- Reports from Across the Border 2
- Gerald Wingrove Auction 2
- Museum and Goodguys Team Up 3
- Special Exhibits Program 3
- Auto World 3
- Model Car Activities in Finland 4
- Time Capsule 5
- Special Auction Benefits Museum! 5
- Donation Corner 6
- Modeling in Brazil 6
- Publicity in *The Replica* 7
- Publications Needed 7
- Another Franklin Mint Piece for Auction! 8
- Museum Store 8
- Museum Web Site Now Online; Thousands Visit 9
- Adopt the Museum for a Month! 9
- Coming Up in the Next Issue of *The Builder* 10

no longer available (the Museum doesn't have a can of it), Bill used Testor's Jade Green which closely matched the color of ink on the cover of the October *Car Model* magazine. The pin striping on the body was done with 1/32" black and white tape, with 1/64" black tape used on the white vinyl roof to simulate pleats.

Bill's wonderful narrative of the construction of the model, along with dozens of construction photos, can be found on the Museum Web site in the *Clone the Past* section.

Does this stimulate your interest in the *Clone the Past* program? We hope so! Write to the Museum for the special Clone package, or visit the Web site.

The Museum and dedicated model car historians everywhere express their great appreciation to Bill Taylor for his wonderful achievement!



Reports from Across the Border

MUSEUM STAFF

In our last newsletter, we announced the formation of the Museum's Foreign Correspondents Program. Selected hobbyists in other countries have been invited to keep the Museum informed of model car activities in their countries. Here's the list of those individuals:

JUHA AIRIO. Finland

ANDERS ERICSON. Sweden

JOAN (JOHN) OLIVE GIAMBANCO. Spain

FRANCISCO RUPP. Brazil

MARKO FLYS. Great Britain

K. S. RAMAN. India

RIK HOVING. The Netherlands

This program will permit the Museum to gather information about world-wide model car activities. Reports from three of our correspondents appear in this issue.

Gerald Wingrove Auction

MARK FLYS, AMERSHAM, UK

On December 6, 1999, Lord Montagu of the Beaulieu Motor Museum put up for auction 21 model cars built by Gerald Wingrove over a period of nearly 30 years. Included in the collection was the 1966 Repco-Brabham, the very first completely scratchbuilt model Wingrove ever built and sold. Also included was the last 1/20 scale model built, the Ferrari 312T, before he switched to the larger 1/15 scale. Also included in the auction were around 50 pieces by Rex Hayes, also in 1/20 scale.

The Wingrove collection was auctioned first and bidding was intense from the outset. All cars went for around double the guide price. Below are listed all of the pieces on offer and the prices they achieved.

Lot 1. 1913 Mercer Raceabout: \$3520

Lot 2. 1925 Vauxhall 30/98 Wensum Tourer: \$2562

Lot 3. 1925 Alvis 12/50 Sports: \$1762

Lot 4. 1927 Amilcar 4CGS Grand Sports: \$1440

Lot 5. 1927 Stutz Blackhawk: \$3523

Lot 6. 1927 Bugatti Type 43: \$1922

Lot 7. 1928 Bentley 4.5 Litre: \$4164

Lot 8. 1930 Lea Francis "S" Type: \$1521

Lot 9. 1930 Invicta "Low Chassis": \$2800

Lot 10. 1930 Riley: \$2082

Lot 11. 1932 Frazer-Nash TT Sports: \$1800

Lot 12. 1933 MG J2 Sports: \$3523

Lot 13. 1935 Lagonda 4.5 Litre Sports: \$1762

Lot 14. 1935 Aston Martin Ulster T: \$2562

Lot 15. 1966 Repco-Brabham Formula One: \$2082

Lot 16. 1968 Lotus Ford Formula One: \$2562

Lot 17. 1969 Matra MS80 Formula One: \$1762

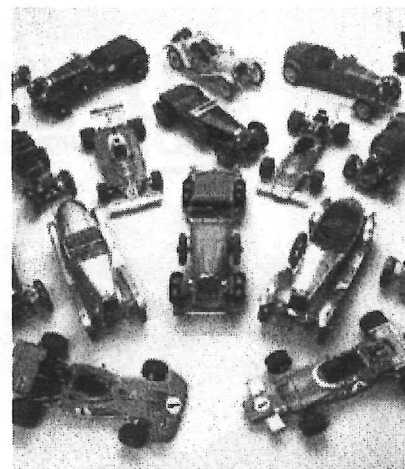
Lot 18. 1971/2 Tyrell Ford Formula One: \$2883

Lot 19. 1972 Lotus 72 Formula One: \$3203

Lot 20. 1974 McLaren Formula One: \$2402

Lot 21. 1975 Ferrari 312T Formula One: \$3844

Total. \$53,681



The Gerald Wingrove collection.

The Wingrove collection raised \$53,681 for the museum. Overall, the auction raised about \$160,000.

The museum sold the cars due to lack of space. I bid on a couple of the items and, with hindsight, wish I had bought the Repco for its historical value. Ironically, this was one of the less expensive cars!

Many of the cars were bought by foreign buyers, so some may turn up on display around the world. Watch out for them! If anyone wants further information, you can e-mail me at Mfllys50144@aol.com.

Museum and Goodguys Team Up

MUSEUM STAFF

On January 15, 2000, the National Model Car Builders' Museum and the Goodguys Rod & Custom Association announced a joint effort to promote model car building in the United States. For each of the 17 Goodguys shows across the United States, the Museum will offer a special certificate, a Custom Research Bibliography, and a one-year Museum membership.

The arrangement was suggested by Mike Carroll, who has been asked by Marc Meadors at Goodguys to administer each of the model car shows. Correspondence between Mr. Meadors and Mark S. Gustavson finalized the relationship.



The Museum is pleased to be associated with Goodguys. Thanks Mike and Marc! For more information, visit www.TheModelCarMuseum.org and click on "Events," then "Goodguys."

Special Exhibits Program

MARK BENTON

As we announced in the last issue of *The Builder*, Dr. C. E. Anagnostopoulos has made a generous donation in honor of his wife Maria. He 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 project will be the publication of a booklet on the history of the Revell-Pacta and Revell Testors Model Car Championships in the '60s. It will be based upon a greatly expanded appendix from *The GSL International Model Car Championship: A Tradition of Auto Modeling Excellence*. We are moving ahead with this special project that will include a large booklet on these incredible contests, a special presentation at our web site, 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 November of 2000, with copies available for purchase by interested individuals (all monies will be deposited into the Museum treasury).

Were you involved in any of those contests in any way, or do you know of anyone who was involved? Do you have any memorabilia from that era (photos, models, or whatever)? If so, please write the Museum or send e-mail to Mark S. Gustavson at msgsl@xmission.com. We want this book to be *the* authoritative recollection of those epochal contests. We will use 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!*

Auto World

PAUL ANAGNOSTOPOULOS

In the late '50s, A. M. "Oscar" Koveleski organized Auto World, a business that catered to the rapidly emerging model car hobby. Model car kits, supplies, paints, and other items were offered to enthusiasts. The now-famous first catalog was published in 1958, with catalogs appearing every year after that for nearly 25 years. As the '60s dawned, Koveleski (with the help of Bob McLeod) started publishing *Car Model Magazine*, which championed model car building and builders for many years. With model car legend Dave Shuklis named as the Technical Editor, *Car Model* took a lead in promoting the hobby. Soon, Robert A. "Smitty" Smith joined the effort and the model car hobby was changed forever. (There is a lot of circumstantial evidence to suggest that Smitty was the builder of the famous *Car Model Magazine Crusader* that Mark S. Gustavson restored in 1995. Check out full coverage in issue #104 of *Model Car Journal* and at the Museum Web site.)

To appeal to the magazine's audience of custom car enthusiasts, the magazine went to Shuklis and Smitty and asked them to prepare special instructions for commercially-available kits, princi-

pally from AMT. These instructions were sold through the Auto World *Custom Club News* (a mimeographed hobby newsletter published for subscribers), and notice of these custom instructions also appeared in the Auto World catalogs. In each case, hobbyists were given elementary instructions on how to build the models using only commonly-available kits and parts.

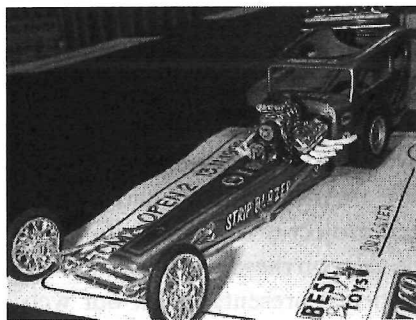
Some careful research has revealed that the following items were offered at one time or another (reference: 1961 and 1962 Auto World catalogs):

- ♦ #2232X 32 Deuce Pickup (Smitty, designer)
- ♦ #277 Kropp's Playboy (Jerry Kropp, designer)
- ♦ #136 The Hot Canary (Smitty, designer)
- ♦ #2232 The Wild One (Dave Shuklis, designer)
- ♦ #149 The Fordillac (Dave Shuklis, designer)
- ♦ #2405 '39 Ford Pickup (Smitty, designer)
- ♦ #112D T-Bird Monte Carlo (Dave Shuklis, designer)

In late 1996, Norm Veber (Replicas and Miniatures Co. of Maryland) found and forwarded to the Museum an original instruction sheet for Smitty's '39 Ford Pickup (Since then, Dave Heisey donated the instruction sheet for the '32 Ford Pickup). The instruction sheet, printed on a piece of white legal-size paper, lists the materials for the project (#240 AMT 1940 Ford Sedan; sheet of 3" x 3" x 1/4" balsa; wood block 9/16" x 1" x 2 1/4"; light cardboard 6" x 6"; strip of wood 1/8" x 7"; and a tube of airplane cement for the wood), identified five steps, and provided a template for the pickup box. The instruction sheet contained two

lithographed photographs of the completed model (one shot from the front and the other from the rear) and advised hobbyists to read *Hot Rod* magazine. While the materials list may seem a bit quaint, remember: this is where our hobby started!

The Museum is interested in securing copies of all of the remaining Auto World kit instructions. Please forward the original, or excellent photocopies, directly to the Museum. If we can get several of the instruction sheets, we will ask our volunteer builders to construct those models. Thanks for your help.



A great dragster by Finnish modeler Kim Hamidulla.

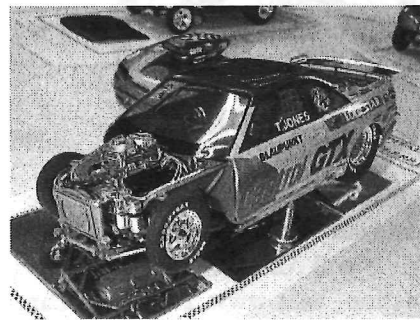
Model Car Activities in Finland

JUHA AIRIO, HELSINKI, FINLAND

As would be expected on the basis of the location of Finland in the northern parts of Europe, the winter time in the 1:1 scale car hobby is a rather quiet time. Practically no shows are arranged and the hobbyists spend their spare time on building the cars. All this is reflected in the 1:24 part of the car hobby as well. Very little activity goes on, if judged only by the number of shows or how many models one sees on display anywhere. However, winter time is the time to recharge the batteries for the actual show season and to get all those unfinished

projects completed. In Finland, the first annual show in the spring, sort of a starter of the entire show season, is the Finnish Hot Rod Association's (FHRA) American Car Show, which, since the late '70s, has always featured an annual model car show as well. This has been *the* show where local model car builders all over the country bring their newest finished projects.

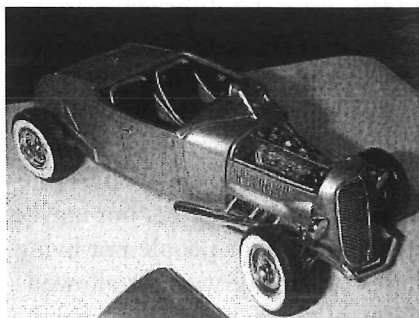
Although there are no national model car events in Finland before the FHRA show, Sweden's modelers are more active in this respect: they hold their first annual model car show in February. So was the case this year as well. Due to the lack of the local activities, it is becoming a habit for several Finnish modelers to take a ferry across the sea and travel to Stockholm to join the show. I won't go into any details on that show, as it would mean stepping on the Swedish Model Car Builders representative's area, but it must be mentioned that this year turned out to be sort of a record: in all, more than 30 Finnish modelers traveled to Sweden to enter their models in the competition or just to enjoy the atmosphere. The fact that the national Finnish model car club, Finnish Model Car Builders Association (FCMA), took part in the travel arrangements must have helped some of the junior builders to join the trip. More details on this relatively new national model



A stock car by Finnish modeler Marco Planting.

car club will be given in my future reports. In any case, some of the FCMA members were lucky enough even to take home a few trophies.

In addition to foreign trips, FCMA members have been recently active in promoting our hobby among the public: a model car exhibition was arranged in March in the main library of Vantaa, a suburb of the Finnish capitol Helsinki. The exhibition consisted of posters explaining the history of our hobby from the first simple kits of the '50s to the sophisticated kits and aftermarket items of today. The text was supported by actual model car kits from the '50s to '90s, as well as several aftermarket items. To shake off the toyish image some people still might associate with model cars and to show how realistic today's models can be at best, several built-ups, including those featured in international magazines like *Scale Auto Enthusiast*, were on display. The exhibition lasted for two weeks. While this kind of promoting might not have any immediate effects on the public, in the long run it certainly will brighten up the picture about model car building as a hobby, bring some youngsters to the hobby, and rekindle the interest among those who gave up model cars in the dark ages of the '70s.



Finnish modeler Tapani Rauramo built this neat roadster.

Time Capsule

MARK S. GUSTAVSON

As announced in the last newsletter, the Museum has created a Time Capsule that will be opened in 15 years, at GSL-XXV.

We enjoyed an outpouring of donations, including a wide array of commentary from hobbyists. Here's a list of the items that were deposited for the future:

STATEMENTS BY HOBBYISTS. Russ Harding; Nicholas K. Whitlow; John Mahaffey; David J. Vander Wal; Jim Birky; Terry Jessee; Mark Flys (Great Britain); Francisco Rupp (Brasil); Jairus Watson; Mark S. Gustavson; Brookes Moses; Paul Anagnostopoulos; Norm Veber; Bill Helm; Ron Norman; Juha Airio (Finland); Skip Samples; George Bojaciuk; Steve Hinson; Rick Somerlot; Dennis Doty; Underground Modeler; John Olive Sans (Spain); Don Graham/Doane Yawger; Russ Harding; K. S. Raman (India); Anders Ericson (Sweden)

PAUL ANAGNOSTOPOULOS. *Scale Auto Enthusiast Magazine*, January 2000; 2000 Kit of the Year Revell-Monogram '48 Ford Woody

JIM BIRKY. Dale Earnhardt Goodwrench Service Plus Monte Carlo SnapTite Kit

DENNIS DOTY. *Model Car Journal*, June 1991; *Model Car Journal*, February 1998

MARK S. GUSTAVSON. His *Custom Car Modeling* book

RICK HANMORE. Miscellaneous photographs

CAROL & AUGIE HISCANO. Digitized photos of "Augie's Secret Auto Shop"

NORM VEBER. Replicas and Miniatures Co. of Maryland catalog and bumper sticker; Ferrari engine kit and catalog

CHAMPIONSHIP PUBLISHING, LLC. *GSL International Model Car Championship* book by Mark S. Gustavson

GSL. List of purchasers of the GSL book by Mark S. Gustavson

MUSEUM. The Lynx Project notes and documents

Special Auction Benefits Museum!

MUSEUM STAFF

As revealed in the last issue of *The Builder*, George Bojaciuk, Design Manager of Precision Models for The Franklin Mint, 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.

This rare and highly-desirable piece was auctioned through the pages of preceding issue of *The Builder*. Several bids were received, but the high bid was placed by Alan Raab. The monies that were received (a healthy sum; Alan has requested that the exact amount be kept confidential) will be used, among others things, to pay a month's rent this year.



The Museum expresses its deep appreciation to George Bojaciuk and Alan Raab. George has already donated another diecast masterpiece for auction: see the article on page 8.

Donation Corner

MUSEUM STAFF

Generous donors continue to flood the Museum with wonderful and diverse items. The Museum extends its great appreciation to these donors. Here's a brief run down of items received since September of last year.

DENNIS DOTY. Johan '66 sheet; Customizing Kits; Johan '76 Product sheet; Cadillac, Plymouth wagon, Sho-Case

DAVE ALLEN. Three issues of *Rod & Custom Models*; *Car Model*, January 1964; *Model Car Science*, September 1963 and June 1964.

SCOTT BOURGET. *Model Car Science*, three issues; *Car Model*, one issue; five instruction sheets; one Monogram catalog

BILL BOZGAN. Lindberg Fabulous Fifties Beach Bum Rod; Aurora Beatnik Box rod kit; Auto World pin stripping tape; Auto World "Auto Stick" slot car mounting kit; miscellaneous decals; Auto World decals; MPC iron-on Daytona Charger; Revell Master Modeler's Club Application; Revell Deals on Wheels T-Shirt order form

JOHN QUAYLE. Fisher Craftsman Guild "Design Modeling Building" booklet with template

HAROLD SIMSEK. *Car Model* magazine subscription flyer inserted in MPC kits in the early 70s.

RICHARD JARMUSIK. Dr. Krook's Patent Pending Traveling Medicine Show Revell model; '32 Ford California Pickup model; High Hawk Jeep Off-roader; Yamaha mini café racer; collection of Tom Daniels items

JOHN MAHAFFEY. two decals sheets

MARCO PLANTING (FINLAND). Copy

of Finland Car Modeler's Association newsletter

RICKARD HEDLUND (SWEDEN). Set of Pactra Military Flat paints (1966); set of scratchbuilt "Dart" valve covers

MIKE LISAK. Wide array of custom and hot rod magazines

MIKE WIEDEMANN. Vintage *Rod & Custom* magazines

DAVID B. HEISEY. Copy of Smitty's '32 Ford pickup instructions; Revell-Pactra I entry form; AutoWorld-Revell Custom Parts Contest brochure; Lisiewicz Auto World hidden hinge kit

JIM AMADO. Pactra clear enamel, Revell Custom Car interior parts

MARK S. GUSTAVSON. *Model Car & Track*, March 1965; *Handbook of Model Planes/Cars/Boats*

BOB PAETH. Four rolls of Auto World "Auto Tape" (green, blue, red, red)

W. J. TÛSS, JR.. Two cans of AMT Lacquer (first version); two cans of Pactra spray paint

MCW AUTOMOTIVE FINISHES. The book *MCW Automotive Finishes: Basic Airbrush Spraying*.

BILL LINDIG. The pamphlet *MPC Presents: Detailing your Super Cars*, (MPC 1971 Cyclone Spoiler Funny Car Kit)

ROY SORESENSEN. Ertl letter to Roy; "SPAM" logo; miscellaneous advert sheets; 1993 Revell advert sheets; Opaque View 3000 satire sheets; Revell-Monogram color negatives; other items

Help us write the book on the Revell-Pactra and -Testor contests!

Remember the Revell-Pactra and Revell-Testor model car contests in the '60s? Do you have any photos, artifacts, models, or memorabilia of those two contests? Please write or e-mail the Museum! We would like to borrow your items and interview you. Due credit will be given, of course. Write Mark S. Gustavson at the Museum or e-mail him at msgs@xmission.com



Modeling in Brazil

FRANCISCO RUPP, BRAZIL

The car modeling hobby here in Brazil has some differences from the U.S., Europe, and Japan. As a starting point, the car model hobby as an available hobby that you can find in hobby stores is very new, about seven years old. Why? The answer is simple for us, but maybe quite strange for people not living here. Importing was not allowed here since the beginning of the '60s and was available again to us in 1990. At this time, credit cards

issued here were also valid outside of Brazil. Before that time, only goods needed in the industrial process were allowed to be imported.

As the importing process started (car models included), it needed some time to have the models available to the potential hobbyists here and also to the hobbyists to discover the world of car modeling. Most of the potential car modelers were real car enthusiasts that knew about the new American, European, and Japanese cars from magazines or from traveling to other countries. With the opening to imports we started to see the new cars on streets and for most of the car enthusiasts that dream of having an imported car was closer now.

The problem was that the cars were still very expensive and even with the money, having many Porsches or Ferraris is not practical in the real world (maybe for the Sultan of Brunai!). That was the time when we started to see Tamiya F1 models in some toy stores, around 1991–92. Soon after, other models and manufacturers started to arrive at hobby stores here. The arrival of car models found a group of car enthusiasts ready to start building and fulfilling their dreams of having that special Ferrari, Porsche, Corvette, and others.

Supplies like hobby paints, knives, and aftermarket parts were not available at that time, so it came to Brazilian creativity to supply most of them. Paints were the easy ones to solve. There were the real car paints! So, car modelers here started to use them, many before hobby paints could be found at stores! Due to that we see at contests here that most of the model cars are painted with automotive paints and only people just beginning in the hobby use hobby paints as they are now available. The early starters in the hobby all use automotive paints.

Another side of the hobby is quite cultural: the lack of the hobby culture here in Brazil. Not only model cars or plastic modeling, but hobbies in general. Maybe the reason is that we are a tropical country and in almost 100% of the country you can do outdoor activities 12 months a year. In most of the country even during winter a sunbath at the beach is possible and welcome. Probably this is the reason why we don't have the hobby culture and car modelers are seen here like martians! I always see a surprised face when I tell someone that I have a hobby and it is model car building. The usual comment is that I play with little toy cars.

Even with all this against the hobby we have four very good model contests each year, the smaller one with about 150 model cars and the largest one with about 300–400 models. 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. Few are in their twenties and almost none under 18! When we old guys in the hobby see the young boys interested, we just do whatever we can to get their attention, 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 talk with their parents to see if they can give some incentive to their children, especially in the big cities where not all outdoor activities are that safe. With all that we are starting to see more new people coming to our hobby, but still at a slow pace.

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!

Publicity in *The Replica*

MUSEUM STAFF

The Museum expresses its appreciation to Racing Champions/ERTL and Craig Purcell for publicizing the Museum and the GSL web sites in its March/April 2000 issue of *The Replica*. In an article on page 3 entitled "Putting the Pieces Together," the Museum and GSL were favorably featured. We will continue to work with Racing Champions/ERTL to assist their activities and promote both the Museum and GSL.

Publications Needed

PAUL ANAGNOSTOPOULOS

As part of our effort to sleeve the thousands of magazines that we have in the Museum, we have examined every magazine. Consequently, we need to acquire good copies of the following magazines to replace poor copies or fill out a complete collection. Please look through your collection and see if you can donate any one of the following magazines. Next issue, we'll publish a list of spare magazines from the Museum's collection (we discovered that we had many duplicates, too).

- ♦ *Car Model*. 1967: July, September; 1968: March, April, May, September, November; 1969: July, August, September, October, November; 1970: February, March, June, September, October, November; 1972: March, June through December; 1973: March (Volume 11, #8), May through August; 1974: August through end of publication
- ♦ *Cartoons*. All but 1965: February; 1973: March
- ♦ *IAAM Bulletin*. 1955: February; 1956: March/April; 1958: September/October; 1958: Novem-

ber/December; 1960: March/April; 1960: July/August; 1960: September/October; 1960: November/December; 1961: January/February; 1961: March/April; 1961: May/June; 1961: September/October; 1963: March/April; 1963: May/June; 1963: September/October; 1963: November/December

♦ *International Modeler*. 1973: All January through March, Aug, Sept., Dec October January/Feb

♦ *Meccano Magazine*. All but 1968: April

♦ *Miniature Car Quarterly*. All but Volume 1 #4 (Spring 1994)

♦ *Miniature Truck News*. Volume 3, #4 to end of publication

♦ *Model Car Science*. 1963: April; 1964: May; 1965: September; 1966: January, February, May, July, September; 1967: September; 1968: January, February, March, August, October

♦ *Model Maker (Model Cars)*. 1963: all but October; 1964: January through June, December; 1965: All to end of publication

♦ *The Model Craftsman*. 1932-38: All; All but May; 1940-43: All; 1944: All but November; 1945: January, Feb, March, August through December; 1946: Jan, Feb, March, August through December; 1947: January through May, September through December; 1948: January, Feb, August through December; 1949: All through end of publication

Another Franklin Mint Piece for Auction!

PAUL ANAGNOSTOPOULOS

The Museum is excited to present another Franklin Mint piece for auction. Again, the piece was donated by George Bojaciuk, Design Manager of Precision Models at the Franklin Mint. We extend our warm

thanks to George for this generous gift.

What have we got? A die-cast '58 Corvette set in a garage to make the home mechanic envious. The Vette is painted Signet Red; the first and only time the Mint has made a red Corvette. The garage includes a workbench, shelf, toolbox, clock, posters on the wall, and lots of other great details.

Please submit your bids in writing to the Museum or via e-mail to Mark S. Gustavson: msgsl@xmission.com. Written bids must be postmarked, and e-mail bids received, by July 1, 2000. The reserve is \$500. You've gotta be the one to own this gorgeous diorama with Corvette!



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 and help pay the rent and other expenses.

♦ *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 US\$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 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!

♦ Museum T-Shirts are available.

These beautiful, silk-screened (Museum 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 only 9 more 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. We need to move these remaining videos: 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, "Think-

ing 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; the most recent version will be shipped. All net proceeds will be used for the *Hot 150/Clone the Past Program*.

Museum Web Site Now Online; Thousands Visit

MUSEUM STAFF

The Museum's Web site has recently been treated to a major upgrade. Check it out at its new URL: www.TheModelCarMuseum.org The new format will allow changes to be made and new material to be added more quickly. You may particularly be interested in the new pages on the *Clone the Past* Program and on Bill Taylor's recent restoration of the early '60s custom *Dixie Bee*, originally built by an unknown modeler.

The GSL International Model Car Championship also has a new URL: www.GSLChampionship.org

Adopt the Museum for a Month!

MUSEUM STAFF

In order to properly acknowledge and honor those individuals and clubs who contribute one month's rent to the Museum (\$250), the Mu-

seum issues a special certificate to each donor and mentions the donation in each issue of this newsletter.

Here are those groups and individuals who contributed rent for 2000. The Museum expresses its profound appreciation for all those individuals and associations who contributed funds to pay the rent.

January. Mark S. Gustavson

February. Tri-State Scale Model Car Club

March. Joan and John Mahaffey

April. Tri-State Scale Model Car Club

May. Dr. C. E. Anagnostopoulos

June. All Museum members who renewed for 2000

July. Alan Raab (see article on page 5)

Hey, there's less than a year to go before GSL-XVIII. Mark your calendar.

GSL XVIII International Model Car Championship



Be Part Of The Legend



APRIL 27-28-29, 2001

How to Contact Us

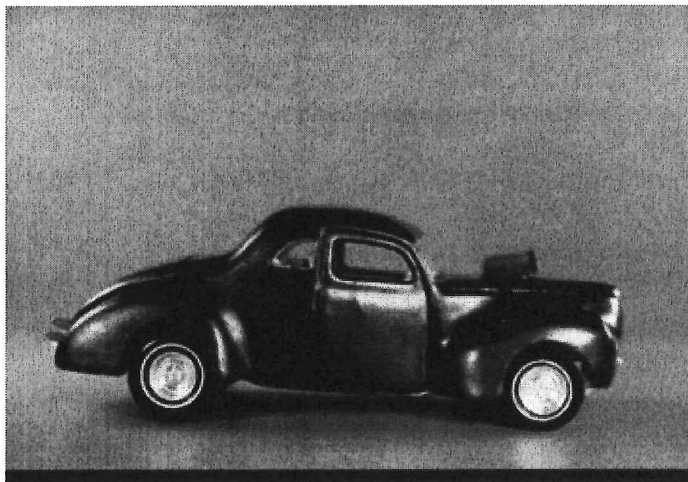
MUSEUM STAFF

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.

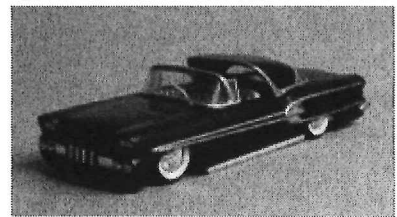
Submissions to *The Builder* and questions about receiving it in the mail or via the Internet can be addressed to the Editor: Paul Anagnostopoulos, 978 371-2316, paul@windfall.com



This '40 Ford was originally constructed by an unknown builder in the Southeastern United States. It was apparently built in the early '60s, judging by some of the parts used in the construction, and might not have been finished. Bill Taylor undertook the work of restoring this vintage custom Ford. For further details on this restoration, including an incredible array of dozens of in-process photos, please check in at the Museum web site: www.TheModelCarMuseum.org

Coming Up in the Next Issue of *The Builder*

We are pleased to announce that Byron Bowman has loaned to the Museum three custom model cars that he constructed in 1958. Modified in the style of that time, Byron painted the models with vintage DuPont candy nitrocellulose lacquers. Each of the models are in splendid condition and give the viewer an utterly authentic view into the history of our hobby. Next time, we'll have full coverage on these great models. Thanks, Byron!



Byron Bowman's '58 Pontiac with its sedanca top.

The Builder Vol. 6, No. 1

The Builder is a publication of the National Model Car Builders' Museum. Please visit our web site: www.TheModelCarMuseum.org

Editor: Paul Anagnostopoulos, paul@windfall.com

Publisher: Mark S. Gustavson, msgsl@xmission.com

Webmaster: Mark Benton, mjbenton@xmission.com

Museum Trustees: Paul Anagnostopoulos, Mike Barlow, Mark Benton, Pat Covert, Brian Dees, Mark S. Gustavson, Bill Helm, Alan Raab, Randy Vandraiss

Research Assistants: Rex Barden, Russ Harding, Randy Vandraiss

Museum logo designed by Russ Schwenkler

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